



Solano Transportation Authority

SOLANO TRANSPORTATION AUTHORITY
BOARD MEETING AGENDA

5:00 p.m., Closed Session
6:00 p.m., Regular Meeting

Wednesday, July 8, 2009
Suisun City Hall Council Chambers
701 Civic Center Drive
Suisun City, CA 94585

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

Public Comment: Pursuant to the Brown Act, the public has an opportunity to speak on any matter on the agenda or, for matters not on the agenda, issues within the subject matter jurisdiction of the agency. Comments are limited to no more than 3 minutes per speaker unless modified by the Board Chair, Gov't Code § 54954.3(a). By law, no action may be taken on any item raised during the public comment period (Agenda Item IV) although informational answers to questions may be given and matters may be referred to staff for placement on a future agenda of the agency.

Speaker cards are helpful but not required in order to provide public comment. Speaker cards are on the table at the entry in the meeting room and should be handed to the STA Clerk of the Board.

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

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

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

ITEM

BOARD/STAFF PERSON

I. CLOSED SESSION:

(5:00 – 6:00 p.m.)

- 1. PERSONNEL CLOSED SESSION pursuant to California Code Section § 549547 et seq.; Public Employee Performance Review – Executive Director; and
2. LABOR RELATIONS CLOSED SESSION pursuant to California Code Section § 54054.6 et seq.; Conference with Labor Negotiator

STA BOARD MEMBERS

Table with 8 columns listing 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 Rio Vista), Len Augustine (City of Vacaville), and Osby Davis (City of Vallejo).

STA BOARD ALTERNATES

Table with 8 columns listing board alternates: Mike Reagan, Mike Segala, Alan Schwartzman, Rick Fuller, Chuck Timm, Ron Jones, Curtis Hunt, and Tom Bartee.

**II. CALL TO ORDER/PLEDGE OF ALLEGIANCE**

(6:00 – 6:05 p.m.)

Chair Spering

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

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

Chair Spering

**IV. APPROVAL OF AGENDA**

(6:05 – 6:10 p.m.)

**V. OPPORTUNITY FOR PUBLIC COMMENT**

(6:10 – 6:15 p.m.)

**VI. SWEARING IN OF NEW STA BOARD ALTERNATE MEMBER**

(6:15 – 6:20 p.m.)

- Mike Hudson, City of Suisun City

Johanna Masiclat

**VII. EXECUTIVE DIRECTOR'S REPORT**

(6:20 – 6:25 p.m.)

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Daryl K. Halls

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

(6:25 – 6:40 p.m.)

**A. MTC Presentation**

MTC Chair Scott Haggerty

**B. Caltrans Report:**

**C. STA Reports:**

- 1. Federal Legislative Report**
- 2. Senior and Disabled Transportation Summit**
- 3. STA Directors Update**
  - A. Projects**
  - B. Planning**
  - C. Transit and Rideshare**
- 4. Proclamation of Appreciation**
  - A. Will Kempton - Caltrans**

Susan Lent, Akin Gump  
Chair Spering and Jayne Bauer

Janet Adams  
Robert Macaulay  
Elizabeth Richards

**IX. CONSENT CALENDAR**

***Recommendation:***

*Approve the following consent items in one motion.*

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

(6:40 – 6:45 p.m.)

- A. STA Board Meeting Minutes of June 10, 2009** Johanna Masiclat  
Recommendation:  
*Approve STA Board Meeting Minutes of June 10, 2009.*  
**Pg. 5**
- B. Review Technical Advisory Committee (TAC) Draft Minutes for the Meeting of June 24, 2009** Johanna Masiclat  
Recommendation:  
*Receive and file.*  
**Pg. 15**
- C. Fiscal Year (FY) 2009-10 Indirect Cost Allocation Plan (ICAP) Rate Application** Susan Furtado  
Recommendation:  
*Approve the following:*  
  - 1. ICAP Rate Application for FY 2009-10; and*
  - 2. Authorize the Executive Director to submit the ICAP Rate Application to Caltrans.*  
**Pg. 21**
- D. I-80 Express Lanes Project Implementation** Janet Adams  
Recommendation:  
*Approve the following:*  
  - 1. Approve the attached Resolution 2009-14 and Funding Allocation Request from Metropolitan Transportation Commission (MTC) for \$1.1 million for preliminary engineering for the I-80 HOT Lanes project;*
  - 2. Authorize the Executive Director to enter into a Cooperative Agreement with Caltrans for the I-80 Express Lanes work;*
  - 3. Authorize the Executive Director to issue a Request for Proposals (RFP) to select two consultant teams to prepare environmental documents, one for the I-80 HOT Lanes (Red Top to Airbase Parkway) project and one for the I-80 HOT Lanes (Airbase Parkway to I-505) project and to award contracts up to \$1.1 million; and*
  - 4. Authorize the Executive Director to issue a Request for Proposals (RFP) for a Project Manager for the I-80 Express Lanes and enter into a contract not-to-exceed \$100,000.*  
**Pg. 23**

- E. Contract Amendments - (MTCO)/Nolte Joint Venture (JV) for I-80 Ramp Metering Design and the I-80 Eastbound Cordelia Truck Scales Relocation Environmental Document** Janet Adams
- Recommendation:*  
Approve the following:
1. Contract amendment for MTCO/Nolte JV in the amount of \$505,500 for additional design services required for the I-80 HOV Lanes - Ramp Metering Project; and
  2. Contract Amendment for MTCO/Nolte JV in the amount of \$235,000 for additional services required for the environmental document for the I-80 Eastbound Cordelia Truck Scales Relocation Project.
- Pg. 31**
- F. Traffic Model Advisory Committees** Robert Macaulay
- Recommendation:*  
Approve the following:
1. The Cooperative Agreement establishing the Model TAC and Model Land Use Committee (MLUC);
  2. Direct staff to send the Cooperative Agreement to its member jurisdictions for adoption; and
  3. Direct staff to send the Cooperative Agreement to the NCTPA for adoption.
- Pg. 45**
- G. Metropolitan Transportation Commission (MTC) Planning Funding Agreement Scope of Work** Robert Macaulay
- Recommendation:*  
Approve the scope of work as specified in Attachment A.
- Pg. 55**
- H. Fiscal Year (FY) 2009-10 Transportation Development Act (TDA) Matrix – July 2009 – Includes the City of Dixon** Elizabeth Richards
- Recommendation:*  
Approve the July 2009 TDA Matrix which includes the FY 2009-10 TDA claim for the City of Dixon.
- Pg. 67**
- I. Intercity Transit Ridership Study** Elizabeth Richards
- Recommendation:*  
Authorize the Executive Director to release a Request for Proposals for a Solano Intercity Transit Ridership Survey and execute a contract with a consultant for an amount not-to-exceed \$50,000.
- Pg. 69**

- J. Contract Amendment for Marketing Consultant Services - Moore Iacofano Goltsman (MIG)** Elizabeth Richards  
Recommendation:  
*Approve Contract Amendment No. 5 with Moore Iacofano Goltsman (MIG) for an additional amount of \$40,000 for STA marketing services.*  
**Pg. 73**
- K. Solano Senior and Disabled Transportation Study** Elizabeth Richards  
Recommendation:  
*Authorize the Executive Director to release a Request for Proposals and enter into consultant agreement for an amount not-to-exceed \$50,000 to update the Solano Senior and Disabled Transportation Study.*  
**Pg. 77**
- L. Solano Napa Commuter Information (SNCI) Fiscal Year (FY) 2009-10 Work Program** Judy Leaks  
Recommendation:  
*Approve the Solano Napa Commuter Information Work Program for FY 2009-10.*  
**Pg. 79**
- M. Safe Routes to School – Part Time Program Coordinator and Safety Coordinator** Sam Shelton  
Recommendation:  
*Authorize the Executive Director to enter into agreements not to exceed \$152,000 for a Safe Routes to School part time program coordinator and safety coordinator as described in Attachments A and B, contingent on entering into funding agreements with the Yolo Solano Air Quality Management District (YSAQMD) and the Bay Area Air Quality Management District (BAAQMD).*  
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**X. ACTION FINANCIAL ITEMS**

- A. Fiscal Year (FY) 2008-09 Final Budget Revision** Daryl K. Halls  
Recommendation: Susan Furtado  
*Adopt FY 2008-09 Final Budget Revision as shown in Attachment A.*  
 (6:45 – 6:50 p.m.)  
**Pg. 85**

**B. Fiscal Year (FY) 2009-10 Budget Revision and FY 2010-11 Proposed Budget**

Daryl K. Halls  
Susan Furtado

Recommendation:

Approve the following:

1. Adopt the FY 2009-10 Budget Revision as shown in Attachment A; and
2. Adopt the FY 2010-11 Proposed Budget as shown in Attachment B.

(6:50 – 7:05 p.m.)

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**C. Executive Director Contract:**  
(NOTE: A memo on this matter will distributed following completion of the annual evaluation process.)

Chair Spering

Recommendation:

Approve the new employment agreement as specified in Attachment A (to be provided at the meeting).

(7:05 – 7:10 p.m.)

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**D. Suisun Valley Rains Drain Flood Control Study**

Janet Adams

Recommendation:

Approve the following:

1. Authorize the Executive Director to negotiate a scope and fee and execute a contract amendment with the Mark Thomas (MTCO)/Nolte Joint Venture (JV) to provide engineering services necessary to develop an agreed upon solution for the Suisun Valley Rains Drain flooding issue for an amount not-to-exceed \$300,000; and
2. Authorize the Executive Director to execute a Memorandum of Understanding (MOU) among all affected/interested agencies including, but not limited to the following: Solano County Water Agency (SCWA), Caltrans, Solano Irrigation District, Solano County, and the City of Fairfield.

(7:10 – 7:15 p.m.)

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## XI. ACTION NON-FINANCIAL ITEMS

- A. **Public Release of the Draft I-80/I-680/I-780 Corridors Highway Operations Study & Implementation Plan** Sam Shelton  
*Recommendation:*  
*Authorize the Executive Director to distribute the final Draft I-80/I-680/I-780 Corridor Highway Operations Study & Implementation Plan for public comment.*  
(7:15 – 7:25 p.m.)  
**Pg. 105**
- B. **I-80 Eastbound (EB) Cordelia Truck Scales Relocation Project** Janet Adams  
*Recommendation:*  
*Authorize the Executive Director to issue a Request for Proposals (RFP) to select a consultant/vendor to provide the Technology System Integration design and equipment for the new I-80 EB Cordelia Truck Scales Facility.*  
(7:25 – 7:30 p.m.)  
**Pg. 131**

## XII. INFORMATIONAL ITEMS

- A. **Implementation of STA's Overall Work Plan (OWP) for Fiscal Year (FY) 2009-10 and FY 2010-11** Daryl Halls  
*Informational*  
(7:30 – 7:35 p.m.)  
**Pg. 133**

### NO DISCUSSION

- B. **North Connector – Phase 2 Project Update** Janet Adams  
*Informational*  
**Pg. 161**
- C. **Comprehensive Transportation Plan (CTP) Update** Robert Macaulay  
*Informational*  
**Pg. 163**
- D. **Legislative Update** Jayne Bauer  
*Informational*  
**Pg. 164**
- E. **Project Delivery Update** Kenny Wan  
*Informational*  
**Pg. 215**

**F. Funding Opportunities Summary**  
*Informational*  
**Pg. 221**

Sara Woo

**G. STA Board and Advisory Committee Meeting Schedule  
for 2009**  
*Informational*  
**Pg. 231**

Johanna Masclat

**XII. BOARD MEMBERS COMMENTS**

**XIII. ADJOURNMENT**

The next regular meeting of the STA Board is scheduled for **Wednesday, September 9, 2009, 6:00 p.m., Suisun City Hall Council Chambers.**

**MEMORANDUM**

DATE: June 30, 2009  
TO: STA Board  
FROM: Daryl K. Halls  
RE: Executive Director's Report – July 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.

**North Connector East Project Groundbreaking Scheduled**

A ground breaking event for the North Connector East Project has been scheduled for Wednesday, July 8, 2009, at 1 pm at a site located on a segment of the project. The construction bids for the project were opened on June 16<sup>th</sup> and the low bidder, Ghillotti Brothers Construction, was 55% below the engineer's construction estimate. The project is slated to be completed and open for traffic in the fall of 2010.

**MTC Chair Scott Haggerty to Attend STA Board Meeting \***

Alameda County Supervisor and the new Chair of the Metropolitan Transportation Commission (MTC) Scott Haggerty is scheduled to attend the STA Board meeting to discuss MTC's current regional priorities and to hear from the STA Board about Solano County's transportation issues and priorities. Supervisor Haggerty is a long time member of MTC and has also served on the Bay Area Air Quality Management District (BAAQMD) and on the Association of Bay Area Governments (ABAG).

**STA to Release I-80/I-680/I-780 Corridors Highway Operations Implementation Study \***

Staff is recommending the STA Board release the I-80/I-680/I-780 Corridors Highway Operations Implementation Study for public review and comment. This study incorporates operational and policy recommendations from STA's Major Investment Study for the same corridors, the Metropolitan Transportation Commission's (MTC) Freeway Performance Initiative (FPI) for I-80 and I-680, and Caltrans requirement to conduct a corridor study for I-80 as part of the Corridor Mobility Investment Account (CMIA) into one comprehensive study. When approved by STA, MTC and Caltrans, this study will serve as the template for future projects and operational improvements along I-80, I-680 and I-780 corridors.

**STA FY 2009-10 and FY 2010-11 Budgets \***

Staff has prepared the final budget for Fiscal Year (FY) 2008-09, a revised FY 2009/10 and a new proposed budget for FY 2010-11. The FY 2009-10 budget is balanced between projected revenues and expenditures at \$36.98 million. The

budget includes a staff hiring freeze, no cost of living adjustments, and primarily funds the current set of priority projects adopted recently by the STA Board. The FY 2010-11 budget is projected to be balanced at \$42.66 million. Both FY budgets include State Transportation Improvement Program (STIP)/Transportation Development Act (TDA) fund swaps previously approved by the Board and reflect the State Legislature's recent elimination of State Transit Assistance funds (STAF) and potential borrowing or taking of local gas tax funds. Under a separate staff report, a summary of the impact of current and proposed state budget cuts on the STA's funding of its Overall Work Program set of projects, plans and programs is outlined.

**Countywide Senior and Disabled Transportation Summit \***

On June 26, 2009, the STA co-hosted a Solano Countywide Senior and Disabled Transportation Summit in partnership with the County of Solano, the Solano County Senior Coalition, and the Metropolitan Transportation Commission (MTC). The objective for this first summit was to solicit and receive input from the array of senior and disabled transportation users, providers and destinations of the various senior and disabled transportation programs and services. An estimated 150 attended the Summit and over 450 seniors and disabled individuals have responded thus far to a survey of transportation issues and obstacles. The 2<sup>nd</sup> Countywide Senior and Disabled Transit Summit is scheduled for October 30, 2009.

**Incorporating Advanced Technology into the New Cordelia Truck Scales \***

The STA is serving as the lead agency for design for the I-80 Eastbound Cordelia Truck Scales Relocation Project. With the rapid advancement of the design phase for the project, a decision regarding the technological components for the project needs to be determined by the STA, Caltrans and the California Highway Patrol (CHP). Due to the projected volume of trucks expected to be sorted and processed by this upgraded facility once it is constructed, staff is recommending the STA Board authorize the release of a Request for Proposals (RFP) for a consultant to provide the design and equipment for the technology for this new facility.

**Update on Transit Coordination Issues**

As authorized by the STA Board, staff has developed and is in the process of implementing an allocation of the nine Solano Paratransit vehicles and four soon to be procured vehicles through lease agreements. Through a partnership with the County of Solano, STA is having each of the vehicles inspected, serviced, and the Solano Paratransit wrap removed following the last day of operation, June 30, 2009. Vehicles are being leased to Dixon Read-Ride, Fairfield and Suisun Transit (FAST), and Vallejo Transit. Notification of the service changes was mailed by STA to all of the current users of Solano Paratransit in May 2009.

Concurrently, staff is assisting the Cities of Benicia and Vallejo in their evaluation of the STA Board recommendation to consolidate Benicia and Vallejo transit systems into one service. A working group, comprised of two council members from both cities and their public works and transit staff, has been formed and they are working to identify transitional issues and costs, and develop a transitional plan before the recommendation is presented to their respective city councils for their consideration.

Attachment:

- A. STA Acronyms List of Transportation Terms (Updated April 2009)

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**SOLANO TRANSPORTATION AUTHORITY**  
**Board Minutes for Meeting of**  
**June 10, 2009**

**I. CLOSED SESSION**

Closed session to discuss Executive Director Performance Review. Chuck Lamoree, Legal Counsel, indicated that there were no matters to report.

**II. CALL TO ORDER**

Chair Sperring called the regular meeting to order at 6:15 p.m. A quorum was confirmed.

**MEMBERS**

**PRESENT:**

|                              |                     |
|------------------------------|---------------------|
| Jim Sperring, 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   |
| Tom Barte (Alternate Member) | City of Vallejo     |

**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     |
| Elizabeth Richards | Director of Transit and Rideshare |
|                    | Svcs.                             |
| Susan Furtado      | Financial Analyst/Accountant      |
| Jayne Bauer        | Marketing and Legislative         |
|                    | Program Manager                   |
| Liz Niedziela      | Transit Manager/Analyst           |
| Judy Leaks         | Program Manager                   |
| Robert Guerrero    | Senior Planner                    |
| Sam Shelton        | Project Manager                   |
| Kenny Wan          | Assistant Project Manager         |
| Sara Woo           | Assistant Planner                 |

**ALSO**

**PRESENT:**

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

|                     |  |
|---------------------|--|
| Jack Batson         | Solano County Team Bike Challenge Winner |
| Leslie Batson       | Solano County Team Bike Challenge Winner |
| Danny Bernardini    | The Reporter                             |
| Kevin Graham        | Member of the Public                     |
| George Gwynn Jr.    | Member of the Public                     |
| Howard Jenning, Jr. | Member of the Public                     |
| Hayley Jones        | Solano County Team Bike Challenge Winner |
| Jaymie Jones        | Solano County Team Bike Challenge Winner |
| Dan Kasperon        | City of Suisun City                      |
| Gus Khouri          | Shaw/Yoder, Inc.                         |
| Gary Leach          | City of Vallejo                          |
| Wayne Lewis         | City of Fairfield                        |
| Jason Mac           | Caltrans, District 4                     |
| Alyssa Majer        | City of Suisun City                      |
| Rod Moresco         | City of Vacaville                        |
| Doanh Nguyen        | Caltrans District 4                      |
| Dan Schiada         | City of Benicia                          |
| Alan Schwartzman    | Council Member, City of Benicia          |
| Mike Segala         | Council Member, City of Suisun City      |
| Craig Snider        | Solano County Bike Commuter of the Year  |
| Rob Sousa           | City of Benicia                          |
| Vern Van Buskirk    | Member of the Public                     |
| Nancy Whelan        | Nancy Whelan Consulting (NWC)            |
| Paul Wiese          | County of Solano                         |
| Eddie Woodruff      | Member of the Public                     |

**III. PLEDGE OF ALLEGIANCE**

**IV. APPROVAL OF AGENDA**

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

**V. OPPORTUNITY FOR PUBLIC COMMENT**

George Gwynn, City of Suisun City Resident, addressed the STA Board with concerns regarding the County's transit service.

**VI. EXECUTIVE DIRECTOR'S REPORT**

Daryl Halls provided an update on the following topics:

- State Budget Treavails Cast Shadow Over State and Transportation
- Transit Consolidation Study – Phase 2 Analysis and Recommendation
- Bid Opening for North Connector East Project
- Rio Vista Bridge Study Goes Public
- Countywide Senior and Disabled Transportation Summit Scheduled
- Program and Safety Coordinator to Help Support Popular STA Safe Routes to Schools Program
- 15<sup>th</sup> Annual Bike to Work Day a Success

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

**A. Caltrans Report:**

Doanh Nguyen, Caltrans District 4 Project Manager, provided status updates on the I-80 Rehab, Express (HOV) Lanes, and SR 12 East Safety Project.

**Public Comment:**

Eddie Woodruff, City of Rio Vista Resident, addressed the STA Board regarding safety improvement issues on the intersections of SR 12 Shiloh Road and Olsen Road in Rio Vista.

**B. MTC Report:**

None presented.

**C. STA Reports:**

1. Gus Khouri, Shaw/Yoder, Inc provided a State Legislative update.
2. Judy Leaks presented the 2009 Solano County Bike Commuter of the Year (Craig Snider) and Solano County Team Bike Challenge Winners (Jack and Leslie Batson and Hayley and Jaymie Jones).
3. STA Status Reports:
  - A. Projects – Janet Adams highlighted the STA Board’s Express Lanes Project Tour in Alameda and Santa Clara Counties on June 4, 2009.
  - B. Planning – Robert Guerrero, Senior Planner, provided the STA Board with an update on the Yolo Solano Air Quality Management District’s recent action in approving Clean Air Projects for Solano County. He also reported that the STA received five Request for Proposals for the Solano Rail Crossings Study and that STA staff will provide a more detailed report as the study kicks off later this Fall.
  - C. Transit and Rideshare – Elizabeth Richards reported on the process for dissolving Solano Paratransit.

**VIII. CONSENT CALENDAR**

On a motion by Board Member Price, and a second by Vice Chair Sanchez, the STA Board unanimously approved Consent Calendar Items A thru J.

**A. STA Board Meeting Minutes of May 13, 2009**

Recommendation:

Approve STA Board Meeting Minutes of May 13, 2009.

**B. Review Technical Advisory Committee (TAC) Draft Minutes for the Meeting of May 27, 2009**

Recommendation:

Receive and file.

**C. Cordelia Sky Hills Funding Agreement**

Recommendation:

Approve the following:

1. Authorize the Executive Director to execute a funding agreement with Solano County and the Solano Land Trust for the Cordelia Sky Hills Acquisition Project; and
2. Approve \$400,000 of TDA Article 3 funds through FY 2011-12 for the Cordelia Sky Hills Acquisition Project.

**D. Solano County Fiscal Year (FY) 2009-10 Transportation Funds for Clean Air (TFCA) 40% Program Manager Call for Projects**

Recommendation:

Approve a revised TFCA Resolution No. 2009-09 which includes the following:

1. A revised funding amount of \$250,000 for SNCI's FY 2009-10 TFCA allocation; and
2. A total of \$60,000 of FY 2009-10 TFCA funds for the Solano Safe Routes to School Program (previously approved on March 11, 2009).

**E. Federal Economic Stimulus Update for Transportation in Solano County**

Recommendation:

Approve the American Recovery and Reinvestment Act (ARRA) Tier 2 projects for Solano local agencies as shown in Attachment C.

**F. Solano Paratransit Vehicle Reassignment**

Recommendation:

Authorize the Executive Director to develop a plan for the reassignment of the Solano Paratransit vehicles.

**G. Contract Amendment for Marketing Consultant Services - Moore Iacofano Goltsman (MIG)**

Recommendation:

Approve Contract Amendment No. 4 with Moore Iacofano Goltsman (MIG) for STA marketing services through June 30, 2010.

**H. Contract Amendment for Transit Project Management Consultant - John Harris**

Recommendation:

Authorize the Executive Director to extend the consultant contract with John Harris for Transit Project Management until June 30, 2010 for an amount not to exceed \$15,000.

**I. Contract Amendment for Transit and Funding Consultant - Nancy Whelan Consulting**

Recommendation:

Authorize the Executive Director to extend the consultant contract with Nancy Whelan Consulting for Transit Funding and Technical Services until June 30, 2010 for an amount not to exceed \$35,000.

**J. Regional Measure 2 (RM 2) Vacaville Intermodal Station Resolution of Support**

Recommendation:

Approve Resolution No. 2009-12 authorizing the funding allocation for Regional Measure 2 funds from the Metropolitan Transportation Commission to the City of Vacaville for the Solano County Express Bus North Intermodal Facilities – Vacaville Intermodal Station.

## IX. ACTION – FINANCIAL ITEMS

### A. Award of Construction Contract for the North Connector - Phase 2 Project

Janet Adams reported on the construction contract process for the North Connector – Phase 2 Project. She indicated that the construction bids for the North Connector East Project was extended to June 16, 2009. She announced that the Groundbreaking of the North Connector East Segment is scheduled at 1:00 p.m., Wednesday, July 8, 2009.

#### **Board Comments:**

None presented.

#### **Public Comments:**

None presented.

#### Recommendation:

Approve the following:

1. The North Connector –North Connector Phase 2 Contract, Notice to Contractors and Special Provisions, including issued Addenda Nos. 1 through 6;
2. Authorize the Executive Director or his designee to sign the contract on behalf of the STA Board subject to:
  - a. The contract amount being within the Engineer's estimate of costs for the project, to wit: an amount not to exceed \$20,840,000.00, and
  - b. The Executive Director or his designee having reviewed and found sufficient all required documents, including the contract signed by the contractor with all required surety bonds and certificates of insurance, and such other documents required under the contract.
3. Resolution No. 2009-13 for the North Connector –Phase 2 Contract

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

### B. Fiscal Year (FY) 2009-10 Transportation Development Act Article 3

Robert Guerrero summarized STA's recommendation that \$40,000 in FY 2009-10 TDA Article 3 funds replace the originally approved \$40,000 TE funds that are required as part of the \$400,000 TFCA grant. He also cited that future TE allocations of up to \$40,000 would backfill the TDA Article 3 funds if approved by the STA Board and the SR2S-AC unanimously supported STA staff's recommendation at their April 9, 2009 meeting.

#### **Board Comments:**

Board Member Patterson discussed her experiences on bicycle routes in Vallejo and the need to address gaps and maintenance in the countywide bicycle route network. Daryl Halls commented that priority projects have been the STA Board's emphasis for funding due to limited funding availability. Mr. Halls further commented that the STA Board will have a chance to include other priority projects in the Countywide Bicycle Plan as part of the overall Comprehensive Transportation Plan update.

Council Member Mike Segala, speaking as a member of the Bicycle Advisory Committee, discussed the term bicycle gap closure. Mr. Segala noted the importance for addressing bicycle route gaps in the Countywide Bicycle Route Network.

**Public Comments:**

None presented.

Recommendation:

Approve Resolutions 2009-10 and 2009-11 as attached for the following FY 2009-10 TDA Article 3 projects:

1. \$270,017 for the County of Solano's Vacaville Dixon Bike Route (this includes a transfer of \$110,000 in TDA Article 3 from the Suisun Valley Bridge Project);
2. \$85,000 for the 2009 Countywide Bicycle Pedestrian Plan Update; and
3. \$40,000 for the Solano Safe Routes to School Program.

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

- C. Safe Routes to School – Part Time Program Coordinator and Safety Coordinator**  
Sam Shelton outlined the draft set of duties (job descriptions) for both the SR2S Part Time Program Coordinator and Safety Coordinator. He cited that on April 9, 2009, the STA SR2S Advisory Committee (AC) provided preliminary direction regarding the Safety Coordinator position, requesting that additional preferred qualifications include bicycle officer or police officer experience.

Recommendation:

Authorize the Executive Director to enter into agreements not to exceed \$90,000 for a Safe Routes to School part time program coordinator and safety coordinator as described in Attachments A and B, contingent on entering into funding agreements with the Yolo Solano Air Quality Management District (YSAQMD) and the Bay Area Air Quality Management District (BAAQMD).

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

**X. ACTION NON-FINANCIAL ITEMS**

- A. Transit Consolidation Study - Phase 2 Analysis and Recommendations**  
Elizabeth Richards and Joe Story, Project Consultant, announced the completion of the STA's Transit Consolidation Study – Phase 2 Analysis and Recommendations. They cited that staff has been working with the cities of Benicia and Vallejo through a staff and policy board working group to assist in the development of the Option 1. They said that subject to approval of the Study's recommendations, it is proposed that staff would continue to work with the Benicia/Vallejo Transit Working Group to facilitate the analysis and implementation for Option 1.

**Public Comments:**

Howard Jennings Jr., Member of the Public, raised some concerns regarding the STA Board's decision to disregard Option 6 (Countywide consolidation study) of the Transit Consolidation Study.

**Board Comments:**

Board Member Patterson recommended to modify Recommendation No. 1 to read as follows:

1. Option 1: Consolidation of Benicia and Vallejo transit services *pursuant to guiding principles;*

Recommendation:

Approve the following:

1. Option 1: Consolidation of Benicia and Vallejo transit services *pursuant to guiding principles;*
2. Option 4c: Decentralize intercity paratransit service to local transit operators and continue study of consolidation of interregional Solano transit services under one operator to be selected by the STA Board;
3. Forward the STA recommended transit consolidation recommendations to the affected agencies for their consideration and participation;
4. Direct STA staff to work with the affected local transit staff to develop Implementation Plans for Option 1 and Option 4c; and
5. Report back to the STA Board by September 2009 on the status of the Implementation Plan.

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

- B. Comprehensive Transportation Plan (CTP) - Update of Local Agency Project Lists**  
Robert Guerrero provided a presentation on the background on the current CTP's Local Agency Projects Listing. Mr. Guerrero discussed STA staff's recommendation to update the Local Agencies Project lists and provided an overview of the recommended process.

**Public Comments:**

None presented.

**Board Comments:**

Based on input, Board Chair Spring recommended modifying the CTP's definition of Tier 2 Projects being from 5 to 25 years to 5 to 15 years. After discussion, the STA Board concurred.

Recommendation:

Authorize the Executive Director to:

1. Request the 8 member jurisdictions review and update projects and programs to be included in the Solano CTP; and
2. Request Caltrans, MTC, CCJPB, BAAQMD, YSAQMD and WETA identify projects and programs to be included in the Solano CTP.

On a motion by Board Member Augustine, and a second by Board Member Patterson, the STA Board unanimously approved the recommendation to include Board Member Spring's request to modify the definition of Tier 2 Projects from 5 to 25 years to 5 to 15 years.

**C. Legislative Update**

Jayne Bauer recommended the STA Board to take a position of support for the Assembly Constitutional Amendment (ACA) 15 (Arambula) based on their consistency with STA Legislative Priority #5 which states #5 *“Support initiatives to pursue the 55% voter threshold for county transportation infrastructure measures.”*

**Public Comments:**

None presented.

**Board Comments:**

None presented.

Recommendation:

Approve a position of support for Assembly Constitutional Amendment (ACA) 15 (Arambula).

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

**XI. INFORMATIONAL ITEMS – DISCUSSION ITEMS**

**A. Senior and Disabled Transportation Summit**

Jayne Bauer announced the Countywide Senior and Disabled Transportation Summit has been scheduled for Friday, June 26, 2009 from 9 a.m. to 2:00 p.m. at the Joseph Nelson Community Center in Suisun City. She cited that the intent of the first summit is to solicit and receive input from the array of senior and disabled transportation users, providers and destinations of the various senior and disabled transportation programs and services.

**B. State Route (SR) 12 Rio Vista Bridge Study Update**

Janet Adams provided an update to the development of the SR 12 Rio Vista Bridge Study. She cited that the study is being conducted in context with the entire SR 12 corridor and will coordinate with and be included in the planned SR 12 Major Investment Study (MIS). She also stated that a Strategic Public Outreach Plan has been developed with a project website constructed and launched as well as preparations are being made for the first public workshop scheduled for May 28, 2009 at 6:00 p.m. in Rio Vista.

**NO DISCUSSION**

**C. Yolo Solano Air Quality Management District Clean Air Funds Committee Recommendation for Fiscal Year (FY) 2009-10**

**D. Model Technical Advisory Committee (TAC) and Model Update**

**E. Project Delivery Update**



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**TECHNICAL ADVISORY COMMITTEE**  
**Minutes for the meeting of**  
**June 24, 2009**

**I. CALL TO ORDER**

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

**Present:**

|                             |                |                     |
|-----------------------------|----------------|---------------------|
| <b>TAC Members Present:</b> | Dan Schiada    | City of Benicia     |
|                             | Gene Cortright | City of Fairfield   |
|                             | Morrie Barr    | City of Rio Vista   |
|                             | Dan Kasperson  | City of Suisun City |
|                             | Rod Moresco    | City of Vacaville   |
|                             | 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 |
| Judy Leaks         | STA |
| Jayne Bauer        | STA |
| Robert Guerrero    | STA |
| Sam Shelton        | STA |
| Kenny Wan          | STA |
| Johanna Masiclat   | STA |

**Others Present:**

*(In Alphabetical Order by Last Name)*

|               |                             |
|---------------|-----------------------------|
| Kevin Aguigui | Kimley-Horn and Assoc. Inc. |
| Liz Brisson   | MTC                         |
| Jeff Knowles  | City of Vacaville           |
| Wayne Lewis   | City of Fairfield           |
| Alysa Majer   | City of Suisun City         |

## II. APPROVAL OF THE AGENDA

On a motion by Rod Moresco, and a second by Dan Schiada, the STA TAC unanimously approved the agenda with the following exceptions:

- Modify the recommendation to Agenda Item V.A., Fiscal Year (FY) 2009-10 Transportation Development Act (TDA) Matrix - July 2009 to read as follows:  
Recommendation:  
Forward a recommendation to the STA Board to approve the July 2009 TDA Matrix *and the FY 2009-10 TDA claim for the City of Dixon.*
- Janet Adams clarified that Agenda Item VII.A, Comprehensive Transportation Plan (CTP) Update – Alternative Modes State of the System Report is an informational item with a recommendation that Robert Macaulay will cover at the time of the report.

## III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

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

**Caltrans:** None presented.

**MTC:** None presented.

**STA:** Robert Guerrero provided information on two upcoming funding opportunities. He agreed with the TAC's request for an e-mail notification over the next month as more information becomes available.

Janet Adams announced the bid for the North Connector-Phase 2 Project was awarded to Ghilloti Brothers. She also announced the Groundbreaking for the Suisun Parkway Segment of the North Connector is scheduled for Wednesday, July 8<sup>th</sup> at 1 pm.

Jayne Bauer announced that the STA is gearing up for discussions on the next cycle of the Federal Appropriations and Authorization Bill. She cited that staff will be contacting the cities of Dixon, Fairfield, Vacaville, Vallejo, and the cities that participated in funding for STA's federal lobbyist to schedule a meeting to discuss this topic.

In addition, Jayne Bauer announced that this year's annual awards has been confirmed and scheduled for Wednesday, November 4, 2009 in Fairfield at a location yet to be determined. She also distributed to the TAC members the nomination forms for STA's 12<sup>th</sup> Annual Awards. She indicated that since the TAC will not be meeting in July, she reminded the TAC that the deadline to submit the nomination forms is August 28, 2009 which is two days after the next TAC meeting in August.

The STA staff and TAC acknowledged the pending retirement of longtime TAC member Dan Schiada from Benicia.

## V. CONSENT CALENDAR

On a motion by Dan Schiada, and a second by Paul Wiese, the STA TAC approved Consent Calendar Items A thru C as amended shown below in ~~strikethrough~~ ***bold italics*** and the noted change requested by Paul Wiese to correct spelling of Mike Johnson's name on page 16 of the packet.

### A. Minutes of the TAC Meeting of May 27, 2009

Recommendation:

Approve TAC Meeting Minutes of May 27, 2009.

### B. Fiscal Year (FY) 2009-10 Transportation Development Act (TDA) Matrix – July 2009

Recommendation:

Forward a recommendation to the STA Board to approve the July 2009 TDA Matrix ~~and the FY 2009-10 TDA claim for the City of Dixon, which includes the FY 2009-10 TDA claim from the City of Dixon~~

Pg.

### C. Traffic Model Advisory Committees

Recommendation:

Forward a recommendation to the STA Board that the STA and NCTPA Boards approve the following:

1. The Cooperative Agreement establishing the Model TAC and Model Land Use Committee (MLUC); and
2. The Executive Director sending the Cooperative Agreement to its member jurisdictions for adoption.

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## VI. ACTION FINANCIAL ITEMS

### A. Public Release of the Draft I-80/I-680/I-780 Corridors Highway Operations Study & Implementation Plan

Kevin Aguigui, Kinley-Horn and Associates, Inc, reviewed the Draft I-80/I-680/I-780 Corridors Highway Operation Study and Implementation Plan. Sam Shelton also reviewed the public review and release process of the final draft study of the I-80/I-680/I-780 Corridors Highway Operations Study and Implementation Plan. He stated that public meetings will then be scheduled in Fairfield, Vacaville, and Vallejo during the last week of July to discuss the plan's findings and receive comments. He added that the comments will be collected, addressed, and summarized for the TAC to review on August 26<sup>th</sup> and the STA Board's consideration at their September 9, 2009 meeting which at that time they will be asked to adopt the plan.

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to distribute the final Draft I-80/I-680/I-780 Corridor Highway Operations Study & Implementation Plan for public comment.

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

**B. Solano Napa Commuter Information (SNCI) Fiscal Year (FY) 2009-10 Work Program**

Judy Leaks identified the ten (10) major elements of the SNCI Work Program for FY 2009-10. She noted these include Commuter Incentives, the Emergency Ride Home Program, Employer Commute Challenge, and a wide range of localized services.

Recommendation:

Forward a recommendation to the STA Board to approve the Solano Napa Commuter Information Work Program for FY 2009-10.

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

**VII. INFORMATIONAL ITEMS**

**A. Comprehensive Transportation Plan (CTP) Update – Alternative Modes State of the System Report**

Robert Macaulay distributed and reviewed the State of the System – the Alternative Modes Report. He cited that the Alternative Modes element of the CTP includes bicycle and pedestrian transportation, alternative fuel vehicles, Transit Oriented Development (TOD), and supporting planning documents and programs.

**B. Legislative Update**

Jayne Bauer reviewed state and federal legislation pertaining to transportation and related issues. She reported that the Budget Conference Committee acted on items pertaining to transportation; 1.) Rejected the Legislative Analyst's Office (LAO) proposal to suspend Prop 42 and 2.) Regarding the Highway Users Tax Account (HUTA), voted to adopt the Governor's proposal to divert local gas tax subvention funding. Then she also reported that the House Committee on Transportation and Infrastructure Chairman James Oberstar released a white paper on June 18<sup>th</sup> that outlines the Committee's plan for the new surface transportation authorization bill.

**C. Project Delivery Update**

Kenny Wan provided an update on changes to State and Federal project delivery policies and reminded the TAC about upcoming project delivery deadlines.

**NO DISCUSSION**

**D. Funding Opportunities Summary**

**E. STA Board Meeting Highlights of June 10, 2009**

**F. STA Board and Advisory Committee Meeting Schedule for 2009**

## **ADJOURNMENT**

The meeting was adjourned at 2:45 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, August 26, 2009.**

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DATE: June 29, 2009  
TO: STA Board  
FROM: Susan Furtado, Financial Analyst/Accountant  
RE: Fiscal Year (FY) 2009-10 Indirect Cost Allocation Plan (ICAP) Rate Application

**Background:**

In June 2007, the Solano Transportation Authority (STA) was approved for its first Indirect Cost Allocation Plan (ICAP) Rate by the California Department of Transportation (Caltrans). In compliance with Caltrans Local Program Procedures (LPP) 04-10 and Office of Management and Budget (OMB) Circular A-87, the STA is required to submit an annual ICAP Rate Application. The ICAP Rate Application submitted and approved is based on the annual budget as a fixed rate with a carry-forward provision plan. A fixed rate with carry-forward provision is a rate subject to adjustment when actual expenditures for the fiscal year are audited. The difference between the estimated costs and the actual audited costs is carried forward as an adjustment to the second fiscal year following the adjusted year.

**Discussion:**

In June 2008, the FY 2007-08 ICAP rate was approved at 90.89%. This rate is being adjusted to reflect the actual and audited indirect cost expenditures. Using the audited financial statement and reports, the FY 2007-08 indirect cost expenditures is reduced by the amount of \$15,655, and is a carry-forward adjustment to the FY 2009-10 ICAP Rate application.

Therefore, the FY 2009-10 ICAP Rate application result is at 77.19%. With the approval of this ICAP Rate, STA will be able to charge Indirect Cost to the State Transportation Improvement Program (STIP) funds and any other project fund that requires the use of the ICAP Rate.

**Fiscal Impact:**

The proposed ICAP Rate for FY 2009-10 of 77.19% will allow approximately \$33,207 of indirect cost to be reimbursed by the Jepson Parkway Project from the State Transportation Improvement Program (STIP) funds.

**Recommendation:**

Approve the following:

1. ICAP Rate Application for FY 2009-10; and
2. Authorize the Executive Director to submit the ICAP Rate Application to Caltrans.

Attachment:

- A. Indirect Cost Allocation Plan for FY 2009-10 (To be provided to the STA Board Members under separate enclosure. A copy may be requested by contacting the STA at (707) 424-6075)

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DATE: June 22, 2009  
TO: STA Board  
FROM: Janet Adams, Deputy Executive Director/Director of Projects  
RE: I-80 Express Lanes Project Implementation

**Background:**

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

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

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

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

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

The Metropolitan Transportation Commission (MTC) has proposed the regional Express Lanes Network concept which involves converting existing HOV lanes to Express Lanes and using the revenue generated to finance completion of the HOV/Express system as well as other improvements within the Express corridors.

**Discussion:**

On April 22, 2009, MTC approved a revised set of Legislative Principles pertaining to the introduction of Assembly Bill (AB) 744 has been introduced by MTC to authorize the establishment of a Bay Area Express Lanes Network. With an enacted Bill, MTC can begin to allocate funds for the establishment of this network in the Bay Area. Prior to this, only preliminary engineering to further study the Express Lanes can be initiated.

STA staff has been involved with MTC staff in discussions regarding the implementation of the regional Express Lanes network that has been included in the latest Regional Transportation Plan (Transportation 2035). The next significant step in the implementation for the I-80 Express Lanes Project (Red Top Road to I-505) will be environmental clearance. Environmental clearance for the I-80 Express Lanes would be completed with two documents, since the portion from Red Top Road to Airbase Parkway will be a conversion of HOV Lanes to Express Lanes and the portion from Airbase Parkway to I-505 will be newly constructed Express lanes. Staff is proposing to initiate the more detailed investigation of the Express Lanes on I-80 in advance of legislative authority being granted to the region. This preliminary engineering will further build upon the work completed by MTC and Caltrans through a series of technical studies. The work by STA would be used for the environmental documentation if the legislative authority is provided to the region.

In order to move forward with this preliminary engineering, a Regional Measure 2 (RM 2) funding allocation of \$1.1 million is required from the MTC from the RM 2 funds dedicated to the I-80/I-680/ State Route (SR) 12 Interchange Complex. This allocation would be repaid to the Interchange if legislation is enacted.

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 RM 2 Project 7 and cash flow plan (attachments to resolution) and that STA authorizes its Executive Director, or his designee, to submit an allocation request to MTC for RM 2 funds for preliminary engineering for the I-80 Express Lanes Project.

Staff is proposing to set-up the contracting progress in the preparation of the rolling this work into environmental documents for the I-80 Express Lanes. STA would issue a Request for Proposals (RFP) to select two consultant teams, one for the I-80 Express Lanes (Red Top to Airbase Parkway) and one for the I-80 Express Lanes (Airbase Parkway to I-505). The initial phase of work would be this preliminary engineering, and should the legislation pass, an amendment to the contracts would be required. Any amendment would require approval of the Board. In addition to contracting for consultant services of the Express Lanes, staff is recommending contracting for a Project Manager (PM) for this work. Contracting for a PM is similar to the approach taken for the SR 12 corridor projects and the I-80/I-680/SR 12 Interchange Complex projects. As such, staff is requesting authorization to issue the two RFP to proceed with this important project as soon as possible.

**Recommendation:**

Approve the following:

1. Approve the attached Resolution 2009-14 and Funding Allocation Request from Metropolitan Transportation Commission (MTC) for \$1.1 million for preliminary engineering for the I-80 HOT Lanes project;
2. Authorize the Executive Director to enter into a Cooperative Agreement with Caltrans for the I-80 Express Lanes work;
3. Authorize the Executive Director to issue a Request for Proposals (RFP) to select two consultant teams to prepare environmental documents, one for the I-80 HOT Lanes (Red Top to Airbase Parkway) project and one for the I-80 HOT Lanes (Airbase Parkway to I-505) project and to award contracts up to \$1.1 million; and
4. Authorize the Executive Director to issue a Request for Proposals (RFP) for a Project Manager for the I-80 Express Lanes and enter into a contract not-to-exceed \$100,000.

Attachment:

- A. STA Resolution 2009-14

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**SOLANO TRANSPORTATION AUTHORITY  
RESOLUTION No. 2009-14**

**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 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 (RM 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 RM 2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM 2 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 RM 2 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 \$1,100,000.00 for preliminary engineering for the I-80 Express Lanes project (Red Top Road to I-505), 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 P. 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 July 8, 2009.

---

Daryl K. Halls, Executive Director  
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 8<sup>th</sup> day of July, 2009 by the following vote:

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

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

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DATE: June 29, 2009  
TO: STA Board  
FROM: Janet Adams, Director of Projects  
RE: Contract Amendments - Mark Thomas Co (MTCO)/Nolte Joint Venture (JV)  
for I-80 Ramp Metering Design and the I-80 Eastbound Cordelia Truck Scales  
Relocation Environmental Document

**Background:**

Since 2001, STA staff has been working with project consultants, Caltrans and Federal Highway Administration (FHWA) to complete improvements to the I-80/I-680/State Route (SR) 12 Interchange Complex. The joint venture of Mark Thomas & Co (MTCO)/Nolte has been working on I-80/I-680/SR 12 Interchange Complex projects for the past six years and has completed the Environmental Document (ED) and design for the I-80 High Occupancy Vehicle (HOV) Lanes and is currently preparing the environmental document for the I-80/I-680/SR 12 Interchange Project. The MTCO/Nolte team is also in the process of completing the design for the I-80 HOV Lanes – Ramp Metering and the ED for the I-80 Eastbound Cordelia Truck Scales Relocation Project, which are the subject of this staff report.

**Discussion:**

*I-80 HOV Lanes – Ramp Metering:*

As part of their current scope of services, MTCO/Nolte is currently designing the Ramp Metering component of the I-80 HOV Lanes Project. As the design has evolved, there have been a number of items that have been identified that were not envisioned when the original scope of work was developed. These items are presented in more detail in the attached letter (Attachment A) from MTCO/Nolte dated May 8, 2009. As such, STA staff is recommending the Board approve a contract amendment of \$505,500 to the existing contract with the MTCO/Nolte to cover these additional design services.

*Environmental Document for I-80 Eastbound Cordelia Truck Scales:*

STA is working in cooperation with Caltrans to deliver the I-80 Eastbound Cordelia Truck Scales Relocation Project. Caltrans is the California Environmental Quality Act/National Environmental Protection Act (CEQA/NEPA) lead for the Project, since FHWA has delegated authority to Caltrans for this project and STA has retained the MTCO/Nolte Joint Venture (MTCO/Nolte) team to prepare the ED for the I-80 Eastbound Truck Scales Relocation Project on Caltrans behalf.

In order to compete for the Proposition 1B Trade Corridor Improvement Funds (TCIF), an aggressive project schedule was developed, which targeted the completion of the Draft ED by January 31, 2009. While the Draft ED has been completed on schedule, there have been several out of scope items of work that have been encountered along the way. These items are presented in more detail in the attached letter from MTCO/Nolte dated June 29, 2009 (Attachment B). As such, STA staff is recommending the Board approve a contract

amendment of \$235,000 to the existing contract with the MTCo/Nolte to cover these additional services.

**Fiscal Impact:**

The additional services required for the I-80 Ramp Metering Design and the I-80 Eastbound Cordelia Truck Scales ED will be funded with Regional Measure 2 (RM 2) funds, which have already been allocated by MTC.

**Recommendation:**

Approve the following:

1. Contract amendment for MTCo/Nolte JV in the amount of \$505,500 for additional design services required for the I-80 HOV Lanes - Ramp Metering Project; and
2. Contract Amendment for MTCo/Nolte JV in the amount of \$235,000 for additional services required for the environmental document for the I-80 Eastbound Cordelia Truck Scales Relocation Project.

Attachments:

- A. MTCo/Nolte JV Letter dated May 8, 2009
- B. MTCo/Nolte JV Letter dated June 29, 2009



May 8, 2009

57-0212B-B

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

**RE: I-80 RAMP METERING PROJECT  
EXTRA WORK REQUEST**

Dear Ms. Adams:

The MTCo/Nolte Joint Venture (JV) has been moving forward with the I-80 Ramp Metering Study in accordance with Amendment #5 (I-80 Ramp Metering project) and Amendment #7 (Suisun Valley Road widening and intersection improvements project) to the original I-80/I-680/SR12 interchange Consultant Services Agreement and has completed the design to the 65% PS&E level. The original scope and budget proposal was based on a conceptual plan for the I-80 Ramp Metering project but it had not yet been fully coordinated and negotiated with Caltrans. As the study and the design evolved and the scope clarified with Caltrans, a number of items of work have been identified that were not included in the original Amendment #5 or Amendment #7 proposals.

We are requesting that the scope and budget for the I-80 Ramp Metering Project be amended to include the following additional items of work as clarified and/or requested by Caltrans:

**TASK 1 – INCREASE IN RAMP METERING LOCATIONS FROM FOURTEEN TO FIFTEEN AND CHANGE IN CHARACTER OF THREE RAMPS**

The original scope included ramp metering for fourteen on-ramps from local roadways onto I-80. The original scope assumed that no metering of freeway-to-freeway direct connectors would be required.

The current scope includes ramp metering for fifteen on-ramps (of which three are direct connectors). Two local roadway on-ramps were eliminated at the Green Valley Road interchange because this interchange will be reconstructed with the I-80/I-680/SR12 Initial Construction Package. However, Caltrans required that three direct connectors be metered: SR12W, SR12E, and NB I-680. The changes bring the total to fifteen which is one additional ramp over the original proposal.

The metering of direct connectors requires more design work than metering of a local road connection. The direct connectors are much longer than the typical local road on-ramp, requiring more plans sheets and a greater scope of work to design, including additional items such as advance warning signs as much as a mile or more in advance of the meter stop bar and additional design coordination for conduit routing, large warning sign details. This is a distinct change in character for three of the on-ramps and requires additional design effort to complete.

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ph. 925/938-0383 ♦ fx. 925/938-0389

**Deliverable:**

- Field survey; engineering design; inclusion in environmental documents and project report; and plans, specifications and cost estimates for one additional on-ramp and three direct connectors in lieu of three regular on-ramps.

**Additional Cost:**

*The additional cost for MTCO/Nolte JV to complete this extra work is \$51,600.*

*The additional cost for Fehr & Peers to complete this extra work is \$18,000.*

*The additional cost for Parikh Consultants to complete this extra work is \$1,800.*

*The additional cost for Geocon Consultants to complete this extra work is \$4,500.*

**Subtotal for Task 1 is \$75,900**

**TASK 2 – ENGLISH MAPPING CONVERSION REQUIRED**

At the time of the original Amendment #5 proposal, Caltrans was still processing exceptions to complete projects in Metric instead of English units (exceptions had to be approved for all projects completed after June 30, 2007), but design of the I-80 Ramp Metering project was then postponed by STA for approximately six months. This pushed the project delivery date beyond the time Caltrans would process exceptions for projects to be completed in Metric units, thus requiring the I-80 Ramp Metering project to be designed and prepared in English units. Consequently, the entire background mapping had to be converted to English units (i.e. spot elevations recalculated in English and contour lines recalculated at 1-foot intervals required for English 1"=50' scale mapping).

Radman Aerial had to recompile all the original Metric mapping for the ramp metering locations which took approximately five weeks of their time. As part of this process, the JV survey department had to recompile the mapping control from Metric to English units with appropriate adjustments.

In addition to the Radman and JV survey effort, the recompiled English mapping had to be readjusted to reflect the changes made by the Caltrans I-80 Auxiliary Lanes project and the newly constructed I-80 HOV Lanes project (since the original Metric mapping was flown before these projects were completed). This effort will be completed by the JV staff engineers.

**Deliverable:**

- Digital English mapping for all project locations including planimetrics for the latest completed projects in those areas

**Additional Cost:**

*The additional cost for MTCO/Nolte JV to complete this extra work is \$13,300.*

*The additional cost for Radman Aerial to complete this extra work is \$37,500.*

**Subtotal for Task 2 is \$50,800**

**TASK 3 – RAMP METERING POLICY EXCEPTION FACT SHEETS REQUIRED**

After final negotiations with Caltrans it was agreed that many ramps would need to deviate from Caltrans traffic operational policies indicated in the Ramp Metering Design Manual to allow the ramp metering to be added without impacting right of way or wetlands and to keep the overall construction cost within budget. Ten of the fifteen ramps will be metered without providing an HOV bypass lane which is normally required. These exceptions have been tentatively approved by Caltrans, but a full Ramp Metering Policy Exception Fact Sheet will have to be prepared and processed through the standard approval procedures. There will also be some exceptions to CHP enforcement area policy requirements.

The JV will prepare a Caltrans format ramp metering policy exceptions fact sheet to document these features and submit to Caltrans for review, comment and approval.

The original proposal did not include a scope of work for completing a ramp metering policy exceptions fact sheet.

***Deliverable:***

- Draft and Final Ramp Metering Policy Exceptions Fact Sheet (five hard copies of each)

**Additional Cost:**

*The additional cost for MTCo/Nolte JV to complete this extra work is \$26,500.*

**Subtotal for Task 3 is \$26,500**

**TASK 4 – DESIGN EXCEPTION FACT SHEETS REQUIRED**

Though every effort was made, it was not feasible for the project to meet or exceed every Caltrans design standard due to right of way and environmental constraints. Based on review of proposed project geometry, there are exceptions required for superelevation rates, side slopes, freeway entrance design speed, ramp lane drops and weaving sections. Based on the 35% PS&E submittal and comments received from Caltrans, there are expected to be approximately six Mandatory Design Exceptions and fourteen Advisory Design Exceptions.

The JV will prepare Caltrans format design exceptions fact sheets to document these features and submit to Caltrans for review, comment and approval. The fact sheets will identify both mandatory and advisory standards as outlined in the Caltrans HDM and will be prepared according to the Project Development Procedures Manual.

The original proposal did not include a scope of work for completing fact sheets.

***Deliverables:***

- Draft and Final Mandatory Design Exceptions Fact Sheet (five hard copies of each)
- Draft and Final Advisory Design Exceptions Fact Sheet (five hard copies of each)

**Additional Cost:**

*The additional cost for MTCo/Nolte JV to complete this extra work is \$40,800.*

**Subtotal for Task 4 is \$40,800**

**TASK 5 – SIGNAL MODIFICATIONS AT AIR BASE PARKWAY**

The original scope did not include design of any intersection signal modifications. Through Amendment #7, work has been added to complete a signal modification design at Suisun Valley Road to accommodate a second left turn lane.

A second signal modification is now also required at Air Base Parkway. Due to ramp intersection changes required by Caltrans, the pork chop island at entrance to WB I-80 on-ramp will be narrowed to provide a second HOV bypass lane. This will require that the existing signal pole be removed and reconstructed as well as expanded to cover two lanes. Since the signal is being modified, Caltrans will likely require additional upgrades or changes to the signal, as well as showing complete as-built signal information on the plans.

**Deliverable:**

- Preliminary and final design for signal modifications and additional necessary plan sheets.

**Additional Cost:**

*The additional cost for MTCO/Nolte JV to complete this extra work is \$3,800.*

*The additional cost for Fehr & Peers to complete this extra work is \$20,000.*

**Subtotal for Task 5 is \$23,800**

**TASK 6 – AERIALY DEPOSITED LEAD TESTING STANDARDS INCREASED**

Since the original proposal Caltrans has increased their Aerially Deposited Lead (ADL) testing requirements causing additional work to be necessary to gain approval of the Site Investigation Hazardous Materials testing report. These include more dense spacing of test borings for Aerially Deposited Lead (e.g. at MVP location only one boring were required but now two are required – one at each end of MVP; along linear facilities spacing of 500' to 700' was used, but now 200' intervals are required), and requirements to test for additional heavy metals at a higher percentage of boring sites.

**Deliverables:**

- Preliminary and final Site Investigation Report to latest Caltrans requirements.

**Additional Cost:**

*The additional cost for MTCO/Nolte JV to complete this extra work is \$2,000.*

*The additional cost for Geocon Consultants to complete this extra work is \$10,500.*

**Subtotal for Task 6 is \$12,500**

**TASK 7 – IRRIGATION RELOCATION/RECONSTRUCTION ADDED**

The original scope did not include any design of landscaping or irrigation modifications. Based on the final design layout for each ramp and Caltrans requirements to replace or relocate irrigation and landscaping at specific locations, the current scope will require, at a minimum, irrigation modifications at seven on-ramp locations. This scope includes design of irrigation modifications only. This is the minimum work required to reconstruct existing, active irrigation systems that will be impacted by ramp widenings.

It is assumed that the replacement landscaping will be done under a future, separate contract.

In addition, a tree survey at all ramp widening locations is required.

**Deliverables:**

- Tree survey and report
- Irrigation relocation plans, specs and cost estimates.

**Additional Cost:**

*The additional cost for MTCO/Nolte JV to complete this extra work is \$3,000.*

*The additional cost for HLA to complete this extra work is \$7,600.*

**Subtotal for Task 7 is \$10,600**

### **TASK 8 – CALTRANS AAA CONSTRUCTION**

The original scope assumed that STA would manage construction of the project under a Caltrans encroachment permit; this involves a much less stringent review and approval process from Caltrans and does not require any Caltrans HQ processing.

In the past year, Caltrans has indicated that they will administer, advertise and award (AAA) the project instead of the STA taking this role. This greatly increases the level of effort needed to obtain final approval of PS&E for construction. Additional levels of final review are required by Caltrans District Office Engineer as well as multiple rounds of comments and revisions during Caltrans Headquarters review of the plans. Furthermore, additional "Ready to List" (RTL) approval forms are required to be completed and Caltrans requires a strict approval process of all non-standard specification language not normally required for locally administered projects.

#### ***Deliverables:***

- Meet all requirements required by the Caltrans RTL Guidelines for HQ advertised projects
- Obtain HQ approval of all non-standard specifications

#### **Additional Cost:**

*The additional cost for MTCO/Nolte JV to complete this extra work is \$69,900.*

*The additional cost for Fehr & Peers to complete this extra work is \$24,300.*

*The additional cost for HLA to complete this extra work is \$4,100.*

**Subtotal Task 8 is \$98,300**

### **TASK 9 – MAINLINE TMS STATIONS ADDED**

The original scope did not include design of any Traffic Management System (TMS) stations on the freeway mainline. Based on the 35% PS&E cost estimate and the falling price of construction costs, Caltrans believes the project can afford to include installation of up to 18 needed TMS stations along the I-80 mainline to fill in gaps in the system. These stations were originally requested as part of the I-80 HOV Lanes project but were put off due to cost and delay of project at that time. The TMS stations would work in conjunction with the ramp metering equipment to help Caltrans monitor the overall operations of the freeway.

This task would include all design work to add 18 TMS station locations to the PS&E package. Work includes retrieval of electrical as-builts for the TMS station locations; field review of each location to identify potential conflicts, identify electrical power points of connection, and identify phone communication points of connection; electrical design of each TMS station; design of MVPs and guard rail protection for TMS equipment; and design of associated civil work such as drainage around MVPs and background mapping support.

#### ***Deliverable:***

- Complete PS&E for 18 TMS station locations including associated civil work

#### **Additional Cost:**

*The additional cost for MTCO/Nolte JV to complete this extra work is \$16,600.*

*The additional cost for Fehr & Peers to complete this extra work is \$103,500.*

**Subtotal Task 9 is \$120,100**

**TASK 10 – LONGITUDINAL UTILITY ENCROACHMENTS EXCEPTION REPORT ADDED**

The original scope did not include obtaining approval of exceptions to Caltrans' Longitudinal Utilities Encroachment Policy. It was assumed that because longitudinal encroachments had just been approved through the I-80 HOV Lanes project, they would not need to be approved again in this project. However, Caltrans has insisted that this must be treated like a separate project and have its own Longitudinal Utility Encroachments Exceptions Report approved.

Fortunately, Caltrans is allowing us to use the I-80 HOV Lanes report as a basis for this one. Three utility exceptions would have to be added to that previous report to create a new complete report for this project.

***Deliverable:***

- Draft and Final Longitudinal Utility Encroachments Exception Report

**Additional Cost:**

*The additional cost for MTCo/Nolte JV to complete this extra work is \$14,200.*

**Subtotal Task 10 is \$14,200**

**TASK 11 – SUISUN VALLEY ROAD IMPROVEMENTS BROKEN OUT AS SEPARATE ENCROACHMENT PERMIT AND ADDENDUM TO NORTH CONNECTOR CONSTRUCTION PACKAGE**

During the 65% PS&E review, Caltrans requested that the Suisun Valley Road widening and signal improvement work be taken out of the I-80 Ramp Metering project documents. This work is required as a mitigation improvement for the North Connector project. Originally, the STA had asked us to include this work in the I-80 Ramp Metering project since it is being constructed in the same area as our ramp improvements.

The STA has now directed us to separate this work from the I-80 Ramp Metering project documents and create a separate construction package that can be approved through the Caltrans Encroachment Permit process and be added as a bid addendum to the North Connector Phase II construction project which is currently out to bid. Work under this additional task will include packaging, submitting, and obtaining approval for a separate Encroachment Permit for construction of these improvements from Caltrans. Work will also include creating a Bid Addendum for the North Connector Phase II Bid Documents. This work will become "Segment C" of the North Connector Phase II project which entails creating a stand-alone bid package. Since the North Connector project is already out to bid, this work is being done under rush conditions to meet the tight timetable of the North Connector bid and construction schedule.

***Deliverables:***

- Encroachment Permit approved for Suisun Valley Road Widening and Signal Improvements
- Bid Addendum Package to add Suisun Valley Road work to North Connector Phase II bid documents

**Additional Cost:**

*The additional cost for MTCo/Nolte JV to complete this extra work is \$24,400.*

*The additional cost for Fehr & Peers to complete this extra work is \$7,600.*

**Subtotal for Task 11 is \$32,000**

**SUMMARY**

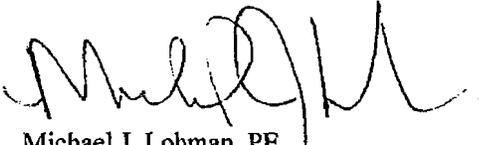
The total extra work budget amendment requested at this time is **Five Hundred Five Thousand Five Hundred Dollars (\$505,500)** summarized as follows:

| TASK   | BUDGET           |
|--|------------------|
| Task 1 – Increase in Ramp Metering Locations and Change in Character   | \$75,900         |
| Task 2 – English Mapping Conversion Required   | \$50,800         |
| Task 3 – Ramp Metering Policy Exception Fact Sheets Required   | \$26,500         |
| Task 4 – Design Exception Fact Sheets Required   | \$40,800         |
| Task 5 – Signal Modifications at Air Base Parkway  | \$23,800         |
| Task 6 – ADL Testing Standards Increased   | \$12,500         |
| Task 7 – Irrigation Relocation/Reconstruction Added  | \$10,600         |
| Task 8 – Caltrans AAA Construction   | \$98,300         |
| Task 9 – Mainline TMS Stations Added   | \$120,100        |
| Task 10 – Longitudinal Utility Encroachments Exception Report Added  | \$14,200         |
| Task 11 – Suisun Valley Road Improvements as Separate Encroachment Permit and Addendum to North Connector Construction Package | \$32,000         |
| <b>Total Amendment Request:</b>  | <b>\$505,500</b> |

Please call if you need any additional information to evaluate our request.

Sincerely,

**MARK THOMAS & COMPANY, INC. + NOLTE ASSOCIATES, INC.**



Michael J. Lohman, PE  
Vice President

cc: Dale Dennis, PDMG  
Andrea Glerum, Nolte Associates

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June 29, 2009

59-0128B-B

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

**RE: I-80 EASTBOUND TRUCK SCALES PROJECT  
EXTRA WORK REQUEST**

Dear Ms. Adams:

The scope of work for the Truck Scales project was established as a part of Amendment #6 to the STA/MTCo-Nolte Joint Venture contract. The project has progressed in an expedited manner due in great part to the schedule requirements of the Trade Corridor Improvement Fund (TCIF) which provides significant project funding. As the work proceeded several issues were identified that required the MTCo/Nolte JV team to perform either new out-of scope work or to perform additional work beyond the original scope due changing standards/report requirements.

**Environmental Clearance**

Substantial out of scope work has been performed for several different environmental aspects of this project. Items included:

**Cultural Resources** – Caltrans required an Extended Phase I (XP1) archaeological investigation for the project which required preparing a number of exhibits, work plan, and excavating 20 trenches throughout the limits of the Truck Scale project to investigate for the potential presence of cultural artifacts (nothing was found). The total cost for this effort exceeded our budget by \$45,000;

**Biology** – Stand-alone Wetland Delineation report prepared for the Truck Scales project, separate from the overlapping Wetland Delineation Report prepared for the 80/680/12 project. The separate delineation required 3 additional field site visits and 3 revisions. Additionally extensive graphics and GIS for biologically sensitive areas adjacent to Suisun Creek. The total cost for this effort exceeded our budget by \$42,000;

**Air Quality and Energy Impact Analysis** – Additional Air Quality and Energy Impact analysis and reports were required by Caltrans as a part of the State's reaction to ongoing legal proceedings elsewhere related to Green House Gas (GHG) issues. Caltrans required an evaluation of the diesel exhaust particulate matter from queuing trucks for the Air Quality Impact Report. Caltrans further required an analysis of energy for vehicle maintenance, facility construction, and facility operations/maintenance, together with a discussion of climate change for the Energy Report. The report required extensive additional production time for the several iterations of the report needed to conform to continuously changing direction from the State as it developed its policy. The total cost for this effort exceeded our budget by \$40,000.

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Draft Environmental Document – Numerous additional drafts and additional meetings with Caltrans staff to meet the aggressive schedule resulted in significant additional effort to produce the Draft EIR/EA. A total of 6 administrative drafts of the EIR/EA (typically only 2 are required) were produced for Caltrans review. Production of the final Draft document was completed in less than one month and entailed multiple days of meetings with Caltrans to ensure the January 31, 2009 deadline. Caltrans also required production of double the usual number of copies of the DEIR/EA be made available which resulted in considerable additional publishing costs. Additional reviews of environmental technical reports and the draft environmental document as a result of the FHWA delegated NEPA approval process have required substantial additional effort on the part of the Jones and Stokes team. The total cost for this effort exceeded our budget by approximately \$35,000.

Final Environmental Document – Caltrans has required that the FEIR/EA show changes in strikeout and underline (versus the general practice of errata-style EIRs). Additionally modifications to the Project Description and exhibits to document potential utility relocations. The total cost for this effort is expected to be approximately \$8,000 more than previously budgeted.

**Additional budget required to comply with the Caltrans updates and produce the Final EIR/EA is approximately is \$170,000.**

### **Engineering Reports**

Preliminary Geotechnical Reports (PGR) – Typically these are prepared for environmental documents providing general information on site-specific soil and geotechnical parameters including seismicity, slope stability, liquefaction potential, and a preliminary indication of reasonable foundation types and bearing pressure to support the preparation of preliminary bridge and retaining walls. The document includes future investigation programs (including Caltrans reports) to be performed during the final design phase.

Caltrans District 04 geotechnical staff has developed new, as yet unpublished, guidelines for preparing Preliminary Geotechnical Reports (PGR) submitted in support of Project Approval / Environmental Document (PA/ED) efforts. Parikh Consultants was informed of the new PGR requirements through Caltrans comments on the initial draft PGR. The new requirements include developing exploratory drilling plans for bridge foundation and retaining walls (work that is typically performed during the subsequent final design phase, after selection of a preferred alternative).

The new, unpublished standards required additional effort on the part of Parikh Consultants and additional review iterations, resulting in considerable additional, unanticipated effort. Parikh Consultants requests additional budget in the amount of \$10,000 for this effort.

Pavement Life Cycle Cost Analysis – The scope included in Amendment 7 specifically excluded the Pavement Selection Review Committee Checklist and exceptions to Caltrans' Longitudinal Encroachment policy. Caltrans has required those features be included as a part of the Project Report effort as described below.

The Pavement Selection Review Committee Checklist relies on the findings of the Life Cycle Cost Analysis (LCCA). The most recent update to the Project Report guidelines was issued in September 2008. The Project Report guidelines (most recent edition is September 2008) do not require preparation of the LCCA or submittal of the checklist. Caltrans District 04 now requires the LCCA be performed for PA/ED efforts, regardless of whether or not the Project Report guidelines require the analysis. In the case of the Truck Scales project because of the schedule overlap between the PA/ED and PS&E efforts (which also

requires the LCCA effort) it does not appear to be a reasonable or cost effective to perform the LCCA for the PA/ED effort. Nonetheless the analysis has been required by Caltrans as a part of the Project Report phase. The LCCA process is an intensive time consuming process that often requires considerable discussion with Caltrans' District 04 Materials Functional Unit before it is accepted. A draft LCCA was prepared, with the results being incorporated into the pavement sections and cost estimates for the facility. A copy of the draft LCCA was informally provided to District 04 oversight staff. The estimated additional budget to provide and process the required report is \$25,000.

Exception to Caltrans' Longitudinal Encroachment Policy – Caltrans has required the preparation of an exception to the Longitudinal Encroachment Policy to document the continued presence of a pair overhead PG&E 115 KV tower lines that cross I-80 at a skew immediately west of the I-80/SR-12E separation. PG&E has prior rights to the alignment as the tower line alignment has been in use since 1913. The JV prepared the exception to Caltrans' longitudinal encroachment policy and then right before approving the exception, determined that there were two other existing conditions that they wanted documented. The amended exception needed to be completely reformatted due to changes in the current Caltrans process. The review then required numerous exhibits to be prepared to facilitate the review process of new Caltrans' reviewers. The estimated additional budget to prepare and process the Exception to Caltrans' Longitudinal Encroachment Policy is \$30,000.

**The total amount of additional budget required to produce the Draft and Final Project Reports with the associated additional studies and reports is \$65,000.**

The total amount requested by the Joint Venture team for the additional services is **\$235,000**.

This budget amendment will allow completion of the EIR / EA. Please call if you need any additional information to evaluate our request.

Sincerely,

**MARK THOMAS & COMPANY, INC. + NOLTE ASSOCIATES, INC.**



Michael J. Lohman, PE  
Vice President

cc: Dale Dennis, PDMG  
Andrea Glerum, Nolte Associates

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DATE: June 25, 2009  
TO: STA Board  
FROM: Robert Macaulay, Director of Planning  
RE: Traffic Model Advisory Committees

**Background:**

The Napa-Solano Travel Demand Model was significantly updated in 2007 and 2008 to allow better projections of not only traffic behavior, but also transit and rideshare assumptions and the presence of High Occupancy Vehicle lanes. Based upon feedback received from the Planning staffs of the cities and the county in late 2008, a review of base year (2000), current year (2009), and projected year (2030) land uses has been undertaken in the first 4 months of 2009.

The Model Technical Advisory Committee (Model TAC) has operated as an informal advisory group, with cities, the county, the California Department of Transportation (Caltrans), the Metropolitan Transportation Commission (MTC) and traffic consultants participating as they felt the need. With the recent model updates, the STA staff, Model TAC members and the city and county Planning Directors concluded that a formal Cooperative Agreement setting out roles and responsibilities was needed.

**Discussion:**

The attached Draft Cooperative Agreement (Attachment A) has been reviewed and approved by the current participants in the Model TAC, and by the legal counsels of the County, the seven cities, and the Napa County Transportation and Planning Agency (NCTPA). The Cooperative Agreement formally establishes the Model TAC and a parallel Model Land Use Committee (MLUC). Originally, the MLUC was proposed as a subcommittee of the Model TAC. During review by legal counsel, it was noted that the land use committee members are not a subset of the model committee members, so the land use committee should be a separate committee.

The Model TAC is responsible for monitoring use of the model, for recommending changes to the roadway network and the traffic assumptions (including transit usage), and for reviewing the output of the model. Model TAC recommendations will be reviewed by the STA TAC, before being sent to the STA Board and NCTPA for adoption.

The MLUC is responsible for reviewing the land use data used by the model and recommending changes to that data. MLUC recommendations will be reviewed by the Solano Planning Directors, who meet on a bi-monthly basis, before being sent to the STA Board and NCTPA for adoption. The STA TAC will not review the land use data, but will be informed of actions taken by the MLUC. Land use changes for Napa County will be reviewed by NCTPA staff before adoption.

Although the Cooperative Agreement only sets out the formal membership of the committees, STA expects to continue to solicit the active participation of MTC, Caltrans, other interested public agencies, and interested traffic consultants.

At its June 24, 2009 meeting, the STA TAC reviewed the Cooperative Agreement. The TAC unanimously recommended the Cooperative Agreement be approved by the STA Board. After the TAC meeting, additional comments were received from the City of Fairfield city attorney. Those comments have been incorporated into the Cooperative Agreement. The comments did not change the substance of the draft Cooperative Agreement.

**Fiscal Impact:**

None.

**Recommendation:**

Approve the following:

1. The Cooperative Agreement establishing the Model TAC and Model Land Use Committee (MLUC);
2. Direct staff to send the Cooperative Agreement to its member jurisdictions for adoption; and
3. Direct staff to send the Cooperative Agreement to the NCTPA for adoption.

Attachments:

- A. Cooperative Agreement establishing the Model TAC and Model Land Use Committee (MLUC)

Cooperative Agreement for  
Traffic Model Technical Advisory Committee  
and Model Land Use Committee

**INTERAGENCY COOPERATIVE AGREEMENT  
ESTABLISHING THE MODEL TECHNICAL ADVISORY COMMITTEE  
AND THE MODEL LAND USE COMMITTEE**

**BY AND AMONG  
THE SOLANO TRANSPORTATION AUTHORITY,  
THE COUNTY OF SOLANO,  
THE CITY OF BENICIA,  
THE CITY OF DIXON,  
THE CITY OF FAIRFIELD,  
THE CITY OF RIO VISTA,  
THE CITY OF SUISUN CITY,  
THE CITY OF VACAVILLE,  
THE CITY OF VALLEJO, AND  
THE NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY**

**THIS COOPERATIVE AGREEMENT** is made and entered into as of this \_\_\_\_\_ day of \_\_\_\_\_, 2009, by and among the SOLANO TRANSPORTATION AUTHORITY, a joint powers entity organized under Government Code section 6500 et seq. and the Congestion Management Agency of Solano County, hereinafter referred to as "STA", and the governmental entities in Solano County; to wit:

THE COUNTY OF SOLANO, a political subdivision of the State of California;  
and

THE SEVEN MUNICIPAL CORPORATIONS in Solano County:

The City of Benicia,  
The City of Dixon,  
The City of Fairfield,  
The City of Rio Vista  
The City of Suisun City,  
The City of Vacaville,  
The City of Vallejo; and

THE NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY, a joint powers entity organized under Government Code section 6500 et seq. and the Congestion Management Agency of Napa County, hereinafter referred to as the "NCTPA."

Unless specifically identified, the various public agencies herein may be commonly referred to as "the Parties" or "MTAC Members" as the context may require.

**Cooperative Agreement for  
Traffic Model Technical Advisory Committee  
and Model Land Use Committee**

**RECITALS**

WHEREAS, the Parties have worked cooperatively in the pursuit of solutions to transportation and transit issues in Solano County through mechanisms such as the STA's Technical Advisory Committee, the membership of which consists of the Public Works Directors, City Engineers, or other staff of the various member agencies of the STA; and

WHEREAS, land use planning throughout Solano County is increasingly related to transportation impacts and the need for transportation facilities; and

WHEREAS, traffic modeling has developed from a jurisdiction by jurisdiction basis to recognition of the need also to have a comprehensive and consistent traffic modeling system for Solano and Napa Counties and the broader Northern California region, in order to provide the best evaluation to Agency policy makers of regional traffic impacts; and

WHEREAS, the Parties have, over the past several years, worked cooperatively to develop and maintain a comprehensive traffic model for Solano and Napa Counties and have recognized the need for a uniform system for evaluation of regional traffic impacts and the solutions to transportation and transit congestion; and

WHEREAS, the Parties have informally met to supervise the maintenance and updating of the traffic model and now wish to more formally establish a multi-agency working group to provide oversight and supervision of the Napa-Solano Travel Demand Model.

**COOPERATIVE AGREEMENT**

**NOW, THEREFORE**, the parties mutually agree to create the Model Technical Advisory Committee and a Model Land Use Committee as follows:

1. **Model Technical Advisory Committee:** There is hereby created a Model Technical Advisory Committee for the Napa Solano Travel Demand Model, hereinafter "MTAC."
2. **Membership:** The MTAC membership shall consist of one representative from the STA, one representative from Solano County, and one representative from each city in Solano County. The MTAC members shall be appointed by the Public Works Director or City Engineer of Solano County and each city, or the

**Cooperative Agreement for  
Traffic Model Technical Advisory Committee  
and Model Land Use Committee**

City Manager in the absence of a Public Works Director or City Engineer. The STA member shall be appointed by the STA Director of Planning. The Napa County Transportation and Planning Agency may appoint one member to the MTAC. Alternates may also be designated to serve when the primary appointee is unable to attend a meeting. The representatives of Solano County, each of the cities in Solano County, and the NCTPA shall each have one vote. The STA MTAC representative shall be the Committee Chair, but shall not vote.

3. **Model Land Use Committee:** There is hereby created a Model Land Use Committee for the Napa Solano Travel Demand Model, hereinafter the MLUC.
4. **Membership.** The MLUC membership shall consist of one representative from the STA, one representative from Solano County, and one representative from each city in Solano County, or their designees. The MLUC members shall be appointed by the Planning Directors of each city and Solano County or the City Manager in the absence of a Planning Director. The STA member shall be appointed by the STA Director of Planning. The Napa County Transportation and Planning Agency may appoint one member to the Land Use Committee. Alternates may also be designated to serve when the primary appointee is unable to attend a meeting. The representatives of Solano County, each of the cities in Solano County, and the NCTPA shall each have one vote. The STA MLUC representative shall be the Committee Chair, but shall not vote.
5. **Meetings:** MTAC meetings shall be called by the Chair as necessary. The MTAC shall meet at least quarterly. MLUC meetings shall be called by the Chair as necessary. The MLUC shall meet at least semi-annually. The STA shall call the meetings, prepare and distribute an agenda and supporting material, and perform all other administrative tasks necessary for these meetings.
6. **Brown Act:** MTAC and MLUC meetings shall be open to the public and subject to the provisions of the Ralph M. Brown Act. The STA shall be responsible for all administrative tasks necessary to meet the Brown Act requirements.
7. **Purposes and Functions of the MTAC:** The MTAC shall have the following purposes and functions:
  - a. Provide oversight and supervision of the Napa-Solano Travel Demand Model and seek to develop consensus on use, development and adjustments to the Napa-Solano Travel Demand Model.
  - b. Review and propose changes to the road network and assumptions that are a part of the Napa-Solano Travel Demand Model. All recommendations

**Cooperative Agreement for  
Traffic Model Technical Advisory Committee  
and Model Land Use Committee**

of the Model TAC shall be reviewed by the STA's Technical Advisory Committee. Final approval of changes in the Napa-Solano Travel Demand Model shall be made by the STA Board of Directors.

8. **Quorum and Votes:** A quorum of the Model TAC shall be 5 or more members. All actions taken by the Model TAC shall require the vote of at least 2/3 of the voting members present at a meeting where a quorum has been established.
9. **Purposes and Functions of the MLUC:** The MLUC will review and propose changes to the land use data (including but not limited to base year and future year assumptions) that are part of the Napa-Solano Travel Demand Model. All recommendations of the MLUC shall be reviewed by the Planning Directors of Solano County and the cities. Final approval of changes in the Napa-Solano Travel Demand Model shall be made by the STA Board of Directors.
10. **Quorum and Votes:** A quorum of the Land Use Subcommittee shall be 5 or more members. All actions taken by the Land Use Subcommittee shall require the vote of at least 2/3 of the voting members present at a meeting where a quorum has been established.
11. **Additional Function of the STA:** The STA shall be the agency to update the existing network and land use information of the Napa-Solano Travel Demand Model on a yearly basis unless more frequent modifications are necessary and appropriate.
12. **Notices.** All notices required or authorized by this Cooperative Agreement shall be in writing and shall be delivered in person or by deposit in the United States mail, by certified mail, postage prepaid, return receipt requested. Any mailed notice, demand, request, consent, approval or communication that a PARTY desires to give to the other PARTIES shall be addressed to the other PARTIES at the addresses set forth below. A PARTY may change its address by notifying the other PARTIES of the change of address. Any notice sent by mail in the manner prescribed by this paragraph shall be deemed to have been received on the date noted on the return receipt or five days following the date of deposit, whichever is earlier.

SOLANO TRANSPORTATION AUTHORITY  
Daryl K. Halls, Executive Director  
One Harbor Center, Suite 130  
Suisun City, CA 94585

**Cooperative Agreement for  
Traffic Model Technical Advisory Committee  
and Model Land Use Committee**

Attn: Robert Macaulay, STA Director of Planning

**CITY OF BENICIA**

Jim Erickson, City Manager  
250 East "L"  
Benicia, CA 94510

Attn: Charlie Knox, Community Development and Public Works Director

**CITY OF DIXON**

Nancy Huston, City Manager  
600 East "A"  
Dixon, CA 95620

Attn: Royce Cunningham, City Engineer

**CITY OF FAIRFIELD**

Sean Quinn, City Manager  
1000 Webster St.  
Fairfield, CA 94533

Attn: Gene Cortright, Director of Public Works

**CITY OF RIO VISTA**

Hector De La Rosa  
City Manager  
One Main Street  
Rio Vista, CA 94571

Attn: Emi Theriault, Planning Manager

**SUISUN CITY**

Suzanne Bragdon, City Manager  
701 Civic Center  
Suisun City, CA 94585

Attn: Public Works Director

**CITY OF VACAVILLE**

Laura Kuhn, City Manager  
650 Merchant St.

**Cooperative Agreement for  
Traffic Model Technical Advisory Committee  
and Model Land Use Committee**

Vacaville, CA 95688  
Attn: Rod Moresco, Public Works Director

**CITY OF VALLEJO**

Robert Adams, City Manager  
555 Santa Clara St.  
Vallejo, CA 94590  
Attn: Gary Leach, Public Works Director

**COUNTY OF SOLANO**

Michael Johnston, County Executive Officer  
675 Texas St., Suite 5500  
Fairfield, CA 94533  
Attn: Paul Wiese, Engineering Manager

**NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY**

Paul W. Price  
Executive Director  
707 Randolph Street, Suite 100  
Napa, CA 94559-2912

13. **Amendment/Modification.** Except as specifically provided herein, this Agreement may not be modified or amended with the prior written consent of STA and the PARTIES.
14. **Interpretation.** Each PARTY has reviewed this Agreement and any question of doubtful interpretation shall not be resolved by any rule or interpretation providing for interpretation against the drafting party. This Cooperative Agreement shall be construed as if all Parties drafted it. The headings used herein are for convenience only and shall not affect the meaning or interpretation of this Agreement. The terms of the Agreement are set out in the text under the headings. This Agreement shall be governed by the laws of the State of California.
15. **Disputes and Dispute Resolution.** If a dispute should arise between some or all of the PARTIES to this Agreement relative to the performance and/or enforcement of any provision of this Agreement, the dispute shall first be considered by the STA TAC. Final resolution of disputes will be determined by the STA Board of Directors.

**Cooperative Agreement for  
Traffic Model Technical Advisory Committee  
and Model Land Use Committee**

16. **Conflict of Interest.** The PARTIES hereby covenant that they presently have no interest not disclosed, and shall not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance of its obligations hereunder, except for such conflicts that the PARTIES may consent to in writing prior to the acquisition by a PARTY of such conflict.

17. **Entirety of Cooperative Agreement.** This MOU constitutes the entire agreement between the PARTIES relating to the subject matter of this Agreement and supersedes all previous agreements, promises, representations, understandings and negotiations, whether written or oral, among the PARTIES with respect to the subject matter hereof.

**IN WITNESS WHEREOF**, this Agreement was executed by the PARTIES hereto as of the date first above written.

SOLANO TRANSPORTATION AUTHORITY

APPROVED AS TO FORM

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

By: \_\_\_\_\_  
Charles Lamoree, STA Legal  
Counsel

NAPA COUNTY TRANSPORTATION  
AND PLANNING AGENCY

APPROVED AS TO FORM

By: \_\_\_\_\_  
Paul W. Price, Executive Director

By: \_\_\_\_\_  
Silva Darbanian, NCTPA Legal  
Counsel

CITY OF BENICIA

APPROVED AS TO FORM

By: \_\_\_\_\_  
Jim Erickson, City Manager

By: \_\_\_\_\_  
Heather McLaughlin, City Attorney

CITY OF DIXON

APPROVED AS TO FORM

By: \_\_\_\_\_  
Nancy Huston, City Manager

By: \_\_\_\_\_  
Michael Dean, City Attorney

**Cooperative Agreement for  
Traffic Model Technical Advisory Committee  
and Model Land Use Committee**

CITY OF FAIRFIELD

By: \_\_\_\_\_  
Sean Quinn, City Manager

CITY OF RIO VISTA

By: \_\_\_\_\_  
Hector De La Rosa, City Manager

CITY OF SUISUN CITY

By: \_\_\_\_\_  
Suzanne Bragdon, City Manager

CITY OF VACAVILLE

By: \_\_\_\_\_  
Laura Kuhn, City Manager

CITY OF VALLEJO

By: \_\_\_\_\_  
Robert Adams, City Manager

COUNTY OF SOLANO

By: \_\_\_\_\_  
Michael D. Johnson, County Administrator

APPROVED AS TO FORM

By: \_\_\_\_\_  
Greg Stepanicich, City Attorney

By: \_\_\_\_\_  
Kara Ueda, City Attorney

APPROVED AS TO FORM

By: \_\_\_\_\_  
Sky Woodruff, City Attorney

APPROVED AS TO FORM

By: \_\_\_\_\_  
Shana Faber, Assistant City Attorney

APPROVED AS TO FORM

By: \_\_\_\_\_  
Fred Soley, City Attorney

APPROVED AS TO FORM

By: \_\_\_\_\_  
Lori Mazzella, Dep. County Counsel



DATE: June 25, 2009  
TO: STA Board  
FROM: Robert Macaulay, Director of Planning  
RE: Metropolitan Transportation Commission (MTC) Planning  
Funding Agreement Scope of Work

**Background:**

The Solano Transportation Authority (STA) annually receives funding from the Metropolitan Planning Commission (MTC) to conduct planning activities. These funds are used not only for Planning Department activities (regional traffic model maintenance and update of the Comprehensive Transportation Plan), but also to support planning activities for Projects and member agencies. In Fiscal Year (FY) 2008-09, STA received a total of \$866,241 in Planning Funds from MTC. This includes \$151,250 in Transportation Planning and Land Use (T-PLUS funds). STA and MTC staff have prepared and agreed to a scope of work for the expenditure of these funds. The current funding agreement expired on June 30, 2009.

In mid-June, MTC contacted STA with information that an additional \$419,621 of STA's Planning Funds were unexpended and available for STA to program from funds STA had not yet claimed.

**Discussion:**

The attached Scope of Work – Metropolitan Transportation Commission (MTC)/CMA Planning and Programming Agreement Tasks and Products provides a general scope of work for each Bay Area CMA; Appendix A-1 is specific to STA, and includes FY 2009-10 tasks. With the additional funds identified by MTC, STA staff is proposing to undertake the following tasks:

- **Safe Routes to Transit (SR2T) Plan:**  
Allocate \$35,200 to develop of a Safe Routes to Transit Plan. Most of the funds would be allocated to consultant services, with no more than 10% for STA staff administration. The SR2T would identify the number and type of accidents near transit centers (local and regional), and develop a toolkit of projects and programs to reduce the number and severity of such accidents.
- **Solano Climate Change Initiative:**  
Allocate \$30,000, to be combined with \$20,000 from the Yolo Solano Air Quality Management District. The Solano Climate Change Initiative will work with the County and 7 cities to develop an inventory of air emissions, focused on Greenhouse Gas (GHG) emissions; and, develop a toolkit for each jurisdiction to use to begin reducing GHG emissions.

- **Solano Rail Crossing Inventory and Improvement Plan:**  
Provide an additional \$20,000 to fund development of a comprehensive inventory of rail crossings in the county, and develop a plan to improve safety and reduce congestion at priority crossings.
- **Solano Senior and Disabled Transportation Plan Update:**  
Provide \$26,000 to update the existing Plan, including updated demographic and ridership information. This Plan update will support the Senior and Disabled Transportation Summits.
- **Safe Routes to School Plan Update:**  
Fund \$82,000 to conduct detailed studies of additional schools.
- **SR 29 Major Investment Study (MIS):**  
This would fund preliminary STA staff work to coordinate with planning agencies in Napa County for the preparation of an MIS for SR 29, from Napa to Vallejo.

These tasks are in addition to the existing assignments, as spelled out in the attached scope of work. These include support of MTC Resolution 3434 regional transit projects, update of the Solano Comprehensive Transportation Plan and supporting TLC plans, and additional TLC planning and project activity with the county and cities.

Information from MTC regarding additional funds was not received in time to provide it to the STA Technical Advisory Committee (TAC). Therefore, this item comes to the STA Board without an STA TAC recommendation. All of these tasks are contained in the STA's adopted Overall Work Program that was reviewed and approved by both the TAC and the Board.

**Fiscal Impact:**

This additional \$419,621 of federal Surface Transportation Program fund will provide an additional financial resource to fund several tasks contained in the STA's adopted Overall Work Program.

**Recommendation:**

Approve the scope of work as specified in Attachment A.

**Attachments:**

- A. Scope of Work – MTC/CMA Planning and Programming Agreement Tasks and Products

**APPENDIX A**  
SCOPE OF WORK  
MTC/CMA PLANNING AND PROGRAMMING AGREEMENT  
TASKS and PRODUCTS

CONGESTION MANAGEMENT AGENCY / SUBSTITUTE AGENCY  
 PLANNING AND PROGRAMMING  
 FY 2007/2008 and FY 2008/2009 TASKS AND PRODUCTS

Objectives

- To assist MTC in implementing federal and State transportation planning and programming by representing the local transportation interests within the county and coordinating with regional, State and federal interests.
- To disseminate information to and coordinate with local jurisdictions, transit operators, and the local community, including transit users, low-income individuals, bicyclists and pedestrians.
- To prepare and refine transportation plans, programs and projects for the county responsive to federal, State, and regional requirements, goals and policies.
- To coordinate county and city priorities for MTC's Regional Transportation Plan (RTP), Regional Transportation Improvement Plan (RTIP) and other regional efforts.

Description

The Congestion Management Agency (CMA) or formally designated substitute agency of each county shall conduct specific planning and programming activities to assist MTC in meeting the requirements of federal SAFETEA legislation and related State and regional planning and programming policies and guidelines. This shall include coordination of local interests and ongoing participation in the regional Partnership.

Previous and Ongoing Work

- County level Congestion Management Programs (CMPs) and other countywide transportation programs, and affiliated Capital Improvement Programs (CIPs);
- Corridor Management Plans;
- Countywide Transportation Plans; and
- Related planning activities and corridor studies.

Tasks and Related Products

**1. Develop Long-Range Countywide Transportation Priorities**

In the context of the region's long-term goals, objectives and policies, provide a countywide perspective on major transportation planning issues, including the cities, transit operators and users, bicycle and pedestrian interests, community organizations and other transportation stakeholders. Participate in the development of regional long-term transportation investments policies and strategies by performing the following:

- Assist in implementing this vision through establishing countywide priorities for proposals of projects for MTC's RTP;

- Provide input to other long-range regional transportation planning processes as they may arise;
- Participate in the development of air quality strategies and analysis;
- Update the CMP, if applicable;
- Update the countywide travel demand model, and establish consistency with MTC's model; and
- Include, if required, development or update of a Countywide Plan, as per Government Code Section 66531, at the discretion of the county.

## **2. System Management and Operations**

Assist in MTC, Partnership, and local activities to improve the operation of transportation as an integrated multi-modal system.

- Participate in the development of a System Management Plan and related activities;
- Identify and coordinate operational strategies to improve mobility and accessibility;
- Assist in the development of performance measures;
- Support the implementation of regional customer service projects, and assist in coordinating these projects and programs with others within the county.

## **3. Establish and Implement Countywide Programming Priorities**

- Develop Capital Improvement Programs (CIP), when needed, that reflect multi-modal emphases and priorities, as input to various processes including the RTP, Transportation Improvement Program (TIP), Regional Transportation Improvement Program/State Transportation Improvement Program (RTIP/STIP), and sales tax expenditure plans. Solicit input from the full range of transportation stakeholders, including transit operators and users, bicycle and pedestrian interests, and community organizations and members. The CIP may be part of the CMP or other relevant county or corridor based plans that establish investment needs and priorities;
- Play an active role in planning and programming STIP, STP, Congestion Management and Air Quality Improvement Program (CMAQ), TEA and other State and federal funds;
- Participate in the development of regional criteria for programming transportation investments; and
- Assist MTC in monitoring the progress of funded projects within the county and help project sponsors meet important project delivery deadlines, including STIP and MTC Resolution 3606 deadlines, to ensure funds are not lost to the county or the region.

## **4. Support additional planning activities**

- Provide planning and administrative support for the Lifeline Transportation Program, including project oversight and monitoring.
- Provide project management for community-based planning transportation projects.
- Provide planning and administrative support for bicycle and pedestrian planning and capital improvement projects, including support for the implementation of the routine accommodations checklist.

## **5. Assist in Development of Legislation**

- Assist in the development of regionally sponsored transportation oriented legislation and the development of advocacy positions on proposed legislation.

**6. General Tasks**

- Serve as a facilitator and liaison for county, city, and transit interests, and as a conduit for MTC for work with local jurisdictions as needed, including addressing federal and State requirements, assisting in corridor studies, disseminating information to local agencies on pertinent funding sources and requirements, regional programs, collecting local data for MTC purposes, etc.;
- Participate in the Bay Area Partnership committees, sub-committees, and working groups; and
- Assist MTC in evaluating technical planning tools (e.g., geographical information systems, signal timing coordination software, refined parking estimation tools, etc.).

| <u>Products/Tasks</u>  | <u>Delivery Date</u> |
|--|----------------------|
| Provide input to the Regional Transportation Plan, and other regional studies and planning efforts as needed   | Ongoing              |
| Performance Measures as needed (assist development of data)  | Ongoing              |
| Incorporate Smart Growth Projections into travel demand models as appropriate. Work with MTC to refine modeling tools for determining impacts of transit oriented developments | Ongoing              |
| Provide oversight/assistance for project delivery  | Ongoing              |
| Participation in Partnership Committees  | Ongoing              |
| Progress and Financial Reports   | Quarterly            |

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**APPENDIX A-1**  
**SCOPE OF WORK**  
**TRANSPORTATION-LAND USE WORK PROGRAM**  
**SOLANO TRANSPORTATION AUTHORITY**

**Transportation for Livable Communities (TLC)/ Housing Incentives Program (HIP)/  
FOCUS Priority Development Areas (PDAs)**

**Products/Tasks/Schedule:**

**FY 2007/08**

- a. Ensure successful delivery of the following TLC Planning Grants funded by the AGENCY by December 2007:
  - City of Fairfield: Allan Witt Park Transportation Linkage Design Project
  - City of Rio Vista: Waterfront Specific Plan
  - City of Vacaville: Creekwalk Extension/Eastern Downtown Vision
    - \*Bi-monthly progress reports from project sponsors will be required to be submitted to the STA.
- b. Complete a second call for Solano County's TLC Capital funds in Fall 2007.
- c. Ensure project sponsors that are approved for Solano County TLC Capital Funds in FY 2008-09 are ready to obligate the funds by the '08-'09 deadline.
  - \*\*Quarterly progress reports from project sponsors will be required to be submitted to the STA.

**FY 2008/09**

- a. Ensure successful delivery of the following TLC Capital Grants funded by the AGENCY:
  - Solano County Cordelia Improvement Project
  - City of Benicia State Park Road Bike and Pedestrian Bridge
  - Other approved projects as part of the 2<sup>nd</sup> Call for TLC Capital Projects
- b. Provide assistance for potential next cycle of regional TLC/HIP call for projects to the Metropolitan Transportation Commission (MTC) and project sponsors in Solano County.

**FY 2009/10**

- b. Ensure that the update to the Solano Bicycle Master Plan and Solano Pedestrian Master Plan fully incorporate TLC concepts and elements.
- c. Monitor the delivery of the following TLC Capital Grants
  - Solano County Cordelia Improvement Project
  - City of Benicia State Park Road Bike and Pedestrian Bridge
  - Other approved projects as part of the 2<sup>nd</sup> Call for TLC Capital Projects

**MTC's Res. 3434 Transit-Oriented Development (TOD) policy**

**Products/Tasks/Schedule:**

**FY 2007-08**

- a. Participate and assist in the development of the City of Fairfield's Capitol Corridor Train Station Specific Plan.

- b. Monitor the regional progress of the MTC's Resolution 3434 projects through MTC's publications.

**FY 2008-09**

- a. Participate and assist in the completion of the City of Fairfield's Capitol Corridor Train Station Specific Plan.
- b. Monitor the regional progress of the MTC's Resolution. 3434 projects through MTC's publications.

**FY 2009/10**

- a. Participate and assist in the completion of the City of Fairfield's Capitol Corridor Train Station Specific Plan and the new Specific Plan for the expanded development area adjacent to the train station.
- b. Monitor the regional progress of the MTC's Resolution. 3434 projects through MTC's publications.

**Bay Area FOCUS Program**

**Products/Tasks/Schedule:**

**FY 2007-08**

- a. Serve on FOCUS working group to review initial Project Development Area (PDA) applications and provide overall guidance for the program.
- b. Provide technical assistance as needed to the cities of Fairfield and Vallejo for their potential PDA projects.
- c. Provide technical assistance to other cities in Solano County for developing and implementing PDA applications in the 2<sup>nd</sup> FOCUS PDA application call for projects (expected in Spring '08).

**FY 2008-09**

- a. Serve on FOCUS working group to provide overall guidance for the program.
- b. Provide technical assistance as needed to the cities with PDA projects.

**FY 2009/10**

- a. Serve on FOCUS working group to provide overall guidance for the program.
- b. Provide technical assistance as needed to the cities with PDA projects.
- c. Develop a suburban county PDA Implementation Plan for Solano County that can be used as a model for other suburban counties.

**Implement Findings from MTC's Parking Study**

**Products/Tasks/Schedule:**

**FY 2007-08**

- Assist Solano County jurisdictions in implementing innovative parking strategies for Transit Oriented Development (TOD) and infill areas countywide.

**FY 2008-09**

- Assist Solano County jurisdictions in implementing innovative parking strategies for Transit Oriented Development (TOD) and infill areas countywide.

**FY 2009/10**

- Assist Solano County jurisdictions in implementing innovative parking strategies for Transit Oriented Development (TOD) and infill areas countywide.

**Solano Comprehensive Transportation Plan (CTP)**

Products/Tasks/Schedule:

**FY 2007-08**

- a. Initiate an update of the Solano Countywide TLC Plan as part of the Alternative Modes Element of the Solano County CTP.
- b. Conduct workshops on smart growth strategies for infill and Transit-Oriented Development areas related to the CTP update.

**FY 2008-09**

- a. Complete Solano Countywide TLC Plan as part of the Alternative Modes Element of the Solano County CTP.
- b. Conduct workshops on smart growth strategies for infill and Transit-Oriented Development areas related to the CTP update.

**FY 2009/10**

- a. Complete the update of the Solano CTP, including the Alternative Modes Element. Include sections on Bicycle and Pedestrian Facilities; and, a section on TLC concepts, plans and projects. Include a PDA Implementation Plan as part of the Alt Modes element. Integrate TLC concepts and bike/ped friendly policies into the Transit and Arterials, Highways and Freeways elements. Incorporate policies from MTC's newly-adopted Regional Transportation Plan into the Solano CTP. Prepare a programmatic EIR for the Solano CTP.

**Jepson Parkway Concept Plan - TLC/TOD Update**

Products/Tasks/Schedule:

**FY 2007-08**

- Update the Jepson Parkway Concept Plan's TLC/TOD Elements.

**FY 2009/10**

- Update the Jepson Parkway Concept Plan, including TLC/TOD elements, connections to PDAs and Resolution 3434 facilities, and incorporation of details from the recently-approved Jepson Parkway EIR.

**Highway 12/Jameson Canyon Alternative Modes Corridor Concept Plan**

Products/Tasks/Schedule:

**FY 2007-08**

As part of the Solano CTP update, initiate an Alternative Modes Corridor Concept Plan that relates to existing and planned land uses in the project area. The plan will be in partnership with Napa County Transportation Planning Agency, the City of Fairfield and the County of Solano. Main elements of the plan will include:

- TLC connections to residents and businesses at Cordelia Villages and the North Connector TLC Corridor.
- Bicycle and pedestrian connections on SR 12/Jameson Canyon to Napa County

**FY 2008-09**

- Complete the Highway 12/Jameson Canyon Alternative Modes Corridor Concept Plan

**FY 2009/10**

- Upon receipt of state authorization to spend dedicated bond funding, complete the Highway 12/Jameson Canyon Ridge Trail study.
- Incorporate facilities and concepts from the North Connector TLC Corridor Concept Plan into the interface between North Connector and Jameson Canyon road and trail plans.

**Safe Routes to Transit**

**FY 2009/10**

- Develop a Solano Safe Routes to Transit Plan, with an emphasis on improving safety for access to TLC project areas, PDAs, RM 2 Funded Projects and Resolution 3434 facilities.

**Safe Routes to School Plan Update**

**FY 2009/10**

- Update the Solano Safe Routes to Schools Plan by adding up to 60 schools to the plan
- Review and Update the Solano Safe Routes to School implementation plan in preparation for regional Safe Routes to School program.

**Solano Rail Crossing Inventory and Improvement Plan**

**FY 2009/10**

- Identify TLC facilities, PDAs and Resolution 3434 facilities in the Solano Rail Crossing Inventory and Improvement Plan.
- Include improved access and/or safety for TLC facilities, PDAs and Resolution 3434 facilities in the criteria for prioritizing rail crossing improvements.

**Solano County Senior and Disabled Transit Study Update**

**FY 2009/10**

- Update the 2004 Solano Senior and Disabled Transit Study, including gathering new demographic and travel pattern information.
- Coordinate two Countywide Senior and Disabled Transportation Summits in partnership with MTC, the County of Solano and the Solano Senior Coalition.

**I-80 Smarter Growth Study**

**Products/Tasks/Schedule:**

**FY 2007-08**

In partnership with MTC, SACOG, Caltrans and ABAG, complete I-80 Smarter Growth Study.

**FY 2009/10**

- a. Continue to work with MTC, SACOG, UC Davis and other I-80 Smart Growth Study partners to develop steps to implement concepts contained in the study.

- b. Participate in the planning and execution of a 2010 conference on the I-80 Smart Growth Study, if called for by MTC.
- c. Prepare PDA Application for I-80 Smart Corridor
- d. Coordinate with the City of Vallejo in the development of an economic development plan and traffic study for I-80 between the Carquinez Bridge and HWY 37 in coordination with the I-80 HOV/Express/HOT project environmental document.

**Solano Climate Change Inventory and Action Plan**

**FY 2009/10**

- Work with the 7 cities in Solano County, the County of Solano and the two air districts to develop a comprehensive inventory of greenhouse gas emissions.
- Develop a Sustainable Communities Strategy (SCS) for Solano County in partnership with MTC, ABAG, the BAAQMD and the Solano City County Coordinating Council.
- Identify and begin to implement programs to reduce emissions of greenhouse gasses and, where possible, other criteria air pollutants.

**Progress Reports to the Metropolitan Transportation Commission (MTC)**

Products/Tasks/Schedule:

**FY 2007-08**

Provide MTC staff with quarterly and annual progress reports

**FY 2008-09**

Provide MTC staff with quarterly and annual progress reports

**FY 2009-10**

Provide MTC staff with quarterly and annual progress reports

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DATE: June 25, 2009  
TO: STA Board  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: Fiscal Year (FY) 2009-10 Transportation Development Act (TDA)  
Matrix – July 2009 – Includes the City of Dixon

**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.

In addition to using TDA funds for member agencies' local transit services and streets and roads, most agencies have shared in the cost of various transit services (e.g., Solano Paratransit and SolanoExpress intercity routes) that support more than one agency in the county through the use of a portion of their individual TDA funds.

Although each agency within the county and the Solano Transportation Authority (STA) submit individual claims for TDA Article 4/8 funds, STA is required to review the claims and submit them to the Solano County Paratransit Coordinating Council (PCC) for review prior to forwarding to Metropolitan Transportation Commission (MTC), the state designated RTPA for the Bay Area, for approval. Because different agencies have been authorized to "claim" a portion of another agency's TDA for shared services (e.g., Paratransit, STA transportation planning, Express Bus Routes, etc.), a composite TDA matrix is developed each fiscal year to assist STA and the PCC in reviewing the member agency claims. MTC uses the STA approved TDA matrix to evaluate the claims as part of their approval process. TDA claims submitted to MTC must be equal to or lower than shown on the TDA matrix prepared by STA.

**Discussion:**

The attached matrix (Attachment A) includes the initial TDA revenue estimates approved by MTC for FY 2009-10 in February. This includes funds estimated to be carried over from FY 2008-09 as well as the new TDA revenue that is expected to be generated. Combined, these create the TDA funds available for allocation for each jurisdiction. In total, \$19.8 million is available for allocation in FY 2009-10, \$14.6 million new and \$5.2 million carryover. The Cities of Fairfield and Vacaville have the largest TDA carryovers of \$2.8 million and \$1.5 million respectively.

In May, the STA Board approved the latest version of the FY 2009-10 TDA matrix which included the local jurisdictions contributions to the STA, the Intercity Transit Funding agreement contributions for FY 2009-10, and Vacaville and Vallejo FY 2009-10 TDA claims. At this time, Dixon has provided the amount of TDA they plan to submit for transit operating and capital, these are shown and are consistent with the matrix.

As TDA is generated from a percentage of sales tax, actual and estimates have been decreasing. STA will continue to monitor the TDA estimates, update the matrix accordingly, and bring these updates forward through the committees and STA Board. Unless there is some contingency in their local transit budgets, local jurisdictions are cautioned to not request an allocation for the full TDA balance to avoid budget shortfalls if actual TDA revenue comes in lower than estimated. As local jurisdictions prepare their TDA claims, the TDA matrix will be updated and presented to the STA Board for approval prior to being forwarded to MTC.

On June 24, 2009, the STA TAC reviewed and approved the July 2009 TDA Matrix which includes the FY 2009-10 TDA claim for the City of Dixon.

**Fiscal Impact:**

Local jurisdictions' TDA claims must be consistent with the TDA matrix for Solano County to allow capacity for claims by other jurisdictions for shared-cost services.

**Recommendation:**

Approve the July 2009 TDA Matrix which includes the FY 2009-10 TDA claim for the City of Dixon.

**Attachment:**

- A. July 2009 Solano TDA Article 4/8 Matrix for FY 2009-10 (An enlarged colored version of this attachment has been provided to the STA Board members under separate enclosure. To obtain a copy, please contact the STA at (707) 424-6075.)



DATE: June 30, 2009  
TO: STA Board  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: Intercity Transit Ridership Survey

**Background:**

The seven major intercity transit routes are operated by the two largest operators in the County: Fairfield and Suisun Transit (FAST) and Vallejo Transit (VT). Although operated by two transit operators they are paid for by contributions from six cities and the County of Solano, and Regional Measure 2 (RM 2) funds.

The STA has been working with local jurisdictions through the Intercity Transit Funding Working Group (ITFWG) over the past several years and developed an Intercity Transit Funding (ITF) Agreement to stabilize the funding for these services. The Fiscal Year (FY) 2009-10 ITF agreement is the fourth annual agreement that has been approved. The cost-sharing for each route is based on residence of the ridership (80%) and population share (20%). An initial ridership survey was conducted in the Fall of 2006 and the agreements established that the ridership data will be updated every three years thus a ridership survey needs to be completed this fall.

**Discussion:**

The original ridership survey was extensive. To meet multiple needs other than just the ITF Agreement, the 2006 Ridership Survey consisted of a countywide on-board survey on all local and intercity routes as well as off and on counts. This was the first time this extensive data was captured simultaneously countywide. The consultant contract was for \$150,000.

With reduced transit funding available due to the recent state decision to eliminate State Transit Assistance Funds (STAF), the ITFWG discussed the approach for the upcoming Ridership Survey. The consensus was to proceed in the Fall of 2009 and reduce the scope to focus on the seven intercity routes to collect the ridership's residential data that is key to the ITF Agreement; the on-board survey is expected to be similar to the one used in 2006 (see Attachment A). Other intercity routes' data that may be approaching the threshold for inclusion will be considered as well. Trip on/off counts will be collected to some degree to assist in identifying productivity and compare across routes and systems.

The target timeframe to collect this data is October/November 2009. Collection of the data at this time will provide time for ridership to have settled after several fare and service changes throughout the county that were implemented while allowing time to

compile the data early enough in the fiscal year so that there is time to use it in the development of a new intercity transit route cost-sharing methodology.

STA staff plans to continue to partner with the ITFWG to refine the survey tools and scopes of work. To secure a consultant in a timely manner and meet the overall schedule of the ITF Agreement effort, staff is requesting authorization to release a Request for Proposals for a Countywide Transit Ridership Survey.

**Fiscal Impact:**

This survey will be funded with Transportation Development Act (TDA) and is in the FY 2009-10 budget the STA Board will be reviewing for approval at its July 2009 Board meeting.

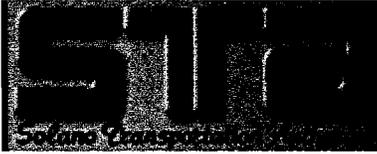
**Recommendation:**

Authorize the Executive Director to release a Request for Proposals for a Solano Intercity Transit Ridership Survey and execute a contract with a consultant for an amount not-to-exceed \$50,000.

Attachments:

- A. 2006 Ridership Survey on-board survey tool
- B. Countywide Transit Ridership Survey Preliminary Draft Scope of Work  
(To be provided under separate cover.)

**2006 ON BOARD TRANSIT SURVEY**



The Solano Transportation Authority and your local transit operator need you to help improve transit service by answering the questions below and returning this form before you get off the bus. **All responses are CONFIDENTIAL. Please fill out this form only once per day.**

*Starting Point*

*Ending Point*

**1. Is your trip today part of a round trip on this bus/ferry line?**

- Yes       No       Don't Know

**2. Where are you coming from?**

- Home                                       Shopping/errands  
 Work                                         Sports/social/recreation  
 School                                       Other (Specify) \_\_\_\_\_  
 Medical Appointment \_\_\_\_\_

**3. What is the location of that place?**

(Specify street address/name or landmark)

\_\_\_\_\_  
 Street No.      Street Name

\_\_\_\_\_  
 Nearest Cross Street

\_\_\_\_\_  
 City                                      Zip

**4. How did you get to the stop for this bus/ferry?**

- Transferred from another bus: Route number? \_\_\_\_\_  
 Transit Operator?     Benicia Breeze  
                                    Fairfield Suisun Transit  
                                    Rio Vista Delta Breeze  
                                    Vacaville City Coach  
                                    Vallejo Transit  
                                    Other (Name: \_\_\_\_\_)
- Transferred from BART  
 Transferred from Capitol Corridor/AMTRAK/RT  
 Transferred from Ferry  
 Walked (How many minutes? \_\_\_\_\_)  
 Car as driver (How many miles? \_\_\_\_\_)  
 Car as passenger (How many miles? \_\_\_\_\_)  
 Rode bicycle (How many miles? \_\_\_\_\_)  
 Other (Please describe \_\_\_\_\_)

**5. Where did you board this bus/ferry?**

(Specify street address/name or landmark)

\_\_\_\_\_  
 Street No.      Street Name

\_\_\_\_\_  
 Nearest Cross Street

\_\_\_\_\_  
 City                                      Zip

**6. Where are you going to now?**

- Home                                       Shopping/errands  
 Work                                         Sports/social/recreation  
 School                                       Other (Specify) \_\_\_\_\_  
 Medical Appointment \_\_\_\_\_

**7. What is the location of that place?**

(Specify street address/name or landmark)

\_\_\_\_\_  
 Street No.      Street Name

\_\_\_\_\_  
 Nearest Cross Street

\_\_\_\_\_  
 City                                      Zip

**8. How will you get from this bus/ferry to your destination?**

- Transfer to another bus: Route number? \_\_\_\_\_  
 Transit Operator?     Benicia Breeze  
                                    Fairfield Suisun Transit  
                                    Rio Vista Delta Breeze  
                                    Vacaville City Coach  
                                    Vallejo Transit  
                                    Other (Name: \_\_\_\_\_)
- Transfer to BART  
 Transfer to Capitol Corridor/AMTRAK/RT  
 Transfer to Ferry  
 Walk (How many minutes? \_\_\_\_\_)  
 Car as driver (How many miles? \_\_\_\_\_)  
 Car as passenger (How many miles? \_\_\_\_\_)  
 Ride bicycle (How many miles? \_\_\_\_\_)  
 Other (Please describe \_\_\_\_\_)

**9. Where will you leave this bus/ferry?**

(Specify street address/name or landmark)

\_\_\_\_\_  
 Street No.      Street Name

\_\_\_\_\_  
 Nearest Cross Street

\_\_\_\_\_  
 City                                      Zip

**10. What is the CITY YOU LIVE IN?**

- Benicia                                       Dixon  
 Fairfield                                       Suisun City  
 Rio Vista                                       Vallejo  
 Vacaville                                       Unincorporated Solano County  
 Napa County                                       Elsewhere outside Solano County



**11. How often do you ride this bus/ferry line?**  
(Choose **ONE**)

- 5-7 days/week                       Once a month or less  
 3-4 days/week                       First time riding  
 1-2 days/week                       (Skip Question 12)

**12. How long have you been riding this bus/ferry line?**

- Less than 6 months                       3 to 5 years  
 6 to 12 months                       6 to 9 years  
 1 to 2 years                       10 or more years

**13. How would you have made this trip if you couldn't ride the bus/ferry?**

- Would not have made this trip     Walk  
 Drive alone                       Taxi  
 Get a ride                       Train  
 Casual Carpool                       Bike  
 Carpool/Vanpool  
 Other \_\_\_\_\_

**14. How many cars or other vehicles are available for use by all the people in your home?**

- 0 Cars     1 Car     2 cars     3 or more cars

**15. Did you have a car that you could have used today instead of the bus/ferry?**

- Yes     No     Yes, but with inconvenience to others

**16. How did you pay to use THIS bus/ferry?**  
(Please select **ONE** from each column)

| Payment Method                                 | Fare Type                                |
|--|--|
| <input type="checkbox"/> Transfer              | <input type="checkbox"/> Adult           |
| <input type="checkbox"/> Cash                  | <input type="checkbox"/> Senior/Disabled |
| <input type="checkbox"/> Multi Ride/Punch Pass | <input type="checkbox"/> Student         |
| <input type="checkbox"/> Monthly Pass          |  |
| <input type="checkbox"/> Other (Specify)       |  |

**17. What changes, if any, would you like to see to THIS LINE? (Select one or more)**

- No Changes  
 More frequent service  
 Earlier morning service (Begin when? \_\_\_\_\_)  
 Later evening service (Until when? \_\_\_\_\_)  
 More Saturday service  
      Frequency     Extended Service  
 Sunday service  
      Frequency     Extended Service  
 Easier transfers between routes  
 Better on-time performance  
 Service to \_\_\_\_\_  
 Other: \_\_\_\_\_

**18. Please rate the service on this bus/ferry line on each of the following:**

|  | Excellent                | Good                     | Fair                     | Poor                     | No Opinion               |
|--|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| a. On-time performance                   | <input type="checkbox"/> |
| b. Frequency of service                  | <input type="checkbox"/> |
| c. Driver courtesy                       | <input type="checkbox"/> |
| d. Rider information                     | <input type="checkbox"/> |
| e. Cleanliness of vehicles               | <input type="checkbox"/> |
| f. Safety/security                       | <input type="checkbox"/> |
| g. Ease of transfers                     | <input type="checkbox"/> |
| h. Availability of Intercity Connections | <input type="checkbox"/> |
| i. System easy to understand             | <input type="checkbox"/> |
| j. Fares (Cost)                          | <input type="checkbox"/> |
| k. Overall service                       | <input type="checkbox"/> |

**19. How would you like to receive transit information? (Select one or more.)**

- Newsletter                       Mail  
 Information at stops                       Brochure  
 Notice on bus/ferry                       Transit Website  
 Email (Address: \_\_\_\_\_)  
 Newspaper (which paper? \_\_\_\_\_)  
 Radio (which station? \_\_\_\_\_)  
 Other (Please explain \_\_\_\_\_)

*Tell Us a Little About Yourself*

**20. Are you:**     Male                       Female

**21. Do you consider yourself:**

- White/Caucasian  
 Spanish/Hispanic/Latino  
 Black/African American  
 South Asian  
 East Asian  
 American Indian or Alaskan Native  
 Native Hawaiian or other Pacific Islander  
 Other: \_\_\_\_\_

**22. How old are you?**

- 10 or younger                       25-34  
 11-13                       35-49  
 14-17                       50-64  
 18-24                       65 and older

**23. What is your employment status?**

- Fulltime                       Student  
 Part Time                       Homemaker  
 Retired                       Unemployed

**24. How many people are in your household, including yourself?** \_\_\_\_\_

**25. What is the total yearly income of all the people in your home? (Please choose ONE category)**

- Under \$14,999                       \$60 - \$99,999  
 \$15 - \$24,999                       \$100 - \$150,000  
 \$25 - \$34,999                       Over \$150,000  
 \$35 - \$44,999                       Don't Know  
 \$45 - \$59,999

**26. Are there any other comments you would like to add about the service on this bus/ferry line?**

**Thank you for your participation!!**



DATE: June 30, 2009  
TO: STA Board  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: Contract Amendment for Marketing Consultant Services - Moore Iacofano  
Goltsman (MIG)

**Background:**

The STA manages and markets a variety of transportation related programs and services. This has included 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 various printed and electronic mediums. In the upcoming year the STA will coordinate the marketing of SolanoExpress intercity transit services countywide. This effort has included the development and updating of the SolanoExpress brochure, SolanoExpress website, wall maps, production of SolanoExpress bus passholders, vehicle branding, and other activities.

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 own 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.

The STA has retained a consultant, Moore Iacofano Goltsman (MIG), for the past three years to assist in marketing efforts. They were most recently selected through a Request for Proposal process. Their current contract began January 1, 2006, and initially expired June 30, 2007. In June 2007 and 2008, the STA Board approved amendments to this contract which extended it through June 2009 with an amount not to exceed \$160,000. In June 2009, the Board approved an extension of the contract through June 2010; there was no action to increase the budget. In the past two years MIG has provided critical marketing support for STA in marketing Regional Measure 2 (RM 2) express bus services for which STA received special funding.

**Discussion:**

In the past year, MIG has continued to produce high quality products for both transit marketing and the SNCI Program (see Scope of Services, Attachment A). There is still need for marketing support though it will be to a lesser degree than in previous years. With RM 2 transit marketing funds expiring and other funding sources being reduced, marketing will be limited. With its familiarity with

STA's SolanoExpress and SNCI programs, MIG will be able to update and modify materials quickly and cost-effectively. At this time, staff is recommending adding \$40,000 to the existing contract.

**Fiscal Impact:**

Funding for marketing consultant services is included in the FY 2009-10 STA Budget that will be on the July 2009 STA Board agenda. The funding is a combination of SolanoExpress Marketing and SNCI Marketing accounts.

**Recommendation:**

Approve Contract Amendment No. 5 with Moore Iacofano Goltsman (MIG) for an additional amount of \$40,000 for STA marketing services.

**Attachments:**

- A. Scope of Services

**Scope of Services for Marketing Consultant  
STA 2009-10 Marketing Plan  
July 1, 2009 – June 30, 2010**

The proposed amended Scope of Services for MIG includes, but is not limited to, working with staff on the following plans and products:

**SolanoExpress Intercity Transit**

- Revise and print:
  - SolanoExpress annual brochure to market current and future services.
  - SolanoExpress annual laminated wall map.
- Design materials for a local contest to identify local transit customers for portrayal in updated SolanoExpress campaign.
- Design and place advertising pieces in local electronic, print, and other media venues targeting Solano County residents.
- Provide training and update SolanoExpress website as needed.

**Paratransit**

- Provide marketing support as requested to member agencies as they transition to implementing new intercity paratransit services.
- 

**SNCI:**

- Update and print:
  - Commuter Guide.
- Design:
  - Route 30, 78 and 90 promotional templates.
  - Direct mailer templates
- Design and print:
  - Vanpool Brochure
  - Employer Relocation brochure.
  - SNCI Employer Services brochure.
  - “What’s New – Bicycling” brochure.
  - “What’s New – Transit” brochure.
  - Commute Info display rack identification.
  - Rideshare poster.
  - Transit Incentive Program brochure.
  - Carpool incentive brochure.

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DATE: June 30, 2009  
TO: STA Board  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: Solano Senior and Disabled Transportation Study

**Background:**

The STA's initial Comprehensive Transportation Plan (CTP) Transit Element, completed and adopted by the STA Board on May 8, 2002, recommended a further study to focus on new or updated senior and disabled transit services. The purpose of the study was to develop a concept or vision for future senior and disabled service through extensive public outreach, data collection, projected service demand, and projected funding needed for service providers. The current Senior and Disabled Transit Study was completed and approved by the STA Board in June 2004.

The CTP is currently being updated. Transportation services for seniors and the disabled have changed, and will continue to change, since the completion of the last Senior and Disabled Transit Study five years ago. The magnitude of the response to the recent Senior Summit further indicates it is still an important topic and an update the Senior and Disabled Transportation Study would be timely.

**Discussion:**

The proposed update to the Senior and Disabled Transportation Study will provide implementation recommendations that may be incorporated into or provide direction to:

1. The update of the CTP;
2. Solano County transit providers' short- and long-range transit plans;
3. Identifying new funding revenues for transit services; and
4. Provide direction to the STA, and others, for coordinating senior and disabled transportation services in the county.

The preliminary scope of work (Attachment A) is separated into five distinct phases:

1. Research and Data Collection;
2. Public Outreach;
3. Community Prioritization;
4. Draft Study; and
5. Final Study.

Public input and involvement during this Study is key. The input already collected from the June 2009 Senior Summit will support this Study as will the follow up event planned for October 30, 2009. These events have also identified an extensive list of stakeholders including public, private and non-profit organizations who should be involved in identifying the needs and prioritizing solutions as they relate to Senior and Disabled Transportation.

**Fiscal Impact:**

The Senior and Disabled Transportation Study update will be funded with State Transit Assistance Funds-Northern Counties/Solano and STP Planning funds both of which are in the Fiscal Year (FY) 2009-10 Budget to be reviewed for approval by the STA Board at its July 2009 meeting.

**Recommendation:**

Authorize the Executive Director to release a Request for Proposals and enter into consultant agreement for an amount not-to-exceed \$50,000 to update the Solano Senior and Disabled Transportation Study.

Attachments:

- A. Preliminary Draft Senior and Disabled Transportation Study Scope of Work  
(To be provided under separate cover.)



DATE: June 29, 2009  
TO: STA Board  
FROM: Judy Leaks, Program Manager/Analyst  
RE: Solano Napa Commuter Information (SNCI) Fiscal Year (FY) 2009-10  
Work Program

**Background/ Discussion:**

The Solano Napa Commuter Information (SNCI) program has been in existence since 1979. It began as a part of a statewide network of rideshare programs funded primarily by Caltrans. SNCI is currently funded by the Metropolitan Transportation Commission (MTC) and STA, through Bay Area Air Quality Management District (BAAQMD), Eastern Congestion Mitigation Air Quality (ECMAQ) and Yolo Solano Air Quality Management District (YSAQMD) funds for the purpose of managing countywide and regional rideshare programs in Napa and Solano Counties and providing air quality improvements through trip reduction.

The BAAQMD, ECMAQ and YSAQMD funds have allowed the SNCI program to introduce services that would not otherwise be available such as, commuter incentives, the emergency ride home program, the employer commute challenge, and a wide range of localized services. These services support efforts to reduce carbon emissions and address climate change concerns.

The FY 2009-10 SNCI Work Program includes the following ten (10) major elements:

1. Customer Service
2. Employer Program
3. Vanpool Program
4. Incentives
5. Emergency Ride Home
6. SNCI Awareness Campaign
7. California Bike to Work/Bike to School Campaign
8. Solano Commute Challenge
9. General Marketing
10. Partnerships

The proposed SNCI FY 2009-10 Work Program is provided in Attachment A.

On June 24, 2009, the STA TAC reviewed and approved the Solano Napa Commuter Information Work Program for FY 2009-10.

**Fiscal Impact:**

The SNCI program is fully funded by MTC Regional Rideshare Program funds, BAAQMD Transportation for Clean Air (TFCA) funds, and ECMAQ funds.

**Recommendation:**

Approve the Solano Napa Commuter Information Work Program for FY 2009-10.

**Attachment:**

- A. Solano Napa Commuter Information Work (SNCI) Program FY 2009-10

**Solano Napa Commuter Information (SNCI)  
Work Program  
FY 2009-10**

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1. **Customer Service**: Provide the general public with high quality, personalized rideshare, transit, and other non-drive alone trip planning through teleservices, internet and through other means. Continue to incorporate regional customer service tools such as 511 and 511.org.
2. **Employer Program**: Outreach can be a resource for Solano and Napa employers for commuter alternative information including setting up internal rideshare programs. SNCI will maximize these key channels of reaching local employees. Develop an online communication package for employers that can be used to inform employees about commute alternatives via the internet/intranet. SNCI will continue to concentrate efforts with large employers through distribution of materials, events, major promotions, surveying, and other means. Coordination with Solano Economic Development Corporation (EDC), chambers of commerce, and other business organizations.
3. **Vanpool Program**: Form 20 vanpools and handle the support for all vanpools coming to or leaving Solano and Napa counties. Increase marketing to recruit vanpool drivers.
4. **Incentives**: Evaluate, update and promote SNCI's commuter incentives. Continue to develop, administer, and broaden the outreach of carpool, vanpool, bicycle, and transit through employee incentive programs.
5. **Emergency Ride Home**: Broaden outreach and marketing of the emergency ride home program to Solano County and Napa County employers.
6. **SNCI Awareness Campaign**: Develop and implement a campaign that includes messages in print, radio, on-line and other mediums to increase general awareness of SNCI and SNCI's non-drive alone services in Solano and Napa counties. Revise SNCI's portion of the STA's website to be more interactive and include helpful information to commuters, travelers, vanpool drivers and employers. Leverage the current concern for climate change to direct commuters to SNCI's web site or 800 phone number.
7. **California Bike to Work/Bike to School Campaign**: Take the lead in coordinating the regional 2009 Bike to Work campaign in Solano and Napa counties. Coordinate with State, regional, and local organizers to promote bicycling locally. Include working with school districts to promote safety and bicycling to school.
8. **Solano Commute Challenge**: Conduct an employer campaign that encourages Solano County employers and employees to compete against one another in the use of commute alternatives to driving alone. This campaign includes an incentive element and enlists the support of local Chambers of Commerce.
9. **General Marketing**: Maintain a presence in Solano and Napa on an on-going basis through a variety of general marketing activities for rideshare, bicycling, and targeted transit services. These include distribution of a Commuter Guide, offering services at community events,

managing transportation displays, producing information materials, print ads, radio ads, direct mail, public and media relations, cross-promotions with other agencies, and more.

10. **Partnerships**: Coordinate with outside agencies to support and advance the use of non-drive alone modes of travel in all segments of the community. This would include assisting local jurisdictions and non-profits implementing projects identified through Community Based Transportation Plans, Children's Network and other efforts.



DATE: June 29, 2009  
TO: STA Board  
FROM: Sam Shelton, Project Manager  
RE: Safe Routes to School – Part Time Program Coordinator and Safety Coordinator

**Background:**

On January 13, 2009, the Safe Routes to School Advisory Committee (SR2S-AC) requested that the STA attempt to fund the SR2S Program in the eastern side of Solano County. On March 18, 2009, the STA Board recommended approval of \$60,000 to fund the SR2S-AC program with Yolo-Solano Air Quality Management District funding for (1) \$30,000 for two positions: a part-time program coordinator and a part-time safety coordinator and (2) \$30,000 to fund SR2S Education, Encouragement, and Enforcement activities. At that same meeting, the STA Board approved the expenditure plan for \$60,000 of Bay Area Air Quality Management District (BAAQMD) Transportation for Clean Air (TFCA) Program Manager funding for the SR2S coordinator positions.

On April 9, 2009, the STA SR2S-AC provided preliminary direction regarding the Safety Coordinator position, requesting that additional preferred qualifications include bicycle officer or police officer experience. On May 26, 2009, the STA SR2S-AC reviewed the final job descriptions and recommend that the STA Board authorize the Executive Director to enter into a contract not to exceed \$90,000 over 2 years for the SR2S part-time program coordinator and a part-time safety coordinator, should the STA receive air district funding. On May 27, 2009, the STA TAC reviewed and forwarded the same recommendation to the STA Board.

On June 10, 2009, the STA Board adopted a set of duties for both the part-time program coordinator and a part-time safety coordinator positions:

The Program Coordinator would be responsible for adding additional schools to the STA SR2S Program and Plan. This involves facilitating coordination meetings for encouragement activities (e.g., Walk and Roll events) between school district staff & volunteers, and city public works staff as well as staffing individual events as needed. The Program Coordinator would also coordinate and facilitate additional local planning events to add additional schools and their priority SR2S projects and programs to the STA's SR2S Plan and Program. STA staff will assist with some parts of the planning process.

The Safety Coordinator would be responsible for coordinating and facilitating education and enforcement events at participating schools. This involves facilitating coordination meetings for education activities (e.g., school assemblies and bike rodeos) between school district staff & volunteers, and local police & school resource officers. The Safety Coordinator will also help provide uniform training to crossing guards and student safety patrols, and offer safety expertise on specific project funding recommendations.

**Discussion:**

In mid-June, STA staff recommended that \$82,000 of Federal Surface Transportation Program (STP) planning funding be programmed as part of the STA's FY 2009-10 Budget (see 07-10-09 STA Board Agenda Item IX. B. "Fiscal Year (FY) 2009-10 Budget Revision and FY 2010-11 Proposed Budget"). This funding will assist the SR2S Program Coordinator and STA staff in adding additional schools to the STA's Safe Routes to School Plan as part of the plan's 2010 update. The SR2S planning process involves walking audits at school sites, evening planning events, and review by local SR2S task forces identified during the previous planning effort. Staff is expecting to add an additional 15-20 schools in FY 2009-10 and another 15-20 schools in FY 2010-11, which would create a total of 60 to 70 schools incorporated into the Countywide SR2S Plan.

This additional planning workload will add 500 hours to the SR2S Program Coordinators contract and 500 hours of the STA SR2S Project Manager's time to facilitate the planning process.

**Fiscal Impact:**

This will not create new permanent staff positions with the STA. Instead, these contract positions will be paid through funding agreements between the STA and the employed program and safety coordinators. Funding for these agreements will come from \$60,000 of Bay Area Air Quality Management District (BAAQMD) Transportation for Clean Air (TFCA) Program Manager funding and \$30,000 of Yolo Solano Air Quality Management District (YSAQMD) Clean Air Funds (CAF), and \$62,000 of (STP) Planning funds for a total of \$152,000 over two years. \$20,000 is budgeted for STA staff time during the FY 2009-10 SR2S to facilitate the planning process.

**Recommendation:**

Authorize the Executive Director to enter into agreements not to exceed \$152,000 for a Safe Routes to School part time program coordinator and safety coordinator as described in Attachments A and B, contingent on entering into funding agreements with the Yolo Solano Air Quality Management District (YSAQMD) and Bay Area Air Quality Management District (BAAQMD).



DATE: June 26, 2009  
TO: STA Board  
FROM: Daryl Halls, Executive Director  
Susan Furtado, Financial Analyst/Accountant  
RE: Fiscal Year (FY) 2008-09 Final Budget Revision

**Background:**

In March 2009, the Solano Transportation Authority (STA) Board adopted the Mid-Year Budget Revision for FY 2008-09. This budget is usually revised mid-year and finalized at the end of the fiscal year. In compliance with the STA adopted budget policy, Attachment A, is the Final Budget Revision for FY 2008-09.

**Discussion:**

The FY 2008-09 Final Budget Revision is balanced with changes to the approved budget from \$27.01 million to \$28.04 million, an increase of \$1.03 million. This increase is primarily due to the increased project activities and construction of the Regional Measure 2 (RM 2) projects for the I-80 Eastbound Truck Scales Relocation, North Connector East, and the I-80 High Occupancy Vehicle (HOV). Budget changes are summarized as follows:

**FY 2008-09 Revenue Changes**

1. The Members Contribution fund for FY 2008-09 is reduced by \$198,104. With available revenue from the Surface Transportation Program (STP) fund due to a funding reconciliation by the Metropolitan Transportation Commission (MTC), this amount is carried over into FY 2009-10 in preparation for the potential loss of revenue from the Members Contribution in FY 2009-10 and 2010-11. This carryover will allow for the continued contribution into the Contingency and Insurance Reserve Accounts.
2. The STP fund is increased by \$113,196. The recent account reconciliation for the STP funding allocation (FY 2003-04 through FY 2008-09) has come up with additional funds of \$419,621. The STA staff has provided MTC with an amendment to the scope of work to include new project studies and to extend the funding through FY 2009-10. As a result, a carryover of \$381,425 is programmed for FY 2009-10.
3. The State Planning and Research (SP&R) fund for the I-80/I-680/I-780 Operation and Implementation Plan is increased by \$30,000 to reflect the actual activities and expenditures for the study that is expected to be completed in early FY 2009-10.
4. The State Transportation Improvement Program (STIP)/Planning, Programming and Monitoring (PPM) funding budget is reduced by \$210,763. This funding is carried over into FY 2009-10 for the continuation of projects, such as the Jepson Parkway Project, the Regional Transportation Impact Feasibility (RTIF) Study, State Route (SR) 12 Major Investment Study, and match for the new Redwood Parkway – Fairgrounds Drive Improvement Project.

5. The Transportation for Clean Air (TFCA) fund is reduced by \$171,151. This fund is reduced due to the project extension for the McGary Road Project expected to be completed in FY 2009-10 and the carry over funds for the Solano Napa Commuter Information (SNCI) program.
6. The Community-Based Transportation Plan (CBTP) fund is taken out of the FY 2008-09 Budget and is reprogrammed in FY 2009-10 and 2010-11 due to the delayed start of the study. This study is part of Phase Two of the CBTP program for the City of Vacaville and the Central/East of the City of Fairfield expected to be completed in FY 2010-11.
7. The Bay Area Ridge Trails fund of \$55,000 is taken out of the FY 2008-09 Budget due to State budget cuts. The agreement was suspended until further notice. This fund is for the SR 12 Jameson Canyon Ridge Trail/Pedestrian/Bicycle Connections Plan. No funding letter has been received to completely cancel the agreement, so the study is added to the FY 2009-10 Budget.
8. The RM 2 fund for the I-80 Eastbound Cordelia Truck Scales Relocation Project Environmental Impact Report (EIR)/EA is increased by \$1.0 million to reflect the actual activities and expenditures of the project. The final environmental document for this project is expected to be completed by July 2009 and construction is scheduled to begin by 2011.
9. The STIP funding for the Jepson Parkway Project is reduced by \$538,571. The funding allocation for FY 2008-09 is currently in process and will not be available until after FY 2008-09. STIP/PPM funding of \$100,000 is added to offset revenue for the continuation of this multi-year project. The STA Board has recently adopted and certified the Final Environmental Impact Report (EIR) for this project.
10. The North Connector East Design Engineering and Construction budget is increased by \$875,000 to reflect the actual project activities and expenditures. In January 2009, the STA Board approved the Regional Measure 2 (RM 2) funding allocation request of \$18.2 million from the Metropolitan Transportation Commission (MTC) for additional funding for the construction of the East End – North Connector Project (Abernathy Road to Suisun Creek). This project design is completed, right-of-way activities are on-going, and the construction phase has recently begun with award of the construction contract.
11. The I-80 HOV Lane Project budget is increased by \$200,000 to reflect the actual project activities and expenditures. This project has an estimated design completion date of October 2009 for the ramp metering component of the Project.

### **FY 2008-09 Expenditure Changes**

Changes to the approved budget are reflective of funds carryover and revenue changes as described above. The budget expenditure revisions are as follows:

1. ***The Operation and Management*** total budget is reduced by \$23,000. The Operation and Management budget is reduced primarily due to savings in the anticipated cost, such as the office building maintenance share of cost (\$7,250), consultant cost (\$11,000), printing and binding cost (\$17,760) with the annual report printing in-house and general office supplies. With these cost savings, STA was able to purchase and install a camera security system throughout the office. In addition, STA staffs have diligently and conservatively been proactive in the reduction of the overall controllable expenditures, such as printing cost and general office supplies, with the current economic status.

2. ***The Transit and Rideshare Services/Solano Napa Commuter Information (SNCI)*** total program budget is reduced by \$211,650. The Transit and Rideshare Services/SNCI program has reduced its overall budget without any major reduction to its activities and program. The SNCI's budget for Marketing is reduced by \$65,000 in the on-going RM 2 marketing campaign; the Bike Links and the Incentive budgets were reduced to reflect its actual program activities and expenditures; the CBTP budget is reprogrammed for FY 2009-10 and 2010-11; and the Solano Paratransit Review budget is reduced with the saving in consultant costs that is completed below the contracted amount. Consequently, these savings in revenue is carried over to FY 2009-10 for the continuation of multi-year and on-going projects.
3. ***The Project Development*** total budget is increased by \$1.61 million. This budget is increased to reflect the actual delivery and expenditures for the different projects. The North Connector East Project budget is increased by \$875,000, which is now in its right-of-way acquisition and construction phases. The I-80 HOV Lanes Project budget is increased to reflect actual project activities and expenditures for the construction phase and design of the ramp metering element of the project. The I-80 Eastbound Cordelia Truck Scales Relocation Project EIR/EA budget is increased by \$1.0 million. The final environmental document for this project is expected to be completed by July 2009 and construction is scheduled to begin by 2011. The Jepson Parkway Project is reduced by \$438,571 due to the anticipated delay of the STIP funding allocation; this fund is carried over to FY 2009-10.
4. ***The Strategic Planning*** total budget is reduced by \$347,137. The budget for the planning activities is reduced due to the delayed start of the different project studies. The anticipated SR 12 MIS Study is delayed due to project requirements and is now programmed for FY 2009-10. The Comprehensive Transportation Plan (CTP) update, which includes the following studies: the Countywide Bicycle Master Plan Update, Countywide Pedestrian Plan Update, the Routes of Regional Significance Update, and Safe Route to Transit Study is on-going; however, the budget is reduced to reflect actual project activities.

To ensure conformance with the Office of Management and Budget (OMB) Circular A-87 (Cost Principles of State, Local, and Indian Tribal Government) and the STA's Accounting Policies and Procedures, the approved budget for FY 2008-9 is revised to reflect changes in the budget revenue and expenditures.

**Fiscal Impact:**

The FY 2008-09 budget increase of \$1.02 million to reflect actual project activities.

**Recommendation:**

Adopt FY 2008-09 Final Budget Revision as shown in Attachment A.

**Attachments:**

- A. STA FY 2008-09 Final Budget Revision dated June 26, 2009.

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FY 2008-09 FINAL BUDGET REVISION

July 8, 2009

ATTACHMENT A

| REVENUES  |                     |                     |
|---|---------------------|---------------------|
| STA Fund  | Adopted FY 08-09    | Proposed FY 08-09   |
| Members/Contribution/Gas Tax (Reserve Accounts) <sup>1</sup>  | 108,801             | 108,801             |
| Members Contribution/Gas Tax <sup>1</sup>   | 205,785             | 7,681               |
| Transportation Dev. Act (TDA) Art. 4/8  | 406,282             | 406,282             |
| State Transit Assistance Fund (STAF)  | 327,378             | 327,378             |
| Surface Transportation Program (STP) <sup>2</sup>   | 753,045             | 866,241             |
| State Planning & Research (SP&R)- SR 113 MIS  | 51,729              | 51,729              |
| SP&R - Operation/Implementation Plan <sup>3</sup>   | 170,000             | 200,000             |
| State Transportation Improvement Program (STIP)/Planning, Programming and Monitoring (PPM) <sup>4</sup> | 773,990             | 563,227             |
| State Transportation Improvement Program (STIP)   | 42,098              | 42,098              |
| Regional Measure (RM) 2 - North Connector - Design  | 25,394              | 25,394              |
| Regional Measure (RM) 2 - I-80 HOV Lanes  | 7,440               | 7,440               |
| Regional Measure (RM) 2 - I-80 Interchange Project  | 25,106              | 25,106              |
| Regional Measure (RM) 2 - I-80 East Bound (EB) Truck Scales Relocation                                  | 26,135              | 26,135              |
| Transportation for Clean Air (TFCA) <sup>5</sup>  | 426,650             | 255,500             |
| ECMAQ - MTC   | 251,080             | 251,080             |
| Regional Measure (RM) 2 - Transit   | 99,500              | 99,500              |
| Regional Rideshare Program (RRP)  | 240,000             | 240,000             |
| Community Based Transportation Plan (CBTP) <sup>6</sup>   | 120,000             | -                   |
| City of Fairfield (swap) Transportation Dev. Act (TDA)  | 400,000             | 400,000             |
| Bay Area Ridge Trails <sup>7</sup>  | 55,000              | -                   |
| AVA Program/DMV   | 11,100              | 11,100              |
| Local Funds - Cities/County Sponsors  | 103,495             | 103,495             |
|   | 18,250              | 18,250              |
| <b>Subtotal</b>   | <b>\$ 4,648,258</b> | <b>\$ 4,036,437</b> |

| TFCA Program                        |                   |                   |
|-------------------------------------|-------------------|-------------------|
| Transportation for Clean Air (TFCA) | 409,857           | 409,857           |
| <b>Subtotal</b>                     | <b>\$ 409,857</b> | <b>\$ 409,857</b> |

| Abandoned Vehicle Abatement Program |                   |                   |
|-------------------------------------|-------------------|-------------------|
| Department of Motor Vehicle (DMV)   | 358,900           | 358,900           |
| <b>Subtotal</b>                     | <b>\$ 358,900</b> | <b>\$ 358,900</b> |

| I-80 East Bound (EB) Truck Scales Relocation |                     |                     |
|--|---------------------|---------------------|
| RM 2 Funds <sup>8</sup>                      | 3,547,648           | 4,547,648           |
| <b>Subtotal</b>                              | <b>\$ 3,547,648</b> | <b>\$ 4,547,648</b> |

| Jepson Parkway Project                                       |                     |                   |
|--|---------------------|-------------------|
| State Transportation Improvement Program (STIP) <sup>9</sup> | 1,115,087           | 576,516           |
| STIP/PPM <sup>9</sup>  | -                   | 100,000           |
| <b>Subtotal</b>  | <b>\$ 1,115,087</b> | <b>\$ 676,516</b> |

| Jameson Canyon Project |                     |                     |
|------------------------|---------------------|---------------------|
| STIP/TCRP              | 3,500,000           | 3,500,000           |
| <b>Subtotal</b>        | <b>\$ 3,500,000</b> | <b>\$ 3,500,000</b> |

| North Connector East (Chadbourne Rd/Right of Way)               |                     |                     |
|---|---------------------|---------------------|
| Preliminary Engineering/Right of Way - RM-2 Funds <sup>10</sup> | 5,625,382           | 6,500,382           |
| <b>Subtotal</b>   | <b>\$ 5,625,382</b> | <b>\$ 6,500,382</b> |

| I-80/I-680/SR 12 Interchange EIR/EIS |                     |                     |
|--------------------------------------|---------------------|---------------------|
| RM 2 Funds                           | 6,479,033           | 6,479,033           |
| <b>Subtotal</b>                      | <b>\$ 6,479,033</b> | <b>\$ 6,479,033</b> |

| SR 12 Bridge Realignment |                  |                  |
|--------------------------|------------------|------------------|
| Federal Earmark          | 60,000           | 60,000           |
| City of Rio Vista        | 15,000           | 15,000           |
| <b>Subtotal</b>          | <b>\$ 75,000</b> | <b>\$ 75,000</b> |

| I-80 High Occupancy Vehicle (HOV) Lane/Ramp Metering |                   |                     |
|--|-------------------|---------------------|
| PA/ED Design RM-2 <sup>11</sup>                      | 997,224           | 1,197,224           |
| <b>Subtotal</b>                                      | <b>\$ 997,224</b> | <b>\$ 1,197,224</b> |

| I-80 HOV/Turner Parkway Overcrossing            |                   |                   |
|---|-------------------|-------------------|
| Federal Earmark                                 | 205,216           | 205,216           |
| Local Funds - STA/Solano County/City of Vallejo | 51,303            | 51,303            |
| <b>Subtotal</b>                                 | <b>\$ 256,519</b> | <b>\$ 256,519</b> |

|                           |                      |                      |
|---------------------------|----------------------|----------------------|
| <b>TOTAL, ALL REVENUE</b> | <b>\$ 27,012,908</b> | <b>\$ 28,037,516</b> |
|---------------------------|----------------------|----------------------|

| EXPENDITURES                          |                     |                     |
|---------------------------------------|---------------------|---------------------|
| Operations & Administration           | Adopted FY 08-09    | Proposed FY 08-09   |
| Operations Management                 | 1,436,884           | 1,413,884           |
| STA Board of Directors/Administration | 43,300              | 43,300              |
| Expenditure Plan                      | -                   | -                   |
| Contributions to STA Reserve Account  | 108,801             | 108,801             |
| <b>Subtotal</b>                       | <b>\$ 1,588,985</b> | <b>\$ 1,565,985</b> |

| Transit and Rideshare Services/SNCI    |                     |                     |
|--|---------------------|---------------------|
| Transit/SNCI Management/Administration | 480,656             | 477,506             |
| Employer/Van Pool Outreach             | 12,200              | 10,700              |
| SNCI General Marketing                 | 114,872             | 49,872              |
| Commute Challenge                      | 16,000              | 16,000              |
| Bike to Work Campaign                  | 28,000              | 28,000              |
| Bike Links                             | 15,000              | 7,000               |
| Incentives                             | 25,000              | 20,000              |
| Emergency Ride Home (ERH) Program      | 5,000               | 5,000               |
| Transit Management Administration      | 219,066             | 219,066             |
| Solano Express                         | 35,000              | 35,000              |
| Community Based Transit Study          | 120,000             | -                   |
| Lifeline Program                       | 22,709              | 22,709              |
| Paratransit Coordinating Council (PCC) | 45,000              | 45,000              |
| Solano Paratransit Review              | 60,000              | 51,000              |
| Transit Marketing                      | 99,500              | 99,500              |
| Transit Consolidation Implementation   | 71,200              | 71,200              |
| <b>Subtotal</b>                        | <b>\$ 1,369,203</b> | <b>\$ 1,157,553</b> |

| Project Development                               |                      |                      |
|---|----------------------|----------------------|
| Project Management/Administration                 | 109,223              | 109,223              |
| Safe Route to School Program                      | 147,135              | 58,635               |
| Regional Impact Fee (Feasibility Study/AB 1600)   | 150,000              | 150,000              |
| I-80/I-680/I-780 Operation/Implementation Plan    | 232,500              | 278,966              |
| Project Study Report (PSR) SR 12/Church           | 19,307               | 31,307               |
| SR 12 Median Barrier Study (MBS)/PSR              | 127,188              | 127,188              |
| Jepson Parkway                                    | 1,115,087            | 676,516              |
| Jameson Canyon Project                            | 3,500,000            | 3,500,000            |
| I-80/I-680/SR 12 Interchange PA/ED                | 6,479,033            | 6,479,033            |
| North Connector-East (Chadbourne Rd/Right of Way) | 5,625,382            | 6,500,382            |
| I-80/HOV Lanes/Ramp Metering                      | 997,224              | 1,197,224            |
| I-80 HOV/Turner Parkway Overcrossing              | 256,519              | 256,519              |
| I-80 East Bound (EB) Truck Scales Relocation      | 3,547,648            | 4,547,648            |
| SR 12 Bridge Realignment Study                    | 75,000               | 75,000               |
| DMV Abandoned Vehicle Abatement (AVA) Program     | 358,900              | 358,900              |
| <b>Subtotal</b>                                   | <b>\$ 22,740,146</b> | <b>\$ 24,346,541</b> |

| Strategic Planning   |                     |                   |
|--|---------------------|-------------------|
| Planning Management/Administration                           | 76,469              | 92,904            |
| SR 113 MIS/Corridor Study                                    | 64,624              | 64,624            |
| SR 12 MIS/Corridor Study                                     | 265,000             | 13,168            |
| Events   | 11,250              | 13,250            |
| Model Development/Maintenance                                | 75,000              | 75,000            |
| Solano County TLC Program                                    | 150,982             | 151,250           |
| TFCA Programs  | 409,857             | 409,857           |
| Comprehensive Transportation Plan (CTP)/EIR                  | 206,392             | 147,384           |
| Safe Route to Transit  | -                   | -                 |
| Alternative Fuel Study                                       | -                   | -                 |
| I-80/I-680/I-780 Transit Corridor Study (Operational Plan)   | -                   | -                 |
| Rail Station and Service Plan Update and Implementation Plan | -                   | -                 |
| Solano Senior & Disable Transit Plan Update                  | -                   | -                 |
| Rail Crossing Plan   | -                   | -                 |
| Water Transit Plan   | -                   | -                 |
| SR 12 Jameson Canyon Ridge Trail Study                       | 55,000              | -                 |
| <b>Subtotal</b>  | <b>\$ 1,314,574</b> | <b>\$ 967,437</b> |

|                                |                      |                      |
|--------------------------------|----------------------|----------------------|
| <b>TOTAL, ALL EXPENDITURES</b> | <b>\$ 27,012,908</b> | <b>\$ 28,037,516</b> |
|--------------------------------|----------------------|----------------------|

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DATE: June 26, 2009  
TO: STA Board  
FROM: Daryl Halls, Executive Director  
Susan Furtado, Financial Analyst/Accountant  
RE: Fiscal Year (FY) 2009-10 Budget Revision and FY 2010-11 Proposed Budget

**Background:**

The Solano Transportation Authority (STA) has an adopted policy requiring a two-year annual fiscal year budget plan for its proposed expenditures and the proposed means of financing them. In June 2008, the STA Board adopted the two-year budget for FY 2008-09 and FY 2009-10. Consequently, Attachment A is the Budget Revision for FY 2009-10 and Attachment B is the Proposed Budget for FY 2010-11.

The financial plan is presented to the Board for adoption and is usually revised mid-year and finalized at the end of the fiscal year. This budget system provides STA the basis for appropriate budgetary control of its financial operations for the fiscal year and for multi-year funded projects.

**Discussion:**

The FY 2009-10 Budget Revision is balanced, with changes to the approved budget from \$36.38 million to \$36.98 million, a \$599,439 increase. This is due to a combination of anticipated amount of funds carryover from FY 2008-09 for the continuation of projects and anticipated project delivery expenditures. Budget changes are summarized as follows:

**FY 2009-10 Revenue Changes**

1. The Members Contribution is also known as the Gas Tax Fund. The STA Board adopted a policy to index the local gas tax subventions provided by member agencies to STA. This revenue funds a percentage of the STA's core operations, Strategic Planning, and Project Development not covered by other planning grants and project revenues. These operations include administrative management and operational costs, including the Contingency and Insurance Reserve Policy approved by the STA Board in July 2007.

Due to the continued economic crisis in California; in May 2009, Governor Schwarzenegger released his FY 2009-10 May Budget Revision which called for additional General Fund reduction proposals of \$5.5 billion. These reductions include significant transportation funding budget cuts. One-quarter of the local gas tax subventions, which is currently coming to the cities, counties, and STA for streets & roads, was proposed to be suspended for FY 2009-10 and 2010-11, with these funds to pay the General Fund debt service costs for previous highway bonds. Subsequent proposals by the California legislature have indicated these funds could be completely suspended for FY 2009-10. In March 2009, the STA Board was presented the FY 2009-10 Members Contributions total amount of \$255,071. With the on-going State budget activities, this amount may or may not be available for STA. Consequently, STA staff prepared for this potential action by carrying over Members Contribution funds from FY 2008-09, enough to cover the adopted contingency reserves allocation for FY 2009-10 (\$108,000) and a portion for FY 2010-11 (\$90,104).

2. The annual local Transportation Development Act (TDA) for FY 2009-10, presented to the STA Board in March 2009 in the amount of \$422,225, is also anticipated to be reduced by 10% by the California legislature as part of the state budget fixes. This fund estimate is reduced by \$71,422 from the previously approved FY 2009-10 Budget.
3. In June 2009, the STA was awarded the TDA Article 3 funding allocation of \$125,000. The funding is for the update to the Countywide Bicycle and Pedestrian Plans (\$85,000) and Safe Routes to School (SR2S) Program (\$40,000). The SR2S Program allocation is used to provide the necessary local match awarded to the program by the Bay Area Air Quality Management District (BAAQMD) Transportation for Clean Air (TFCA) Regional Grant.
4. With the recent State budget cuts, the State Transit Assistance Fund (STAF) is suspended beginning FY 2009-10 and subsequent fiscal years. This revenue had historically funded a percentage of the STA's core operations and a wide range of transit operations and activities on short-term or transitional basis, and supported STA's transit planning efforts. Subsequently, the unexpended STAF fund in FY 2008-09 in the amount of \$430,622 is reprogrammed for FY 2009-10 (\$302,981) and FY 2010-11 (\$127,641) for the continuation of transit coordination and STA's transit planning efforts. This fund is reduced by \$190,039 from the previously approved budget due to the funding suspension.
5. The Surface Transportation Program (STP) fund is increased by \$139,908 from the original anticipated funds to include the carryover of STP/Transportation for Livable Communities (TLC) funds. The STA's Eastern Congestion Mitigation and Air Quality (ECMAQ) swapped with STIP funds, which ended in FY 2008-09, is extended through FY 2009-10 with a carryover fund of \$241,517 for the continuation and delivery of STA's priority projects.
6. The State Planning and Research (SP&R) funding for the I-80 /I-680/I-780 Operation and Implementation Plan has a carryover fund of \$50,000 from FY 2008-09 due to the delayed start of the study.
7. The State Transportation Improvement Program (STIP) Planning, Programming and Monitoring (PPM) budget for FY 2009-10 is reduced \$201,816 from the originally approved budget. This reduction is due to the anticipated carryover fund to FY 2010-11 for continuation of projects.
8. The Transportation for Clean Air (TFCA) fund is increased by \$350,582 due to carryover funds from FY 2008-09 for the ongoing City of Fairfield project scheduled to be completed in FY 2009-10, the Transit Rideshare Services/Solano Napa Commuters Information (SNCI), and the SR2S Program.
9. The SR2S Program was awarded a \$400,000 TFCA Regional Grant to expand the SR2S activities from 10 schools to 60 schools in FY 2009-10. The grant will also purchase the construction of 23 radar speed signs in the cities of Benicia, Fairfield, Suisun City, and Vallejo in FY 2009-10, and hire two SR2S Coordinators for a total cost of \$291,000 in FY 2009-10, and carryover the funding balance to FY 2010-11.
10. The Eastern Solano Congestion Mitigation Air Quality (ECMAQ) funding is reduced by \$186,479 since no new funding is available until the new federal transportation authorization bill is approved.
11. The Yolo Solano Air Quality Management District (YSAQMD) approved a total funding of \$130,000 for STA managed programs in FY 2009-10. The funding is for the SNCI Program for \$50,000, SR2S Program of \$60,000, and the development of a Climate Change Strategy as specified by Senate Bill (SB) 375 for \$20,000. In addition, a carryover fund from FY 2008-09 of \$60,000 for the SR2S Program is included to help build radar speed signs near Riverview Middle School in Rio Vista (\$20,000) and help build pedestrian and bicycle improvements near W.C. Wood High School in Vacaville (\$40,000), as part of the SR2S Pilot Engineering Program. In aggregate, the total YSAQMD funding for FY 2009-10 is \$190,000.

12. The Community Based Transportation Plan (CBTP) Grant is reduced by \$17,284 for the City of Vacaville and East Segment of the City of Fairfield studies that is anticipated to carryover through FY 20010-11.
13. With the loss of the revenue from the Members Contribution and the STAF, including the reduction of TDA funding, a fund swap of STA's STIP funds with the City of Vacaville's TDA funds was needed to sustain the level of countywide planning, transit, and delivery of projects. For FY 2009-10, a TDA swap fund of \$750,000 is programmed for the different transit activities to backfill the loss of Members Contribution and the STAF, including initialization of the Solano Rail Crossing Inventory & Improvement Plan and Redwood Parkway- Fairgrounds Drive Improvement Project.
14. The Capital Corridor Joint Powers Authority (CCJPA) approved funding of \$10,000 for the Solano Rail Crossing Inventory and Improvement Plan.
15. In June 2008, the Coastal Conservancy Board approved a grant of \$55,000 for the State Route (SR) 12 Jameson Canyon Ridge Trail/Pedestrian/Bicycle Connections Plan. Consequently, with the State budget cuts, the agreement was suspended until further notice. No funding letter has been received to permanently cancel the funding agreement, so the study is added to the FY 2009-10 Budget.
16. The Jepson Parkway Project has received a federal earmark allocation of \$530,000 and STIP/PPM funding of \$100,000 for the continuation of this multi-year project. The STA Board has recently adopted and certified the Final Environmental Impact Report (EIR) for this project.
17. The I-80 Eastbound Cordelia Truck Scales Relocation Project EIR/EA final environmental document is expected to be completed by July 2009. The funding allocation from the Regional Measure 2 (RM 2) for this project is increased by \$2.97 million for the continued project activities, including the right-of-way activities. Construction for this project is scheduled to begin by 2011.
18. The SR 12 Jameson Canyon Project funding is increased by \$1.50 million to reflect the actual project activities. The STA is the lead agency for the design of Phase 1 of the project. The project is scheduled to begin construction in 2010.
19. The I-80 High Occupancy Vehicle (HOV) Lanes Project fund from RM 2 is reduced by \$4.0 million due to the change in the lead agency for the construction phase of the ramp metering element of the Project, which is now with Caltrans.
20. The North Connector East funding allocation from RM 2 is reduced by \$3.93 million to reflect the actual project activities. The construction of this project began in the summer 2009. The project funding share from the Solano County for \$2.0 million and City of Fairfield for \$1.725, for the construction of the City's water line as part of this Project, is added to the project funding in FY 2009-10 and the funding balance from the City of Fairfield of \$575,000 is programmed in FY 2010-11.
21. The I-80 Interchange Project funding allocation from RM 2 is increased by \$571,673 to reflect the anticipated increased expenditures for FY 2009-10 for the continuation of environmental activities of project.
22. The I-80 HOV Lanes currently under construction is planned to be converted to Express Lanes between Red Top Road and Air Base Parkway, and a new I-80 Express Lanes between Air Base Parkway and I-505. These projects are funded by Bay Area Toll Authority (BATA) for the combined amount of \$1.10 million for preliminary engineering.
23. The SR 12 Bridge Realignment Study fund carryover from FY 2008-09 is now programmed for FY 2009-10. This project has an available federal earmark fund of approximately \$246,829 and City of Rio Vista local match funds of \$61,700. This study is anticipated to be done in FY 2009-10.

24. The Redwood Parkway - Fairground Drive Access Improvement Project is initiated in FY 2009-10. This project is funded in partnership between the City of Vallejo, Solano County & STA using the County of Solano's Federal Earmark of \$600,000, local fund match of \$80,000 from the City of Vallejo and Solano County, and from STA of \$70,000.

### **FY 2009-10 Expenditure Changes**

Changes to the approved budget are reflective of funds carryover and revenue changes as described above. The budget expenditure revisions are as follows:

- 1) The ***Operation and Management*** budget is reduced \$201,055. The Operation and Management Budget reflects the reduction and budget analysis relative to revenue availability and the State budget cuts. The budget expenditures were reviewed for its prudent and conservativeness with the current economic times. Operation costs, such as the following was taken into account: No new hires, no Cost of Living Allowance (COLA), limited training and conferences, and limited office equipment and capital purchases. The STA Board Budget is reduced to reflect less travel cost compared to FY 2008-09. The Contingency and Insurance Reserves are allocated in accordance with the adopted policy using the carryover Members Contribution fund from FY 2008-09. No budget expenditure is allocated for the Expenditure Plan.
- 2) The ***Transit and Rideshare Services/Solano Napa Commuter Information (SNCI)*** budget is reduced by \$75,959. This budget change reflects the reduction and expenditure analysis due to revenue loss from STAF as previously approved. Programs such as the SolanoExpress which is normally funded by the STAF, is reduced. The Countywide Transit Ridership Study is allocated funds to initiate the continuation of the study.
- 3) The ***Project Development*** budget is increased by \$445,103 to reflect changes to project delivery and activities. The budget includes the carryover of funds and the fast pace delivery of the different projects, such as the North Connector East which started construction this summer, including a ground breaking event scheduled on July 8, 2009; the I-80 Eastbound Cordelia Truck Scales Relocation EIR/EA final environmental document is scheduled to be completed July 2009; the I-80 HOV Lanes Project, including the ramp metering design element is scheduled to be completed early spring 2010; and initialization of the Express Lanes Projects.

The Safe Route to School Program is proposed to be expanded from 10 schools to 60 schools participating in FY 2009-10. This program will encourage more students to walk and bike to school by identifying a balance of traffic calming and safety engineering projects, student education & safety training, encouragement contests & events, and enforcement coordination with police.

- 4) The ***Strategic Planning*** budget is increased by \$431,350 to include carryover of funds from FY 2008-09 and new project studies. The General Marketing originally approved budget of \$72,000 is moved to the Operation and Management Budget due to its administrative cost element. The Solano County TLC Program, the Comprehensive Transportation Plan (CTP), and the TFCA Program are increased due to the carryover funds from FY 2008-09. New program studies are initiated and programmed, such as the Bike and Pedestrian Master Plan Update, the SR 29 Major Investment Study (MIS), Solano Senior and Disabled Transportation Plan Update, Safe Routes to Transit, Solano Rail Crossing Inventory & Improvement Plan, the SR 12 Jameson Canyon Ridge Trail Study, and the Solano County Climate Change Strategy.

### **Cost of Living Adjustment (COLA) for STA Staff**

The STA Board has adopted a policy for calculating cost of living adjustments for STA staff salaries using the average Consumer Price Index (CPI) of three areas: United States cities, Western Urban areas, and the San Francisco/Oakland/San Jose urban area. With the current economic status and loss of revenue sources, the STA staff recommends no COLA for FY 2009-10.

### **Budget highlights for FY 2010-11 is summarized as follow:**

#### **FY 2010-11 Revenues**

STA's core revenues such as the Members Contribution (Gas Tax) and STAF is anticipated to continue its funding suspension for this fiscal year based on the FY 2009-10 proposed State Budget. The TDA funding is anticipated at a lower funding level based on the current economic status. MTC Rideshare Program is in its final year of the multi-year contract and contract renewal will be determined by the end of FY 2009-10. Project delivery and construction are on-going for the North Connector Project, I-80 Eastbound Cordelia Truck Scales Relocation Project, and the I-80 Interchange Project which is funded primarily by the RM 2 funds; the conversion of the I-80 HOV Lanes to Express Lanes funded by MTC/BATA; and the Jepson Parkway Project funded by the STIP fund. The STIP fund swap with the City of Vacaville's TDA fund for the second year is continued for the delivery of STA's priority projects at the same rapid pace and level of activity. These Projects and Project Studies fund sources tend to fluctuate with the expenditures on multi-year projects and the availability of specific grant revenues.

The FY 2010-11 Proposed Budget has a STIP/TDA swap fund of \$750,000 allocated to sustain the level of countywide planning, transit, and delivery of projects. This fund is programmed for the different transit activities to backfill the loss of Members Contribution and STAF. No new project studies will be initiated without additional funding availability.

#### **FY 2010-11 Expenditure**

- 1) No new positions are added to the proposed FY 2010-11 budgets. Salaries have been budgeted to cover annual merit and performance based step increases and no cost of living adjustment for the second year in a row.
- 2) Health Benefits premium rates historically increases annually, hence, the budget have been increased to reflect a 12% increase for FY 2010-11.
- 3) Contribution to the Reserve Account is at a lower level using the Member Contribution carried over from FY 2009-10. At the end of FY 2010-11, STA will have a total reserve amount of approximately \$727,926, which covers the reserve amount of \$527,926 for Contingency Reserve and the Insurance Reserve of \$200,000.
- 4) No new project study is added to the FY 2010-11 Budget. Most of the Project Study Reports (PSR), Environmental Impact Report/Environmental Impact Statement (EIR/EIS), and Major Investment Studies (MIS) funded in FY 2009-10 will be in process in FY 2010-11. Projects such as the North Connector Project, I-80 Interchange Project, I-80 Eastbound Cordelia Truck Scales Relocation Project, and SR 12 Jameson Canyon Project are anticipated to be completed or are in construction for FY 2011-12. Unless additional funding or a specific grant is available, no new project studies are added to the proposed budget.

The total FY 2010-11 revenue and expenditure is \$42.66 million. The proposed balanced budget has \$750,000 of STIP/TDA swap funds to continue the delivery of STA's priority projects at the current level.

To ensure conformance with the Office of Management and Budget (OMB) Circular A-87 (Cost Principles of State, Local, and Indian Tribal Government) and the STA's Accounting Policies and Procedures, the two-year budget FY 2009-10 and FY 2010-11 is presented with revision to the approved budget for FY 2009-10 to reflect changes in the budget revenue and expenditures.

**Fiscal Impact:**

The fiscal impact for FY 2009-10 is as follows:

1. Total revenue reduction of \$441, 470 from the loss of Member Contribution, STAF, and TDA funds.
2. No Cost of Living Adjustment (COLA).
3. Total FY 2009-10 budget change of \$599,439, which includes the North Connector East construction, I-80 Eastbound Cordelia Truck Scales Relocation, and initialization of the I-80 Express Lanes.

**Recommendation:**

Approve the following:

1. Adopt the FY 2009-10 Budget Revision as shown in Attachment A; and
2. Adopt the FY 2010-11 Proposed Budget as shown in Attachment B.

Attachments:

- A. STA FY 2009-10 Budget Revision dated July 8, 2009.
- B. STA FY 2010-11 Proposed Budget dated July 8, 2009.



FY 2009-10 BUDGET REVISION  
July 8, 2009

ATTACHMENT A

| REVENUES  |                      |                      |
|---|----------------------|----------------------|
| STA Fund  | Adopted FY 09-10     | Proposed FY 09-10    |
| Members Contribution/Gas Tax (Reserve Accounts) <sup>1</sup>  | 108,801              | 108,000              |
| Members Contribution/Gas Tax <sup>1</sup>   | 179,208              | -                    |
| Transportation Dev. Act (TDA) Art. 4/8 <sup>2</sup>   | 451,425              | 380,003              |
| Transportation Dev. Act (TDA) Art. 3 <sup>3</sup>   | -                    | 125,000              |
| State Transit Assistance Fund (STAF) <sup>4</sup>   | 493,020              | 302,981              |
| Surface Transportation Program (STP) <sup>5</sup>   | 525,000              | 664,908              |
| Surface Transportation Program (STP) swap <sup>5</sup>  | 598,559              | 241,517              |
| SP&R - Operation/Implementation Plan <sup>6</sup>   | -                    | 50,000               |
| State Transportation Improvement Program (STIP)/Planning, Programming and Monitoring (PPM) <sup>7</sup> | 582,740              | 380,924              |
| State Transportation Improvement Program (STIP)   | 42,218               | 37,858               |
| Regional Measure (RM) 2 - North Connector - Design  | 25,175               | 32,492               |
| Regional Measure (RM) 2 - I-80 HOV Lanes  | 9,029                | 7,839                |
| Regional Measure (RM) 2 - I-80 Interchange Project  | 25,175               | 31,394               |
| Regional Measure (RM) 2 - I-80 East Bound (EB) Truck Scales Relocation                                  | 44,013               | 27,735               |
| Transportation for Clean Air (TFCA) <sup>8</sup>  | 228,997              | 449,799              |
| Transportation for Clean Air (TFCA) Regional Grant <sup>9</sup>   | -                    | 291,000              |
| Eastern Solano Congestion Mitigation Air Quality (ECMAQ) <sup>10</sup>                                  | 286,479              | 100,000              |
| Yolo/Solano Air Quality Management District (YSAQMD) <sup>11</sup>                                      | -                    | 190,000              |
| Regional Rideshare Program (RRP)  | 240,000              | 240,000              |
| Community Based Transportation Plan (CBTP) <sup>12</sup>  | 42,716               | 60,000               |
| City of Vacaville (swap) Transportation Dev. Act (TDA) <sup>13</sup>                                    | -                    | 725,000              |
| Capital Corridor <sup>14</sup>  | -                    | 10,000               |
| Bay Area Ridge Trails <sup>15</sup>   | -                    | 55,000               |
| Abandoned Vehicle Abatement (AVA) Program/DMV   | 11,250               | 10,052               |
| Local Funds - Cities/County   | 95,600               | 98,600               |
| Sponsors  | 13,000               | 18,000               |
| <b>Subtotal</b>   | <b>\$ 4,002,405</b>  | <b>\$ 4,638,102</b>  |
| <b>TFCA Program</b>   |                      |                      |
| Transportation for Clean Air (TFCA) <sup>5</sup>  | 16,803               | 126,583              |
| <b>Subtotal</b>   | <b>\$ 16,803</b>     | <b>\$ 126,583</b>    |
| <b>Abandoned Vehicle Abatement Program</b>  |                      |                      |
| Department of Motor Vehicle (DMV)   | 363,750              | 325,000              |
| <b>Subtotal</b>   | <b>\$ 363,750</b>    | <b>\$ 325,000</b>    |
| <b>Jepson Parkway Project</b>   |                      |                      |
| State Transportation Improvement Program (STIP)   | 2,357,782            | 2,343,574            |
| STIP/PPM <sup>7,16</sup>  | -                    | 100,000              |
| Federal Earmark <sup>16</sup>   | 0                    | 530,000              |
| <b>Subtotal</b>   | <b>\$ 2,357,782</b>  | <b>\$ 2,973,574</b>  |
| <b>I-80 East Bound (EB) Truck Scales Relocation</b>   |                      |                      |
| RM 2 Funds <sup>17</sup>  | 2,000,000            | 4,974,468            |
| <b>Subtotal</b>   | <b>\$ 2,000,000</b>  | <b>\$ 4,974,468</b>  |
| <b>Jameson Canyon Project</b>   |                      |                      |
| STIP/TCRP <sup>18</sup>   | 2,700,000            | 4,200,000            |
| <b>Subtotal</b>   | <b>\$ 2,700,000</b>  | <b>\$ 4,200,000</b>  |
| <b>I-80 High Occupancy Vehicle (HOV) Lane/Ramp Metering</b>   |                      |                      |
| PA/ED Design RM-2 <sup>19</sup>   | 4,990,971            | 992,160              |
| <b>Subtotal</b>   | <b>\$ 4,990,971</b>  | <b>\$ 992,160</b>    |
| <b>North Connector East (Chadbourne Rd/Right of Way)</b>  |                      |                      |
| Preliminary Engineering/Right of Way - RM-2 Funds   | 14,974,825           | 7,320,796            |
| County of Solano <sup>20</sup>  | -                    | 2,000,000            |
| City of Fairfield <sup>20</sup>   | -                    | 1,725,000            |
| <b>Subtotal</b>   | <b>\$ 14,974,825</b> | <b>\$ 11,045,796</b> |
| <b>I-80/I-680/SR 12 Interchange EIR/EIS</b>   |                      |                      |
| RM 2 Funds <sup>21</sup>  | 4,970,617            | 5,542,380            |
| <b>Subtotal</b>   | <b>\$ 4,970,617</b>  | <b>\$ 5,542,380</b>  |
| <b>I-80 High Occupancy Toll (HOT) Lanes Conversion</b>  |                      |                      |
| Bay Area Toll Authority (BATA) <sup>22</sup>  | -                    | 500,000              |
| <b>Subtotal</b>   | <b>\$ -</b>          | <b>\$ 500,000</b>    |
| <b>I-80/I-505 High Occupancy Toll (HOT) Lanes</b>   |                      |                      |
| Bay Area Toll Authority (BATA) <sup>22</sup>  | -                    | 600,000              |
| <b>Subtotal</b>   | <b>\$ -</b>          | <b>\$ 600,000</b>    |
| <b>SR 12 Bridge Realignment</b>   |                      |                      |
| Federal Earmark <sup>23</sup>   | -                    | 246,829              |
| City of Rio Vista <sup>23</sup>   | -                    | 61,700               |
| <b>Subtotal</b>   | <b>\$ -</b>          | <b>\$ 308,529</b>    |
| <b>I-80 HOV/Vallejo Fairgrounds</b>   |                      |                      |
| Federal Earmark <sup>24</sup>   | -                    | 600,000              |
| Local Match Funds-STA <sup>13,24</sup>  | -                    | 70,000               |
| Local Match Funds-Solano County/City of Vallejo <sup>24</sup>   | -                    | 80,000               |
| <b>Subtotal</b>   | <b>\$ -</b>          | <b>\$ 750,000</b>    |
| <b>TOTAL, ALL REVENUE</b>   | <b>\$ 36,377,153</b> | <b>\$ 36,976,592</b> |

| EXPENDITURES                                      |                      |                      |
|---|----------------------|----------------------|
| Operations & Administration                       | Adopted FY 09-10     | Proposed FY 09-10    |
| Operations Management                             | 1,598,093            | 1,454,639            |
| STA Board of Directors/Administration             | 51,800               | 45,000               |
| Expenditure Plan                                  | 50,000               | 0                    |
| Contributions to STA Reserve Account              | 108,801              | 108,000              |
| <b>Subtotal <sup>25</sup></b>                     | <b>\$ 1,808,694</b>  | <b>\$ 1,607,639</b>  |
| <b>Transit and Rideshare Services/SNCI</b>        |                      |                      |
| Transit/SNCI Management/Administration            | 494,665              | 480,560              |
| Employer/Van Pool Outreach                        | 12,200               | 10,000               |
| SNCI General Marketing                            | 54,872               | 40,000               |
| Commute Challenge                                 | 16,000               | 16,000               |
| Bike to Work Campaign                             | 28,000               | 20,000               |
| Bike Links  | 15,000               | -                    |
| Incentives  | 25,000               | 15,000               |
| Emergency Ride Home (ERH) Program                 | 5,000                | 5,000                |
| Transit Management Administration                 | 211,192              | 212,100              |
| Community Based Transportation Plan (CBTP)        | 42,716               | 60,000               |
| Lifeline Program                                  | 15,974               | 16,000               |
| Paratransit Coordinating Council (PCC)            | 45,000               | 45,000               |
| Solano Express                                    | 125,000              | 50,000               |
| Transit Consolidation Implementation Phase 3      | 20,000               | 15,000               |
| Countywide Transit Ridership Study                | -                    | 50,000               |
| <b>Subtotal <sup>25</sup></b>                     | <b>\$ 1,110,619</b>  | <b>\$ 1,034,660</b>  |
| <b>Project Development</b>                        |                      |                      |
| Project Management/Administration                 | 165,325              | 100,924              |
| Safe Route to School Program                      | 35,073               | 681,500              |
| I-80/I-680/I-780 Operation/Implementation Plan    | -                    | 50,000               |
| Project Study Report (PSR) SR 12/Church           | 145,885              | -                    |
| Regional Impact Fee (Feasibility Study/AB 1600)   | -                    | 205,000              |
| SR 12 Median Barrier Study (MBS)/PSR              | 100,000              | -                    |
| Jepson Parkway                                    | 2,357,782            | 2,973,574            |
| Jameson Canyon Project                            | 2,700,000            | 4,200,000            |
| I-80/I-680/SR 12 Interchange PA/ED                | 4,970,617            | 5,542,380            |
| North Connector-East (Chadbourne Rd/Right of Way) | 14,974,825           | 11,045,796           |
| I-80/HOV Lanes/Ramp Metering                      | 4,990,971            | 992,160              |
| I-80 East Bound (EB) Truck Scales Relocation      | 2,000,000            | 4,974,468            |
| I-80 HOT Lanes Conversion                         | -                    | 500,000              |
| I-80/I-505 HOT Lanes                              | -                    | 600,000              |
| I-80 HOV Lanes/Vallejo Fairgrounds                | -                    | 750,000              |
| SR 12 Bridge Realignment Study                    | -                    | 308,529              |
| DMV Abandoned Vehicle Abatement (AVA) Program     | 363,750              | 325,000              |
| <b>Subtotal <sup>25</sup></b>                     | <b>\$ 32,804,228</b> | <b>\$ 33,249,331</b> |
| <b>Strategic Planning</b>                         |                      |                      |
| Planning Management/Administration                | 191,634              | 93,290               |
| General Marketing                                 | 72,000               | -                    |
| Events  | 18,000               | 10,000               |
| Model Development/Maintenance                     | 80,000               | 24,000               |
| Solano County TLC Program                         | 150,000              | 214,908              |
| Bike/Ped Master Plan Update                       | -                    | 85,000               |
| SR 12 MIS/Corridor Study                          | 46,050               | 75,000               |
| SR 29 MIS/Corridor Study                          | 34,602               | 5,000                |
| Comprehensive Transportation Plan (CTP)/EIR       | 28,364               | 180,381              |
| Solano Senior & Disable Transit Plan Update       | -                    | 59,750               |
| Safe Route to Transit                             | 16,159               | 40,000               |
| Solano Rail Crossing Inventory & Improvement Plan | -                    | 66,050               |
| SR 12 Jameson Canyon Ridge Trail Study            | -                    | 55,000               |
| Climate Change Strategy                           | -                    | 50,000               |
| TFCA Programs                                     | 16,803               | 126,583              |
| <b>Subtotal <sup>25</sup></b>                     | <b>\$ 653,612</b>    | <b>\$ 1,084,962</b>  |
| <b>TOTAL, ALL EXPENDITURES</b>                    | <b>\$ 36,377,153</b> | <b>\$ 36,976,592</b> |



FY 2010-11 PROPOSED BUDGET  
July 8, 2009

| REVENUES  |                      |
|---|----------------------|
| STA Fund  | FY 10-11             |
| Members Contribution (Reserve Account)                                | 90,104               |
| Members Contribution  | -                    |
| Transportation Dev. Act (TDA) Art. 4/8                                | 378,000              |
| State Transit Assistance Fund (STAF)                                  | 127,641              |
| Surface Transportation Program (STP)                                  | 525,000              |
| State Transportation Improvement Program (STIP)                       | 45,440               |
| State Transportation Improvement Program (STIP)/Planning, Programming | 547,098              |
| Regional Measure (RM) 2 - North Connector                             | 31,396               |
| RM 2 - I-80 High Occupancy Vehicle (HOV)                              | 7,839                |
| RM 2- I-80/I-680/SR 12 Interchange Project                            | 27,003               |
| RM 2- I-80 East Bound (EB) Truck Scales                               | 27,737               |
| Transportation for Clean Air (TFCA)                                   | 225,200              |
| Transportation for Clean Air (TFCA) Regional Grant                    | 109,000              |
| Yolo/Solano Air Quality Management District (YSAQMD)                  | 150,000              |
| Eastern Solano Congestion Mitigation Air Quality (ECMAQ)              | -                    |
| Regional Rideshare Program (RRP)                                      | 240,000              |
| Community Based Transportation Plan (CBTP)                            | 60,000               |
| Abandoned Vehicle Abatement (AVA) Program/DMV                         | 10,000               |
| City of Vacaville (swap) Transportation Dev. Act (TDA)                | 750,000              |
| Local Funds - Cities/County   | 98,600               |
| Sponsors  | 18,000               |
| <b>Subtotal</b>   | <b>\$ 3,468,058</b>  |
| <b>TFCA Program</b>   |                      |
| Transportation for Clean Air (TFCA)                                   | 16,368               |
| <b>Subtotal</b>   | <b>\$ 16,368</b>     |
| <b>Abandoned Vehicle Abatement Program</b>                            |                      |
| Department of Motor Vehicle (DMV)                                     | 320,000              |
| <b>Subtotal</b>   | <b>\$ 320,000</b>    |
| <b>Jepson Parkway</b>   |                      |
| STIP  | 2,354,560            |
| <b>Subtotal</b>   | <b>\$ 2,354,560</b>  |
| <b>SR 12 Jameson Canyon Project</b>                                   |                      |
| TCRP/STIP/STP   | 700,000              |
| <b>Subtotal</b>   | <b>\$ 700,000</b>    |
| <b>I-80 East Bound (EB) Truck Sales Relocation</b>                    |                      |
| RM 2  | 3,348,249            |
| <b>Subtotal</b>   | <b>\$ 3,348,249</b>  |
| <b>I-80/I-680/SR 12 Interchange</b>                                   |                      |
| RM 2  | 5,517,120            |
| <b>Subtotal</b>   | <b>\$ 5,517,120</b>  |
| <b>North Connector East</b>   |                      |
| Preliminary Engineering - RM-2  | 14,968,604           |
| City of Fairfield   | 575,000              |
| <b>Subtotal</b>   | <b>\$ 15,543,604</b> |
| <b>I-80 High Occupancy Vehicle (HOV) Lanes</b>                        |                      |
| RM 2  | 641,268              |
| <b>Subtotal</b>   | <b>\$ 641,268</b>    |
| <b>I-80 High Occupancy Toll (HOT) Lanes Conversion</b>                |                      |
| Bay Area Toll Authority (BATA)  | 5,000,000            |
| <b>Subtotal</b>   | <b>\$ 5,000,000</b>  |
| <b>I-80/I-505 High Occupancy Toll (HOT) Lanes</b>                     |                      |
| Bay Area Toll Authority (BATA)  | 5,000,000            |
| <b>Subtotal</b>   | <b>\$ 5,000,000</b>  |
| <b>I-80 HOV/Vallejo Fairgrounds</b>                                   |                      |
| Federal Earmark   | 600,000              |
| Local Match Funds-Solano County/City of Vallejo                       | 150,000              |
| <b>Subtotal</b>   | <b>\$ 750,000</b>    |
| <b>TOTAL REVENUE</b>  | <b>\$ 42,659,227</b> |

| EXPENDITURES                                    |                      |
|---|----------------------|
| Operations & Administration                     | FY 10-11             |
| Operations Management                           | 1,495,955            |
| STA Board of Directors/Administration           | 46,700               |
| Expenditure Plan                                | -                    |
| Contributions to STA Reserve Account            | 90,104               |
| <b>Subtotal</b>                                 | <b>\$ 1,632,759</b>  |
| <b>Transit and Rideshare Services/SNCI</b>      |                      |
| Transit/SNCI Management/Administration          | 435,500              |
| Employer/Van Pool Outreach                      | 10,000               |
| SNCI General Marketing                          | 40,000               |
| Commute Challenge                               | 16,000               |
| Bike to Work Campaign                           | 20,000               |
| Bike Link Maps                                  | 5,000                |
| Incentives                                      | 15,000               |
| Emergency Ride Home (ERH) Program               | 5,000                |
| Transit Management Administration               | 258,974              |
| Community Based Transportation Plan (CBTP)      | 60,000               |
| Lifeline Program                                | 16,000               |
| Paratransit Coordinating Council/PCC            | 45,000               |
| Solano Express Marketing                        | 50,000               |
| Transit Consolidation Feasibility               | -                    |
| <b>Subtotal</b>                                 | <b>\$ 976,474</b>    |
| <b>Project Development</b>                      |                      |
| Project Management/Administration               | 143,706              |
| Safe Route to School Program                    | 109,000              |
| Project Study Report (PSR)                      | -                    |
| SR 12 Median Barrier Study (MBS)/PSR            | -                    |
| Regional Impact Fee (Feasibility Study/AB 1600) | 50,000               |
| Jepson Parkway                                  | 2,354,560            |
| SR 12 Jameson Canyon Project                    | 700,000              |
| North Connector-East                            | 15,543,604           |
| I-80/680/12 Interchange PA/ED - RM 2            | 5,517,120            |
| I-80 East Bound (EB) Truck Scales Relocation    | 3,348,249            |
| I-80 HOV Lanes                                  | 641,268              |
| I-80 HOT Lanes Conversion                       | 5,000,000            |
| I-80/I-505 HOT Lanes                            | 5,000,000            |
| I-80 HOV Lanes/Vallejo Fairgrounds              | 750,000              |
| DMV Abandoned Vehicle Abatement (AVA) Program   | 320,000              |
| <b>Subtotal</b>                                 | <b>\$ 39,477,507</b> |
| <b>Strategic Planning</b>                       |                      |
| Planning Management/Administration              | 181,846              |
| Events  | 10,000               |
| Model Development/Maintenance                   | 24,000               |
| Solano County TLC Program                       | 150,000              |
| SR 12 MIS/Corridor Study                        | 75,000               |
| SR 29 MIS/Corridor Study                        | -                    |
| Comprehensive Transportation Plan (CTP)         | 115,273              |
| Safe Route to Transit                           | -                    |
| TFCA Programs                                   | 16,368               |
| <b>Subtotal</b>                                 | <b>\$ 572,487</b>    |
| <b>TOTAL EXPENDITURES</b>                       | <b>\$ 42,659,227</b> |

*Agenda Item X.C*  
*July 8, 2009*



DATE: July 1, 2009  
TO: STA Board  
FROM: James Spring, STA Board Chair  
RE: Executive Director Contract

This report will be provided at the meeting followed by the scheduled closed session.

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DATE: June 29, 2009  
TO: STA Board  
FROM: Janet Adams, Deputy Executive Director/Director of Projects  
RE: Suisun Valley Rains Drain Flood Control Study

**Background:**

Since 2001, STA staff has been working with project consultants, Caltrans, Federal Highway Administration (FHWA), Solano County and the City of Fairfield staff to complete improvements to the I-80/I-680/State Route (SR) 12 Interchange Complex. One of the major issues that has been discussed during the past few years is the periodic flooding of I-80 in the vicinity of Rains Drain (located between the existing truck scales and the I-80/SR 12 (East) Interchange).

Caltrans completed an analysis in the 2002/2003 time period that looked at various options to address the I-80 flooding problem at Rains Drain, which included looking at passing the flood water under the North Connector and I-80 (including upsizing drainage facilities south of I-80), as well as constructing a detention basin north of the North Connector. While there was general agreement that a detention basin upstream would be the preferred method, a more comprehensive analysis was not completed at that time. It was also recognized that a portion of the cost of constructing the detention may need to come from the North Connector and I-80 roadway projects, since the improvements would either be flooded or increase the flooding north or south of I-80. A contribution from the Interchange Complex Projects will be set aside for construction of a detention facility upstream of the North Connector. However, the contribution amount has not yet been established for these projects. The Solano County Water Agency (SCWA) has also indicated they would participate in funding further study the flooding solution and ultimate detention basin improvements. In addition, SCWA staff indicated that the agency would be willing to own and maintain the detention basin.

**Discussion:**

The flooding at the Rains Drain area not only impacts the traveling public, but property owners upstream and downstream of I-80 who experience flooding as well. As such, a number of agencies are interested in developing a solution to the Rains Drain flooding problem and have been involved in discussions regarding possible solutions, including Solano County Water Agency (SCWA), Caltrans, Solano Irrigation District, Solano County and the City of Fairfield.

In order to move forward with a solution to this flooding issue and based on discussions with affected agency staff, STA staff is recommending a Memorandum of Understanding (MOU) be established between all affected agencies. The MOU would establish the goals of the study, guide the development of the study, define responsibilities for each respective agency and would establish a steering committee to oversee the development and implementation of

a solution to the flooding issue. This approach will ensure that all of the affected agencies are involved in the process and a comprehensive solution is developed.

Since STA currently has the Mark Thomas (MTCO)/Nolte Joint Venture design team on board for the I-80/I-680/SR12 Interchange project and since knowledge of the proposed design for future improvements to I-80 and the Westbound Truck Scales will be instrumental in developing the solution for the Rains Drain flooding issue, STA staff is recommending STA amend the MTCO/Nolte contract to provide engineering services necessary to develop an agreed upon solution for the Rains Drain flooding issue. The engineering effort is estimated to cost approximately \$300,000 and SCWA has agreed to contribute \$100,000. The balance of \$200,000 would be funded with Regional Measure 2 (RM 2) funds from the I-80/I-680/SR12 Interchange Project.

**Fiscal Impact:**

The engineering effort is estimated to cost approximately \$300,000 and SCWA has agreed to contribute \$100,000. The remaining balance of approximately \$200,000 would be funded with RM 2 funds from the I-80/I-680/SR12 Interchange project which have already been allocated by MTC.

**Recommendation:**

Approve the following:

1. Authorize the Executive Director to negotiate a scope and fee and execute a contract amendment with the Mark Thomas (MTCO)/Nolte Joint Venture (JV) to provide engineering services necessary to develop an agreed upon solution for the Suisun Valley Rains Drain flooding issue for an amount not-to-exceed \$300,000; and
2. Authorize the Executive Director to execute a Memorandum of Understanding (MOU) among all affected/interested agencies including, but not limited to the following: Solano County Water Agency (SCWA), Caltrans, Solano Irrigation District, Solano County, and the City of Fairfield.



DATE: June 29, 2009  
TO: STA Board  
FROM: Sam Shelton, Project Manager  
RE: Public Release of the Draft I-80/I-680/I-780 Corridors Highway Operations Study & Implementation Plan

**Background:**

Caltrans annually provides grant opportunities through the State Transportation Planning Grant Program for several categories including a Partnership Planning Grant program where corridor studies are eligible. In October 2006, STA staff, in partnership with the Metropolitan Transportation Commission (MTC), submitted a Partnership Planning Grant for a "I-80/I-680/I-780 Corridors Study Highway Operations Plan" to follow up on the STA's previous "I-80/I-680/I-780 Corridor Major Investment and Corridor Study" and MTC's "Freeway Performance Initiative (FPI)." In the Spring of 2007, the Caltrans awarded \$250,000 for this grant project.

On January 9, 2008, the STA Board Authorized the Executive Director to:

1. Issue a Request for Proposals for consultant services for the I-80/I-680/I-780 Corridors Highway Operations Implementation Study; and
2. Execute a consultant contract for an amount not to exceed \$300,000 for the I-80/I-680/I-780 Corridors Highway Operations Implementation Study.

To develop the "I-80/I-680/I-780 Corridors Highway Operations Study & Implementation Plan" the STA and MTC created the Solano Highway Partnership (SoHIP) with the cities of Benicia, Dixon, Fairfield, Vacaville and Vallejo, and Caltrans Districts 3 & 4 to develop operational improvements and policy recommendations relating to a long range Intelligent Transportation System (ITS), ramp metering, High Occupancy Vehicle (HOV) network/lane extensions, and hardscape improvements that visually link corridor segments to areas of Solano County.

The scope of work tasks focus on the "Operational Improvement Analysis", "Landscape and Hardscape Recommendations" and "Public Outreach" tasks.

1. The Operations Improvement Analysis task requires analyzing recurrent (bottlenecks, poor operations infrastructure, etc.) and non-recurrent (Traffic Incidents, Special Events, etc.) causes of current and future corridor performance through the use of MTC's FPI recommendations, accident statistics, and the Napa-Solano Travel Demand Model results.

2. The Landscape and Hardscape Recommendations task require reviewing currently installed visual elements along the highway corridors, drafting concept drawings of potential visual elements, and recommending additional policies for landscape and hardscape improvements that promote a sense of place and quality of life as travelers drive through Solano County.
3. The Public Outreach task requires conducting at least two public meetings and the development of a multimedia “Operations Improvement Toolbox” to help educate the public about the recommended operations improvements (e.g, Ramp Metering educational website materials and pamphlets, ITS explanations, etc.).

**Discussion:**

The Solano Highways Partnership (SoHIP) met five times between June 2008 and April 2009 to review and approve the draft materials. Caltrans staff from various planning, operations, and maintenance units attended the SoHIP meetings, providing valuable feedback. MTC staff from their operations unit critiqued the accuracy of the modeling by comparing STA results with MTC FPI results.

Both Caltrans and MTC staff have showed preliminary support for adopting the study’s findings and implementation plan as part of their future project planning and funding priorities. Additional meetings with STA, MTC, and Caltrans on May 21<sup>st</sup> and June 8<sup>th</sup> respectively helped develop the details of this multiple agency adoption process.

On June 24<sup>th</sup>, the STA TAC approved a recommendation to the STA Board to authorize the Executive Director to distribute the final Draft I-80/I-680/I-780 Corridor Highway Operations Study & Implementation Plan for public comment.

The public review period is scheduled to begin after the STA Board reviews and releases the final draft study at their July 8, 2009 meeting and end when the STA Board adopts the study at their September 9, 2009 meeting. Public meetings in Fairfield, Vacaville, and Vallejo will be scheduled during the last week of July to discuss the plan’s findings and receive comments. Comments will be collected, addressed, and summarized for the STA TAC review on August 26<sup>th</sup> and the STA Board’s consideration at their September 9, 2009 meeting, when the Board will be asked to adopt the plan.

**Fiscal Impact:**

None, resources for the release of the study for public comment are already part of the STA’s FY 2008-09 Budget as funded, in part, by the State Partnership Planning Grant.

**Recommendation:**

Authorize the Executive Director to distribute the final Draft I-80/I-680/I-780 Corridor Highway Operations Study & Implementation Plan for public comment.

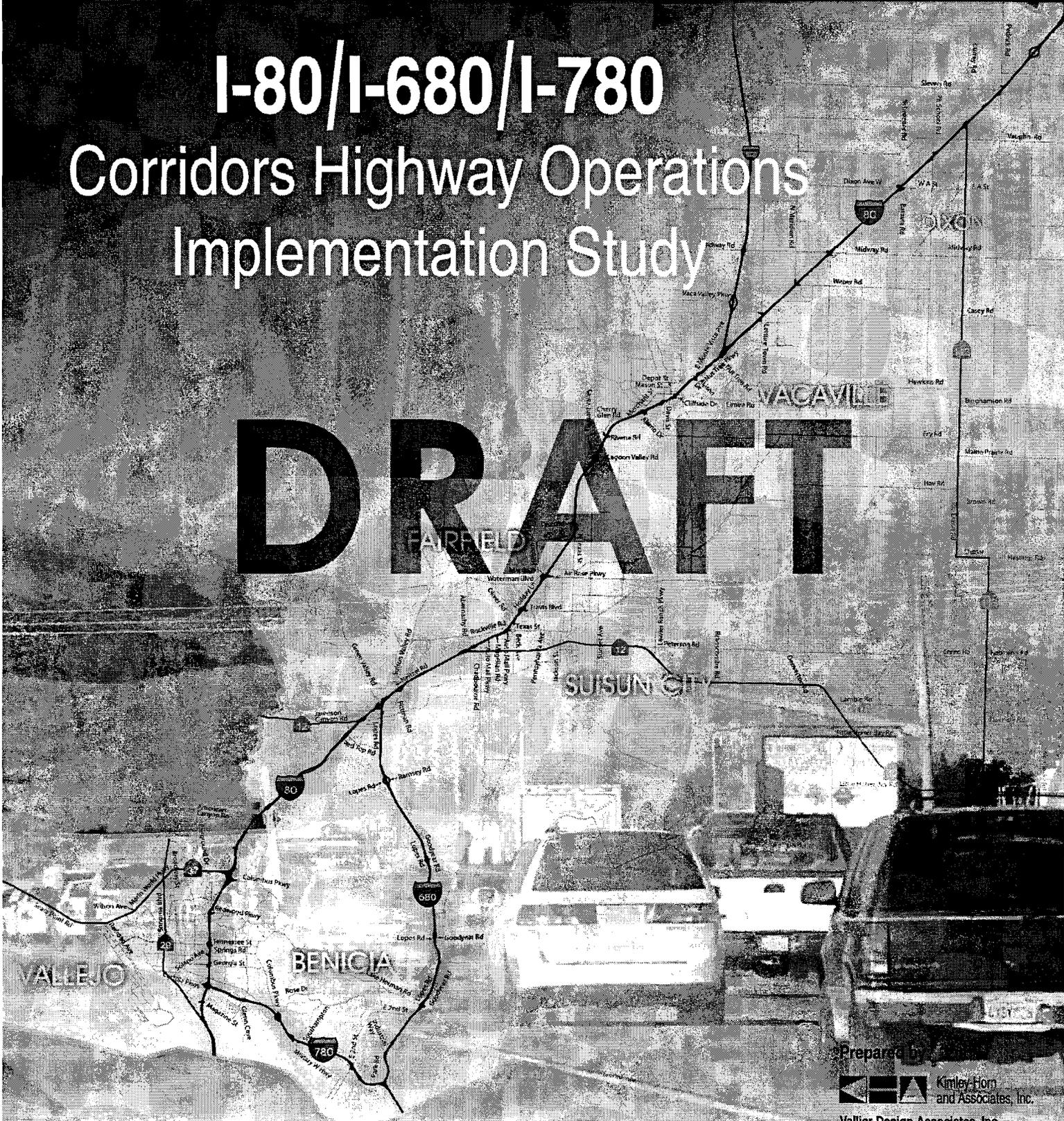
**Attachments:**

- A. I-80/I-680/I-780 Corridor Highway Operations Study & Implementation Plan, Executive Summary
- B. Draft I-80/I-680/I-780 Corridor Highway Operations Study & Implementation Plan (This attachment has been provided to the STA Board members only. To obtain a copy, you may contact the STA office at (707) 424-6075.)

# EXECUTIVE SUMMARY

# I-80/I-680/I-780 Corridors Highway Operations Implementation Study

# DRAFT



July 8, 2009

Prepared by  
 Kimley-Horn  
and Associates, Inc.  
Vallier Design Associates, Inc.  
Koegel & Associates  
DKS Associates

Prepared for:

And the Solano Highways Partnership:



## Acknowledgments

This report was made possible by a Partnership Planning Grant awarded by the California Department of Transportation.

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# I-80/I-680/I-780 CORRIDORS HIGHWAY OPERATIONS IMPLEMENTATION STUDY

## EXECUTIVE SUMMARY

This Executive Summary provides an overview of the I-80/I-680/I-780 Corridors Highway Operations Implementation Study. The overall study consisted of four main parts: Background Research and Literature Review, Operations Improvement Analysis, Visual Design Guidelines and Public Outreach.

### BACKGROUND

The Solano Transportation Authority's planning, programming and project delivery duties are guided by the Comprehensive Transportation Plan (CTP), which plans for all forms of transportation and prioritizes projects, identified in the following CTP plan elements:

- Arterials, Highways and Freeways
- Transit
- Alternatives Modes

Using the goals of the CTP for direction, STA staff completed studies and plans to identify priority transportation projects that will achieve those goals. The goal of the Arterials, Highways, and Freeways element is to *"Develop a balanced transportation system that reduces congestion and improves access and travel choices through the enhancement of roads"*.

Caltrans annually provides grant opportunities through the State Transportation Planning Grant program for several categories including a Partnership Planning Grant where corridor studies are eligible. The STA has completed the I-80/I-680/I-780 Corridors Study Highway Operations Plan to follow up on the STA's previous I-80/I-680/I-780 Corridor Major Investment and Corridor Study and MTC's Freeway Performance Initiative (FPI). The I-80/I-680/I-780 Corridors Study Highway Operations Plan was developed cooperatively under the direction of the Solano Highways Partnership (SoHIP) consisting of representatives from STA, MTC, Caltrans (Districts 3 and 4), and the cities of Benicia, Dixon, Fairfield, Vacaville and Vallejo. Under this study, operational improvements and recommendations for a long range Intelligent Transportation System (ITS) including ramp metering, closed circuit television cameras (CCTV), vehicle detection and highway advisory radios are presented.

### OPERATIONS IMPROVEMENT ANALYSIS

The Solano County I-80 and I-680 North Freeway Performance Initiative (FPI) studies served as the primary source for the operational improvement assessment. The objective of the FPI was to develop freeway strategic plans for each corridor by performing a technical assessment that included identification of major bottlenecks, determination of the causes of traffic congestion, development of potential mitigation strategies, and an assessment of their effectiveness. In addition, an ITS implementation plan was prepared to supplement the FPI studies focusing on the installation of ITS elements as part of the operational improvements.

# I-80/I-680/I-780 CORRIDORS HIGHWAY OPERATIONS IMPLEMENTATION STUDY

## EXECUTIVE SUMMARY

The Solano I-80 FPI study encompassed the 44-mile section of I-80 throughout Solano County from the Carquinez Bridge to the Solano/Yolo County line, and the I-680 North FPI study focused on the portion of I-680 located between the I-80 interchange in Solano County and the Alameda/ Contra Costa County line. Both FPI studies included an assessment of existing (2006/2007), future 2015 and future 2030 conditions. The existing conditions assessment relied on observed data from numerous sources including the Caltrans HICOMP reports, archived travel speed data from the MTC 511 Predict-a-Trip system (PeMS), and a limited number of floating vehicle travel time runs. For the future 2015 and 2030 analysis, the Solano Transportation Authority (STA) countywide travel demand model was used to develop forecasts, and a macroscopic simulation model was used to assess operating conditions. Accident data was derived from the TASAS database to assess safety concerns within the study corridor.

It is important to note that the existing conditions assessment conducted as a part of the I-680 North FPI study was performed prior to the opening of the new northbound span and toll plaza at the Benicia-Martinez Bridge. Since the opening, congestion has decreased in the area around the bridge and toll plaza. Subsequently, follow-up observations in this area were performed and used to update the existing conditions assessment presented in the FPI studies.

Because no FPI study was conducted for the I-780 corridor, additional primary analysis was undertaken as part of this study. This included the development of AM and PM peak period traffic operations models covering I-780 between I-80 and I-680. Existing Condition models were developed using freeway and ramp traffic count data available from the Caltrans Traffic Census and PeMS. The STA countywide travel forecasting model was used to determine traffic growth levels for use in the development of the traffic operations models reflecting projected 2015 and 2030 conditions. Accident data was derived from the TASAS database to assess safety concerns within the study corridor.

The FPI studies identified mitigation strategies that were organized into improvement "packages" for the Solano I-80 and I-680 corridors which included operational and system management improvements. Some of these improvement packages that were identified included auxiliary lanes, HOV lanes, ITS strategies, general purpose lanes, interchange intersection improvements and ramp metering.

Because the FPI studies only identified ITS deployments as a strategy measure, a Corridor-Level ITS Architecture and Implementation Plan was also developed as part of this study. This Architecture and Plan provides recommendations for policies and agreements that are necessary to ensure that ITS deployments are incorporated into operational improvements programmed along the three freeway corridors in Solano County. It also provides guidance for the design and deployment of specific ITS elements along the freeway corridors including any coordination and information sharing with the local cities, the County and the regional agencies.

# I-80/I-680/I-780 CORRIDORS HIGHWAY OPERATIONS IMPLEMENTATION STUDY

## EXECUTIVE SUMMARY

### OPERATIONAL IMPROVEMENT IMPLEMENTATION PLAN

Based on the findings of the FPI studies, the I-780 operations analysis and the ITS Architecture and Implementation Plan, an overall Operations Improvement Implementation Plan was developed. This Plan started with a review of the improvement packages developed as part of the operational analysis and the ITS Implementation Plan, and then combining or bundling the packages into discrete projects that could be funded and constructed separately. Once the project bundling was developed, each project was prioritized using several factors including the ability to improve congestion, cost and overall feasibility.

The costs for the operational improvements are significantly higher than other system management strategies (e.g., ITS). Thus, ITS improvements were deemed to be more practical improvements as either standalone projects or embedded within other operational improvements.

Figures E-1 to E-4 provides a graphical summary of the prioritized projects. Tables E-1 and E-2 provide a summary description of each of the projects and their order of magnitude costs under the horizon year 2015 and 2030, respectively.

In Figure E-2, the truck climbing lane has been constructed, and the HOV on I-80 is currently under construction. In Figure E-3, the Year 2015 roadway network includes all of the programmed improvements as shown in Figure E-2. In Figure E-5, the Year 2030 roadway network includes all of the Year 2015 recommend improvements.

I-80/I-680/I-780 CORRIDORS HIGHWAY OPERATIONS IMPLEMENTATION STUDY  
EXECUTIVE SUMMARY

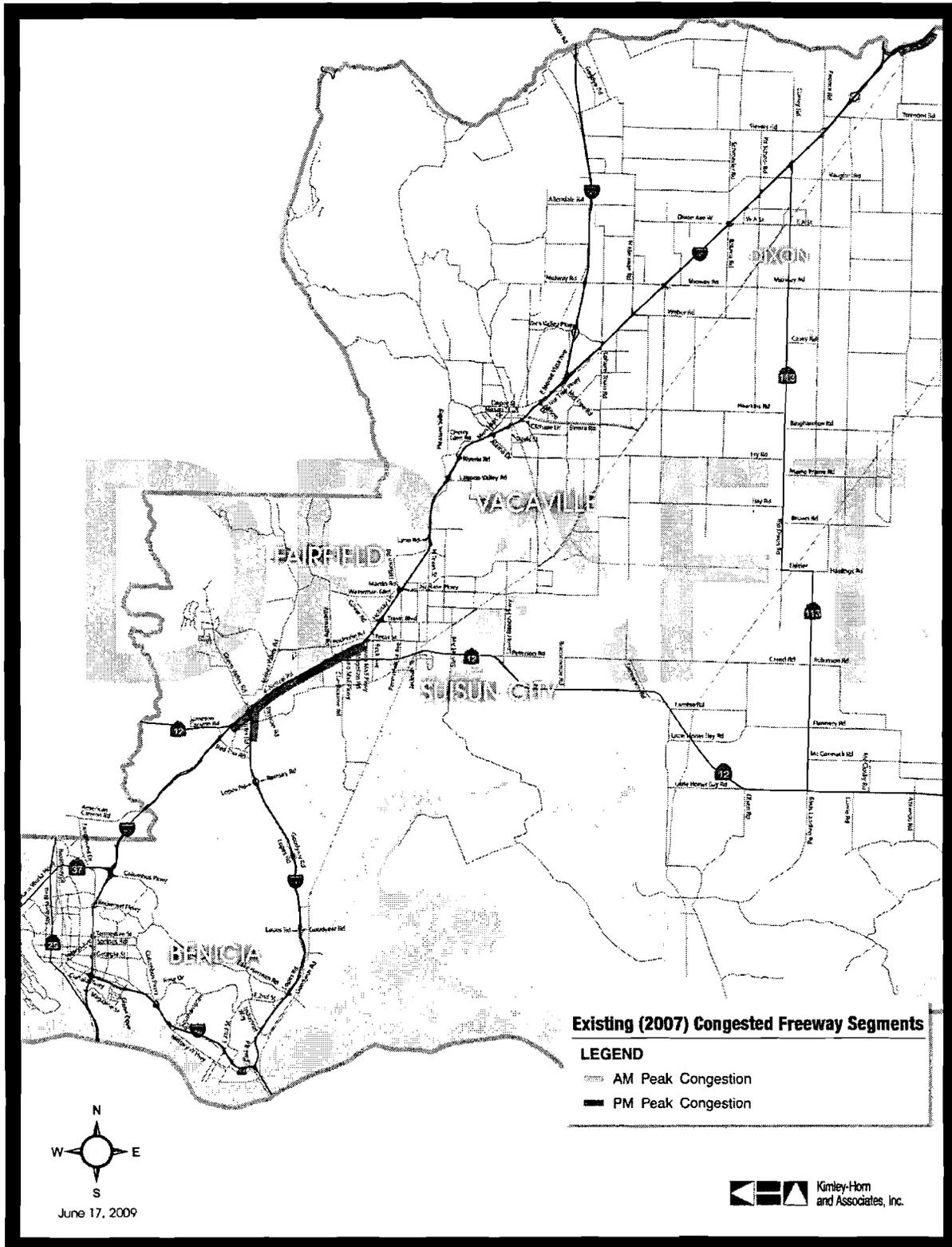


Figure E-1: Existing Congestion

# I-80/I-680/I-780 CORRIDORS HIGHWAY OPERATIONS IMPLEMENTATION STUDY

## EXECUTIVE SUMMARY

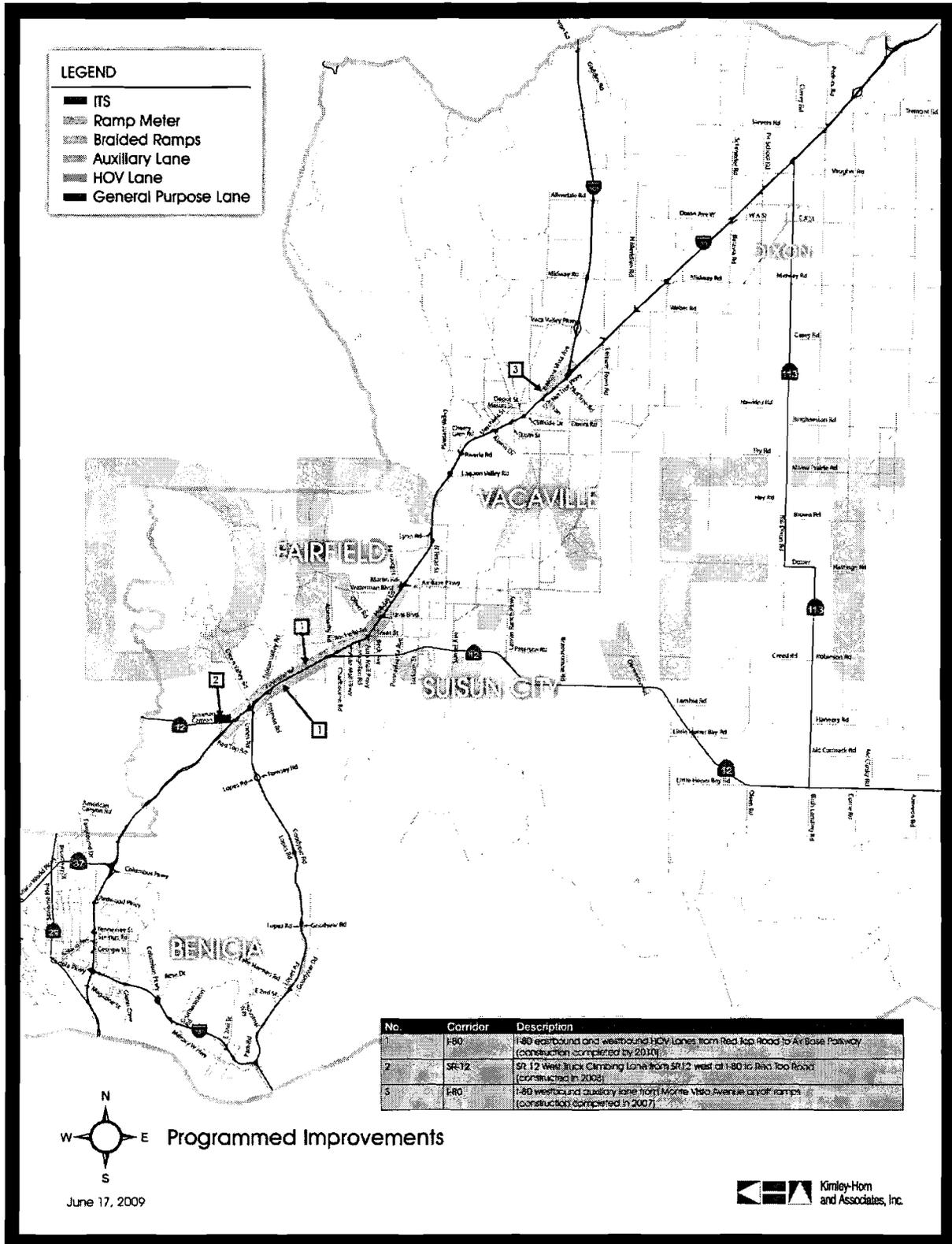


Figure E-2: Programmed Improvements

I-80/I-680/I-780 CORRIDORS HIGHWAY OPERATIONS IMPLEMENTATION STUDY  
 EXECUTIVE SUMMARY

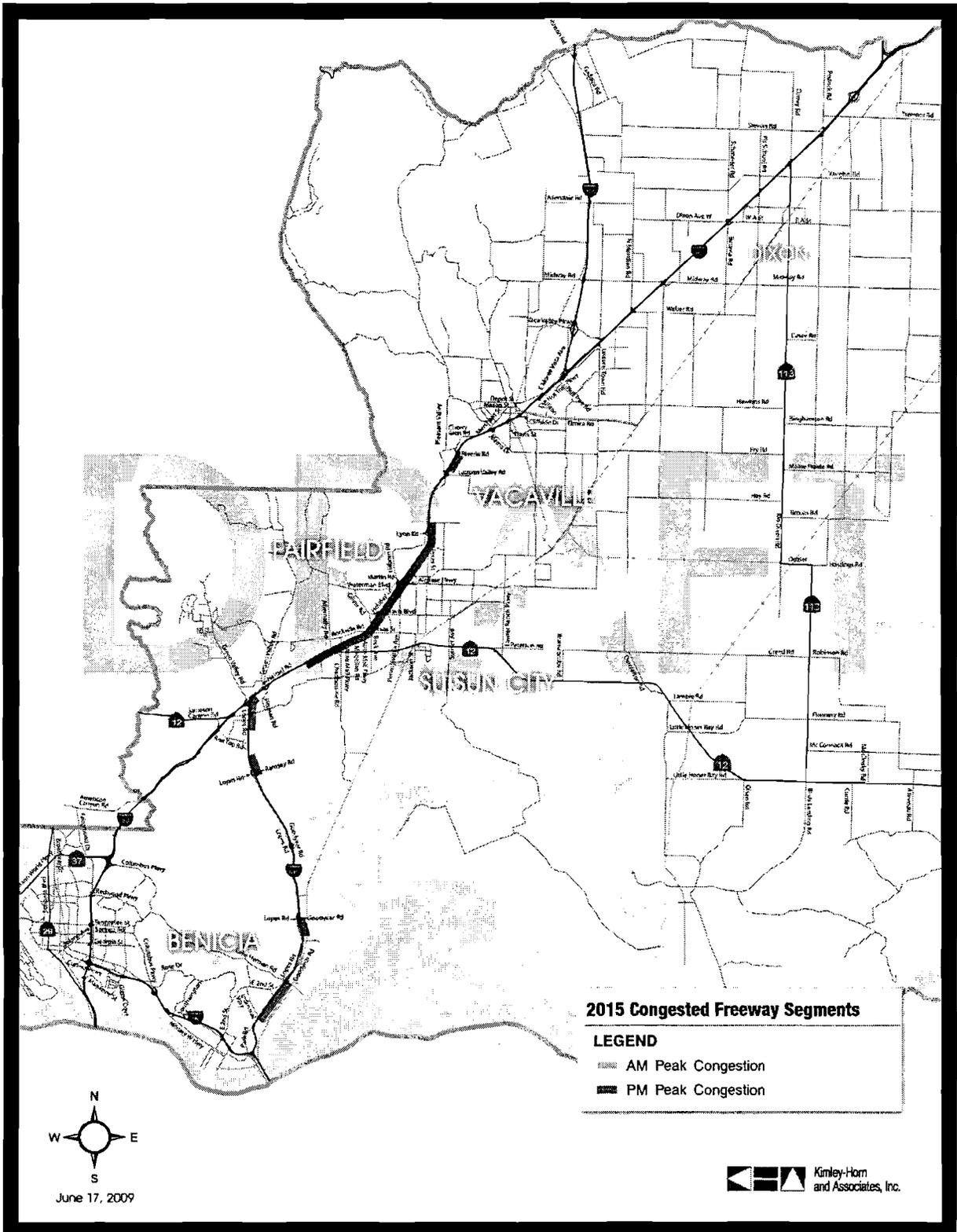


Figure E-3: Year 2015 Congestion

# I-80/I-680/I-780 CORRIDORS HIGHWAY OPERATIONS IMPLEMENTATION STUDY

## EXECUTIVE SUMMARY

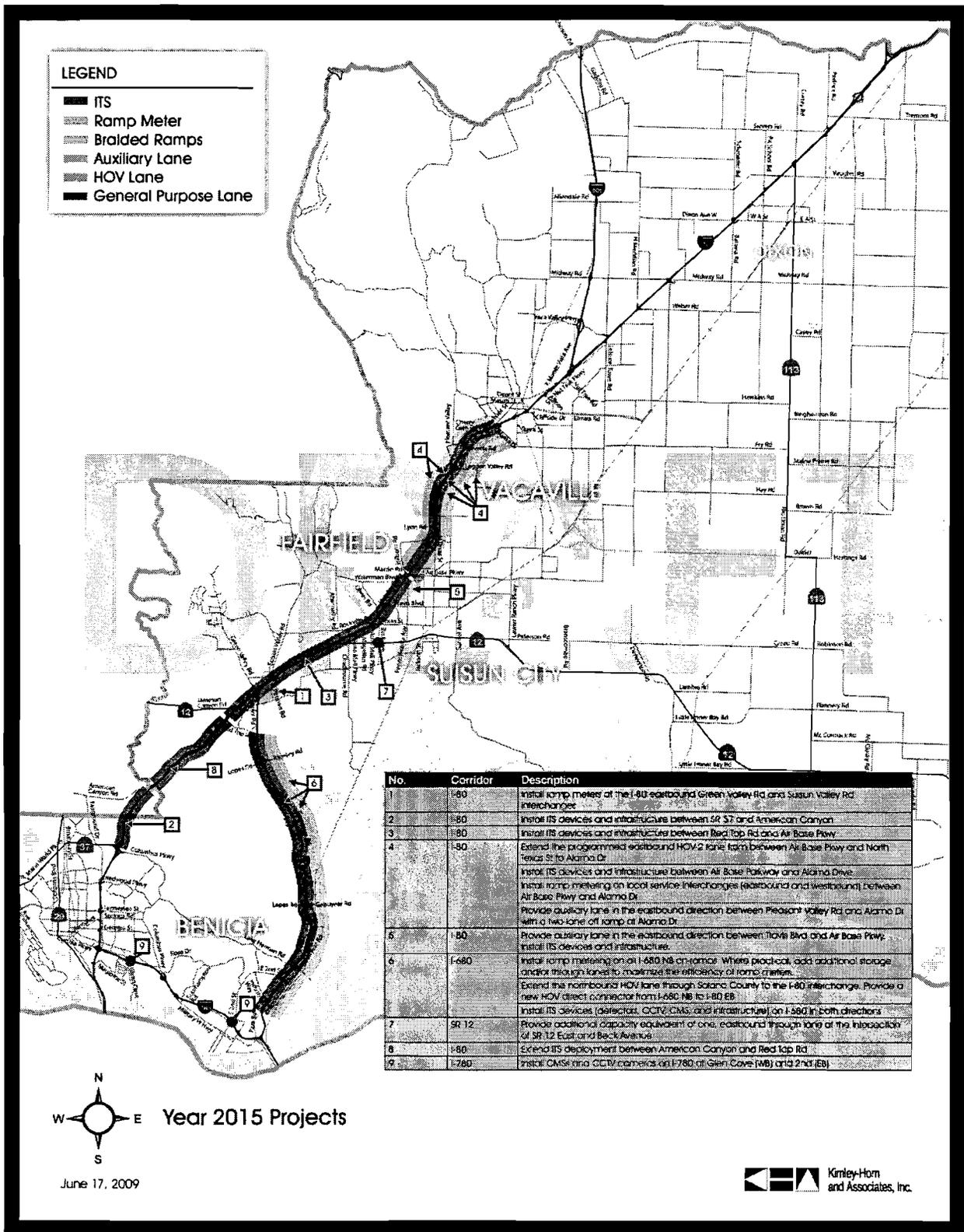


Figure E-4: Year 2015 Proposed Improvements

I-80/I-680/I-780 CORRIDORS HIGHWAY OPERATIONS IMPLEMENTATION STUDY  
 EXECUTIVE SUMMARY

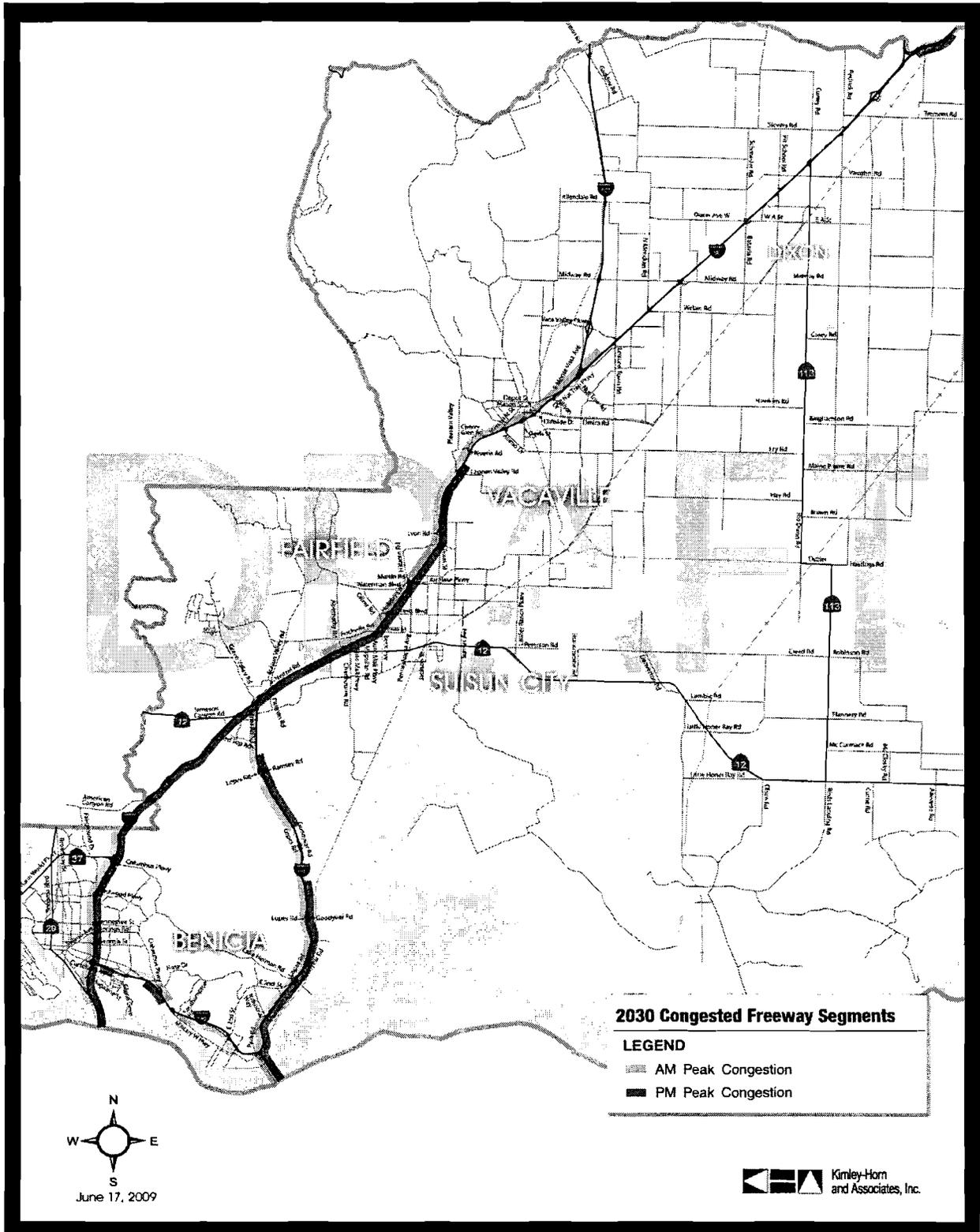


Figure E-5: Year 2030 Congestion

# I-80/I-680/I-780 CORRIDORS HIGHWAY OPERATIONS IMPLEMENTATION STUDY

## EXECUTIVE SUMMARY

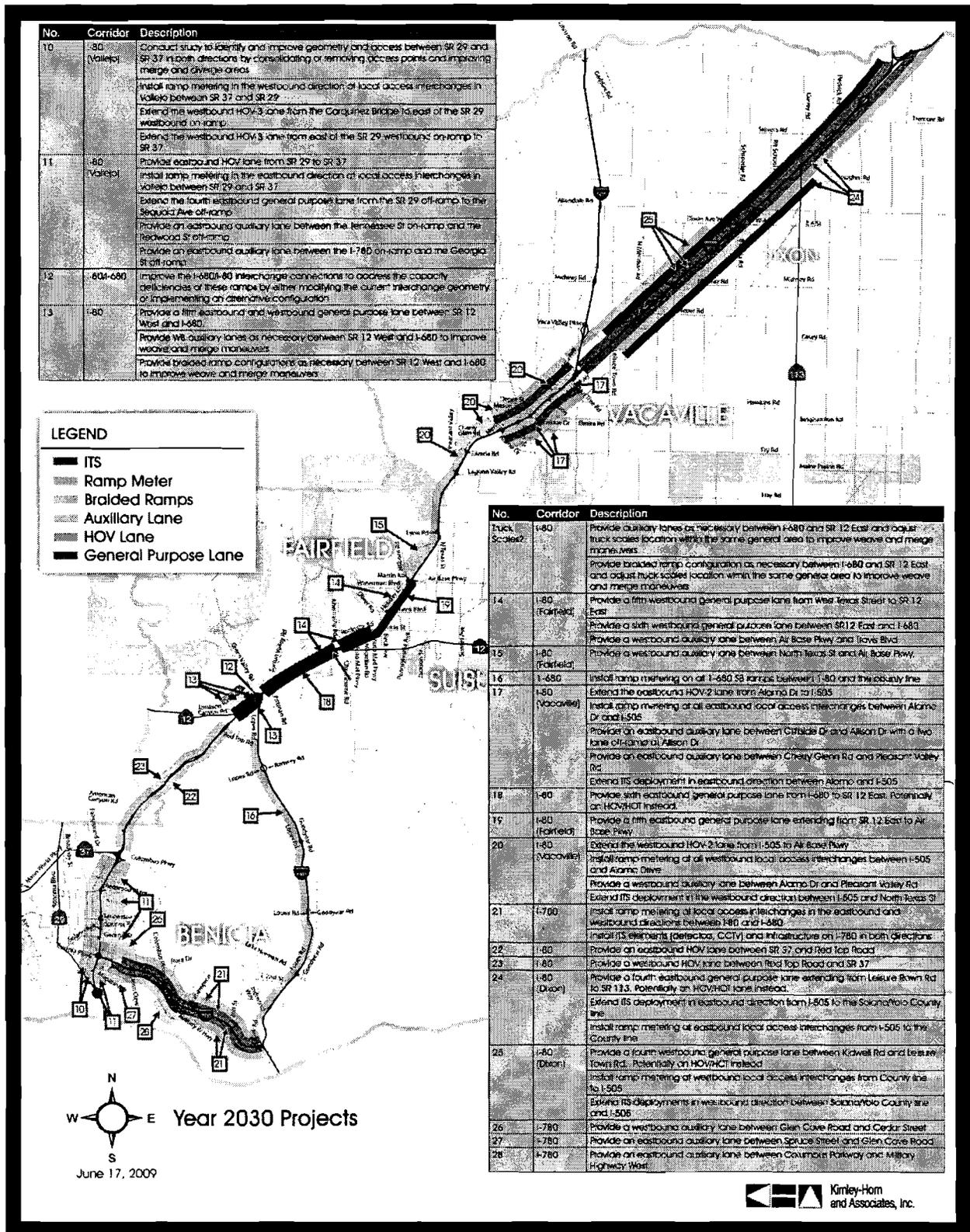


Figure E-6: Year 2030 Proposed Improvements

I-80/I-680/I-780 CORRIDORS HIGHWAY OPERATIONS IMPLEMENTATION STUDY  
EXECUTIVE SUMMARY

| <b>Table E-1: Year 2015 Prioritization of Projects</b> |          |   |                         |
|--|----------|---|-------------------------|
| Priority   | Corridor | Description   | Order of Magnitude Cost |
| 1  | I-80     | Install ramp meters at the I-80 eastbound Green Valley Road and Suisun Valley Road interchanges   | \$400,000               |
| 2  | I-80     | Install ITS devices and infrastructure between SR 37 and American Canyon Road. This will consist of CCTV cameras, changeable message signs and communications infrastructure.   | \$5,300,000             |
| 3  | I-80     | Install ITS gap between Red Top Rd and Air Base Parkway. This will consist of CCTV cameras, Highway Advisory Radio and communications infrastructure.   | \$4,800,000             |
| 4  | I-80     | Extend the programmed eastbound HOV-2 lane from between Air Base Parkway and North Texas Street to Alamo Drive.   | \$19,000,000            |
|  |          | Install ITS devices and infrastructure between Air Base Parkway and Alamo Drive   | \$6,300,000             |
|  |          | Install ramp metering on local service interchanges (eastbound and westbound) between Air Base Parkway and Alamo Drive. This will include four interchanges with eight on-ramps.  | \$1,600,000             |
|  |          | Provide an eastbound auxiliary lane between Pleasant Valley Road and Alamo Drive. Provide a two-lane off-ramp at Alamo Drive. This includes the eastbound auxiliary lane between Cherry Glen Road and Pleasant Valley Road. | \$7,200,000             |
|  |          | Subtotal No. 4:   | \$34,100,000            |
| 5  | I-80     | Provide auxiliary lane in the eastbound direction between Travis Boulevard and Air Base Parkway. Install ITS devices and infrastructure.  | \$18,000,000            |
| 6  | I-680    | Install ramp metering on all I-680 NB on-ramps. Where practical, add additional storage and/or through lanes to maximize the efficiency of ramp meters.   | \$1,000,000             |
|  |          | Install ITS elements (detectors, CCTV, CMS & Infrastructure) on I-680 in both directions  | \$7,700,000             |
|  |          | Extend the northbound HOV lane through Solano County to the I-80 interchange. Provide a new HOV direct connector from I-680 NB to I-80 EB.  | \$43,200,000            |
|  |          | Subtotal No. 6:   | \$51,900,000            |
| 7  | SR 12    | Provide additional capacity equivalent of one, eastbound through lane at the intersection of SR 12 East and Beck Avenue   | \$2,900,000             |
| 8  | I-80     | Extend ITS deployment between American Canyon and Red Top Rd  | \$2,800,000             |
| 9  | I-780    | Install CMS and CCTV cameras on I-780 at Glen Cove (WB) and 2nd Street (EB)   | \$1,400,000             |
| <b>Total Year 2015 Improvements:</b>                   |          |   | <b>\$121,600,000</b>    |

I-80/I-680/I-780 CORRIDORS HIGHWAY OPERATIONS IMPLEMENTATION STUDY  
EXECUTIVE SUMMARY

| <b>Table E-2: Year 2030 Prioritization of Projects</b> |                     |  |                                   |
|--|---------------------|--|-----------------------------------|
| Priority   | Corridor            | Description  | Order of Magnitude Cost           |
| 10   | I-80<br>(Vallejo)   | Conduct study to identify and improve geometry and access between SR 29 and SR 37 in both directions by consolidating or removing access points and improving merge and diverge areas.               | \$300,000                         |
|  |                     | Install ramp metering in the westbound direction at local access interchanges in Vallejo between SR 37 and SR 29   | \$1,600,000                       |
|  |                     | Extend the westbound HOV-3 lane to the Carquinez Bridge to east of the SR 29 westbound on-ramp   | \$3,800,000                       |
|  |                     | Extend the westbound HOV-3 lane from east of the SR 29 westbound on-ramp to SR 37  | \$14,900,000                      |
|  |                     | Subtotal No. 10:   | \$20,600,000                      |
| 11   | I-80<br>(Vallejo)   | Provide eastbound HOV lane from SR 29 to SR 37   | \$15,200,000                      |
|  |                     | Install ramp metering in the eastbound direction at local access interchanges in Vallejo between SR 29 and SR 37   | \$1,400,000                       |
|  |                     | Extend the fourth eastbound general purpose lane from the SR 29 off-ramp to the Sequoia Avenue off-ramp  | \$3,000,000                       |
|  |                     | Provide an eastbound auxiliary lane between the Tennessee Street on-ramp and the Redwood Street off-ramp   | \$13,800,000                      |
|  |                     | Provide an eastbound auxiliary lane between the I-780 on-ramp and the Georgia St off-ramp  | \$9,200,000                       |
|  |                     | Subtotal No. 11:   | \$42,600,000                      |
| 12   | I-80/I-680          | Improve the I-680/I-80 interchange connections to address the capacity deficiencies of these ramps by either modifying the current interchange geometry or implementing an alternative configuration | \$100M (allocated)                |
| 13   | I-80<br>(Fairfield) | Provide a fifth eastbound and westbound general purpose lane between SR 12 West and I-680.   | \$10,800,000                      |
|  |                     | Provide WB auxiliary lanes as necessary between SR 12 West and I-680 to improve weave and merge maneuvers  | \$2,600,000                       |
|  |                     | Provide braided ramp configurations as necessary between SR 12 West and I-680 to improve weave and merge maneuvers   | \$4,200,000                       |
|  |                     | Subtotal No. 13:   | \$12,200,000                      |
| Truck Scales   | I-80                | Provide auxiliary lanes as necessary between I-680 and SR 12 East and adjust truck scales location within the same general area to improve weave and merge maneuvers                                 | (Part of EB Truck Scales Project) |
|  |                     | Provide braided ramp configuration as necessary between I-680 and SR 12 East and adjust truck scales location within the same general area to improve weave and merge maneuvers                      | (Part of EB Truck Scales Project) |
| 14   | I-80<br>(Fairfield) | Provide a fifth westbound general purpose lane from West Texas Street to SR 12 West  | \$9,000,000                       |
|  |                     | Provide a sixth westbound general purpose lane from SR 12 East to I-680  | \$11,500,000                      |

I-80/I-680/I-780 CORRIDORS HIGHWAY OPERATIONS IMPLEMENTATION STUDY  
EXECUTIVE SUMMARY

| <b>Table E-2: Year 2030 Prioritization of Projects</b> |                     |   |                         |
|--|---------------------|---|-------------------------|
| Priority   | Corridor            | Description   | Order of Magnitude Cost |
|  |                     | Provide a westbound auxiliary lane between Air Base Pkwy and Travis Blvd  | \$15,000,000            |
|  |                     | Subtotal No. 14:  | \$35,500,000            |
| 15   | I-80<br>(Fairfield) | Provide a westbound auxiliary lane between North Texas St and Air Base Pkwy.  | \$23,000,000            |
| 16   | I-680               | Install ramp metering on all I-680 SB ramps between I-80 and the County line.   | \$1,000,000             |
| 17   | I-80<br>(Vacaville) | Extend the eastbound HOV-2 lane from Alamo Dr to I-505  | \$19,200,000            |
|  |                     | Install ramp metering at all eastbound local access interchanges between Alamo Dr and I-505   | \$1,000,000             |
|  |                     | Provide an eastbound auxiliary lane between Cliffside Dr and Allison Dr with a two-lane off-ramp at Allison Dr                        | \$2,900,000             |
|  |                     | Provide an eastbound auxiliary lane between Cherry Glenn Rd and Pleasant Valley Rd  | \$9,200,000             |
|  |                     | Extend ITS in eastbound direction between Alamo and I-505   | \$2,300,000             |
|  |                     | Subtotal No. 17:  | \$34,600,000            |
| 18   | I-80                | Provide sixth eastbound general purpose lane from I-680 to SR 12 East. <i>Potentially an HOV/HOT lane instead.</i>                    | \$36,800,000            |
| 19   | I-80<br>(Fairfield) | Provide a fifth eastbound general purpose lane extending from SR 12 East to Air Base Parkway  | \$40,300,000            |
| 20   | I-80<br>(Vacaville) | Extend the westbound HOV-2 lane from I-505 to Air Base Parkway  | \$32,800,000            |
|  |                     | Install ramp metering at all westbound local access interchanges between I-505 and Air Base Pkwy                                      | \$1,800,000             |
|  |                     | Provide a westbound auxiliary lane between Alamo Dr and Pleasant Valley Rd  | \$4,400,000             |
|  |                     | Subtotal No. 20:  | \$39,000,000            |
| 21   | I-780               | Install ramp metering at local access interchanges in the eastbound and westbound directions between I-80 and I-680                   | \$3,400,000             |
|  |                     | Install ITS elements (detectors, CCTV & infrastructure on I-780 in both directions)   | \$5,400,000             |
|  |                     | Subtotal No. 21:  | \$8,800,000             |
| 22   | I-80                | Provide an eastbound HOV lane between SR 37 and Red Top Road  | \$36,000,000            |
| 23   | I-80                | Provide a westbound HOV lane between Red Top Road and SR 37   | \$36,000,000            |
| 24   | I-80<br>(Dixon)     | Provide a fourth eastbound general purpose lane extending from Leisure Town Rd to SR 113. <i>Potentially an HOV/HOT lane instead.</i> | \$78,000,000            |
|  |                     | Extend ITS in eastbound direction from I-505 to the Solano County line  | \$6,200,000             |
|  |                     | Install ramp metering at eastbound local access interchanges from I-505 to the County line  | \$1,800,000             |
|  |                     | Subtotal No. 24:  | \$86,000,000            |

I-80/I-680/I-780 CORRIDORS HIGHWAY OPERATIONS IMPLEMENTATION STUDY  
EXECUTIVE SUMMARY

| <b>Table E-2: Year 2030 Prioritization of Projects</b> |                 |   |                         |
|--|-----------------|---|-------------------------|
| Priority   | Corridor        | Description   | Order of Magnitude Cost |
| 25   | I-80<br>(Dixon) | Provide a fourth westbound general purpose lane between Kidwell Rd and Leisure Town Rd. <i>Potentially an HOV/HOT lane instead.</i> | \$132,300,000           |
|  |                 | Install ramp metering at westbound local access interchanges from County line to I-505  | \$2,000,000             |
|  |                 | Extend ITS in westbound direction between Solano/Yolo County line and I-505   | \$6,100,000             |
|  |                 | Subtotal No. 25:  | \$140,400,000           |
| 26   | I-780           | Provide a westbound auxiliary lane between Glen Cove Road and Cedar Street  | \$2,900,000             |
| 27   | I-780           | Provide an eastbound auxiliary lane between Spruce Street and Glen Cove Road  | \$2,900,000             |
| 28   | I-780           | Provide an eastbound auxiliary lane between Columbus Parkway and Military Highway West  | \$2,900,000             |
| <b>Total Year 2030 Improvements:</b>                   |                 |   | <b>\$605,900,000</b>    |

**PROJECT IDENTIFICATION AND PRIORITIZATION PROCESS**

The project identification and prioritization process involved packaging the list of strategy packages identified in the FPI studies and the Corridor Level ITS Architecture and Implementation Plan and developing specific projects. The purpose of developing the specific projects is to combine strategies as appropriate in order to realize the potential synergies when constructing the projects. In addition, combining or bundling the packages into discrete projects will enable each project to be funded and constructed separately. For example, ITS strategies were combined with operational improvement strategies where practical. In one case, the installation of an auxiliary lane lends itself well to the installation of ITS devices including communications infrastructure, CCTV cameras and vehicle detection.

System management strategies in the short-term scenarios (Year 2015) were left as individual projects. Under these cases, keeping these strategies as individual projects provides the ability to prioritize them in earlier years instead of combining them with an operational improvement that is slated for installation over the long-term (Year 2030).

Once the project bundling was developed, each project was prioritized using several factors including:

- Impact on improving congestion;
- Cost; and
- Overall Feasibility

# I-80/I-680/I-780 CORRIDORS HIGHWAY OPERATIONS IMPLEMENTATION STUDY

## EXECUTIVE SUMMARY

Each project's impact on improving congestion was documented in the FPI studies. Thus, the prioritization of the projects focused more on the timing and location of the projects within the horizon years.

ITS coverage alone does not relieve congestion. Thus, the project identification and prioritization process attempted to combine ITS elements with operational improvements. The prioritization also attempted to order the installation of the projects such that meaningful segments of the freeways are covered with successive projects.

### **Year 2015**

The installation of system management strategies for the short-term was deemed the highest priority for the corridors, particularly for I-80. This was done, as system management are the most cost effective strategies for the corridor under the Year 2015. These types of strategies reduce the amount of non-recurrent congestion as they provide the tools and means to identify, respond to and clear incidents in a timely manner before the incident has a severe impact on congestion.

The operational improvements for the short term (2015) focused on relieving congestion in the Fairfield and Vacaville areas along I-80. Additionally, the forecast of a series of congested locations and bottlenecks on I-680 in the northbound direction resulted in the need for operational improvements. The I-80 operational improvements ranked higher than the I-680 improvements due to the levels of congestion and cost.

### **Year 2030**

The prioritization of projects was generally divided into segments along the freeway corridors. The areas through Vallejo ranked highest followed by areas through Fairfield and Vacaville (I-80 and I-680), through Benicia along I-780 and finally along I-80 to the county line.

The operational improvements along I-80 through Vallejo were ranked highest primarily due to the cost and amount of congestion forecast for this segment. Additionally, the corridor has been studied at length and based on the level of planning, it is anticipated that this segment may be the most prepared for the installation of the operational improvements. The improvement of the I-80/680/780 interchange, while ranked lower than the I-80 segment through Vallejo, the improvements to the interchange is largely unknown and the overall cost is anticipated to be significantly higher in comparison.

The improvements in the vicinity between SR West and SR 12 East are forecast to have significant congestion such that additional general purpose and auxiliary lanes are needed. This influenced the high ranking of projects along this segment.

The operational improvements and ITS installations along I-80, east of Alamo Drive, round out the recommended priority projects.

# I-80/I-680/I-780 CORRIDORS HIGHWAY OPERATIONS IMPLEMENTATION STUDY

## EXECUTIVE SUMMARY

Along I-780, the installation of ramp metering and auxiliary lanes were ranked lower in priority as the levels of congestion forecast along this corridor are substantially less than the other corridors.

### VISUAL DESIGN GUIDELINES

The document is intended as a guide for use by the Cities along the corridor and engineering/design consultants responsible for preparing designs along the corridors. The guidelines provide direction to design efforts so that the corridors maintain a strong sense of identity and character throughout phased development and construction projects. The guidelines are not intended as specifications therefore state and local codes and standards shall be followed by the designers, however, if a standard is specified in this document, it shall prevail.

Goals are broad recommendations that form the baseline for the design theme. Objectives refine the intent of goals by making specific recommendations. Together they direct the design effort. The goals for the I-80/680/780 Corridor Design are:

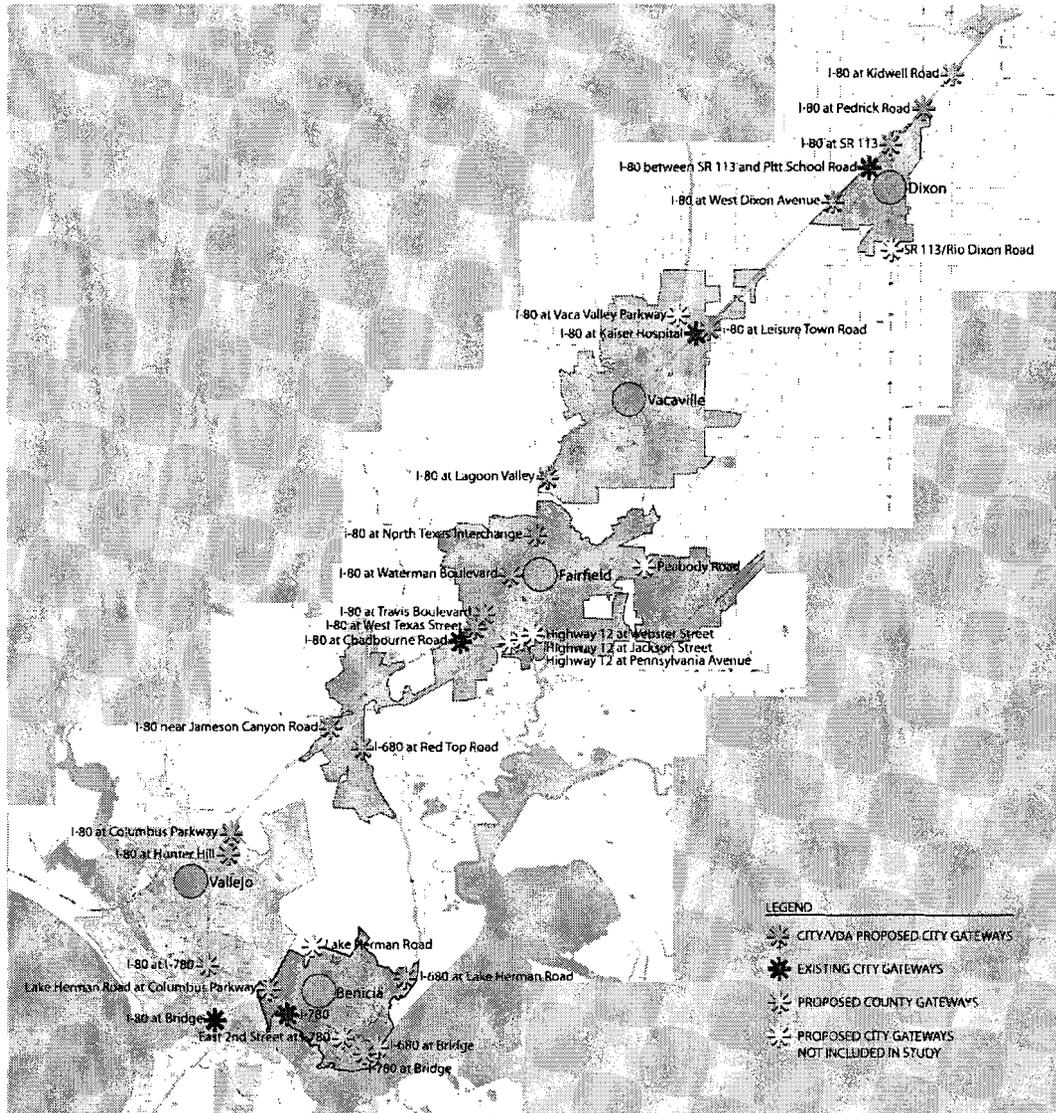
- Develop a cohesive landscape and hardscape program for the entire project area
- Develop a gateway, landscape and hardscape palette that is unique and expresses the identity of each city, yet fits into the overall program
- Create a landscape and hardscape program using sustainable, environmentally friendly and maintenance friendly plants and materials

### Gateways

The design of the landscape and other design elements will create a continuous impression throughout the I-80/680/780 Corridors. Again, repetition of colors, shapes, materials, textures, key plants and site improvements within each theme will create accents at gateway locations while relating to each other to create a cohesive impression along the interstates. Each gateway location highlights a city's entry point and unique plantings are used to accent main points of interest in each city along the interstate. In many locations, a sign accompanies the unique planting scheme.

# I-80/I-680/I-780 CORRIDORS HIGHWAY OPERATIONS IMPLEMENTATION STUDY

## EXECUTIVE SUMMARY



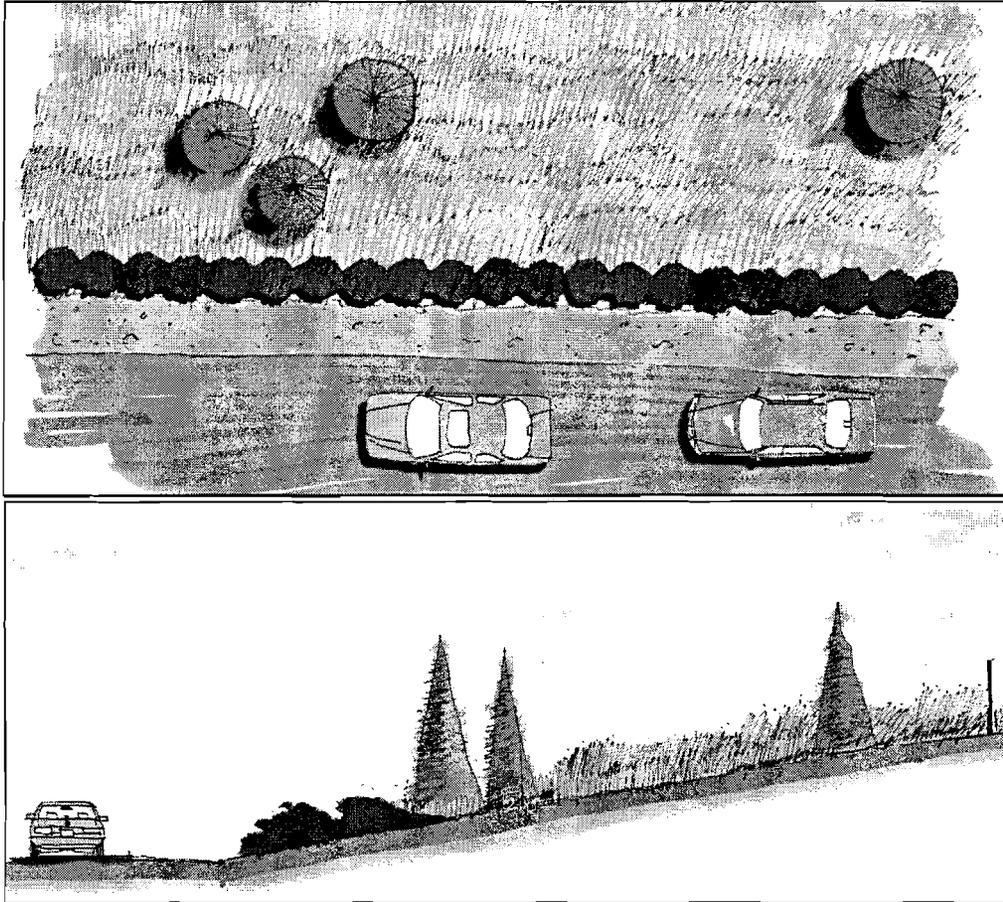
### Design Themes

The design theme for the I-80/680/780 Corridors emphasizes strong planting schemes along the edges of the travel way as a unifying element and accents entry points to each City with gateway signage, overpass signage and/or special planting. The corridors were divided into three landscape themes: Nautical, Agricultural and Naturalized. Within each area and jurisdiction, gateway locations have been identified along with identity colors for each jurisdiction that will be applied to site improvements.

#### Nautical Theme

The nautical theme is carried through the cities of Vallejo and Benicia. Accent bands or designs illustrate the City's identity color.

I-80/I-680/I-780 CORRIDORS HIGHWAY OPERATIONS IMPLEMENTATION STUDY  
EXECUTIVE SUMMARY

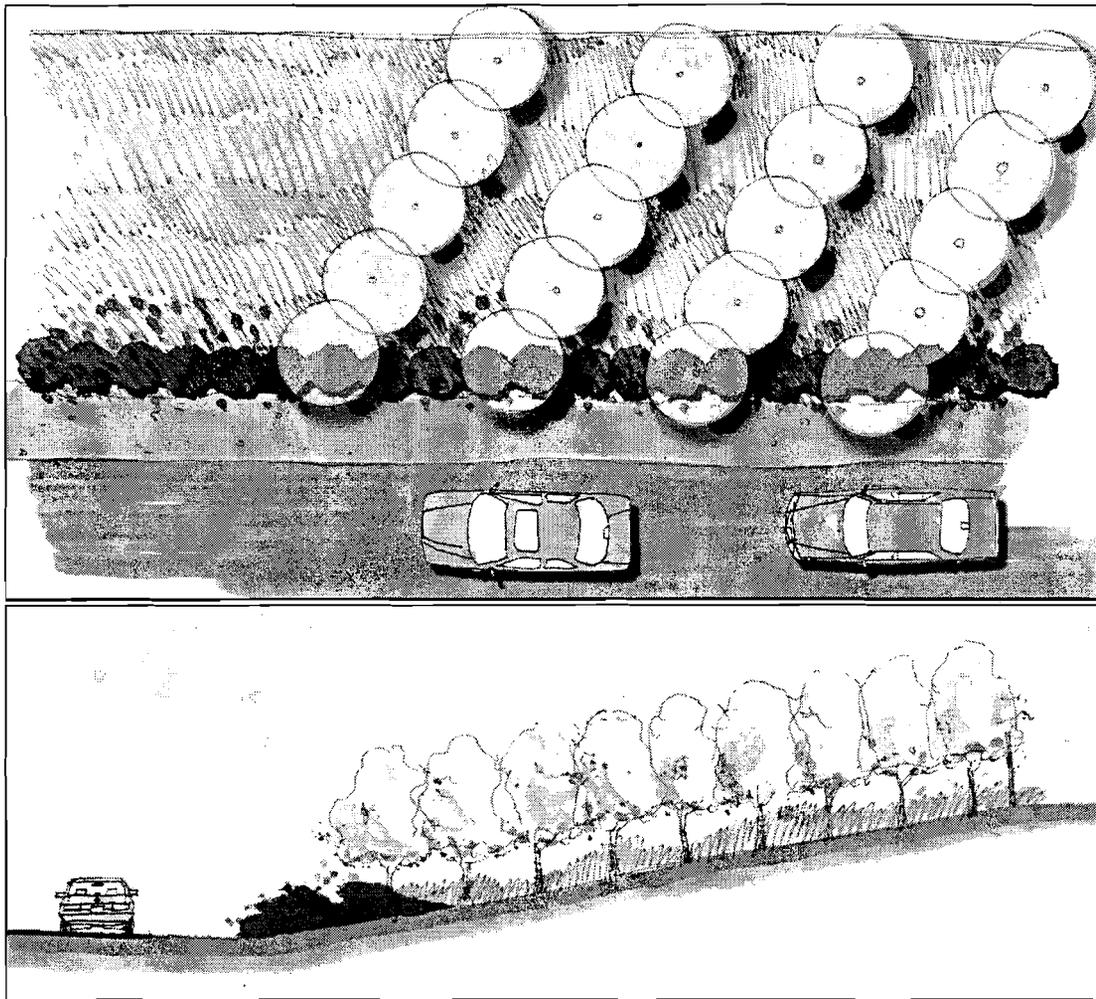


Nautical Theme

Agricultural Theme

The agricultural theme is carried through the cities of Dixon and Vacaville. The agricultural themed gateways have a similar layout to the nautical themed gateways but differ due to variation in the planting palette and pattern.

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Agricultural Theme

#### Solano County and City of Fairfield Gateways

The Solano County and Fairfield gateway are a combination of the nautical and agricultural themes. The Solano County gateway uses the stone wall, agricultural orchard planting and the nautical post with all the jurisdictional colors on it and metal cut out letters. The City of Fairfield gateway has an aeronautical theme with agricultural hedgerows planted in association with the gateway feature.

#### Design Elements

Several elements occur within the I-80/680/780 Corridor that contribute to the overall themes and create a unified image. These elements become a readable visual sequence along the corridor and help create a coherent image and identity for motorists.

# I-80/I-680/I-780 CORRIDORS HIGHWAY OPERATIONS IMPLEMENTATION STUDY

## EXECUTIVE SUMMARY

This section outlines the recommended treatment of each element to be incorporated into the design of the I-80/680/780 Corridor. Consultant engineers and designers responsible for design and construction documents for the corridor should consult these guidelines for the recommended treatment of each element. A few of the design elements include:

- Retaining Walls
- Sound Walls
- Underpass Treatments and Abutments
- Structure Treatments – Supports and Railings
- Highway Signage Support Structure

### Retaining Walls

Retaining walls are used to minimize grade or elevation changes that occur along the roadway. There will be two options for retaining walls:

- Cast in place concrete with typical panel of a fractured fin texture with a recessed accent band at the top of the wall or minimal design that is reflective of a community element such as the wall in Benicia
- Custom stamped design in retaining wall such as the walls in Vacaville

### Sound Walls

The sound walls are grey with split face block face and cap accented with two rows of blocks that protrude from the face of the wall every other block to make a dashed pattern at the top of the wall in the third and fifth row from the top. There is a smooth face block band below the cap block and each jurisdiction may paint the surface with their signature color to identify the area as being part of the City.



Sound Wall Treatment

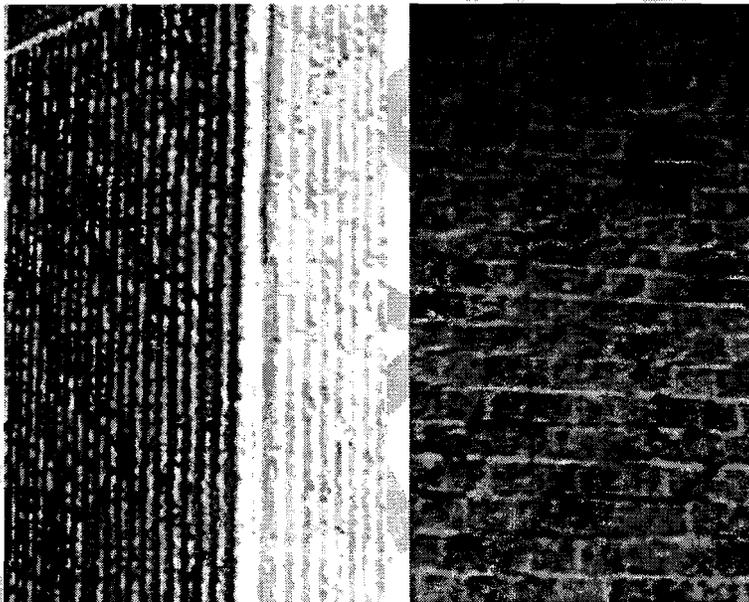
# I-80/I-680/I-780 CORRIDORS HIGHWAY OPERATIONS IMPLEMENTATION STUDY

## EXECUTIVE SUMMARY

### Underpass Treatments

The split face texture will be surrounded by smooth concrete banding on all sides. Alternate treatment for the sloped paving may include artistic relief sculptures or designs for jurisdictional identity and enhancement. This would be done through special agreements with Caltrans.

The bridge abutment of the underpass when new will have the 'fractured fin' texture or the split face texture to match the retaining and sound walls. The fractured fin pattern is a standard Caltrans with a vertical pattern with  $\frac{3}{4}$ " relief. The color will match the sound walls and will be surrounded by smooth bands of concrete on all sides.

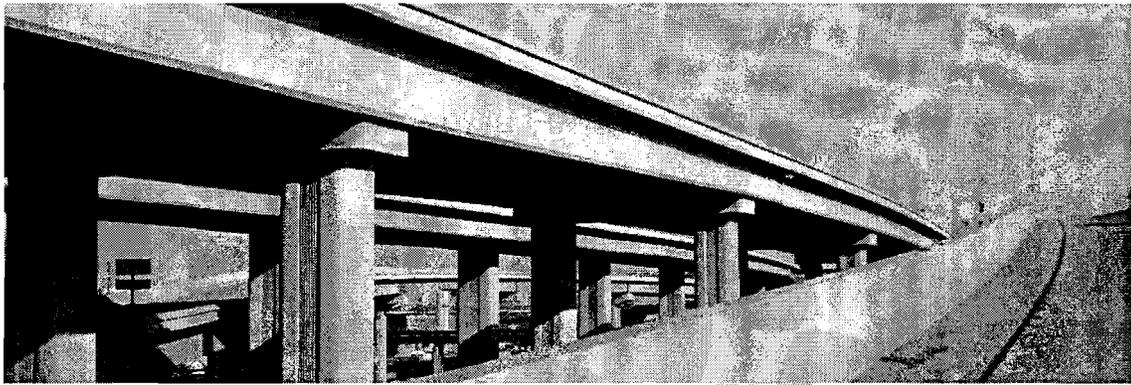


Fractured Fin and Split Face Concrete Underpass Treatments

### Structure Treatments – Supports and Railings

Consistent treatment of overpasses, underpasses and crossings reinforce the I-80/680/780 Corridor theme. Typical new structures should be the same and are natural colored concrete with split face or fractured fin accents consistent with the retaining and sound wall treatments, which further strengthens the relationship between individual elements and the overall themes. The fractured fin pattern is a standard vertical ribbed pattern with  $\frac{3}{4}$ " relief. All structures shall have a smooth accent band running the length of the bridge parapet to allow for the application of identity colors. The pier column is to have rounded edges with an inset fractured fin accent band in the centre of the column on both sides.

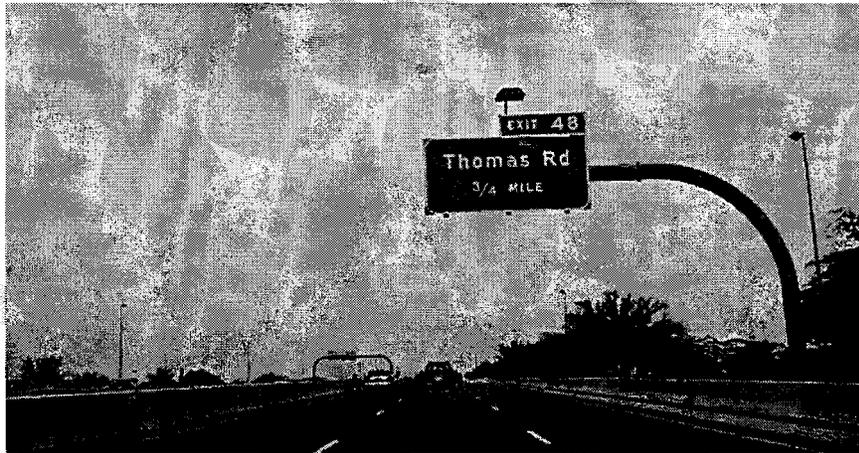
# I-80/I-680/I-780 CORRIDORS HIGHWAY OPERATIONS IMPLEMENTATION STUDY EXECUTIVE SUMMARY



Bridge Structure Treatment

## Highway Signage Support Structure

Highway signage support structures hold directional and informational signage pertinent to the driver. The recommended structure is the "arc type" and should be used for new and replacement structures as improvements occur so that within 15-20 years signage structures will be unified along the study corridor.



Freeway Signage Support Structure Treatment

## PUBLIC OUTREACH STRATEGIES

### Information/Education Tools

To provide a rich educational and informative reference on the various operational improvements that will be considered, an "operations improvement tool box" was developed. This toolbox provides a menu of operational improvements considered and/or recommended for the freeway corridors. In addition, fact sheets were developed for ITS management strategies that include a description of the improvement, a brief synopsis of the pros and cons,

# I-80/I-680/I-780 CORRIDORS HIGHWAY OPERATIONS IMPLEMENTATION STUDY

## EXECUTIVE SUMMARY

identification of the benefits, application of the improvement in other areas of California and the US with specific emphasis on areas similar to study area corridors.

### Toolbox

The toolbox is designed to be an interactive tool that works hand in hand with the fact sheets. The types of operational improvements that are part of the toolbox include:

#### OPERATIONAL IMPROVEMENTS

- HOV lanes
- Auxiliary lanes
- Truck climbing lane

#### INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

- Ramp Meters
- Closed Circuit Television (CCTV) cameras
- Vehicle Detection Systems (VDS)
- Changeable Message Signs (CMS)
- Highway Advisory Radio (HAR)
- Communications Network

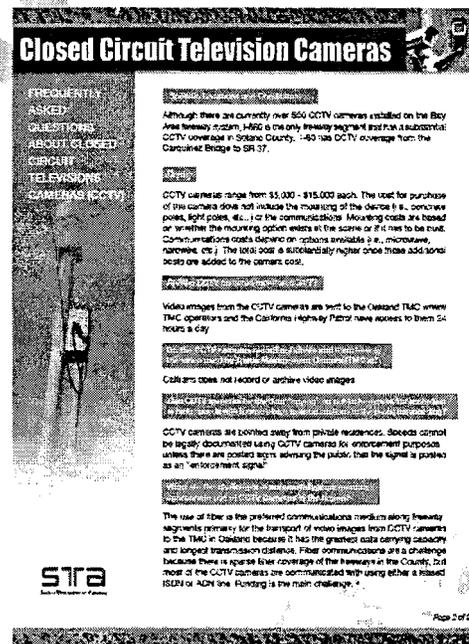
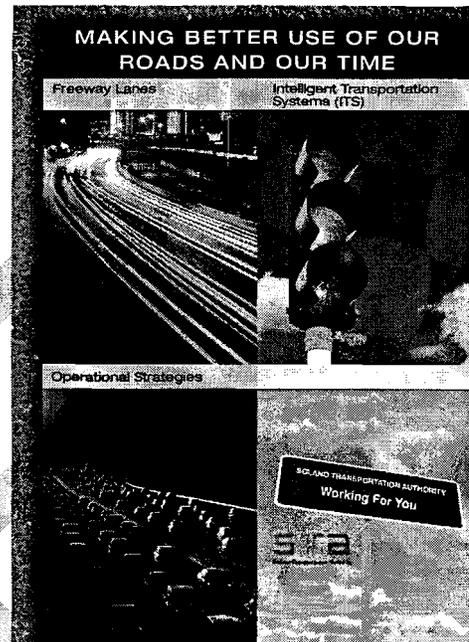
#### OPERATIONAL STRATEGIES

- Traffic Incident Management
- Emergency Management
- Active Traffic Management
- Diversion Management
- Lane Management
- Speed Harmonization – Variable Speed Limits
- Adaptive Ramp Metering
- Express Lanes (High Occupancy Toll or HOT Lanes)

The toolbox being an interactive tool will enable the STA to post it on the STA website and can also be provided to other agencies for posting on their websites and other public postings.

### Fact Sheets

The purpose of the fact sheets is to provide brief summary material on the key ITS strategies. The intended audience includes the public and other non-technical readers who want more information on what these types of system management strategies are. The fact sheets provide valuable information on what the Solano Transportation Authority can use in its system management set of strategies to manage congestion.





DATE: June 22, 2009  
TO: STA Board  
FROM: Janet Adams, Deputy Executive Director/Director of Projects  
RE: I-80 Eastbound (EB) Cordelia Truck Scales Relocation Project

**Background:**

In August 2009, the STA entered into a contract with HDR, Inc. to complete the Plans, Specifications & Estimate (PS&E) for I-80 EB Cordelia Truck Scales Relocation Project. The preliminary design is proceeding well, and as discussed in more detail below, sufficient design has been completed to determine the technological needs that will be required for the Truck Scales facility.

**Discussion:**

As the I-80 Eastbound Cordelia Truck Scales Relocation Project is approaching the 65% design milestone and the Facility Validation Report (FVR) is complete, it is time to focus on the details required for delivery of a highly efficient, operator friendly, low maintenance facility. The new facility project reduces congestion in the corridor, improves freight throughput, and achieves the CHP mission of Safe Commercial Vehicles by constructing a new larger facility and incorporating an integrated technology system. An integrated technology system is critical to the facility function and purpose.

The FVR validated the need to process up to 900 commercial vehicles per hour through the five inspection lanes by 2035. In comparison, other major Commercial Vehicle Enforcement Facility (CVEF) facilities; such as I-80 Northbound Cordelia Truck Scales, State Route (SR) 101 in Gilroy and I-5 at Cottonwood currently process approximately 300 commercial vehicles per hour through three inspection lanes. Even these lower volume CVEF's present a challenge directing vehicles to the correct lane, verifying they are in the correct lane, and visually detecting potential safety defects while weighting, directing, and tracking the commercial vehicles in the CVEF. The new facility, with five inspection lanes and three times the commercial vehicle volume increases, raises the task to yet a higher level. The operator task becomes difficult if not impossible without a working and integrated technology system. When construction took place at the CVEF facilities located at Gilroy and Cottonwood, much of today's technology was not available or was still in the research phase. These facilities utilized Weigh-In-Motion (WIM) devices, but even those technologies have changed and been improved over the past decade.

STA is administering the design of the I-80 EB Cordelia Truck Scales Relocation Project, in partnership with Caltrans and the California Highway Patrol (CHP). As mentioned above, the preliminary design has reached the point where the technological requirements have been determined. At this point, STA needs to prepare and issue a Request for Proposals (RFP) to select a consultant/vendor to provide the Technology System Integration design and equipment for the new I-80 EB Cordelia Truck Scales Facility.

The Technology System Integration design will provide for delivery of a highly efficient, operator friendly, and low maintenance facility. The new truck scales facility will reduce congestion in the corridor, improve freight throughput, and will achieve the CHP mission of Safe Commercial Vehicles by constructing a new larger facility and incorporating an integrated technology system. The integrated technology system is critical to the facility function and purpose.

STA staff, with assistance from the HDR Inc. consultant team, investigated the two primary contract options available; 1) including incorporation of the technology system into the facility construction contract, or 2) proceeding with the selection of a consultant/vendor to provide the Technology System Integration design and equipment utilizing a RFP process. Since this system is vital to the ultimate facility performance, the lower risk is to proceed with technology procurement on the basis of a Best Value RFP contract versus a Low Bid construction contract. This RFP process will be similar to the process Alameda County Congestion Management Agency recently used for selecting a consultant for the tolling technology utilized on the “Express Lane Electronic Toll System” project on I-680. The system installation would take place in coordination with the facility construction contract.

In order to maintain the project schedule, STA needs to move ahead in preparing and issuing a RFP for the Cordelia Truck Scales Technology System Integration and equipment. Caltrans - District 4, and CHP will play a vital role in preparing the RFP (including scope), selecting the most qualified firm, and actively participating in testing and validation of the technology integration.

**Fiscal Impact:**

The services recommended as part of this staff report will be funded with Bridge Toll funds dedicated to the I-80 EB Cordelia Truck Scales Relocation Project.

**Recommendation:**

Authorize the Executive Director to issue a Request for Proposals (RFP) to select a consultant/vendor to provide the Technology System Integration design and equipment for the new I-80 EB Cordelia Truck Scales Facility.



DATE: June 30, 2009  
TO: STA Board  
FROM: Daryl Halls, Executive Director  
RE: Implementation of STA's Overall Work Plan (OWP) for Fiscal Year (FY) 2009-10 and FY 2010-11

**Background:**

Each year, the Solano Transportation Authority (STA) Board identifies and updates its priority projects. These projects provide the foundation for the STA's overall work plan for the forthcoming two fiscal years. In July 2002, the STA Board modified the adoption of its list of priority projects to coincide with the adoption of its two-year budget. This marked the first time the STA had adopted a two-year overall work plan. The most recently adopted STA Overall Work Plan (OWP) for FY 2009-10 and FY 2010-11 includes a list of 41 priority projects, plans and programs.

Due to primarily to the State Budget crisis, a variety of transportation funding sources have been reduced, eliminated or may be delayed as the State Legislature and the Governor consider various alternatives to balance its State Budget deficit. Earlier this year, the State opted to zero out the amount of State Transit Assistance Fund (STAF) to be provided to local transit operators and transit planning agencies. In addition, the State has proposed to either borrow or take a percentage or all of the local agencies gas tax funds. Concurrently, the lack of cash flow into the State Highway Account has necessitated the California Transportation Commission (CTC) to postpone allocation votes for various transportation projects and programs until the State Budget can be adopted. All of these issues are having a direct impact on the STA's ability to fund elements of the Overall Work Program.

A key component in the STA's recent successes in advancing projects to construction has been its project delivery partnership with Caltrans and several local agencies

**Discussion:**

Attached is the adopted OWP for FY 2009-10 and FY 2010-11 (Attachment A). This OWP contains a total of 41 staff recommended projects, plans and programs/services that cover the range of current and proposed activities of the STA for the next two fiscal years. The loss and/or delay of state funding are projected to impact the STA's ability to plan for and conduct project development activities for priority projects. Over the past five years, the agency has dedicated a significant amount of time on analyzing and evaluating a range of transportation issues, obstacles, and options for improving Solano County's transportation system. The emphasis in the timeframe of 2000 to 2005 was completing a variety of planning studies, including the Comprehensive Transportation Plan, initiating various corridor studies, and identifying a handful of priority projects to fund and advance into construction. From 2005 to the present, the STA has taken a more proactive role in advancing projects through a variety of project development activities,

transit coordination, and various programs. The project development activities include completing environmental documents, designing projects, and managing construction. Through a modification to the STA's Joint Powers Agreement (JPA), STA is seeking authorization to also undertake the right of way function for specified priority projects, such as the Jepson Parkway, State Route (SR) 12 Jameson Canyon and the I-80 Truck Scales Relocation Project. STA managed programs include Solano Napa Commuter Information (SNCI), Safe Routes to Schools, Abandon Vehicles Abatement Program, Lifeline, and Transportation Planning and Land Use Solutions (T-Plus).

### **PROJECT DELIVERY/NEAR TERM CONSTRUCTION PROJECTS**

Based on the Budget for FY 2009-10 and FY 2010-11, the following OWP projects are currently fully funded and are currently under construction or projected to be under construction during the next two to three years.

- The North Connector East Project
- I-80 HOV Lanes Project – Red Top to Air Base Parkway
- SR 12 East Safety Projects
- I-80 SHOPP Projects
- I-80 East Bound Cordelia Truck Scales Relocation and Upgrade
- Travis AFB Access Improvements – South Gate

Three of the four highway related projects are being conducted in partnership with Caltrans.

In addition, STA has several projects that are continuing to advance through the project development process and are currently funded for their specific phase, but may be impacted by any delay in the allocation of funds by the CTC. These projects are slated to begin construction in the next two to five years if they remain on schedule.

- Jepson Parkway Project – Vanden Segment
- SR 12 Jameson Canyon

There are several projects that are currently in the project development phase with that phase currently funded so that work can continue, but the project is not fully funded and the STA is seeking additional future funds for construction.

- I-80/I-680/SR 12 Interchange – Environmental document for full interchange and design for next phase
- Express Lanes (HOT Lanes) – Preliminary Engineering for Initial Two Segments
- Fairgrounds Access Project – Environmental Document
- Travis AFB Access Improvements – North Gate
- SR 12/Church Road – PSR

Finally, there are several projects that are included in the OWP, but the initial or next phase of the project is not currently funded in the proposed two year budget.

- I-80 HOV Lanes Project –SR 29 to 37
- I-80 HOV Lanes Project – Air Base Parkway to I-505
- Jepson Parkway – remaining phases
- North Connector – West Segment
- Peabody Road
- Park Blvd. Overcrossing

## **TRANSIT CENTERS**

There are several priority transit centers that the STA has successfully pursued and obtained or programmed federal, state or regional funds for. Several of these projects are fully funded and are moving into the project development stage. The agency sponsor for each of these transit projects is one of the cities. Four of the projects were recipients of Regional Measure 2 funds for which the STA is the project sponsor, but the cities are delivering the projects.

Only two of these projects is fully funded and scheduled to be constructed in the next two years.

- Vacaville Intermodal Station – Phase 1
- Vallejo Station – Phase 1 (Transfer Station)

Four additional projects are fully funded and expected to be under construction in two to five years.

- Fairfield Vacaville Rail Station – Phase 1
- Vallejo Station – Phase 2
- Curtola Park and Ride Lot – Phase 1
- Benicia Park and Ride Lots

Several of these projects are initial phases of larger planned projects that are not fully funded. The larger long range transit centers are as follows:

- Vacaville Intermodal Station – Phase 2
- Fairfield Transit Center
- Dixon Rail Station
- Vallejo Station – Phase 3
- Curtola Park and Ride Lot – Phase 2 and 3

## **STA PLANNING ACTIVITIES**

The following planning studies are currently underway and funded in the currently proposed budget.

- I-80/I-680/I-780 Corridors Highway Operations Implementation Study
- Regional Traffic Impact Fee (RTIF) Study
- Comprehensive Transportation Plan Update
- Implementation of Two Recommendations of Countywide Transit Consolidation Study
- Community Based Transportation Planning (CBTP) – Fairfield East and Vacaville
- Rio Vista Bridge Study

The update of the STA's Comprehensive Transportation Plan (CTP) is expected to be a large undertaking with a number of individual studies and plan updates grouped under the CTP. These include the following individual studies that are currently funded as part of the proposed budget:

- Safe Routes to Transit
- Countywide Bike Plan Update
- Countywide Pedestrian Plan Update
- Countywide TLC Update and Identification of Project Development Areas
- Safe Routes to Schools Plan Update – Increasing Number of Schools from 10 to 60
- Senior and Disabled Transportation Plan Update
- Rail Crossings Study

The following corridor studies and plans are listed in the OWP, but are only partially funded.

- SR 12 Major Investment Study
- Solano Climate Action Program

The following plans are not currently funded in the proposed budget.

- SR 29 Major Investment Study
- Solano Water Passenger Service Study
- Intercity Transit Operations Plan
- Emergency Responders and Disaster Preparedness Study

STA serves as the lead agency for the following programs and each of these programs are funded in the currently proposed budget, but in several instances the funding for the program is short term.

- Safe Routes to School Program
- Abandoned Vehicle Abatement Program
- Congestion Management Program
- Countywide Traffic Model and Geographic Information System
- Transportation for Livable Communities (TLC) and T-Plus Programs
- Implementation of Countywide Bicycle Plan Priority Projects
- Countywide Pedestrian Plan and Implementation Plan
- Clean Air Fund Program and Monitoring
- STA Marketing/Public Information Program
- Paratransit Coordinating Council
- Intercity Transit Coordination
- Lifeline Program Management
- Solano Napa Commuter Information (SNCI)

**Recommendation:**

Informational.

Attachment:

- A. STA’s Overall Work Plan (Priority Projects) for FY 2009-10 and FY 2010-11 – adopted by the STA Board on May 13, 2009.



**SOLANO TRANSPORTATION AUTHORITY  
PRIORITY PROJECTS FOR  
FY 2009-10 & FY 2010-11  
STA Board Approved May 13, 2009**

|                 |                  |
|-----------------|------------------|
| STA Lead:       | Project# 1 - 26  |
| STA Co Lead:    | Project# 27 - 34 |
| STA Monitoring: | Project# 35 - 40 |

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| Category            | Project # | PRIORITY PROJECTS   | LEAD AGENCY   | FUND SOURCE  | FY 2009-10 | FY 2010-11 | EST. PROJECT COST   | DEPTLEAD STAFF          |
|---------------------|-----------|---|---|--|------------|------------|---|-------------------------|
| STA Lead - Projects | 1.        | <p><b><u>I-80/680/SR 12 Interchange</u></b><br/>           A. Interchange EIR/EIS<br/>             &gt; Alt B and Alt C<br/>           B. Breakout Logical Components</p> <p>Status: Environmental studies are underway. Draft EIR/EIS to be circulated mid 2009. STA to identify next construction packet for construction. Detailed preliminary engineering and R/W activities to begin for next construction package.</p> <p>Estimated Completion Date (ECD):<br/>           Draft Environmental Document Late Summer 2009<br/>           Final Environmental Document Spring 2010</p> | STA   | \$9M TCRP<br>\$50M RM2<br>\$50.7 M AB<br>1171<br><br>Current Shortfall<br>in funding<br>\$1B   | X          | X          | \$9.6 M for EIR/EIS<br>\$12 M Prelim Engineering<br>\$1 B to 1.2 B (Capital Cost) | Projects<br>Janet Adams |
| STA Lead - Projects | 2.        | <p><b><u>North Connector</u></b><br/>           A. East Segment (STA)<br/>           B. Central Segment (Fairfield)<br/>           C. West Segment (STA)</p> <p>Status: Advanced Construction package for Chadbourne signals to be completed Spring 2009. Construction East End to begin Summer 2009. STA to develop funding plan for West End.</p> <p>ECD:<br/>           Plans, Specification &amp; Estimate (PS&amp;E): 8/08<br/>           Right-of-Way (R/W): 5/09<br/>           Advance Construction Package: 6/08<br/>           Construction East Segment: 10/10</p>             | STA (East and West Segments)<br><br>City of Fairfield (Central Segment) | \$3M TCRP (environmental)<br><br>\$21.3M RM2/STIP East Section<br><br>\$20M City of Fairfield<br>\$2M County of Solano Central Segment<br><br>Current Shortfall in funding | X          | X          | \$2.7 M EIR<br>\$81.6 M (Capital Cost)  | Projects<br>Janet Adams |

ATTACHMENT A



**SOLANO TRANSPORTATION AUTHORITY  
PRIORITY PROJECTS FOR  
FY 2009-10 & FY 2010-11  
STA Board Approved May 13, 2009**

|                 |          |         |
|-----------------|----------|---------|
| STA Lead:       | Project# | 1 - 26  |
| STA Co Lead:    | Project# | 27 - 34 |
| STA Monitoring: | Project# | 35 - 40 |

| Category            | Project # | PRIORITY PROJECTS   | LEAD AGENCY | FUND SOURCE   | FY 2009-10 | FY 2010-11 | EST. PROJECT COST   | DEPT LEAD STAFF      |
|---------------------|-----------|---|-------------|---|------------|------------|---|----------------------|
|                     |           |   |             | \$32M West Section  |            |            |   |                      |
| STA Lead - Projects | 3.        | <b><u>I-80 HOV Projects</u></b><br>A. <u>Red Top to Air Base Parkway</u> –8.7 miles new HOV Lanes.<br>PA/ED: 4/07<br>PS&E: 1/08<br>R/W: None<br>Begin Construction: 6/08<br>Open HOV Lanes: 9/09<br><br><u>Ramp Metering (HOV Lane Component)</u><br>PA/ED: 4/07<br>PS&E: 10/09<br>R/W: None<br>Begin Construction: 6/2010<br>B. <u>WB I-80 Carquinez Bridge to SR 29</u> – This project has a completed PSR by Caltrans. Project is currently unfunded (\$20M).<br>C. <u>Redwood Parkway – Fairgrounds Drive Improvement Project</u> - 1-STA Lead PSR completed 3/09. Next step to obtain funding for PA/ED.<br>D. <u>Air Base Parkway to I-505</u> – This project is Long-Term project #25 and is currently unfunded. | STA         | \$9 M RM 2<br>\$56 M CMIA<br>\$15.4 M Fed Earmark<br><br>Current Shortfall in funding \$20 M<br><br>PSR – Fed Demo (\$1 M)<br>Current Shortfall in funding \$85 M<br><br>Current Shortfall in funding \$111 M | X          | X          | \$60 M (Capital Cost)<br><br>\$20 M<br><br>PSR \$1 M \$85 M (HOV Lanes)<br><br>\$111 M (Capital Cost) | Projects Janet Adams |

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|---------------------|-----------|--|---|--|------------|------------|-------------------------|----------------------|
| STA Lead – Projects | 4.        | <p><b><u>Express Lanes (HOT Lanes)</u></b></p> <p>A. I-80 Convert Existing HOV Lanes to Express Lanes<br/>           B. I-80 Air Base Pkwy to I-505<br/>           C. I-80 SR 29 to SR 4<br/>           D. I-80 SR 37 to SR 29</p> <p>Status: Seek funding for PA/ED from MTC/BATA for Priority Express Lanes. Develop Coop with Caltrans.</p>   | STA PA/ED Design  | Potential: Advance Bridge Tolls  | X          | X          |                         | Projects Janet Adams |
| STA Lead – Projects | 5.        | <p><b><u>Jepson Parkway Project</u></b></p> <p>A. Vanden Rd.<br/>           B. Leisure Town Rd<br/>           C. Walters Rd</p> <p>Status: FEIR March 2009 Board, EIS by Caltrans Spring 2009. STA to work with Partners to develop corridor funding agreement and finalize priority implementation schedule. Design and R/W for priority phase.</p> <p>ECD:<br/>           PA/ED: 6/09<br/>           PS&amp;E: 12/10<br/>           R/W: 6/11<br/>           Beg Con: 6/11</p> | STA<br><br>Partners:<br>Vacaville<br>Fairfield<br>County<br>Suisun City | STIP<br>2006 STIP Aug<br>Fed Demo<br>Local<br><br>Current Shortfall<br>in funding<br>\$59 Regional<br>\$98 Local | X          | X          | \$135 M (Capital Costs) | Projects Janet Adams |



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|---------------------|-----------|--|--|--|------------|------------|--|-------------------------|
| STA Lead – Projects | 6.        | <b><u>State Route (SR) 12 East</u></b><br>A. <u>SR 12/Church Road PSR</u><br>a. 1-STA Lead, final summer 2009<br>b. Initiate PA/ED for SR 12/ Church Rd. with 2010 SHOPP/STIP<br>B. <u>Rio Vista Bridge Study</u><br>a. 1-STA Lead, draft study fall 2009<br>C. \$46 M in rehabilitation improvements to begin construction in 2009 (Suisun City to SR 113)<br>D. Shoulder widening near Rio Vista segment to begin construction in 2010<br><br>1-STA Lead | <br><br>STA<br><br><br>STA<br><br>CT<br><br>CT | <br><br>STA PSR Funds<br><br>Rio Vista – Fed Earmark<br><br>SHOPP<br><br>SHOPP<br><br>Potential STIP | X          | X          | <br><br>\$ 2.5 M – (Capital Cost)<br><br>\$ TBD – Capital Cost<br><br>\$ 35 M – Capital Cost | Projects<br>Janet Adams |

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|--------------------|-----------|--|--|---|------------|------------|-------------------|-------------------------|
| STA Lead Projects  | 7.        | <p><b><u>I-80 EB Cordelia Truck Scales</u></b><br/>           Awarded Proposition 1B Trade Corridor Improvement Fund (TCIF) funds by California Transportation Commission (CTC) in April 2008.</p> <p>Status: EIR/EA Final expected by Spring 2009. The design and R/W activities will be on-going. Construction planned to begin as early as 2011.</p> <p>ECD:<br/>           PA/ED 5/09<br/>           PS&amp;E 12/10<br/>           R/W 6/11<br/>           Begin Con 6/11<br/>           End Con 12/13</p> | STA<br>• PA/ED<br>• Design<br><br>Caltrans<br>• R/W<br>• Con | \$1.3 M RRM 2<br>\$49.3 M Bridge Tolls<br>\$49.3 M TCIF | X          | X          | \$100.9 M         | Projects<br>Janet Adams |
| STA Lead – Studies | 8.        | <p><b><u>I-80 Corridor Management Policy(s)</u></b><br/>           This includes, but is not limited to ITS Ramp Metering Policy and Outreach tools, HOV Definition, and Visual Features (landscaping and aesthetic features)</p> <p>Status: STA to contract with consultant (Kimley-Horn) for study, draft scheduled for summer 2009.</p>   | STA  | \$250,000 SP&R<br>\$62,500 STAF<br>Local Match          | X          | X          | N/A               | Projects<br>Sam Shelton |



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|--------------------|-----------|--|---------------------------------|---|---------------------|------------|-------------------|--------------------------|
| STA Lead – Studies | 9.        | <u>Regional Traffic Impact Fee (RTIF) Nexus Study</u> <ul style="list-style-type: none"> <li>• Public Outreach</li> <li>• Technical Study</li> <li>• Options/Scenarios</li> </ul>  | STA                             | PPM   | X                   | X          | \$300,000         | Projects Sam Shelton     |
| STA Lead – Studies | 10.       | <u>SR 113 Major Investment Study (MIS)</u><br>Status: Report has been completed, and public comment period has closed. Plan will be adopted by STA Board in May 2009. SHOPP eligible projects need to be added to Solano list.<br>Develop work plan for selecting preferred realignment alternative and advancing projects.<br><br>ECD: May 2009 | STA<br><br>STA<br><br>STA/Dixon | Funded – Partnership Planning Grant<br><br><br>Joint STA/Dixon funding needed | X<br><br>X<br><br>X | X<br><br>X | \$315,000         | Planning Robert Guerrero |

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|---------------------|-----------|--|-------------|---|------------|------------|--|---------------------------------------|
| STA Lead – Studies  | 12.       | <u><b>Countywide Transit Consolidation Study</b></u><br>Status:<br>A. Phase II, Recommend option(s);<br>B. Implementation of recommended option.<br><br>ECD: Phase II Recommendation: Summer 2009;<br>Implementation of option – ongoing   |             | TDA   | X          | X          | \$175,000  | Transit/Ridesh are Elizabeth Richards |
| STA Lead – Studies  | 13.       | <u><b>Community Based Transportation Planning (CBTP)</b></u><br>A. Vacaville FY 2009-10<br>B. East Fairfield/TAFB FY 2009-10<br><br>Status: . Vacaville and East Fairfield study to be completed in FY 2009-10.  | STA/MTC     | MTC/CBTP STAF   | X<br>X     | X<br>X     | \$120,000  | Transit/Ridesh are Liz Niedziela      |
| STA Lead – Programs | 14.       | <u><b>Solano Countywide Safe Routes to Schools (SR2S) Program</b></u><br>Status:<br>1. Education<br>2. Enforcement<br>3. Encouragement<br>4. Engineering<br>5. Funding of Program<br>6. Update of Plan<br><br>Status: Programs being initiated. Over \$1 million obtained to date. Three-Year Work Plan approved. STA to continue to seek additional grant funds. SR2S coordinators to be hired. | STA         | STP Planning<br>Gas Tax<br>ECMAQ<br>TFCA (pending)<br>Yolo/Solano (pending)<br>BAAQMD (pending) | X          | X          | Total cost \$32 M Engineering \$1 M/year Encouragement, Education and Enforcement<br><br>(29 schools out of 100 schools in Plan) | Projects Sam Shelton                  |

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|---------------------|-----------|--|-------------|--------------|------------|------------|--|-----------------------------------|
| STA Lead – Programs | 15.       | <u>Abandoned and Vehicle Abatement Program</u><br><br>Status: Ongoing – 739 vehicles abated in the first 6 months of FY 2008-09. | STA         | DMV          | X          | X          | 08/09 \$350,000 county wide distribution | Projects/Finance<br>Susan Furtado |
| STA Lead – Programs | 16.       | <u>Congestion Management Program (CMP)</u><br>A. 2009 CMP bi-annual update   | STA         | STP Planning | X          |            |  | Planning<br>Robert Macaulay       |

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| STA Monitoring: | Project# 35 - 40 |

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| Category            | Project # | PRIORITY PROJECTS   | LEAD AGENCY   | FUND SOURCE   | FY 2009-10                   | FY 2010-11          | EST. PROJECT COST                                | DEPT LEAD STAFF  |
|---------------------|-----------|---|---|---|------------------------------|---------------------|--|--|
| STA Lead – Programs | 17.       | <b><u>Countywide Traffic Model and Geographic Information System</u></b>  |   |   |                              |                     |  | Planning/Projects  |
|                     |           | A. Development of new (2030) model–<br>B. Update 2000 and 2030 land uses and create 2010 projected increment<br>C. Develop 2035 network, land uses and projections<br>D. Maintenance of Model, including formalizing Model TAC and creation of Land use subcommittee<br>E. Develop in-house modeling capacity<br><br>Status (Model): New model adopted; existing and 2030 land use review completed; Model TAC MOU drafted and being reviewed by users. Modeling software and hardware acquired.<br><br>ECD: On-going<br><br>Status: Funded; county consultant preparing aerial photos<br><br>ECD: May 2009 | STA/<br>NCTPA<br><br>STA<br><br>STA,<br>NCTPA<br>STA<br><br>STA | STP-Planning<br>NCTPA<br><br>Funded by T-PLUS<br><br>T-Plus | X<br><br>X<br><br>X<br><br>X | X<br><br>X<br><br>X | \$75,000<br>\$80,000<br>\$35,000<br><br>\$25,000 | Robert Macaulay/<br>Robert Guerrero<br><br><br><br><br><br>Robert Guerrero |





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|--|-------------------|--|--|--|------------|------------|-------------------|--|
| STA Lead – Programs  | 19.               | <b>Implementation of Countywide Bicycle Plan</b>   |  |  |            |            |                   |  |
|  |                   | <b>Priority Projects</b>   |  |  |            |            |                   |  |
|  |                   | A. Solano Bikeway Phase 2 McGary Road (Vallejo- Hiddenbrook to Fairfield) – funding agreement complete, construction in FY 09. | City of Fairfield                          | TDA-Art 3<br>TLC<br>STIP<br>CMAQ<br>Regional<br>Bike/Ped.<br>Program | X          | X          | \$2-\$3 M         | Planning<br>Robert<br>Guerrero<br>Sara Woo |
|  |                   | B. Jepson Parkway Bikeway (next phase) – Roadway design to include TLC components.   | Vacaville/<br>Fairfield,<br>County,<br>STA |  |            |            | \$3.2M            |  |
|  |                   | C. Benicia Bike Route: State Park/ I-780 – Funding plan complete, construction in FY 09  | City of Benicia                            | SR2S   | X          | X          |                   |  |
|  |                   | D. Central County Bikeway gap closure (Marina Blvd.-Amtrak Station on SR 12 in Suisun City) Construction underway              | City of Suisun City                        |  |            |            | \$543,000         |  |
|  |                   | E. Vacaville – Dixon Bike Route Phase 2 – Ongoing  | Solano<br>County<br>STA                    | TDA Art 3/<br>Bay Ridge Trail<br>(TBD)                               | X          |            |                   |  |
|  |                   | F. Jameson Canyon path/trail study; funded and consultant selected; work pending state bond funds                              | County/STA<br>/Fairfield                   | T-PLUS   | X          | X          |                   |  |
|  |                   | G. North Connector TLC elements; Plan adopted, elements incorporated in plans as opportunity arises                            | STA/<br>NCTPA/<br>Ridge Trail              |  |            |            |                   | X  |
|  |                   | Update Solano Bicycle Master Plan  |  |  |            |            |                   |  |
| <u>Status:</u> A and C securing funding; E building in segments; G part of North Connector |                   |  |  |  |            |            |                   |  |
| ECD: Ongoing   | STA/<br>Fairfield |  |  | X  |            |            |                   |  |
|  | STA               |  |  |  |            |            |                   |  |



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|---------------------|-----------|---|--|--|------------------------------------|------------------------------|---|--|
| STA Lead – Programs | 20.       | <u><b>Countywide Pedestrian Plan and Implementation Plan</b></u><br><br>A. Vacaville Creekwalk Extension<br>B. Union-Main Street Pedestrian Enhancement – Funded, Fairfield ready to build.<br>C. Fairfield Linear Park East<br>D. SR 12 Jameson Canyon Trail Study<br>E. Old Town Cordelia Ped Plan<br>F. Develop Ped Project Implementation Plan<br><br><u>Status:</u> Update of Ped plan, including PDA and SR2T, planned for end of CY 09.<br><br>ECD: Vacaville Creekwalk construction in 2009 Ongoing – | STA Solano County<br><br>Vacaville Fairfield<br><br>Fairfield<br><br>STA County County | State TEA Bay Trails TDA-ART3<br><br>Regional Bike/Ped Program<br>RM 2 Safe Routes to Transit<br><br>Bay Ridge Trail Grant (pending) | X<br><br><br><br><br><br><br><br>X | X<br><br>X<br><br>X<br><br>X | \$3-\$5M (Capital Cost)<br><br>\$1 million<br><br>\$100,000 Bay and Delta Trail Planning Grants TDA – Art 3 | Planning Robert Guerrero Sara Woo        |
|                     |           | <u><b>Clean Air Fund Program and 3-Monitoring</b></u><br>A. BAAQMD/TFCA<br>B. YSAQMD<br>Five year funding plan and project 3-Monitoring completed for BAAQMD; pending for YSAQMD<br><u>Status:</u> allocated annually   | STA YSAQMD   | TFCA Clean Air Funds   | X                                  | X                            | \$300,000 Annually (TFCA)<br>\$420,000 CY2008 (YSAQMD Clean Air)  | Planning Robert Macaulay Robert Guerrero |



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|---------------------|-----------|--|-------------|-----------------------|------------|------------|-------------------|------------------------------------|
| STA Lead – Programs | 22.       | <p><b><u>STA Marketing/Public Information Program</u></b></p> <ul style="list-style-type: none"> <li>A. Website</li> <li>B. Events</li> <li>C. STATUS</li> <li>D. Project Fact Sheets and Public Outreach               <ul style="list-style-type: none"> <li>1. I-80 STATUS</li> </ul> </li> <li>E. Annual Awards Program</li> <li>F. Legislative Booklets and Lobby Trips</li> <li>G. Legislative Advocacy</li> </ul> <p><u>Status:</u> SR 12 STATUS and STA STATUS Newsletter; individual project sheets published;; 2008annual awards held in Rio Vista; state and federal legislative books prepared and delivered; 2009 lobbying trips conducted;. Production of most materials moved in-house. Annual report modified to bi-annual time period</p> | STA         | TFCA Gas Tax Sponsors | X          | X          |                   | Planning<br>Jayne Bauer            |
| STA Lead – Programs | 23.       | <p><b><u>Paratransit Coordinating Council</u></b></p> <ul style="list-style-type: none"> <li>A. Manage committee</li> <li>B. Follow up to Senior Summit focused on transportation</li> <li>C. Assist with implementation of Senior and Disabled Transportation Plan update</li> <li>D. Monitor performance of paratransit services</li> </ul> <p><u>Status:</u> PCC Work Plan was updated and includes making recommendations for 5310 funding, TDA claim review, additional outreach, and other items.</p>  | STA         | TDA                   | X          | X          | \$40,000          | Transit/Rideshare<br>Liz Niedziela |



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|---------------------|-----------|---|---|--------------------------|--|-----------------------------------|-------------------|---------------------------------------|
| STA Lead – Programs | 24.       | <u><b>Intercity Transit Coordination</b></u><br>A. Multi-year intercity funding agreement<br>B. TDA Fund Coordination<br>C. RM2 Transit Operating Fund Coordination<br>D. Solano Express Intercity Transit Marketing<br>E. Manage Intercity Transit Consortium<br>F. Countywide Ridership Study<br>G. Unmet Transit Needs Coordination & Phase-out plan<br><br><u>Status:</u> Annually update funding agreements and Unmet Transit Needs. Developed Working with transit operators to update Intercity Transit Funding agreement. | A-F STA<br><br><br><br><br><br><br><br><br><br>G: MTC/STA | TDA                      | X<br><br>X<br>X<br><br>X<br><br>X<br>X | X<br><br>X<br>X<br><br>X<br><br>X |                   | Transit/Ridesh are Elizabeth Richards |
| STA Lead – Programs | 25.       | <u><b>Lifeline Program Management</b></u><br>A. Call for Projects<br>B. Project Selection<br>C. Monitor Projects<br><br><u>Status:</u> Monitor projects selected in first and second call for projects Fall 2008. Implementation beginning Spring 2009.   | STA/MTC   | TDA                      | X                                      | X                                 | \$15,000          | Transit/Ridesh are Elizabeth Richards |
| STA Lead – Programs | 26.       | <u><b>Solano Napa Commuter Information (SNCI) Program</b></u><br>A. Marketing SNCI Program<br>B. Full Incentives Program<br>C. Emergency Ride Home (ERH) Program  | STA   | MTC/RRP<br>TFCA<br>ECMAQ | X                                      | X                                 | \$500,000         | Transit/Ridesh are Judy Leaks         |



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|          |           | D. Employer Commute Challenge<br>E. Vanpool Program<br>F. HOV Opening Incentives<br>G. Coordination with Napa<br>H. Campaigns/Events<br><br><u>Status:</u> Second year of Employer Commute Challenge implemented. Staffed 23 events in six months. Marketing and Incentives implemented. Updated Bikelinks, Commuter Guide, and other materials. |             |             |            |            |                   |                |

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|----------------------|-----------|--|---|---|------------|------------|--|----------------------|
| STA Co-Lead Projects | 27.       | <p><b><u>Travis Air Force Base Access Improvement Plan (North &amp; South Gates)</u></b></p> <p>A. South Gate Access (priority)<br/>B. North Gate Access</p> <p>Status: Travis AFB identified the South Gate as the priority gate for improvements. County lead working with STA, City of Suisun City, and Travis AFB for South Gate implementation. Funding agreement pending w/County/STA/Suisun City for South Gate. STA to seek additional federal funds for North Gate Improvements.</p> <p>EDC (South Gate):<br/>PA/ED: 6/10<br/>PS&amp;E: 6/10<br/>R/W: 12/11<br/>Beg Con: 4/12</p> | <p>STA Funding lead</p> <p>County Implementing lead</p> | <p>\$3.2M Federal Earmark</p> <p>South Gate Fully Funded</p> <p>North Gate Funding Short Fall \$5 M</p> | X          | X          | <p>South Gate \$ 3 M</p> <p>North Gate \$7.6 M</p> | Projects Janet Adams |

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| Category             | Project # | PRIORITY PROJECTS  | LEAD AGENCY                                     | FUND SOURCE   | FY 2009-10 | FY 2010-11 | EST. PROJECT COST      | DEPTLEAD STAFF                               |
|----------------------|-----------|--|---|---|------------|------------|------------------------|--|
| STA Co-Lead Projects | 28.       | <p><b><u>SR 12 West (Jameson Canyon)</u></b><br/>Build 4-lane hwy with concrete median barrier from SR 29 to I-80.</p> <p>Status: 1-STA Lead for PS&amp;E. 65% PS&amp;E submitted to CT,</p> <p>ECD:<br/>PA/ED: 1/08<br/>PS&amp;E: 6/10<br/>R/W: 9/10<br/>Begin Con 9/10</p> | Caltrans<br>STA<br>NCTPA                        | \$7 M TCRP<br>\$74 M CMIA<br>\$35.5 M RTIP<br>\$12 M ITIP<br>\$2.5 M STP<br>\$6.4 M Fed Earmark |            |            | \$139 M                | Projects<br>Janet Adams<br>NCTPA<br>Caltrans |
| STA Co-Lead Plans    | 29.       | <p><b><u>SR 29 MIS</u></b><br/>Status: NCTPA seeking Partnership Planning Grant and MTC support.<br/>Target for FY 2010-11</p>   | NCTPA   | Unfunded – seeking Partnership Planning Grant and MTC funds                                     | X          | X          | \$650,000              | Planning<br>Robert Macaulay                  |
| STA Co-Lead Plans    | 30.       | <p><b><u>SR 12 MIS</u></b><br/><u>Develop MIS for SR 12 corridor (I-80 to I-5); create Corridor Advisory Committee to steer MIS and implementation</u><br/><u>Coordinate MIS with Rio Vista bridge study</u></p>   | STA<br><br>SJCOG,<br>SACOG,<br>MTC,<br>Caltrans | STP Planning Partnership Planning Grant (SJCOG applicant) Caltrans HQ funds                     | X          | X          | \$1.0 to \$1.5 million | Planning<br>Robert Macaulay                  |



**SOLANO TRANSPORTATION AUTHORITY  
PRIORITY PROJECTS FOR  
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|                 |                  |
|-----------------|------------------|
| STA Lead:       | Project# 1 - 26  |
| STA Co Lead:    | Project# 27 - 34 |
| STA Monitoring: | Project# 35 - 40 |

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| Category             | Project # | PRIORITY PROJECTS   | LEAD AGENCY   | FUND SOURCE                                       | FY 2009-10 | FY 2010-11 | EST. PROJECT COST          | DEPTLEAD STAFF                          |
|----------------------|-----------|---|---|---|------------|------------|----------------------------|---|
| STA Co-Lead Plans    | 31.       | <b><u>Ten-Year Transit Capital Funding Plan</u></b><br>Status: 10-Year Transit Capital Plan and process for Major, Minor and fleet under development. Over \$900,000 in Prop. 1B Transit Capital funds obtained from MTC as match for 30 bus replacements. Received federal earmark for additional alternative fuel bus, Economic Stimulus/ARRA funds secured as well. Update and prioritize plan.                    | STA   | Prop 1B Transit Capital Federal Earmarks Fed ARRA |            |            | \$60m funding shortfall    | Transit/Rideshare<br>Elizabeth Richards |
| STA Co-Lead Programs | 32.       | <b><u>Regional Measure 2 (RM 2) Implementation (Capital)</u></b><br>A. Vallejo Station<br>B. Solano Intermodal Facilities (Fairfield Transit Center, Vacaville Intermodal Station (Phase 1), Curtola Park & Ride and Benicia Intermodal)<br>C. Rail Improvements<br>1. Capital Corridor<br>2. Fairfield Vacaville Rail Station<br>D. Develop implementation plans with sponsors (Schedule and funding plan) FY 08/09. | STA<br>Fairfield<br>Vallejo<br>Vacaville<br>Benicia<br>CCJPA<br>MTC | RM 2  | X          | X          | \$28 M<br>\$20 M<br>\$25 M | Projects<br>Janet Adams<br>Sam Shelton  |



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|-----------------|------------------|
| STA Lead:       | Project# 1 - 26  |
| STA Co Lead:    | Project# 27 - 34 |
| STA Monitoring: | Project# 35 - 40 |

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| Category                | Project # | PRIORITY PROJECTS  | LEAD AGENCY | FUND SOURCE                                       | FY 2009-10 | FY 2010-11 | EST. PROJECT COST    | DEPT LEAD STAFF   |
|-------------------------|-----------|--|-------------|---|------------|------------|----------------------|---|
| STA Co-Lead Programs    | 33.       | <u><b>Solano Climate Action Program</b></u><br>A. <u>Conduct county-wide greenhouse gas emission inventory</u><br>B. <u>Develop STA-specific GHG emission inventory</u><br>C. <u>Develop and implement county-wide and agency-specific GHG reduction programs and projects, with 4Cs guidance</u>  | STA         | YSAQMD<br>BAAQMD<br>TFCA Program<br>Manager Funds | X          | X          | \$60,000 to initiate | Planning<br>Robert<br>Macaulay                                  |
| STA Co-Lead Programs    | 34.       | <u><b>SolanoExpress Route Management</b></u><br>A. Rt. 30/78/90<br>1. Performance &-Monitoring<br>2. Funding Agreement Update<br>B. Countywide Intercity SolanoExpress<br>Marketing & Capital Replacement<br>C. Development of multi-year funding plan<br><br><u>Status:</u> STA will work with FAST on proposed service changes for Rt. 30/90 and Vallejo Transit regarding Rt. 78. |             | TDA<br>RM2<br>Lifeline                            | X          | X          | \$2,200,000          | Transit/Ridesh<br>are<br>Elizabeth<br>Richards<br>Liz Niedziela |
| STA Monitoring Projects | 35.       | <u><b>Benicia-Martinez Bridge Project</b></u><br><u>Status:</u> New Bridge opened. Caltrans under design of landscaping at I-780/I-680 Interchange.<br><br><u>ECD:</u> Existing bridge deck rehabilitation work underway. Existing bridge with new bike/pedestrian access expected to be opened late 2009.   | Caltrans    | RM 1<br>RM 2                                      | X          | X          | \$1.2 B              | Projects<br>Caltrans  |



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| STA Co Lead:    | Project# 27 - 34 |
| STA Monitoring: | Project# 35 - 40 |

| Category                | Project # | PRIORITY PROJECTS  | LEAD AGENCY | FUND SOURCE | FY 2009-10 | FY 2010-11 | EST. PROJECT COST | DEPTLEAD STAFF    |
|-------------------------|-----------|--|-------------|-------------|------------|------------|-------------------|-------------------|
| STA Monitoring Projects | 36.       | <b><u>I-80 SHOPP Rehabilitation Projects</u></b><br>A. <u>In Vallejo – Tennessee Street to American Canyon</u> – Rehab Rdwy (Completed)<br>B. <u>Near Vallejo – American Canyon to Green Valley Road</u> – Rehab Rdwy (construction)<br>C. <u>Air Base to Leisure Town OC</u> – Rehab Rdwy (construction)<br>D. <u>SR 12 East to Air Base</u> – Rehab Rdwy (start 2009)<br>E. <u>Leisure Town OC to Pedrick</u> – Pursue 2010 SHOPP funds for segment. | Caltrans    | SHOPP       | X          | X          | \$124 M           | Projects Caltrans |

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|                 |                  |
|-----------------|------------------|
| STA Lead:       | Project# 1 - 26  |
| STA Co Lead:    | Project# 27 - 34 |
| STA Monitoring: | Project# 35 - 40 |

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| Category                | Project # | PRIORITY PROJECTS  | LEAD AGENCY  | FUND SOURCE   | FY 2009-10 | FY 2010-11 | EST. PROJECT COST   | DEPT/LEAD STAFF   |
|-------------------------|-----------|--|--|---|------------|------------|---|---|
| STA Monitoring Projects | 37.       | <p><b>Capitol Corridor Rail Stations/Service</b><br/>Status:<br/>Individual Station Status:</p> <p>A. Fairfield/Vacaville Train Station: approved by Capital Corridor Joint Powers Authority (CCJPA) on 11-16-05. FF developing station specific plan. \$25M included in RM 2 for project. .</p> <p>B. Dixon: station building and first phase parking lot completed; Dixon, CCJPB and UPRR working to resolve rail/street issues. Dixon proceeding with pedestrian undercrossing.</p> <p>C. Update Solano Passenger Rail Station Plan; identify ultimate number and locations of rail stations.</p> <p>D. Conduct Napa/Solano Rail Feasibility Study:</p> <ul style="list-style-type: none"> <li>Identify right-of-way preservation needs</li> <li>Implement action plan</li> </ul> <p>ECD: Ongoing</p> | <p>City of Fairfield</p> <p>City of Dixon</p> <p>City of Benicia</p> <p>STA/<br/>NCTPA</p> | <p>RM2<br/>ADPE-STIP<br/>ITIP<br/>Local<br/>RTIP<br/>E. CMAQ<br/>YSAQMD Clean<br/>Air Funds</p> <p>MTC Rail RoW<br/>Program</p> | X          | X          | <p>\$42 M FF/VV<br/>Station<br/>(Preliminary<br/>estimates<br/>for required<br/>track access<br/>and platform<br/>improvements.</p> | <p>Planning<br/>Robert<br/>Macaulay<br/>Robert<br/>Guerrero</p> |



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|-----------------|------------------|
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| STA Co Lead:    | Project# 27 - 34 |
| STA Monitoring: | Project# 35 - 40 |

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| Category                | Project # | PRIORITY PROJECTS  | LEAD AGENCY                             | FUND SOURCE   | FY 2009-10 | FY 2010-11 | EST. PROJECT COST          | DEPT LEAD STAFF                                |
|-------------------------|-----------|--|---|---|------------|------------|----------------------------|--|
| STA Monitoring Projects | 38.       | <p><b><u>Baylink Ferry Support and Operational Funds</u></b></p> <p>A. Vallejo Station<br/>B. Maintenance Facility<br/>C. Ferry Service<br/>D. D. Transition Plan</p> <p><u>Status:</u> Monitor project schedule and phasing plan for Vallejo Station. Phases I and II of the Maintenance Facility are funded. Former Mayor Intintoli has been appointed to the new WETA Board. STA is supporting Vallejo's efforts on WETA Transit Plan and implementation issues. Support Rt. 200 ferry complementary service and NCTPA VINE's new Ferry Feeder service.</p> | Vallejo                                 | RTIP<br>Fed Demo<br>Fed Boat<br>TCRP<br>Fed<br>RM2<br>RTIP<br><br>Funding Plan<br>TBD | X          | X          | \$65M<br>\$10.8M<br>\$0.5M | Transit/Rideshare<br>Elizabeth Richards        |
| STA Monitoring Programs | 39.       | <p><b><u>Monitor Delivery of Local Projects/Allocation of Funds</u></b></p> <p><u>Status:</u> Ongoing activity, STA developed tracking system for these projects and holds PDWG monthly meetings with local sponsors.</p> <p>ECD: Ongoing activity.</p>  | STA                                     | STIP-PPM<br>STP/STIP Swap   | X          | X          | N/A                        | Projects<br>Kenny Wan<br>Sam Shelton           |
| STA Monitoring Programs | 40.       | <p><b><u>Federal Economic Stimulus 3-Monitoring</u></b></p> <p>Monitor delivery of committed projects. Prepare for Tier 2 Implementation for both roads and transit.</p>   | STA<br><br>Member Agencies Implementing | Federal   | X          |            |                            | Projects/Transit<br>Kenny Wan<br>Liz Niedziela |



**SOLANO TRANSPORTATION AUTHORITY**  
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|                 |          |         |
|-----------------|----------|---------|
| STA Lead:       | Project# | 1 - 26  |
| STA Co Lead:    | Project# | 27 - 34 |
| STA Monitoring: | Project# | 35 - 40 |

| Category               | Pro - ject # | PRIORITY PROJECTS  | LEAD AGENCY   | FUND SOURCE | FY 2009-10 | FY 2010-11 | EST. PROJECT COST | DEPTLEAD STAFF |
|------------------------|--------------|--|---------------|-------------|------------|------------|-------------------|----------------|
| STA Monitoring Project | 41.          | <u>Peabody Road</u><br>Work with County to develop a funding strategy for improvements to the roadway in unincorporated County.  | County        | Unfunded    | X          | X          |                   | Projects       |
| STA Monitoring Project | 42.          | <u>City of Dixon Parkway Blvd. Overcrossing</u><br>Work with City of Dixon to obtain permits and funding for construction of Parkway Blvd. Overcrossing Union Pacific Railroad tracks. | City of Dixon | Unfunded    | X          | X          | \$12.4 MIL        | Planning       |

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**Completed Work FY 2008-09:**

SR 12 West Truck Climbing Lanes Projects – Open to public December 2009

I-80 Red Top Slide Repair – Completed 2008



DATE: June 24, 2009  
TO: STA Board  
FROM: Janet Adams, Deputy Executive Director/Director of Projects  
RE: North Connector – Phase 2 Project Update

**Background:**

Consistent with STA Board direction, staff has been proceeding with the implementation for the North Connector Project. In May 2008, the STA Board authorized the Executive Director to advertise one or more construction contracts for the North Connector Project for a total amount not to exceed \$23.3 million, including construction management services. The East Segment of the North Connector Project is currently funded with a combination of funding from Regional Measure 2 (RM 2) funds and Solano County funds. Specific funding for the West End of the North Connector Project will be determined at a future date, consistent with the funding agreement between the City of Fairfield, the County of Solano and STA.

The North Connector Project is being implemented with multiple construction contracts. The first construction contract was the North Connector Phase 1 (Abernathy/I-80) signalization and roadway improvements and the second construction contract was for the demolition of buildings within the Project area. The third portion of the North Connector Project is the North Connector Phase 2, which includes construction of the new Suisun Parkway between Suisun Creek and Abernathy Road, signal installation and ramp improvements for the Chandbourne/ SR 12 intersection, and improvements to Suisun Valley Road. The North Connector plans were prepared by BKF Engineers, STA's design engineering consultant. In accordance with legal requirements, the project was advertised in the Contra Costa Times and Daily Republic.

**Discussion:**

Bids for the Phase 2 contract were opened on June 16, 2009 at STA offices at the One Harbor Center, Suite 130, Suisun City, CA. There were 10 bids received ranging from \$9,394,748.13 to \$11,279,118.12. The low bid was 55% under the Engineer's Estimate of \$20.3 million.

At the June 2009 Board meeting the Executive Director was authorized to sign the contract if the bid was below the Engineer's Estimate.

STA staff has verified that all the contract-related documents, such as bonds and insurance certificates, are in order as required by the contract, therefore the Executive Director will award the North Connector – Phase 2 project to the lowest responsive and responsible bidder, Ghilotti Brothers. The project budget includes a contingency of 15% of the bid amount to cover required contract change orders.

**Fiscal Impact:**

The costs for the construction contract and construction administration for the North Connector –Phase 2 will be funded with Regional Measure 2 (RM2) funds.

**Recommendation:**

Informational.



DATE: June 24, 2009  
TO: STA Board  
FROM: Robert Macaulay, Director of Planning  
RE: Comprehensive Transportation Plan (CTP) Update

**Background:**

The current adopted Comprehensive Transportation Plan (CTP) for Solano County was adopted by the STA Board in 2005. The current CTP identifies, plans, and prioritizes the transportation needs of Solano County through the year 2030. The STA, as the Transportation Planning and Congestion Management Agency for Solano County, developed the CTP 2030 in collaboration with its many transportation partners and the public.

In September 2007, the STA Board initiated an update of the Solano Comprehensive Transportation Plan (CTP). The CTP is the STA's primary long-range planning document. The CTP consists of three main elements: Alternative Modes; Arterials, Highways and Freeways; and Transit. The STA Board adopted goals and objectives for each of the three elements based on recommendations provided by separate policy committees during the summer and fall of 2008.

**Discussion:**

The first State of the System Report – the Transit element – was reviewed by the TAC, and then sent to the STA Transit Committee (made up of STA Board members and alternates) for review. The Committee comments were incorporated and the report returned to the TAC for a final review before being sent to the STA Board for adoption. The same process is recommended for the Alternative Modes State of the System report.

The Alternative Modes element of the CTP includes bicycle and pedestrian transportation, alternative fuel vehicles, Transit Oriented Development (TOD), and supporting planning documents and programs. The State of the System – Alternative Modes report was provided to the TAC at their June 24, 2009 meeting. Comments from the TAC, and from the Bicycle and Pedestrian Advisory Committees, will be compiled and provided to a July meeting of the STA Alternative Modes Committee.

The State of the System – Arterials, Highways and Freeways element, will be provided to the STA TAC prior to their next meeting (August, 2009), and will go through a similar review process. Ultimately, the State of the System reports will be reviewed by the STA Board and incorporated into the updated CTP.

**Recommendation:**

Informational.

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DATE: June 26, 2009  
TO: STA Board  
FROM: Jayne Bauer, Marketing and Legislative Program Manager  
RE: Legislative Update

**Background:**

STA staff monitors state and federal legislation pertaining to transportation and related issues. The STA Board-approved 2009 Legislative Priorities and Platform provides policy guidance on transportation legislation and activities during 2009. Attachment A is an updated STA legislative bill matrix.

**Discussion:**

State Update:

Attachment B is a state legislative update from Shaw/Yoder which outlines in more detail the status of the state budget summarized below.

The Budget Conference Committee acted on the following items pertaining to Transportation:

1. Rejected the Legislative Analyst's Office (LAO) proposal to suspend Prop 42 (leaving Prop 42 intact). Loss of Prop 42 funds would result in \$1.6 million less for transportation, including roadway maintenance, for STA member agencies in FY 2009-10.
2. Regarding the Highway Users Tax Account (HUTA), they voted to adopt the governor's proposal to divert local gas tax subvention funding, but only for two fiscal years (the governor proposed a permanent shift). This equates to a \$20.9 million loss to Solano County for FY 2009-10 and FY 2010-11. There is some discussion about the constitutionality of diverting this revenue. Attachment C is the Metropolitan Transportation Commission's (MTC) Bay Area Impact of Proposed Diversion of Local Gas Tax Subvention Funds chart.

Federal Update:

Attachment D is a federal legislative update from Akin Gump which provides further information on the Federal Surface Transportation Authorization Act summarized below.

House Committee on Transportation and Infrastructure Chairman James Oberstar release a white paper on June 18 that outlines the Committee's plan for the new surface transportation authorization bill. The Chairman will hold a news conference and briefing to discuss the white paper and the Committee's schedule for moving forward with a bill. The Surface Transportation Authorization Act: A Blueprint for Investment and Reform Executive Summary (Attachment E)

and the Federal Surface Transportation Framework (Attachment F) regarding the consolidation are attached for your information.

The Chairman released a rough outline of his plan for the bill in early May in which he proposed consolidating the highway program into a smaller number of programs, including critical asset preservation, highway safety improvement, surface transportation program and congestion mitigation and air quality. He indicated that he would retain the ferry boat discretionary program, projects of regional and national significance and the safe routes to school program and would add a metropolitan mobility and freight improvement program. He plans to reform the transit new starts program so that projects are evaluated on a level playing field with highway projects and that the Federal Transit Administration considers multiple factors and not simply cost effectiveness. Consistent with the recommendation of various interest groups, he has stated that he will make the highway program more performance driven, although the details of how to meet and measure performance criteria are unclear.

Chairman Oberstar's blueprint does not address funding or state highway formulas. The House Ways and Means Committee has jurisdiction over funding. Chairman Oberstar has stated that he would like to move a bill that authorizes about \$450 billion over six years, but there is no consensus on how to fund the bill. The highway and transit programs have largely been funded through the \$18.4 cent/gallon federal gas tax. The federal gas tax, however, is inadequate to fund the highway program even if the highway program continues at SAFETEA-LU levels. This is because people are driving less and vehicles are more fuel efficient. Some in Congress would like to increase the gas tax, but the President and Transportation Secretary LaHood are opposed to a gas tax increase in the current economy. President Obama has proposed creating a national infrastructure bank, but it is unlikely that such a bank could address all of the funding needs since the bank would be targeted to projects that have a revenue stream.

In the short term, the highway trust fund will require an additional \$5 to \$7 billion to maintain current spending through 2009. The House Ways and Means Subcommittee on Select Revenue Measures is expected to hold a hearing in late June or early July to consider alternative funding approaches.

In the Senate, jurisdiction over the bill is divided between the Environment and Public Works, Banking, Commerce and Finance Committees. The Senate has made significantly less progress on the bill than the House. The current status of the bill in the House and Senate, when combined with the fact that Congress is working to pass climate change and health care legislation, make it likely that Congress will be forced to extend the current transportation bill for some period of time before they can resolve all of the pending issues.

At the request of STA Board Member Patterson, staff has agendized a position of "support in concept" for the Federal Surface Transportation Authorization Act. In its present state, the proposed act is consistent with the STA's Legislative platform supporting reauthorization reform. Given the recent push to extend the current SAFETEA-LU authorization for another 18 months, further discussions and markups of the proposed Act will be extended. Staff will monitor the progress of the authorization act and keep the STA Board informed as to its progress.

**Recommendation:**

Approve a position of “support in concept” for the Federal Surface Transportation Authorization Act.

**Attachments:**

- A. STA Legislative Matrix
- B. State Legislative Report (Shaw/Yoder)
- C. MTC: Bay Area Impact of Proposed Diversion of Local Gas Tax Subvention Funds
- D. Federal Legislative Report (Akin Gump)
- E. The Surface Transportation Authorization Act: A Blueprint for Investment and Reform  
Executive Summary
- F. The Federal Surface Transportation Framework

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Solano Transportation Authority

# LEGISLATIVE MATRIX

## 2009-2010 State and Federal Legislative Session

June 29, 2009

Solano Transportation Authority

One Harbor Center, Suite 130

Suisun City CA 94585-2427

Telephone: 707-424-6075

Fax: 707-424-6074

<http://www.solanolinks.com/programs.html#p>

### STATE Legislation:

| Bill Number/Topic  | Location   | Summary   | Position            |
|--|--|---|---------------------|
| <u>AB 277</u><br><u>Ammiano (D)</u><br><br>Transportation: local retail transaction and use taxes: Bay Area. | Amended 05/11/09;<br>To 3 <sup>rd</sup> reading in SEN Trans & Housing Com. 06/29/09 | The Bay Area County Traffic and Transportation Funding Act establishes a process for each of the 9 counties in the San Francisco Bay Area to impose a retail transactions and use tax for transportation purposes subject to voter approval. Existing law provides for a county transportation expenditure plan to be developed in that regard, with expenditures from tax revenues to be administered by a county transportation authority, or, alternatively, by the Metropolitan Transportation Commission. Existing law requires the membership of a county transportation authority to be specified either in the county transportation expenditure plan or in the retail transactions and use tax ordinance. This bill would delete the option of specifying the membership of the authority in the retail transactions and use tax ordinance.  | Watch               |
| <u>AB 744</u><br><u>Torrico (D)</u><br><br>Transportation: Bay Area high-occupancy vehicle network.          | Amended 06/23/09;<br>to SEN Trans & Housing Com. 06/30/09                            | This bill would authorize the Bay Area Toll Authority to acquire, construct, administer, and operate a value pricing high-occupancy vehicle network program on state highways within the geographic jurisdiction of the Metropolitan Transportation Commission, as specified. The bill would authorize capital expenditures for this program to be funded from program revenues, revenue bonds, and revenue derived from tolls on state-owned toll bridges within the geographic jurisdiction of MTC.   | Support             |
| <u>AB 1219</u><br><u>Evans (D)</u><br><br>Public transportation: Solano Transportation Authority.            | SEN Transportation and Housing Com. 07/07/09.  | The Transportation Development Act, also known as the Mills-Alquist-Deddeh Act, provides for the allocation of local transportation funds in each county from 1/4 of 1% of the sales tax to various transportation purposes, including transportation planning, transit operations, and in some cases, local streets and roads. The act is administered by the transportation planning agency having jurisdiction and specifies the sequence of allocations to be made by that agency to eligible claimants. This bill would authorize the Solano Transportation Authority, a joint powers agency, to file a claim with the transportation planning agency for up to 2% of local transportation funds available to the county and city members of the authority for countywide transit planning and coordination relative to Solano County. Bill contains other related provisions and existing laws. | Sponsor and support |

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| Bill Number/Topic   | Location                                       | Summary   | Position                           |
|---|--|---|------------------------------------|
| <p><u>AB 1414 Hill (D)</u></p> <p>Transportation planning-<br/>Health &amp; Safety:<br/>Controlled Substances</p> | <p>Amended 04/30/09 to irrelevant subject.</p> | <p>Existing law provides for apportionment of federal funding to the state for allocation to metropolitan planning organizations for the purpose of transportation planning activities. This bill would make a nonsubstantive change to these provisions.</p>   |                                    |
| <p><u>ACA 9 Huffman (D)</u></p> <p>Local government bonds: special taxes: voter approval.</p>                     | <p>Amended 06/26/09. To ASM Com. On Appr.</p>  | <p>The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit for a rate imposed by a city, county, or city and county to service bonded indebtedness, incurred to fund specified public improvements, facilities, and housing, and related costs, that is approved by 55% of the voters of the city, county, or city and county, as applicable. This additional exception would apply only if the proposition approved by the voters results in bonded indebtedness that includes specified accountability requirements. This bill contains other related provisions and other existing laws.</p> | <p><b>Support</b></p>              |
| <p><u>ACA 10 Torlakson (D)</u></p> <p>Taxation: Education Finance District: special tax</p>                       | <p>To ASM Third reading 06/29/09</p>           | <p>Would amend the California Constitution to lower the constitutional vote requirement for approval of a special tax to be levied by an education finance district from two-thirds to a majority of the district voters. It is supported by several within the education community. The California Association of Realtors and California Taxpayers' Association are in opposition.</p>  |                                    |
| <p><u>ACA 15 Arambula (D)</u></p> <p>Local government transportation projects: special taxes: voter approval</p>  | <p>ASM inactive file 06/29/09</p>              | <p>Would lower the constitutional vote requirement for approval of a special tax to provide funding for local transportation projects from two-thirds to a 55% majority. The CA State Association of Counties, CA Transit Association, Sacramento Regional Transit District, Santa Clara Valley Transportation Authority, and Self-Help Counties Coalition are in support. The California Association of Realtors, Cal-Tax, and Howard Jarvis Taxpayers Association are in opposition.</p>  | <p><b>Support</b><br/>06/10/09</p> |

| Bill Number/Topic   | Location   | Summary  | Position       |
|---|--|--|----------------|
| <p><b><u>SB 205</u></b><br/><b><u>Hancock</u></b> (D)</p> <p>Traffic congestion:<br/>motor vehicle<br/>registration fees.</p> | <p>ASM Trans. Com.<br/>06/29/09</p>                        | <p>Existing law provides for the imposition by certain districts and local agencies of fees on the registration of motor vehicles in certain areas of the state that are in addition to the basic vehicle registration fee collected by the Department of Motor Vehicles for specific limited purposes. The bill would authorize a countywide transportation planning agency, by a majority vote of the agency's board, to impose an annual fee of up to \$10 on motor vehicles registered within the county for programs and projects for certain purposes. The bill would require voter approval of the measure. The bill would require the department, if requested, to collect the additional fee and distribute the net revenues to the agency, after deduction of specified costs, and would limit the agency's administrative costs to not more than 5% of the distributed fees. The bill would require that the fees collected may only be used to pay for programs and projects bearing a relationship or benefit to the owners of motor vehicles paying the fee, and would require the agency's board to make a specified finding of fact in that regard. The bill would require the governing board of the countywide transportation planning agency to adopt a specified expenditure plan.</p> | <b>Support</b> |
| <p><b><u>SCA 6</u></b><br/><b><u>Simitian</u></b> (D)</p> <p>Taxation: educational<br/>entities: parcel tax.</p>              | <p>SEN third reading<br/>06/29/09</p>                      | <p>The bill would lower from 2/3 to 55% the threshold of voter approval necessary for school districts to enact parcel taxes. This is a companion measure to ACA 10. It is supported by several within the education community. The California Taxpayers' Association and California Association of Realtors are in opposition.</p>  |                |
| <p><b><u>SCA 12</u></b><br/><b><u>Kehoe</u></b> (D)</p> <p>Public safety services:<br/>local government.</p>                  | <p>SEN third reading<br/>06/29/09</p>                      | <p>The bill would lower from 2/3 to 55% the threshold of voter approval necessary for special taxes and bonded indebtedness for specified fire protection and public safety purposes. The California Professional Firefighters, California State Association of Counties, California Department of Forestry Firefighters, among others are in support. The California Taxpayers' Association and California Association of Realtors are in opposition.</p>   |                |
| <p><b><u>SB 716</u></b><br/><b><u>Wolk</u></b> (D)</p> <p>Local transportation<br/>funds.</p>                                 | <p>Amended 05/19/09<br/>To ASM Trans Com.<br/>07/06/09</p> | <p>Existing law requires that 1/4% of the local sales and use tax be transferred to the local transportation fund of the county and be allocated, as directed by the transportation planning agency, for various transportation purposes. This bill would authorize a county, city, county transportation commission, or transit operator to file a claim for an allocation of funds for vanpool service operation expenditures and capital improvement expenditures, including for vanpool services for purposes of farmworker transportation to and from work.</p>   | <b>Watch</b>   |

**FEDERAL Legislation:**

| <b>Bill Number/Topic</b>  | <b>Location</b>   | <b>Summary</b>  | <b>Position</b> |
|---|---|---|-----------------|
| <b>HR 1571</b><br><b>Tauscher (D-CA)</b><br><br>Private investment in<br>Commuter Vanpooling<br>Act of 2009                   | Referred to HOUSE<br>SUBCOMMITTEE<br>ON HWYS &<br>TRANSIT 03/18/09  | This bill would amend title 49, United States Code, to permit certain revenues of private providers of public transportation by vanpool received from providing public transportation to be used for the purpose of acquiring rolling stock, and to permit certain expenditures of private vanpool contractors to be credited toward the local matching share of the costs of public transportation projects.   |                 |
| <b>HR 2454</b><br><b>Waxman (D-CA)</b><br><br>American Clean<br>Energy and Security<br>Act of 2009<br><i>Safe Climate Act</i> | 06/26/09:Passed/<br>agreed to in House by<br>recorded vote: 219 -<br>212  | To create clean energy jobs, achieve energy independence, reduce global warming pollution and transition to a clean energy economy. This bill would reduce US emissions 17 percent by 2020 from 2005 levels, with no allowances to transit agencies and local governments. Large MPOs and states would need to develop plans establishing goals to progressively reduce transportation-related greenhouse gas emissions within 3 years of the bill's enactment. Strategies include: efforts to increase public transportation (including commuter rail service and ridership); updates to zoning and other land use regulations and plans to coordinate transportation and land use planning; construction of bike and pedestrian pathways to support "complete streets" policy and telecommuting; adoption of pricing measures and parking policies; and intermodal freight system planning. |                 |
| <b>S 1156</b><br><b>Harkin (D-IA)</b><br><br>Safe Routes to School<br>Program<br>Reauthorization Act                          | 05/21/09 Referred to<br>Senate committee;<br>read twice and referred<br>to Committee on<br>Environment and<br>Public Works. | This bill would provide \$600 million annually to fund the program. Likely to be included in the surface transportation reauthorization bill, it would fund infrastructure improvements (sidewalks, pathways, bike lanes, and safe crossings), as well as educational, law enforcement, and promotional efforts to make it safer for children to walk and bicycle to and from school. The bill would also expand eligibility to include high schools, allow funds to be used to improve bus stop safety and expand access in rural communities; improve project delivery and reduce overhead by addressing regulatory burdens; and authorize research and evaluation of the program.  |                 |



SHAW/YODER, *inc.*  
LEGISLATIVE ADVOCACY

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June 26, 2009

TO: Board Members, Solano Transportation Authority

FROM: Gus Khouri, Legislative Advocate  
Shaw/Yoder, Inc.

**RE: STATE LEGISLATIVE UPDATE- JUNE**

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**2009-10 Governor's May Revision**

Anticipating the dismal prospects of the May Special Election, Governor Schwarzenegger unveiled his May Revision on May 14<sup>th</sup> to the 2009-10 State Budget to illustrate the state's looming deficit shortfall. Despite signing a budget that addressed a shortfall of \$41.6 billion in late February, the Governor estimates a \$15.4 billion deficit out of an \$88.8 billion General Fund budget for 2009-10 in the absence of any corrective action. This budget assumes the passage of Propositions 1A, 1B, 1C, 1D, and 1E on the May 19<sup>th</sup> ballot. Failure of these measures will add an additional \$5.8 billion deficit, which translates into a \$21.2 billion gap for 2009-10. As predicted, all five of the measures failed passage by more than a 2 to 1 margin. The Governor cites the worldwide market collapse, the loss of 730,000 jobs (11.2% state unemployment rate as of March 2009) and the decline of personal income for the first time since 1938 in California as the driving factors for the problem.

The May Revision also proposes to borrow \$2 billion from local governments through the suspension of Proposition 1A (repayment must occur within 3 years with interest), a \$5 billion reduction to Proposition 98, \$1 billion cut to Medi-Cal, \$1 billion reduction to the University of California and California State University systems, tapping a \$2 billion reserve, selling \$1 billion in state assets (Los Angeles Coliseum, Cal-Expo, and San Quentin State Prison) and borrowing at least \$6 billion.

The May Revision proposes one significant impact on transportation, namely transit: The Governor proposes to divert \$336 million in "spillover revenue" that are projected to accrue in 2009-10 to fund transit bond debt service. Spillover revenues occur when revenue derived from sales taxes on gasoline is proportionately higher in relationship to revenue derived from all taxable sales, and generally reflect higher gas prices. The Governor did not propose a suspension of Proposition 42.

### **Legislative Analyst's Office (LAO) Analysis of May Revise**

On May 21, the LAO released its analysis of the Governor's 2009-10 May Revise. The LAO states that the state's deficit is \$24 billion, \$3 billion more than the Governor's estimate. Furthermore, the LAO estimates that the state can expect deficits of at least \$15 billion for the next three years if the structural deficit is not addressed. This is due to the reliance on borrowing, one-time stimulus funds, and a temporary sales tax as a result of Proposition 1A (two years rather than five). The LAO states that the Governor's May Revision is a credible start to solving the problem but recommends:

- Rejecting the Governor's proposal to borrow \$6 billion and make cuts instead.
- Suspend Proposition 42 and borrow gas tax subventions from local streets and roads
- Suspend Proposition 1A for local governments. The LAO interprets that an 8 percent across-the board cut is not necessary and that there is flexibility to make adjustments case-by-case.
- That the legislature act within the next month to address the budget year shortfall and spend the remainder of the 2009-10 Session working on solving the structural deficit.

The Governor subsequently issued a press release stating that he is dropping his proposal to borrow \$6 billion and wants to make additional cuts. In fact, he went further by eliminating the option to do short-term borrowing in order to cover the deficit in order to pressure the legislature in making additional cuts.

### **Budget Conference Committee Actions**

The Budget Conference Committee concluded its business and went into Recess (rather than adjournment in order to allow for additional actions if necessary) on Tuesday, June 16<sup>th</sup>. According to State Controller John Chaing, the state is expected to run out of money on July 28<sup>th</sup>. As a result, the legislature seems determined to have a budget in place by July 1<sup>st</sup> so that the state can fulfill its obligations to vendors.

The following is a brief listing of actions that have been taken by the Budget Conference Committee taken on items of significance:

### **General Government**

- ◆ Rejects the Governor's proposal to cut state employee compensation by another 5 percent (state employees are already experiencing a pay reduction of over 9 percent), but instead defers the June 30 pay check until July to generate a one-time savings estimated to be \$1.2 billion. This would be similar to the roughly \$4 billion of deferrals included in the Proposition 98 budget.

## **Human Services**

- ◆ Rejects the Governor's May Revision proposal to eliminate the CalWORKS program and instead cuts roughly \$240 million from the program, primarily from allowing local control to streamline services to meet current economic realities. This cut is greater than the Governor's original May Revision cut to CalWORKS. Rejects the grant reduction, safety net elimination, child-only elimination, and Self-Sufficiency Review requirements proposed in the May Revision.
- ◆ Rejects the May Revision proposals to eliminate virtually all funding for the In-Home Supportive Services Program and to reduce state participation in wages to the minimum wage, but includes savings of over \$100 million for various changes to the program. Increased the Share of Cost by 50 percent for all recipients receiving a state buyout, limit domestic and related services for recipients with FI rankings in these services below 4, with critical exemptions for high-need recipients, and eliminates services for those with FI scores below 2, again with critical exemptions for high-need and medically fragile recipients. These changes are effective September 1, 2009.
- ◆ Reduces SSI/SSP grants for couples to the federal minimum, pursuant to the Governor's proposal, and reduces grants for individuals by \$5 per month to save \$155 million on an annual basis. This reduction is effective October 1, 2009.

## **Transportation**

- ◆ Accepts the Governor's proposal to shift approximately \$1 billion of transportation revenues from local governments (HUTA funds) and instead use the funds to pay debt service on transportation bonds. The shift will be in place for two years instead of the Governor's permanent proposal. Proposition 1B funds will be accelerated to mitigate the impact of this cut on local governments.
- ◆ Accepts the Governor's proposal to shift approximately \$300 million of public transit funds from home-to-school transportation to repay public transportation bonds. Most of the funds for home-to-school transportation will be made up through Proposition 98 funds.
- ◆ Recognizes the updated revenue estimates of the February budget cut to public transportation, which provides over \$300 million in General Fund savings.
- ◆ Provides full funding to the High Speed Rail Authority (\$139 million) from Proposition 1A bond funds.

## **Local Government**

- ◆ Rejects the Governor's proposal to borrow \$1.982 billion from local governments through the suspension of Proposition 1A (of 2004). Suspension would have diverted 8 percent of property tax revenues of cities, counties and special districts, which the state would have been required to repay with interest within three years.
- ◆ Generally adopts the Legislative Analyst's recommended revisions to the May Revision proposal to defer \$100.3 million of payments by suspending 32 local mandates. The conference action defers about \$99 million of payments. The conference action retains mandates requiring consistent voting procedures, including making absentee ballots available to all voters. It recasts two victims' rights mandates to reflect recent voter-approved measures (thereby eliminating future state payment obligations), retains the Open Meetings Act mandate and suspends the enhanced holding period under the animal adoption mandate (while retaining the prior 3-day holding requirement). Deferred payments will continue to be state obligations to local governments but will be deferred to a future time. Proposition 1A (of 2004) generally requires the Legislature to suspend mandates if valid claims from prior years are unpaid. For suspended mandates, local governments would not be required to comply with them in 2009-10 and would not be entitled to futures reimbursement for any costs that they choose to undertake that year. The \$58 million of funding that would remain is the amount needed to pay for various law-enforcement, tax administration and voting process mandates in order to avoid suspension of those mandates in 2009-10.
- ◆ Eliminates state subventions to local governments (primarily counties) under the Williamson Act Program for a General Fund savings of \$34.7 million. Under this longstanding program, the state backfills a portion of the revenue lost by local governments when they enter into contracts with land owners to limit property tax assessments for lands that are maintained as open space or agriculture lands.
- ◆ Redirects \$350 million annually in 2009-10 and 2010-11 from redevelopment agencies to schools in the vicinity of redevelopment project areas in order to offset state education costs. Also revises the provisions of the 2008-09 \$350 million redirection to be consistent with a recent court decision.

## **General Fund Tax Provisions**

- ◆ Imposes a 9.9% tax on the gross value of each barrel extracted from California. This will increase revenues by \$830 million in 2009-10 and \$1.1 billion annually at current prices. Stripper wells are exempt from the tax whenever the average price of the oil they produce falls below \$30 per barrel. Effective October 1, 2009. Annual cost to Department of Conservation of about \$10 million to administer program. Revenue estimates assume current price of about \$60 per barrel for California crude oil.

- ◆ Repeals recent corporate tax breaks. Rolls back provisions enacted with the 2008-09 budget which (a) permit net operating losses incurred on or after January 1, 2011 to be carried back to offset earnings during the two prior years; and (b) allow corporations to assign all or a portion of their unused tax credits earned on or after January 1, 2008 to an affiliated corporation that is a member of the same combined reporting group. These actions result in a revenue increase of \$80 million in 2009-10 and rising annually thereafter to \$850 million by 2014-15.
- ◆ Increases cigarette taxes. Raises state cigarette excise taxes (currently \$.87 per pack) by an additional \$1.50, and imposes an equivalent increase for other tobacco products, effective October 1, 2009. This action increases revenue by \$1 billion in 2009-10 and \$1.2 billion in 2010-11.

The Governor has stated that he will veto any package that contains new taxes. If the tax increases are ultimately defeated, the battle will shift to how to make up the gap between the two plans, which could be several billion dollars. Altogether, the Democratic proposal called for \$11.5 billion in spending cuts, while Schwarzenegger put forward \$16 billion in cuts.

It is uncertain whether the entire \$24 billion deficit (which includes a \$4 billion deficit) can be closed at once. Democrats believe that a \$4 billion is too high and comes at the expense of vital programs that assist the disabled, children, seniors, and the poor. Rumors abound that the legislature may have to reconvene at some point later this Fall to address what remains.

State Controller John Chiang has reported that the State will run out of cash by July 28<sup>th</sup>, and that he will be forced to issue IOUs if the state's cash flow needs are not addressed by July 1<sup>st</sup>. Senate Republicans have rejected a proposal that would have provide \$11 billion in cuts and another proposal that cobbled together \$5 billion in solutions for cash flow purposes because it did not address the entire deficit. The Governor has vowed to veto any package that does not fully address the current budget deficit.

### **State Legislative Update**

AB 1219 (Evans) is an STA –sponsored bill which would streamline the Transportation Development Act (TDA) by authorizing the Solano County Transportation Authority (STA) to file a claim with the transportation planning agency for up to 2% of local transportation funds available to the county and city members of the authority for countywide transit planning and coordination relative to Solano County.

This bill is currently set for hearing on Tuesday, July 7<sup>th</sup> in the Senate Transportation & Housing Committee.

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## Bay Area Impact of Proposed Diversion of Local Gas Tax Subvention Funds

*(Dollars in thousands)*

| <b>TOTAL BAY AREA LOCAL STREET &amp; ROAD FUNDS AT RISK</b> | <b>FY2009-10</b> | <b>FY2010-11 &amp; Beyond</b> |
|---|------------------|-------------------------------|
| Alameda   | (36,922)         | (27,897)                      |
| Contra Costa  | (26,076)         | (19,703)                      |
| Marin   | (6,808)          | (5,144)                       |
| Napa  | (4,271)          | (3,227)                       |
| San Francisco   | (18,874)         | (14,261)                      |
| San Mateo   | (19,616)         | (14,822)                      |
| Santa Clara   | (45,387)         | (34,293)                      |
| Solano  | (11,924)         | (9,009)                       |
| Sonoma  | (14,066)         | (10,628)                      |
| <b>Bay Area Subtotal</b>                                    | <b>(183,945)</b> | <b>(138,984)</b>              |
| <b>State Total</b>  | <b>(986,000)</b> | <b>(745,000)</b>              |

| <b>ALAMEDA</b>          | <b>FY2009-10</b> | <b>FY2010-11</b> |
|-------------------------|------------------|------------------|
| ALAMEDA                 | (1,150)          | (869)            |
| ALBANY                  | (256)            | (194)            |
| BERKELEY                | (1,625)          | (1,228)          |
| DUBLIN                  | (667)            | (504)            |
| EMERYVILLE              | (140)            | (106)            |
| FREMONT                 | (3,234)          | (2,443)          |
| HAYWARD                 | (2,259)          | (1,707)          |
| LIVERMORE               | (1,266)          | (956)            |
| NEWARK                  | (668)            | (504)            |
| OAKLAND                 | (6,348)          | (4,796)          |
| PIEDMONT                | (169)            | (128)            |
| PLEASANTON              | (1,050)          | (794)            |
| SAN LEANDRO             | (1,245)          | (940)            |
| UNION CITY              | (1,105)          | (835)            |
| COUNTY (UNINCORPORATED) | (15,743)         | (11,895)         |
| <b>COUNTY TOTAL</b>     | <b>(36,922)</b>  | <b>(27,897)</b>  |
| <b>CONTRA COSTA</b>     |                  |                  |
| ANTIOCH                 | (1,583)          | (1,196)          |
| BRENTWOOD               | (773)            | (584)            |
| CLAYTON                 | (170)            | (129)            |
| CONCORD                 | (1,953)          | (1,475)          |
| DANVILLE                | (673)            | (509)            |
| EL CERRITO              | (367)            | (277)            |
| HERCULES                | (379)            | (286)            |

| <i>Contra Costa Cont'd</i>    |                 |                 |
|-------------------------------|-----------------|-----------------|
| LAFAYETTE                     | (379)           | (286)           |
| MARTINEZ                      | (572)           | (432)           |
| MORAGA                        | (256)           | (193)           |
| OAKLEY                        | (504)           | (381)           |
| ORINDA                        | (277)           | (209)           |
| PINOLE                        | (304)           | (230)           |
| PITTSBURG                     | (996)           | (753)           |
| PLEASANT HILL                 | (524)           | (396)           |
| RICHMOND                      | (1,641)         | (1,240)         |
| SAN PABLO                     | (489)           | (370)           |
| SAN RAMON                     | (917)           | (693)           |
| WALNUT CREEK                  | (1,034)         | (781)           |
| COUNTY (UNINCORPORATED)       | (12,285)        | (9,282)         |
| <b>COUNTY TOTAL</b>           | <b>(26,076)</b> | <b>(19,703)</b> |
| <b>MARIN</b>                  |                 |                 |
| BELVEDERE                     | (36)            | (27)            |
| CORTE MADERA                  | (157)           | (119)           |
| FAIRFAX                       | (123)           | (93)            |
| LARKSPUR                      | (202)           | (152)           |
| MILL VALLEY                   | (230)           | (174)           |
| NOVATO                        | (872)           | (659)           |
| ROSS                          | (40)            | (30)            |
| SAN ANSELMO                   | (208)           | (157)           |
| SAN RAFAEL                    | (966)           | (730)           |
| SAUSALITO                     | (124)           | (94)            |
| TIBURON                       | (148)           | (112)           |
| COUNTY (UNINCORPORATED)       | (3,702)         | (2,797)         |
| <b>COUNTY TOTAL</b>           | <b>(6,808)</b>  | <b>(5,144)</b>  |
| <b>NAPA</b>                   |                 |                 |
| AMERICAN CANYON               | (266)           | (201)           |
| CALISTOGA                     | (88)            | (67)            |
| NAPA                          | (1,279)         | (966)           |
| ST HELENA                     | (100)           | (75)            |
| YOUNTVILLE                    | (55)            | (41)            |
| COUNTY (UNINCORPORATED)       | (2,484)         | (1,877)         |
| <b>COUNTY TOTAL</b>           | <b>(4,271)</b>  | <b>(3,227)</b>  |
| <b>SAN FRANCISCO</b>          |                 |                 |
| SAN FRANCISCO CITY AND COUNTY | (18,874)        | (14,261)        |
| <b>COUNTY TOTAL</b>           | <b>(18,874)</b> | <b>(14,261)</b> |

|                         |                 |                 |
|-------------------------|-----------------|-----------------|
| <b>SAN MATEO</b>        |                 |                 |
| ATHERTON                | (117)           | (89)            |
| BELMONT                 | (409)           | (309)           |
| BRISBANE                | (60)            | (45)            |
| BURLINGAME              | (453)           | (342)           |
| COLMA                   | (25)            | (19)            |
| DALY CITY               | (1,678)         | (1,268)         |
| EAST PALO ALTO          | (516)           | (390)           |
| FOSTER CITY             | (478)           | (361)           |
| HALF MOON BAY           | (204)           | (154)           |
| HILLSBOROUGH            | (176)           | (133)           |
| MENLO PARK              | (492)           | (372)           |
| MILLBRAE                | (331)           | (250)           |
| PACIFICA                | (620)           | (469)           |
| PORTOLA VALLEY          | (73)            | (55)            |
| REDWOOD CITY            | (1,217)         | (920)           |
| SAN BRUNO               | (666)           | (503)           |
| SAN CARLOS              | (453)           | (342)           |
| SAN MATEO               | (1,510)         | (1,141)         |
| SOUTH SAN FRANCISCO     | (990)           | (748)           |
| WOODSIDE                | (88)            | (66)            |
| COUNTY (UNINCORPORATED) | (9,059)         | (6,845)         |
| <b>COUNTY TOTAL</b>     | <b>(19,616)</b> | <b>(14,822)</b> |
| <b>SANTA CLARA</b>      |                 |                 |
| CAMPBELL                | (606)           | (458)           |
| CUPERTINO               | (840)           | (635)           |
| GILROY                  | (756)           | (572)           |
| LOS ALTOS               | (428)           | (324)           |
| LOS ALTOS HILLS         | (131)           | (99)            |
| LOS GATOS               | (448)           | (339)           |
| MILPITAS                | (1,014)         | (766)           |
| MONTE SERENO            | (54)            | (41)            |
| MORGAN HILL             | (585)           | (442)           |
| MOUNTAIN VIEW           | (1,116)         | (843)           |
| PALO ALTO               | (954)           | (721)           |
| SAN JOSE                | (14,836)        | (11,210)        |
| SANTA CLARA             | (1,741)         | (1,315)         |
| SARATOGA                | (478)           | (362)           |
| SUNNYVALE               | (2,068)         | (1,563)         |
| COUNTY (UNINCORPORATED) | (19,330)        | (14,605)        |
| <b>COUNTY TOTAL</b>     | <b>(45,387)</b> | <b>(34,293)</b> |

|                         |                  |                  |
|-------------------------|------------------|------------------|
| <b>SOLANO</b>           |                  |                  |
| BENICIA                 | (432)            | (326)            |
| DIXON                   | (273)            | (206)            |
| FAIRFIELD               | (1,630)          | (1,231)          |
| RIO VISTA               | (121)            | (91)             |
| SUISUN CITY             | (432)            | (327)            |
| VACAVILLE               | (1,491)          | (1,127)          |
| VALLEJO                 | (1,877)          | (1,418)          |
| COUNTY (UNINCORPORATED) | (5,668)          | (4,283)          |
| <b>COUNTY TOTAL</b>     | <b>(11,924)</b>  | <b>(9,009)</b>   |
| <b>SONOMA</b>           |                  |                  |
| CLOVERDALE              | (147)            | (111)            |
| COTATI                  | (130)            | (98)             |
| HEALDSBURG              | (201)            | (152)            |
| PETALUMA                | (981)            | (741)            |
| ROHNERT PARK            | (739)            | (559)            |
| SANTA ROSA              | (2,719)          | (2,054)          |
| SEBASTOPOL              | (134)            | (101)            |
| SONOMA                  | (171)            | (129)            |
| WINDSOR                 | (455)            | (344)            |
| COUNTY (UNINCORPORATED) | (8,391)          | (6,340)          |
| <b>COUNTY TOTAL</b>     | <b>(14,066)</b>  | <b>(10,628)</b>  |
|                         |                  |                  |
| <b>BAY AREA TOTAL</b>   | <b>(183,945)</b> | <b>(138,984)</b> |

AKIN GUMP  
STRAUSS HAUER & FELD LLP  
Attorneys at Law

## MEMORANDUM

June 25, 2009

To: Solano Transportation Authority  
From: Akin Gump Strauss Hauer & Feld LLP  
Re: June Report

During the month of June, we monitored developments on surface transportation reauthorization, transportation appropriations and climate change legislation. We also followed up with congressional offices re STA priorities.

**The Surface Transportation Authorization Act**

On June 24, the Subcommittee on Transit and Highways of the House Transportation and Infrastructure Committee approved *The Surface Transportation Authorization Act of 2009*, by voice vote and without amendment. Committee Members agreed to postpone a vote on amendments until the full committee markup and to work with the Chairman to resolve outstanding issues. Chairman Oberstar has stated that he will draft a manager's amendment to the bill and mark up the bill in full committee after the July 4 recess.

The bill authorizes \$450 billion for surface transportation programs over 6 years and \$50 billion for high speed rail, including \$337.4 billion for the highway program, \$87.6 billion for the mass transit account of the Highway Trust Fund, and \$12.2 billion from the general fund for public transportation. While the bill contains broad funding levels, it does not include funding formulas, specific funding for programs, or a mechanism to fund the programs. In fact, the current 18.4 cent federal gas tax, which has financed the bulk of the highway and transit program, cannot support a program half the size of the program proposed in the House bill. The bill also does not include high priority projects. The projects will be added to the manager's amendment.

We have summarized the bill below. The bill significantly changes the current highway and transit programs. It incorporates many of the recommendations of the National Surface Transportation Policy and Revenue Study Commission and focuses on system performance, freight movement, metropolitan mobility and congestion relief, and livable communities.

**Federal Highway Administration.** The bill consolidates the highway formula into four core categories: (1) critical asset investment; (2) highway safety improvement; (3) surface transportation program; and (4) congestion mitigation and air quality.

Solano Transportation Authority  
June 25, 2009  
Page 2

*Critical Asset Investment.* This new program would fund preservation, rehabilitation, protection and replacement of highways on the National Highway System and bridges on federal-aid highways that are consistent with a states' investment strategy. The bill requires DOT to set performance targets, which states must meet.

*Highway Safety Improvement.* The bill would require states to develop highway safety investment plans for reducing fatalities and serious injuries. The bill would retain the set-aside for high risk rural roads.

*Surface Transportation Program.* The bill makes certain changes to the STP program, including, making certain tunnel and bridge projects eligible, requiring that MPOs set aside 10 percent of their STP funds for enhancement projects. The bill would increase the percentage of post-enhancement set-aside STP funds that are suballocated based on population from 62.5 percent to 80 percent.

*Congestion Mitigation and Air Quality.* The bill makes certain changes to the CMAQ program, including allowing states to use funds in attainment areas for HOV lane construction, to fund projects in ozone and pm 10 non-attainment areas without regard to DOT ambient air standards addressed by the project, and to purchase clean fuels public transit buses.

The bill includes the *Safe Routes to School* program. Eligible projects include infrastructure that will make it easier and safer for students to walk, bicycle and use other modes of non-motorized transportation to travel to and from school, including sidewalk improvements, traffic calming and speed reduction projects, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bicycle parking facilities and traffic diversion improvements around schools. Funds also may be used for non-infrastructure projects that will enhance the program.

The bill also establishes a *Freight Improvement Program* that should be of interest to STA. Funds may be used for publicly owned highway freight transportation projects that provide community and highway benefits by addressing economic, congestion, security and safety issues associated with freight transportation. Projects must be on the NHS, the national network or on a designated secondary freight route. Each state DOT must develop a state freight plan that proposes secondary freight routes with substantial economic and freight significance. U.S. DOT must review the plans and approve them. Only projects on an approved plan are eligible for funding.

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### **Federal Transit Administration.**

#### *New Starts/Small Starts*

The bill restructures the new starts/small starts program by eliminating the requirement for a project to undergo alternatives analysis and consolidating the approval process into a single project development phase. The bill would require that projects be evaluated by the Federal Transit Administration based on benefits to the community, including economic development, energy savings, increased mobility and access and congestive relief, and not on “cost-effectiveness.”

#### *Urbanized Area Formula*

The bill would institute new performance measures for large urban, small urban and rural transit providers. Transit agencies would be required to prepare plans to bring systems into a state of good repair, and could face penalties if their plans are rejected. The bill would allow transit agencies in urbanized areas with populations over 1 million to use up to 5 percent of their annual apportionment for operating expenses, transit agencies in areas with populations between 500,000 and 1,000,000 to use 10 percent of their formula funds for operating expenses, and transit agencies in urban areas with populations between 200,000 and 500,000 to use 20 percent for operating expenses.

#### *Intermodal and Energy Efficient Transit Facilities Grants*

The bill would create an Intermodal and Energy Efficient Transit Facilities program to fund projects that reduce energy consumption or greenhouse gas emissions from public transportation systems and facilities. A recipient could use funds for construction of intermodal passenger facilities, as well as improvements to lighting, heating, cooling or ventilation systems of existing stations and facilities, the purchase or retrofit of energy efficient rolling stock, improvements to energy distribution systems and additional energy related capital investments.

#### *Coordinated Access and Mobility Program.*

The bill consolidates special access and mobility programs into a single formula grant program, the Coordinated Access and Mobility Program (CAMP), based on the population of elder, disabled and low-income persons.

#### *General Provisions*

The bill would increase the federal share for ADA compliance, Clean Air Act compliance and clean fuel vehicles to 90 percent.

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### **Intermodalism**

The bill establishes an *Office of Intermodalism* within the Office of the Secretary to create a National Transportation Strategic Plan, based on state and metropolitan long-range highway-transit-rail planning. It would require state and local governments to establish and implement transportation plans with performance standards and accountability measures. The Office would have responsibility for administering the Metropolitan Mobility and Access program and Projects of National Significance.

Under the *Metropolitan Mobility and Access Program*, metropolitan regions would receive funds based on population and travel-time delays. The funds can be used for projects that would reduce congestion and improve safety, environmental sustainability and livability in large urban areas. Eligible applicants are MPOs with a population over 500,000 that have a DOT-approved metropolitan mobility plans in effect. The plans must provide a comprehensive strategy for addressing traffic congestion by expanding highway and transit capacity, and implementing strategies for congestion relief, including tolling and congestion pricing, subject to approval, and metropolitan infrastructure banks. DOT will award grants for projects based on a competitive selection process and will enter into multiyear full funding grant agreements with recipients.

The bill consolidates the Projects of Regional and National Significance, The National Corridor Infrastructure Improvement Program and Coordinated Border Infrastructure programs into a *Projects of National Significance (PNS)* program. Highway, transit, freight rail, and intermodal projects are eligible for funding through multi-year full funding grant agreements. Projects would be subject to financial planning, performance targets and post-project evaluation and reporting.

### **Office of Public Benefits/Finance**

The bill establishes an *Office of Public Benefits* that would evaluate toll agreements and require that toll revenues be used first for debt service or a reasonable return on investment and for operational costs of the facility. Any remaining revenues could only be used for transit or highway projects and transit operating costs of nearby transit agencies.

The bill would preclude toll concessions from preventing states from improving or expanding other roads located within the same corridor as the toll road. The Office would oversee new federal requirements for public private partnership agreements on federal-aid highways. At a minimum, private entities that operate federal-aid highways could not restrict public access to the highway. Agreements would be required to allow the public to "buy-back" the facility and include conditions that the highway facility must meet, or be upgraded to by the end of the project term.

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*TIFIA*

The bill makes passenger rail projects eligible for TIFIA financing and increases the maximum amount of a secured loan from 33 percent to 49 percent.

*Metropolitan Infrastructure Bank.*

The bill allows DOT to enter into cooperative agreements with MPOs to create *Metropolitan Infrastructure Banks (MIB)* to finance metropolitan mobility and access projects. MPOs can deposit a portion of the funds they receive under the MMA program to capitalize the banks. MIBs must maintain investment grade ratings on their bonds.

The Office of Intermodalism would also provide oversight over the *Nation Infrastructure Bank*, which would be financed through the U.S. Department of Treasury. The Bank would provide credit assistance to public and private sponsors, including secured loans, loan guarantees, and standby lines of credit to finance infrastructure projects. Priority would be given to large capital infrastructure projects of regional and national significance, including funding for congestion relief plans to enhance transit and freight movement as part of an approved metropolitan mobility plan, and assistance to high-speed rail.

**Office of Livability.** The bill creates an *Office of Livability* to promote alternative modes of transportation and improve the livability and sustainability of communities by promoting walking, biking and transit, enhancing integrated planning to support livable communities and serving as a clearinghouse for information and statistics related to livability and sustainability.

**Statewide and Metropolitan Planning.** The bill strengthens state and metropolitan transportation planning in urban and rural areas. States would be required to consult with the state bicycle and pedestrian coordinator and the state safe routes to schools coordinator. States must also develop a 20 year long term strategic transportation plan and provide for greenhouse gas emission reductions and targets as part of the plan. States would be required to recognize and consult with rural planning organizations in the statewide transportation planning process prior to using suballocated STP in areas that the organizations represent.

For metropolitan areas with populations over 500,000, the bill requires the development of a "blueprint" alternative scenario plan to assess land-use patterns, housing supply, limit impacts on farmland, natural resources, and air quality, reduce air pollutants, address water and energy conservation, and increase livable communities. States and MPOs would also be required to develop emissions reduction targets and strategies that would contribute toward national goals to reduce greenhouse gas emissions. The Environmental Protection Agency and the Department of Transportation would set minimum requirements for states and MPO emissions reduction targets and strategies.

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**Federal Railroad Administration.** The bill would provide \$50 billion over six years to develop 11 authorized high-speed rail corridors, focusing on projects that encourage intermodal connectivity, reduce energy use and provide environmental benefits, create jobs, and leverage contributions from state and private sources. The bill provides funding for planning, including environmental assessments, feasibility studies, economic analyses, preliminary engineering, and grants to States to develop rail corridors. The bill also makes changes to the Railroad Rehabilitation and Improvement Financing (RRIF) to reduce the cost of loans and make high speed rail projects eligible for financing.

**Outlook.** On June 17, DOT Secretary Ray LaHood proposed an 18-month extension of SAFETEA-LU along with a transfer of funds from the general fund to the Highway Trust Fund to prevent the highway program from becoming insolvent in August. He also proposed to enact critical reforms “to help us make better investment decisions with cost-benefit analysis, focus on more investments in metropolitan areas and promote the concept of livability to more closely link home and work.” Both Chairman Oberstar and Rep. John Mica (R-FL) have argued that a short-term reauthorization would create uncertainty that would cause States to postpone transportation projects and ultimately lead to the loss of jobs.

Senate Environment and Public Works Committee Chairman Barbara Boxer supports the Administration’s request for an extension and is drafting a bill that would extend SAFETEA- LU and transfer the necessary funds from the general fund to the Highway Trust Fund. Chairman Boxer plans to mark up the short term extension bill after the July 4 recess.

On June 25, the House Ways and Means Committee will hold its first hearing to consider funding mechanisms for the surface transportation bill. The Oversight Subcommittee and Select Revenue Measures Subcommittee will convene a joint hearing on "Highway and Transit Investment Needs." DOT Under Secretary of Policy Roy Kienitz is expected to testify at the hearing. It is unclear how quickly the Committee will produce a funding mechanism for the bill. The Obama Administration remains opposed to increasing the gasoline tax and any proposal to do so is likely to meet with objects by House Members of both parties. There has been some speculation that the House is unlikely to vote on any increase to the tax prior to mid-term elections in November 2010.

### **Operating Expenses – Legislation Enacted**

Congress enacted legislation as part of the war supplemental funding bill (H.R. 2346) that would allow transit agencies to use up to 10 percent (\$690 million) of the formula capital funding (\$6.9 billion) appropriated under the American Recovery and Reinvestment Act (ARRA) for operating expenses. The provision allows transit agencies that have already applied for federal funding to amend their applications to transfer the funds from their capital account. The President signed the bill on June 24 (Public Law 111-32).

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### **Climate Change Legislation**

*The American Clean Energy and Security Act* (H.R. 2454) will be brought up for a floor vote with a provision that would provide funding for public transit and other energy efficient transportation projects. The provision would allow states to use up to 10 percent of their allocations from the cap and trade program to pay the non-federal share of eligible transportation projects, including transit, pedestrian walkways and bike path. The potential funding is estimated to represent about one percent of total allocations.

The transit industry had objected to the fact that the House climate change bill regulates emissions from the transportation sector without directing allowances to transportation that would finance the investment necessary to meet new mandates. While the latest funding is an improvement, the amount is far short of the four percent of allocations proposed under the Warner-Lieberman Senate bill, considered in the last Congress, or 10 percent of allowance auction revenue proposed by Rep. Earl Blumenauer (D-OR) in the "CLEAN TEA" bill (H.R. 1329).

The House Leadership intends to bring the climate change bill to the House floor on Friday with the possibility that the debate could go into the weekend. While the outcome remains uncertain, the Leadership believes that they have the votes necessary to approve the bill by a slim majority, having reached an agreement with representatives from rural and agriculture districts. Although the Leadership is lobbying moderate Republicans to vote for the bill, it is unlikely to gain many, if any, Republican votes. The Minority Leadership has portrayed the climate bill as an enormous tax on American families that could cost up to \$3,000 annually. The Congressional Budget Office (CBO) estimated that the average annual per-household cost of the legislation would total \$175 in 2020.

### **Transportation Appropriations.**

The Transportation, Housing And Urban Development Subcommittee of the House Appropriations Committee has scheduled a mark-up of the fiscal year 2010 appropriations bill for July 15. We will let you know the details of the bill and any earmarks for STA.

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**COMMITTEE ON TRANSPORTATION  
AND INFRASTRUCTURE**

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**THE SURFACE TRANSPORTATION AUTHORIZATION ACT OF 2009**

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*A BLUEPRINT FOR INVESTMENT AND REFORM  
EXECUTIVE SUMMARY*

*Presented by*

*Chairman James L. Oberstar, Ranking Member John L. Mica,  
Chairman Peter A. DeFazio, and Ranking Member John J. Duncan, Jr.*

*June 18, 2009*

**THE SURFACE TRANSPORTATION AUTHORIZATION ACT OF 2009**  
**COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE**  
**U.S. HOUSE OF REPRESENTATIVES**

***A BLUEPRINT FOR INVESTMENT AND REFORM***  
*Presented by Chairman James L. Oberstar, Ranking Member John L. Mica,*  
*Chairman Peter A. DeFazio, and Ranking Member John J. Duncan, Jr.*  
*June 18, 2009*

**EXECUTIVE SUMMARY**

America's surface transportation network is essential to the quality of life of our citizens and the productivity of the nation's economy. This expansive, national network provides all Americans – from those living in the largest cities to the smallest towns – with extraordinary freedom of mobility and unprecedented opportunity.

**The Costs of Decades of Underinvestment**

Regrettably, our transportation system, once the envy of the world, is losing its battle against time, growth, weather, and wear. The system is suffering from decades of underinvestment, and the costs are staggering:

- Each year, 42,500 people are killed and 2.5 million people are seriously injured in more than six million motor vehicle crashes, which are now the leading cause of death of children and young adults ages three to 34.
- Congestion is crippling our major cities and even our small towns, at a cost of more than \$78 billion a year, causing hardship for drivers and increasing costs and inefficiencies for America's businesses.
- Accidents and traffic delays cost Americans more than \$365 billion a year – \$1 billion a day – or \$1,200 for every man, woman, and child in the nation.
- The quality of our transportation system is deteriorating: almost 61,000 miles (37 percent) of all lane miles on the National Highway System (NHS) are in poor or fair condition; more than 152,000 bridges – one of every four bridges in the United States – are structurally deficient or functionally obsolete; and more than 32,500 public transit buses and vans have exceeded their useful life. The nation's largest public transit agencies face an \$80 billion maintenance backlog to bring their rail systems to a state of good repair and, within the next six years, almost every transit vehicle (55,000 vehicles) in rural America will need to be replaced.
- Since designation of the NHS in 1995, the percentage increase in miles traveled on the NHS has been three times the percentage growth in the system's lane miles.

- As a result of this underinvestment, the total cost of logistics for U.S. companies has increased from 8.8 percent of Gross Domestic Product (GDP) in 2004 to 10.1 percent in 2008 – a \$412 billion increase in four short years.
- The transportation system also imposes significant costs on the environment. In the United States, approximately 28 percent of total greenhouse gas emissions, which have been demonstrated to contribute significantly to global climate change, are attributed to the transportation sector. Private vehicles are now the largest contributor to household “carbon footprints”, accounting for 55 percent of carbon emissions from U.S. households.
- Unlike other major industrialized nations, Americans have limited transportation choices. The United States has almost no high-speed passenger rail service, even though it is widely recognized that high-speed rail can significantly reduce congestion on our highways and in the air, decrease our dependence on foreign oil, and reduce greenhouse gas emissions. We invest only a fraction of the amounts invested by European and Asian countries in high-speed rail.

Although the U.S. Department of Transportation (DOT) is charged with addressing these enormous challenges, it has not lived up to its original purpose of integrating and implementing transportation policy. Most of DOT’s policies are established and administered by separate agencies of the Department, each of which focuses on a single mode of transportation.

Since completion of the Interstate Highway System, our national transportation policy has lacked strategic focus. Although States and metropolitan regions are required to develop long-range transportation plans for highway, transit, and rail investment, there has been no attempt to aggregate these plans and establish a National Transportation Strategic Plan that is intermodal in nature and national in scope.

In addition, Federal transportation programs have no performance metrics. Today, there is no requirement for States, cities, and public transit agencies to develop transportation plans with specific performance objectives, nor does DOT ensure that States are meeting specific performance objectives. DOT and state departments of transportation primarily decide whether projects are eligible for funding, but not whether the projects that are funded actually achieve the expected benefits. Throughout Federal surface transportation programs there is limited transparency, accountability, and oversight.

There are also unnecessarily long delays – more than 10 years for many highway and transit projects – for needed transportation improvements to be planned, approved, and constructed.

Furthermore, the financing mechanism for the programs is in crisis. The Highway Trust Fund (Trust Fund), which finances surface transportation programs, does not have adequate revenues to meet existing commitments made by the Federal Government. If this is not corrected, there will be massive cuts in transportation investments beginning later this year, which will cause crippling job losses, a deepening of the economic recession, and a further deterioration of the assets and performance of the nation’s surface transportation system.

## A Blueprint for Investment and Reform

Today, we advance a Blueprint for Investment and Reform that will transform Federal surface transportation from an amalgamation of prescriptive programs to a performance-based framework for intermodal transportation investment. The Blueprint is designed to achieve specific national objectives: reduce fatalities and injuries on our nation's highways; unlock the congestion that cripples major cities and the freight transportation network; provide transportation choices for commuters and travelers; limit the adverse effects of transportation on the environment; and promote public health and the livability of our communities.

Specifically, the Surface Transportation Authorization Act of 2009:

- Redefines the Federal role and restructures Federal surface transportation by consolidating or terminating more than 75 programs;
- Consolidates the majority of highway funding in four, core formula categories designed to bring our highway and bridge systems to a state of good repair; improve highway safety; develop new and improved capacity; and reduce congestion and greenhouse gas emissions and improve air quality;
- Focuses the majority of transit funding in four core categories to bring urban and rural public transit systems to a state of good repair; provide specific funding to restore transit rail systems; provide mobility and access to transit-dependent individuals; and plan, design, and construct new transit lines and intermodal facilities;
- Directs Federal highway safety investments to specific activities demonstrated to reduce fatalities and injuries on our roads;
- Establishes new initiatives to address the crippling congestion in major metropolitan regions, and eliminate bottlenecks in freight transportation;
- Creates a National Transportation Strategic Plan, based on long-range highway, transit, and rail plans developed by States and metropolitan regions, to develop intermodal connectivity of the nation's transportation system and identify projects of national significance;
- Reforms the U.S. Department of Transportation to require intermodal planning and decision-making; ensure that projects are planned and completed in a timely manner; and ensure that DOT programs advance the livability of communities;
- Requires States and local governments to establish transportation plans with specific performance standards; measure their progress annually in meeting these standards; and periodically adjust their plans as necessary to achieve specific objectives;
- Improves the project delivery process by eliminating duplication in documentation and procedures;
- Establishes a new program to finance planning, design, and construction of high-speed rail;

- Creates a National Infrastructure Bank to better leverage limited transportation dollars;
- Provides funding of \$450 billion over six years – the minimum amount needed to stop the decline in our surface transportation system, begin to make improvements, and restore and enhance the nation’s mobility and economic productivity. The Surface Transportation Authorization Act:
  - Doubles the investment in highway and motor carrier safety to \$12.6 billion;
  - Provides \$337.4 billion for highway construction investment, including at least \$100 billion for Capital Asset Investment to begin to restore the National Highway System (including the Interstate System) and the nation’s bridges to a state of good repair; and
  - Provides \$87.6 billion from the Mass Transit Account of the Highway Trust Fund and \$12.2 billion from the General Fund for public transit investment to restore the nation’s public transit systems to a state of good repair, and provide access and transportation choices to all Americans from large cities to small towns;
- Within this \$450 billion investment, the Act provides \$50 billion for Metropolitan Mobility and Access to unlock the congestion that chokes major metropolitan regions; and \$25 billion for Projects of National Significance to enhance U.S. global competitiveness by increasing the focus on goods movement and freight mobility; and
- In addition to this \$450 billion investment, the Act provides \$50 billion over six years to develop 11 authorized high-speed rail corridors linking major metropolitan regions in the United States. The high-speed rail initiative will provide greater consideration for projects that: encourage intermodal connectivity; produce energy, environmental, and other public benefits; create new jobs; and leverage contributions from state and private sources.

The \$450 billion for highway, highway safety, and transit investment over six years is a 38 percent increase above the current funding level (\$326 billion). The Surface Transportation Authorization Act also provides an additional \$50 billion investment for high-speed rail. Together, this \$500 billion investment will **create or sustain approximately six million family-wage jobs.**<sup>1</sup>

In sum, the Surface Transportation Authorization Act of 2009 transforms the nation’s surface transportation framework and provides the necessary investment to carry out this vision. This increased investment is accompanied by greater transparency, accountability, oversight, and performance measures to ensure that taxpayer dollars are being spent effectively and in a manner that provides the maximum return on that investment.

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<sup>1</sup> This estimate is based on 2007 Federal Highway Administration data on the correlation between highway infrastructure investment and employment and economic activity, and assumes a 20 percent state or local matching share of project costs. The Federal Highway Administration estimates that \$1 billion of Federal investment creates or sustains 34,799 jobs.

**THE SURFACE TRANSPORTATION AUTHORIZATION ACT OF 2009  
COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE  
U.S. HOUSE OF REPRESENTATIVES**

*A BLUEPRINT FOR INVESTMENT AND REFORM  
Presented by Chairman James L. Oberstar, Ranking Member John L. Mica,  
Chairman Peter A. DeFazio, and Ranking Member John J. Duncan, Jr.  
June 17, 2009*

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## **BLUEPRINT IN BRIEF**

### **THE NEED FOR FUNDAMENTAL REFORM AND INCREASED INVESTMENT**

The Federal-Aid Highway Act of 1956 (P.L. 84-627) established formula grant programs to distribute Federal surface transportation funds to States. These programs provided Federal construction aid for specific eligible highway categories (e.g., Interstate, primary, and secondary highways).

The Federal investment provided by the Federal-Aid Highway Act, and its successors, connected communities across the nation to one another, opened new markets to unleash unparalleled economic growth, and improved mobility and quality of life for the nation. However, in the past 50 years, there have been significant economic and demographic changes that could not have been anticipated when the Interstate System was initially designed. Since 1956:

- The U.S. population has almost doubled, increasing from 169 million to 300 million;
- GDP has exploded, increasing from \$345 billion to \$14.3 trillion;
- Land use, economic development patterns, and migration patterns have changed significantly, leading to an increased dependence on our surface transportation network, particularly highways;
- The most recent National Household Survey found that 87 percent of daily trips involved the use of personal vehicles; and
- The number of passenger vehicles on the nation's roadways has increased 150 percent from 54 million vehicles to 135 million vehicles.

Many segments of the network handle volumes of traffic that greatly exceed their design standards. This increased traffic comes at a time when many highway assets, built in the 1960s and 1970s, are reaching the end of their useful design life, and need to be rebuilt or replaced. Transit assets also suffer from decades of underinvestment, even as public transit ridership rapidly increases across the United States, from the "old rail" cities to new Western towns.

#### **Safety: The Human Toll and Economic Cost**

The societal and economic toll of transportation accidents is staggering. Each year, 42,500 people are killed and 2.5 million people are seriously injured in more than six million motor vehicle crashes. Motor vehicle crashes are the leading cause of death for people of every age from three to 34. Every hour, 150 children (under the age of 19) are treated in emergency rooms for crash-related injuries. Each year, the economic cost of motor vehicle crashes to the U.S. economy is \$289 billion.

In addition, crashes involving large trucks and buses remain a significant safety concern. In 2007, more than 5,100 people were killed and 101,000 were injured in more than 400,000 motor

vehicle crashes involving large trucks and buses. The average cost of a fatal crash involving a large truck is more than \$3.6 million.

### **The Cost of Congestion**

In 2005, traffic congestion cost \$78.2 billion, including 4.2 billion hours of delay and 2.9 billion gallons of wasted fuel, in our nation's metropolitan areas. The average driver in 28 metropolitan regions experienced 40 or more hours of delay per year. Twenty-seven years ago, only Los Angeles experienced that level of congestion. Families are losing what precious little time they have together because of time spent in traffic on the way to and from work, picking up the kids at day care, or running the endless errands that seem a part of life in today's society.

Congestion is also significantly increasing costs for American businesses. After 17 straight years of decline, the total cost of logistics – the cost of moving goods and services – for U.S. companies began to increase in 2005. Overall, logistics costs have increased from 8.8 percent of GDP in 2004 to 10.1 percent in 2008 – a \$412 billion increase in four short years.

This congestion cost can greatly affect businesses' bottom lines. For instance, General Mills spends almost \$650 million a year trucking hundreds of millions of cases of food to market. For every one mile per hour reduction in average speed of its shipments, it costs General Mills \$2 million of additional logistics costs.

### **A Deteriorating System**

The quality of our transportation system is also deteriorating. Surface transportation assets have limited life spans. Currently, many segments of the nation's transportation infrastructure are reaching or have exceeded their useful design life. Today, almost 61,000 miles (37 percent) of all lane miles on the NHS are in poor or fair condition; more than 152,000 bridges – one of every four bridges in the United States – are structurally deficient or functionally obsolete; and more than 32,500 public transit buses and vans have exceeded their useful life. The nation's largest public transit agencies face an \$80 billion maintenance backlog to bring their rail systems to a state of good repair and, within the next six years, almost every transit vehicle (55,000 vehicles) in rural America will need to be replaced. The American Society of Civil Engineers grades our surface transportation system as follows:

|         |    |
|---------|----|
| Roads   | D- |
| Bridges | C  |
| Transit | D  |
| Rail    | C- |

The American Society of Civil Engineers estimates that the nation's infrastructure requires an investment of \$2.2 trillion over the next five years to bring the infrastructure to a state of good repair.

A major deficiency in our transportation system is the absence of a high-speed rail system. High-speed rail can produce substantial economic benefits, reduce congestion on the highways and

in the air, and produce a net reduction in greenhouse gas emissions. The United States has only one rail line that can support high-speed rail, Amtrak's Acela service between Washington, DC, and Boston, Massachusetts. However, even this line cannot operate at high speeds over major segments and operates at an average of 73 miles per hour. By contrast, major European and Asian countries rely substantially on high-speed rail and continue to expand their systems.

In 2008, Congress authorized the development of 11 high-speed rail corridors linking major metropolitan regions throughout the United States. In 2009, at the request of President Barack Obama, Congress provided \$8 billion to begin construction of these high-speed rail systems. The Passenger Rail Investment and Improvement Act of 2008 (P.L. 110-432, Division B) and this \$8 billion investment are the first serious commitments to high-speed rail in the history of the nation.

However, despite the historic nature of this investment, it pales in comparison to the investments of our global competitors. Earlier this year, China announced that it will invest \$730 billion in its railways (including high-speed rail) in the next four years (through the end of 2012). Spain, which opened its first high-speed rail line in 1992, has a network today of more than 1,200 miles of high-speed rail (traveling at 186 miles per hour). By 2020, Spain will invest almost \$140 billion to develop a network of 6,200 miles of high-speed rail lines throughout the country.

### **1956 Policies and 2009 Needs**

The transportation programs and policies crafted more than a half-century ago are no longer well-suited to address today's challenges of improving the condition, performance, and safety of our system. With completion of the Interstate Highway System, national transportation policy lost its focus. Today, there are more than 108 individual programs, as well as dozens of set asides and takedowns, that provide Federal surface transportation funding. Overlapping and similar eligibility, transferability of funds, and the lack of transparency, accountability, and oversight make it impossible to determine whether programs are meeting national objectives. The Government Accountability Office (GAO) put it succinctly in a 2008 report: "To some extent, the Federal-aid Highway program functions as a cash transfer, general purpose grant program, not as a tool for pursuing a cohesive national transportation policy."<sup>2</sup>

In addition, our lack of a National Transportation Strategic Plan impedes our ability to replicate the successes of the Interstate Highway System in other transportation programs today. As we move beyond construction of the Interstate, we must develop a new transportation paradigm that is intermodal in nature.

Present and future demands on the nation's intermodal surface transportation network require a bold new vision, greater accountability, and a forward-thinking approach to address these challenges.

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<sup>2</sup> GAO, *Restructured Federal Approach Needed for More Focused, Performance-Based, and Sustainable Programs* (2008).

## THE CRISIS IN THE HIGHWAY TRUST FUND

If we do not act quickly to authorize and reform Federal transportation programs, we will face a major crisis.

The existing reauthorization act, which is financed by the Highway Trust Fund, expires on September 30, 2009. In the past 30 years, Congress has never completed action on the reauthorization act by the date on which the programs expired. Instead, Congress has extended the programs for short-term periods while action was completed on the long-term reauthorization act. During consideration of the last reauthorization act, Congress extended the programs 12 times prior to enactment of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (P.L. 109-59).

A business-as-usual reauthorization is not acceptable. In the past, during these periods of multiple short-term extensions of the programs, state departments of transportation have slowed investment because of the uncertainty regarding the long-term future of the program, and been unwilling to invest in large, long-term projects until enactment of the reauthorization act. In this time of severe economic recession, the effects of any slowed investment could offset much of the benefits of the increased transportation investment provided under the American Recovery and Reinvestment Act (P.L. 111-5).

This concern for the economic effects of short-term reauthorization extensions is critically compounded by the current financial crisis in the Trust Fund. Prompt Federal action is necessary to stabilize the Trust Fund and restore the confidence of state departments of transportation and the contractor community or many States will not have enough confidence in future financing of the programs to go forward with significant new construction.

According to DOT, the Highway Account of the Trust Fund is running out of cash and may not have enough funding to reimburse States for their Federal highway investments as early as August 2009. The shortfall is projected to be \$5 billion to \$7 billion by September 2009 and an additional \$8 billion to \$10 billion in fiscal year 2010. If the Trust Fund runs out of cash, DOT will immediately begin rationing reimbursements to States, creating cash flow problems for States and significant uncertainty for the future of the program.

The current user fees supporting the Trust Fund are completely inadequate to maintain our existing infrastructure. If we continue at existing funding levels, our road surfaces will continue to deteriorate, structurally-deficient bridges will go unrepaired, and congestion will worsen. The mainstay of funding is the 18.3-cent-per-gallon gasoline user fee, which has not been increased since 1993, and produces progressively less revenue as the fuel efficiency of automobiles increases. The current user fees generate only enough revenue to finance a \$35.1 billion of Federal highway, highway safety, and public transit investments in fiscal year 2010, which would be a 34 percent cut from this year's \$53 billion funding level. Without additional revenues, a six-year surface transportation authorization bill could fund only \$236 billion in highway, highway safety, and transit investment – \$90 billion less than the current investment level over the next six years (\$326 billion). These shortfalls could result in a loss of more than three million good, family-wage construction jobs.

The uncertainty of short-term extensions, Trust Fund cash flow problems, and potential highway, highway safety, and transit funding cuts could each cause significant job losses, and together, may severely deepen the current recession.

It is imperative for Congress to act on the Surface Transportation Authorization Act and establish a sound and sustainable revenue stream to finance the future of surface transportation.

### **TRANSFORMATIONAL REFORMS IN THE SURFACE TRANSPORTATION AUTHORIZATION ACT**

The next surface transportation authorization must affirm the nation's commitment to building and operating an intermodal surface transportation network that can meet the demands of the 21st Century. The Surface Transportation Authorization Act creates a performance-based framework, designed to achieve results with transparency, accountability, and oversight to ensure that goals are met. This Act restructures DOT to implement more effectively the goals and objectives of the Federal surface transportation programs, improve the delivery of critical surface transportation projects, facilitate the utilization of all modal options to address needs, and provide taxpayers with a better, more measurable return on their investment in the nation's infrastructure.

#### **A Clear Federal Role and National Objectives**

Existing Federal surface transportation programs prescribe the type of project eligible for funding, but then afford States great discretion to shift funds between programs. The lack of clear Federal priorities and system-wide objectives has made it difficult to understand or identify the Federal role in surface transportation. Many of these Federal programs are ineffective in addressing current transportation challenges requiring solutions that integrate multiple modes of transportation. Further, the various program goals are often unclear and, in some cases, conflicting.

The Surface Transportation Authorization Act will transform the nation's surface transportation policies by clearly defining the role and specific objectives of the Federal Government in providing resources to States to carry out programs. These objectives include:

- Create a National Transportation Strategic Plan;
- Improve the safety of the surface transportation network;
- Bring existing highway and transit facilities and equipment to a state of good repair;
- Facilitate goods movement;
- Improve metropolitan mobility and access;
- Expand rural access and interconnectivity;
- Lessen environmental impacts from the transportation network;
- Improve the project delivery process by eliminating duplication in documentation and procedures;
- Facilitate private investment in the national transportation system that furthers the public interest;
- Ensure that States receive a fair rate of return on their contributions to the Trust Fund;
- Provide transportation choices; and
- Improve the sustainability and livability of communities.

## **Consolidate and Simplify Programs**

To ensure that the national objectives and priorities are best addressed, the Surface Transportation Authorization Act consolidates or terminates more than **75** programs. Most highway funding will be provided under four, core formula categories:

- **Critical Asset Investment** – Consolidates the existing Interstate Maintenance program, National Highway System program, and Highway Bridge program into one streamlined, outcome-based Critical Asset Investment program whose goal is to bring the highways and bridges on the NHS (including the Interstate System) to a state of good repair and maintain that condition.
- **Highway Safety Improvement** – Restructures the Highway Safety Improvement program to focus on reducing motor vehicle crash fatalities and injuries on the nation’s highways, grade-crossings, and rural roads by investing in improvements to remove or lessen roadway safety hazards.
- **Surface Transportation** – Provides States with surface transportation funding through a flexible program that enables States and metropolitan regions to address state-specific needs including new highway and transit capacity. Facilitates local decision-making and participation by increasing the role of communities.
- **Congestion Mitigation and Air Quality Improvement (CMAQ)** – Restructures the CMAQ program to fund projects that improve air quality, reduce congestion, and improve public health and the livability of communities.

Similar consolidations are being proposed for programs in the Federal Transit Administration (FTA), National Highway Traffic Safety Administration (NHTSA), and the Federal Motor Carrier Safety Administration (FMCSA). Establishing core categories with specific performance objectives will simplify Federal surface transportation programs, and provide States, metropolitan regions, and public transit agencies with flexibility to identify the best approach to achieve the specific national performance objectives.

## **Require Performance Standards and Institute Accountability Measures**

The Surface Transportation Authorization Act includes program-specific performance standards and measures that will hold funding recipients accountable for their choices on projects and the impact that those choices will have on meeting national objectives. These performance standards include:

- Reducing the number of people killed and injured in motor vehicle crashes;
- Restoring the highway, bridge, and public transit systems to a state of good repair; and
- Ensuring that motor carriers and commercial motor vehicle drivers comply with Federal motor carrier safety laws and regulations.

Many other performance standards will be tailored to the particular challenges of a State or metropolitan area as part of an overall long-term plan for investing surface transportation funds.

Under existing law, States may transfer up to 50 percent of their core highway formula program funds to other programs. This power to transfer funds eliminates the link between Federal goals and the actual investment decisions at state and local levels. The Surface Transportation Authorization Act continues to provide States, cities, and public transit agencies with flexibility in how they choose to meet specific national performance objectives, but it institutes transparency, accountability, and oversight for these grant recipients to ensure that they meet these performance objectives. This approach is critical to transforming Federal surface transportation investment from the existing block grant programs to a performance-based framework.

### **Expand Mobility and Access for People and Goods**

Improving and expanding mobility on the nation's surface transportation system is critical to the nation's economic competitiveness as well as to our fellow citizens' access to work, medical care, education, and recreation. Passenger and freight mobility are important to rural, suburban, and metropolitan communities alike.

To accomplish these national objectives, the Surface Transportation Authorization Act establishes the following programs:

- **Metropolitan Mobility and Access** – Provides significant, dedicated funding to help the largest metropolitan regions address congestion. The program requires communities to develop metropolitan mobility plans to articulate each region's comprehensive local strategies for addressing surface transportation congestion and its impacts. To support Metropolitan Mobility and Access, the U.S. Department of Transportation, acting in part through a newly-created National Infrastructure Bank, may provide grants, loans, loan guarantees, lines of credit, private-activity bonds, tax-credit bonds, and other financial tools to help metropolitan regions implement their plans and finance a range of strategies, including improved transit operations, congestion pricing, and expanded highway and transit capacity.
- **Projects of National Significance** – Enhance U.S. global competitiveness by increasing the focus on goods movement and freight mobility. These high-cost projects, which cannot easily be addressed through formula grants of highway or transit funding, have significant national economic benefits, including improving economic productivity by facilitating international trade and relieving congestion at major trade gateways and corridors. To support Projects of National Significance, DOT, acting in part through the National Infrastructure Bank, will provide grants, loans, loan guarantees, lines of credit, private-activity bonds, tax-credit bonds, and other financial tools to States to finance the construction of these projects of national significance.
- **Freight Improvement** – Provides state formula grant funding for freight and goods movement projects and for improving States' ability to conduct freight planning. To

support Freight Improvement, States will receive formula apportionments funded by contract authority derived from the Trust Fund.

- **High-Speed Rail Initiative** – Advances the Committee’s and President Barack Obama’s vision for high-speed rail, and provides funding to develop the 11 authorized high-speed rail corridors linking major metropolitan regions throughout the nation. To support the High-Speed Rail Initiative, DOT, acting in part through the National Infrastructure Bank, may provide grants, loans, loan guarantees, lines of credit, private-activity bonds, tax-credit bonds, and other financial tools to States to invest in construction of these high-speed rail corridors. This funding will not be provided from the motor vehicle fuel users fees of the Highway Trust Fund.

### **Improve Livability and Environmental Sustainability of Communities**

Providing transportation choices and creating livable communities is essential to improving mobility for all users and ensuring that the transportation system enhances our quality of life. Expanding access to sustainable modes of transportation, and incorporating long-term mobility needs into the community planning process will yield significant benefits for public health and the environment.

To provide national leadership for the creation of livable communities and the development of sustainable transportation choices, the Surface Transportation Authorization Act creates an Office of Livability within the Federal Highway Administration (FHWA) of DOT.

The Office of Livability will establish a focal point within FHWA to advance environmentally sustainable modes of transportation, including transit, walking, and bicycling. This Office will encourage integrated planning, linking land use and transportation planning, to support the creation of livable communities. To ensure that roadways are built with the needs of all users in mind, the Surface Transportation Authorization Act requires that States and metropolitan regions consider comprehensive street design principles. Comprehensive street design takes into account the needs of all users, including motorists, motorcyclists, transit riders, cyclists, pedestrians, the elderly, and individuals with disabilities. Comprehensive street design principles are not prescriptive, do not mandate any particular design elements, and result in greatly varied facilities depending on the specific needs of the community in which they are located.

The Surface Transportation Authorization Act transforms the current transportation planning process by linking transportation planning with greenhouse gas emissions reductions. The Environmental Protection Agency, in consultation with DOT, will establish national transportation-related greenhouse gas emissions reduction goals. DOT, under the existing transportation planning process, will require States and metropolitan regions to develop surface transportation-related greenhouse gas emission reduction targets and incorporate strategies to meet these targets into their transportation plans. DOT, through performance measures, will verify that States and metropolitan areas achieve progress towards national transportation-related greenhouse gas emissions reduction goals.

## **Improve Efficiency of Federal Programs and Delivery of Projects**

The Surface Transportation Authorization Act will significantly reduce the time and administrative burden for projects in the approval process. It will also restructure key functions and offices within DOT to institute reforms and processes that foster greater collaboration and efficiency.

- **New Transit Development** – Significantly restructures transit New Starts and Small Starts to speed project delivery; ensure that all of the benefits of the proposed projects are fully evaluated; and provide a level playing field for local decision-making.
- **Under Secretary of Intermodalism** – Establishes an Office of Intermodalism within the Office of the Secretary, charged with developing and implementing a National Transportation Strategic Plan for addressing the long-term needs of the surface transportation network. The Under Secretary also has responsibility for administering the Metropolitan Mobility and Access and Projects of National Significance programs and the National Infrastructure Bank.
- **Office of Expedited Project Delivery** – Creates offices within FHWA and FTA to improve the project delivery process by eliminating duplication in documentation and procedures and expedite the development of projects through the environmental review process, design, and construction.

## **FUTURE SURFACE TRANSPORTATION INVESTMENT NEEDS**

Reforming existing programs is vital to addressing our surface transportation needs, but we must also invest more in our infrastructure. The National Surface Transportation Policy and Revenue Study Commission (Commission), which Congress created to determine the future needs of the surface transportation system, identified a significant surface transportation investment gap. The Commission called for an annual investment level of between \$225 billion and \$340 billion – by all levels of government and the private sector – over the next 50 years to upgrade all modes of surface transportation (highways, bridges, public transit, freight rail, and intercity passenger rail) to a state of good repair. The current annual capital investment from all sources in all modes of surface transportation is \$85 billion.

Under existing transportation policy, the Federal highway, highway safety, and transit programs would be funded at a total level of \$326 billion over the next six years. This level is not adequate to meet the needs of the system. We believe that a six-year investment of \$450 billion is necessary. With the transformational reforms that we are making, the Surface Transportation Authorization Act will help give us the first-class transportation system that the nation will need in the decades to come. This level of investment is necessary to begin reducing roadway fatalities and injuries, improving mobility and access, eliminating freight bottlenecks, mitigating the impacts of our surface transportation system on the environment, and providing greater modal choice for all travelers.

A \$450 billion program will enable the Federal Government, States, and major metropolitan regions to go beyond preserving our existing assets and restoring them to a state of good repair to add new highway and transit capacity. Many of the initiatives, including the Surface Transportation, Metropolitan Mobility and Access, Freight Improvement, Projects of National Significance, and New Starts programs, permit funding of new highway and transit capacity. Of course, improving the quality of the existing systems will also enable many of these assets to handle more capacity.

In addition to allowing States and metropolitan regions to add highway and transit capacity, the Surface Transportation Authorization Act provides substantial funding for transportation needs in rural America. Newly-established programs, such as the Critical Asset Investment and Freight Improvement programs, provide States with funding to bring the NHS, almost 70 percent of which is located in rural areas, to a state of good repair. The restructured Highway Safety Improvement program requires States to focus investment on their most dangerous roads, including rural roads which account for an estimated 55 percent of all motor vehicle crash-related fatalities.

The Surface Transportation Authorization Act leverages our investment in infrastructure by creating a National Infrastructure Bank (Bank). The Bank will maximize the limited resources available for investing in our surface transportation needs and allow the Federal Government to leverage resources to invest in our most critical national transportation assets.

Located within DOT's newly-created Office of Intermodalism and working in conjunction with the Metropolitan Mobility and Access, Projects of National Significance, and High-Speed Rail initiatives, the Bank will finance a wide variety of transportation projects, including highway, transit, rail, and intermodal freight projects, with priority given to large capital infrastructure projects that promise significant national or regional economic benefits.

The Bank will provide grants and credit assistance, including secured loans, loan guarantees, and stand-by lines of credit, as well as allocations of tax-exempt private activity bonding authority and tax-credit bonding authority to projects under the Metropolitan Mobility and Access, Projects of National Significance, and High-Speed Rail initiatives.

The National Infrastructure Bank will provide the necessary resources to supplement current Federal investment to build a surface transportation infrastructure system for the 21st Century.

## **CONCLUSION**

The challenges facing the nation's surface transportation system cannot be addressed by making simple alterations to the existing set of surface transportation programs. We must move from an amalgamation of prescriptive programs to a performance-based framework for intermodal transportation investment.

Our Blueprint for the Surface Transportation Authorization Act provides a bold new vision, greater accountability, a forward-thinking approach, and the investments necessary to ensure that Americans have a surface transportation system to meet their needs in the 21<sup>st</sup> Century.

Specific information on the future framework for Federal surface transportation programs are outlined in the attached summaries.



**COMMITTEE ON TRANSPORTATION  
AND INFRASTRUCTURE**

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**THE SURFACE TRANSPORTATION AUTHORIZATION ACT OF 2009**

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*A BLUEPRINT FOR INVESTMENT AND REFORM  
THE FEDERAL SURFACE TRANSPORTATION FRAMEWORK*

*Presented by*

*Chairman James L. Oberstar, Ranking Member John L. Mica,  
Chairman Peter A. DeFazio, and Ranking Member John J. Duncan, Jr.*

*June 18, 2009*

THE SURFACE TRANSPORTATION AUTHORIZATION ACT OF 2009  
COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE  
U.S. HOUSE OF REPRESENTATIVES

*A BLUEPRINT FOR INVESTMENT AND REFORM  
THE FEDERAL SURFACE TRANSPORTATION FRAMEWORK*

*June 18, 2009*

The National Surface Transportation Policy and Revenue Study Commission identifies 108 distinct Federal surface transportation programs administered by five separate Federal agencies. Of these programs, the Federal Highway Administration manages 62 separate programs; the Federal Transit Administration manages 20 separate programs; the National Highway Traffic Safety Administration manages 12 separate programs; the Federal Motor Carrier Safety Administration manages eight separate programs; and the Federal Railroad Administration manages six separate programs. In addition, dozens of set asides and takedowns exist within these 108 programs, further adding to the complexity of Federal surface transportation program administration.

The current program structure creates programmatic stovepipes with overlapping and similar eligibility among the programs. They are difficult to administer and lack transparency, accountability, specific goals, and performance management, and make it impossible to determine whether programs are meeting national objectives. The Government Accountability Office (GAO) put it succinctly in a 2008 report: “To some extent, the Federal-aid Highway program functions as a cash transfer, general purpose grant program, not as a tool for pursuing a cohesive national transportation policy.”<sup>1</sup>

The Blueprint for Investment and Reform will transform Federal surface transportation from an amalgamation of prescriptive programs to a performance-based framework. It is designed to achieve specific national objectives: reduce fatalities and injuries on our nation’s highways; unlock the congestion that cripples major cities and the freight transportation network; provide transportation choices for commuters and travelers; limit the adverse effects of transportation on the environment; and promote public health and the livability of our communities.

Specifically, the Surface Transportation Authorization Act of 2009 redefines the Federal role and restructures Federal surface transportation by **consolidating or terminating more than 75 programs**. It consolidates most highway funding in four, core formula categories designed to bring our highway and bridge systems to a state of good repair; improve highway safety; develop new and improved capacity; and reduce congestion and greenhouse gas emissions and improve air quality. Similarly, the Act focuses most transit funding in four core categories to bring urban and rural public transit systems to a state of good repair; provide specific funding to restore transit rail systems; provide mobility and access to transit-dependent individuals; and plan, design, and construct new transit lines and intermodal facilities. Finally, it directs Federal highway safety investments to specific activities demonstrated to reduce fatalities and injuries on our roads.

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<sup>1</sup> GAO, *Restructured Federal Approach Needed for More Focused, Performance-Based, and Sustainable Programs* (2008).

**FEDERAL HIGHWAY ADMINISTRATION  
PROGRAM CONSOLIDATION AND TERMINATION**

The Surface Transportation Authorization Act consolidates or terminates 40 Federal-Aid Highway programs:

**CONSOLIDATED PROGRAMS**

- **Bicycle and Pedestrian Safety program** (P.L. 109-59, § 1411(b)) – This program is consolidated within the Highway Safety Improvement program to finance technical assistance activities related to highway safety.
- **Coordinated Border Infrastructure program** (P.L. 109-59, § 1303) – This program is consolidated within a new Projects of National Significance program.
- **High Risk Rural Roads program** (23 U.S.C. § 148(f)) – This program is consolidated within the Highway Safety Improvement program.
- **Highway Bridge program** (23 U.S.C. § 144) – This program is consolidated within the Critical Asset Investment and Surface Transportation programs.
- **Indian Reservation Road Bridges program** (23 U.S.C. § 202(d)(4)) – This program is consolidated within the Indian Reservation Roads program.
- **Interstate Maintenance program** (23 U.S.C. § 119) – This program is consolidated within the Critical Asset Investment program.
- **National Corridor Infrastructure Improvement program** (P.L. 109-59, § 1302) – This program is consolidated within the Projects of National Significance program.
- **National Highway System program** (23 U.S.C. § 103(b)(6)) – Some elements of this program are consolidated within the Critical Asset Investment program and additional elements of the program are consolidated within the Freight Improvement and Surface Transportation programs.
- **National Work Zone Safety Information Clearinghouse** (P.L. 109-59, § 1410) – This program is consolidated within a unified takedown from the Highway Safety Improvement program to finance technical assistance activities related to highway safety.
- **Operation Lifesaver program** (23 U.S.C. § 104(d)(1)) – This program is consolidated within the Highway Safety Improvement program to finance technical assistance activities related to highway safety.
- **Puerto Rico Highway program** (23 U.S.C. § 165) – This program is consolidated within the Federal and Tribal Lands, Puerto Rico, and Territorial Highway program.

- **Railway-Highway Grade Crossing program** (23 U.S.C. § 130(e)) – This program is consolidated within the Highway Safety Improvement program.
- **Road Safety program** (P.L. 109-59, § 1411(a)) – This program is consolidated within the Highway Safety Improvement program to finance technical assistance activities related to highway safety.
- **Territorial Highway program** (23 U.S.C. § 215) – This program is consolidated within the Federal and Tribal Lands, Puerto Rico, and Territorial Highway program.
- **Truck Parking Facilities program** (P.L. 109-59, § 1305) – This program is consolidated within the new Freight Improvement program.
- **Work Zone Safety program** (P.L. 109-59, § 1409) – This program is consolidated within the Highway Safety Improvement program that funds roadway, bicycle and pedestrian, work zone, and grade-crossing safety technical assistance activities.

#### **TERMINATED PROGRAMS**

- **Additional Contract Authority for States with Indian Reservations** (P.L. 105-178, § 1214(d))
- **Alaska Highway program** (23 U.S.C. § 218)
- **Denali Access System program** (P.L. 109-59, § 1960)
- **Express Lanes Demonstration program** (P.L. 109-59, § 1604(b))
- **Freight Intermodal Distribution Pilot program** (P.L. 109-59, § 1306)
- **Gateway Rural Improvement Pilot program** (P.L. 109-59, § 1946)
- **Going-to-the-Sun Road program** (P.L. 109-59, § 1940)
- **Great Lakes Intelligent Transportation Systems Implementation program** (P.L. 109-59, § 1943)
- **High-Speed Rail Crossing Hazard Elimination program** (23 U.S.C. § 104(d)(2))
- **Highway Bridge Discretionary grant program** (23 U.S.C. § 144(f)(1))
- **Highway Use Tax Evasion program** (23 U.S.C. § 143)
- **Highways for LIFE Pilot program** (P.L. 109-59, § 1502)
- **Interstate Maintenance Discretionary grant program** (23 U.S.C. § 118(c))

- **Interstate Oasis program** (P.L. 109-59, § 1310)
- **Interstate System Construction Toll Pilot program** (P.L. 109-59, § 1604(c))
- **Interstate System Reconstruction and Rehabilitation Pilot program**  
(P.L. 105-178, § 1216(b))
- **Magnetic Levitation Transportation program** (P.L. 109-59, § 1307)
- **Multimodal Facility Improvements program** (P.L. 109-59, § 1962)
- **National Historic Covered Bridge Preservation program** (P.L. 109-59, § 1804)
- **Nonmotorized Transportation Pilot program** (P.L. 109-59, § 1807)  
(after fiscal year 2012)
- **Pavement Marking Systems Demonstration program** (P.L. 109-59, § 1907)
- **Road User Fees Field Test** (P.L. 109-59, § 1919)
- **Transportation, Community, and System Preservation program** (P.L. 109-59, § 1117)
- **Value Pricing Pilot program** (P.L. 102-240, § 1012(b))

## FEDERAL TRANSIT ADMINISTRATION PROGRAM CONSOLIDATION AND TERMINATION

The Surface Transportation Authorization Act consolidates or terminates 22 Federal Transit programs:

### CONSOLIDATED PROGRAMS

- **ADA Project Action** (49 U.S.C. § 5314(a)(2)) – This program is consolidated within the Coordinated Access and Mobility program.
- **Bus and Bus Facility program** (49 U.S.C. § 5309(m)(2)(C)) – Some elements of the program are consolidated within the Urban and Rural Formula programs, and additional elements of the program are part of the Intermodal and Energy Efficient Transit Facilities program.
- **Ferry Boat System program** (49 U.S.C. § 5309(m)(6) and (7)) – Some elements of the program are consolidated within the Urban and Rural Formula programs, and additional elements of the program are part of the Intermodal and Energy Efficient Transit Facilities program.
- **Elderly Individuals and Individuals with Disabilities program** (49 U.S.C. § 5310) – This program is consolidated within the Coordinated Access and Mobility program.
- **Human Services Transportation Coordination program** (P.L. 109-59, § 3046(a)(9)) – This program is consolidated within the Coordinated Access and Mobility program.
- **Intermodal Terminals program** (49 U.S.C. § 5309(m)(7)(D)) – This program is consolidated within the Intermodal and Energy Efficient Transit Facilities program.
- **Job Access and Reverse Commute program** (49 U.S.C. § 5316) – This program is consolidated within the Coordinated Access and Mobility program.
- **National Technical Assistance Center for Senior Transportation** (49 U.S.C. § 5314(c)) – This program is consolidated within the Coordinated Access and Mobility program.
- **New Freedom program** (49 U.S.C. § 5314) – This program is consolidated within the Coordinated Access and Mobility program.

### TERMINATED PROGRAMS

- **Alternatives Analysis program** (49 U.S.C. § 5339)
- **Growing States and High Density States program** (49 U.S.C. § 5340)
- **Bond Proceeds Pilot program** (49 U.S.C. § 5323(e)(4))
- **Clean Fuels Grant program** (49 U.S.C. § 5308)
- **Contracted Paratransit pilot program** (P.L. 109-59, § 3009(i))
- **Elderly Individuals and Individuals with Disabilities pilot program**  
(P.L. 109-59, § 3012(b))
- **Human Resource programs** (49 U.S.C. § 5322)
- **Medical Transportation Demonstration grants** (49 U.S.C. § 5314(a)(6))
- **Over-the-Road Bus Accessibility program** (P.L. 105-178, § 3038) (after fiscal year 2012)
- **Program of Interrelated Projects** (49 U.S.C. § 5328(c))
- **Public-Private Partnership pilot program** (P.L. 109-59, § 3011(c))
- **Public Transportation Participation pilot program** (P.L. 109-59, § 3046(a)(11))
- **Remote Infrared Audible Signs pilot program** (P.L. 109-59, § 3046(a)(6))

## **NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION PROGRAM CONSOLIDATION AND TERMINATION**

The Surface Transportation Authorization Act consolidates or terminates **eight** National Highway Traffic Safety programs:

### **CONSOLIDATED PROGRAMS**

- **Alcohol-Impaired Driving Countermeasures program** (23 U.S.C. § 410) – This program is consolidated within the Highway Safety program.
- **Child Safety and Child Booster Seat Safety incentive grants program** (P.L. 109-59, § 2011) – This program is consolidated within the Highway Safety program.
- **Motorcyclist Safety grants program** (P.L. 109-59, § 2010) – This program is consolidated within the Highway Safety program.
- **Occupant Protection performance grants program** (23 U.S.C. § 405) – This program is consolidated within the Highway Safety program.
- **Seat Belt performance grants program** (23 U.S.C. § 406) – This program is consolidated within the Highway Safety program.

### **TERMINATED PROGRAMS**

- **Innovative Project grants program** (23 U.S.C. § 407)
- **Seat Belt Incentive grant program** (23 U.S.C. § 157)
- **State Highway Safety Data Improvements grants program** (23 U.S.C § 411)

## **FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION PROGRAM CONSOLIDATION AND TERMINATION**

The Surface Transportation Authorization Act consolidates or terminates six Federal Motor Carrier Safety programs:

### **CONSOLIDATED PROGRAMS**

- **New Entrant Safety grants program** (49 U.S.C. § 31144) – The New Entrant Safety grants is consolidated within the Motor Carrier Safety Assistance program.
- **Border Enforcement grants program** (49 U.S.C. § 31107) – The Border Enforcement grants program is consolidated within the Motor Carrier Safety Assistance program.
- **Performance Registration Information System Management grants program** (49 U.S.C. § 31109) – The PRISM grants program is consolidated within the Commercial Vehicle Information System Network grant program.

### **TERMINATED PROGRAMS**

- **Motor Carrier Safety Assistance Program high priority grants program** (49 U.S.C. § 31104)
- **Commercial Driver's License Information System Modernization grants program** (P.L. 109-59, § 4123)
- **Safety Data Improvement grants program** (P.L. 109-59, § 4128)

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DATE: June 25, 2009  
 TO: STA Board  
 FROM: Kenny Wan, Assistant 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 3 project delivery reminders this month:

1. FY STP/CMAQ 2008-09 Federal Obligation Plan:  
 MTC 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><u>Projects included in FY STP/CMAQ 2008-09 Federal Obligation Plan</u></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 & ARRA-TE). Encroachment permits pending. |
| <b>Dixon</b>  | <b>SOL070046</b> | SR-113 Pedestrian Improvements                | \$90,000 for CON. Contract awarded May 26 <sup>th</sup>          |
| <b>Fairfield</b>  | <b>SOL070027</b> | W. Texas St. Gateway Project Phase I & II     | \$85,000 for CON. Responding to Caltrans Field Review comments.  |
| <b>Solano County</b>  | <b>SOL050024</b> | Vacaville - Dixon Bike Route Phase II and III | \$337,000 for CON. Construction completed.                       |

| Agency        | TIP ID    | Project   | Status/Deadlines   |
|---------------|-----------|---|--|
| Solano County | SOL050046 | Old Town Cordelia Enhancements                  | \$500,000 for CON. Requested E-76. Expect obligation by Mid-June.                        |
| Vacaville     | SOL050013 | Vacaville Intermodal Station                    | \$3,028,000 for CON. Received E76 for CON.   |
| Vacaville     | SOL070028 | Vacaville Downtown Creekwalk                    | \$53,000 for PS&E<br>\$694,000 for CON<br>Re-submit PS&E package due to new DBE program. |
| Vacaville     | SOL070029 | Ulatis Creek – Allison to I-80                  | \$169,000 for ENV. Field Review done on May. Received E76.                               |
| Vacaville     | SOL070047 | Peabody & Marshall Road Pedestrian Improvements | \$152,000 CMAQ for CON. and \$260,000 ARRA Fund. Construction begins.                    |
| Vallejo       | SOL010027 | Vallejo – Lemon St. Rehabilitation              | \$672,000 for CON. Contract awarded on May 19 <sup>th</sup> . Construction begins.       |
| Vallejo       | SOL050048 | Downtown Vallejo Pedestrian Enh. - Phase I      | \$1,600,000 ARRA Fund and \$580,000 CMAQ for CON. Currently in PS&E. Pending E76         |

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 or risk loss of funding.

More information can be found on Caltrans Local Assistance website:  
<http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm>

3.

| Currently listed Inactive Projects              |   |                  |   |   |
|---|---|------------------|---|---|
| Review Period: 01/01/09 – 03/31/09              |   |                  |   |   |
| Invoice Submission Due to LPA: May 22, 2009     |   |                  |   |   |
| Justification Due to DLAE: May 22, 2009         |   |                  |   |   |
| Agency  | Project   | Unexpended Funds | Caltrans Status   | Agency Responses  |
| Fairfield                                       | Travis Blvd. From Oliver Rd. To N. Texas St. , Signal Upgrade, Traffic Sign Install | \$170,537.81     | Invoice received by State; awaiting approval. Monitor progress. | Unexpended funds will be \$30,362. City has not received check yet. |
| Projects that will become inactive by June 2009 |   |                  |   |   |
| Vacaville                                       | Various Locations In Vacaville And Dixon, Leasing of electric vehicles              | \$10,000         | Authorized 09/08/02   | Final report has sent out on late June.                             |

|   |   |           |  |   |
|---|---|-----------|--|---|
| Fairfield   | Linear Park<br>Between N. Texas<br>St. & Dover Ave.<br>Pedestrian and<br>bike path.                 | \$330,000 | Authorized<br>04/18/07                           | Final Invoice<br>\$10,155.52. City<br>has not received<br>check yet.  |
| <b>Projects that will become<br/>inactive by September 2009</b> |   |           |  |   |
| Suisun<br>City  | Various Locations<br>Throughout City,<br>striping for Bike<br>Lanes                                 | \$15,268  | Authorized<br>8/1/2001. Last<br>Billed 08/25/06. | Did not spend all<br>money. Staff has<br>submitted close-out<br>paperwork to DLAE.                                |
| Fairfield   | Woolner Ave.<br>From Enterprise<br>Dr. to Sheldon<br>Elementary School,<br>sidewalk<br>improvement. | \$53,100  | Authorized<br>9/12/2007                          | Construction<br>recently completed.<br>Preparing final<br>report of expenditure<br>/ final invoice this<br>month. |

#### 4. STIP Allocation Status for FY 2008-09 Programmed Projects

Projects programmed in the State Transportation Improvement Program (STIP) must receive an allocation from California Transportation Commission (CTC) by the end of the fiscal year in which the funds are programmed. For projects programmed in FY 2009-10, and want to receive an allocation at the August 2009 CTC meeting, sponsor must submit allocation request to MTC and Caltrans D4 Local Assistance by June 15, 2009.

In accordance with recently adopted policy by MTC, all allocated construction funds must have a contract awarded within six months of allocation, and for federal projects (i.e. TE projects), be sure the sponsor's Disadvantaged Business Enterprise (DBE) program is approved by the Local Assistance.

| <b>STIP ALLOCATION STATUS REPORT FOR FY08-09</b>   |                                    |                             |  |
|--|------------------------------------|-----------------------------|--|
| <b>Projects that need allocation by July, 2009</b> |                                    |                             |  |
| <b>Submit allocation request by May 11, 2009</b>   |                                    |                             |  |
| <b>Agency</b>                                      | <b>Project</b>                     | <b>Unexpended<br/>Funds</b> | <b>Status</b>                                    |
| STA  | Jepson Parkway (I-80 reliever)     | \$2,400,000                 | Project was deferred on<br>June CTC meeting.     |
| Vacaville  | Jepson Pkwy Gateway<br>Enhancement | \$120,000                   | Project was deferred on<br>June CTC meeting.     |
| MTC  | TE reserve                         | \$381,000                   | Will lapse due to advances<br>of ARRA-TE Funding |

**STIP ALLOCATION STATUS REPORT FOR FY09-10**  
**Projects that need allocation by September 10, 2009**  
**Submit allocation request by July 13, 2009**

| Agency    | Project                                | Unexpended Funds | Status  |
|-----------|--|------------------|---|
| STA       | Jepson Parkway (I-80 reliever)         | \$3,800,000      | ROW, May request and advance from programmed CON funding.   |
| Vallejo   | Vallejo Ferry Terminal Parking Phase 2 | \$11,412,000     | Amendment requested to CTC for \$13.1 million in FY09-10 for CON. 95% design done, will advertise in late August.       |
| Vacaville | Jepson Parkway Gateway enhancement     | \$230,000        | Potential delay until FY11-12 due to advance of ARRA-TE funding   |
| Solano    | TE reserve                             | \$0              | TE Reserve \$721K to go to other counties due to advance of ARRA-TE funding for Solano TE projects from other counties. |

5. American Recovery and Reinvestment Act update

On February 17, 2009, President Obama signed into law the American Recovery and Reinvestment Act (ARRA), which enacted a \$787 billion economic recovery package calling for significant new spending as well as tax cuts. Of this funding, \$11,600,000 was programmed for Solano local agency Local Streets and Roads projects.

The ARRA funding has two cycles: Regional ARRA Fund (T1) and State ARRA Funding (T2). Tier 1 funding has an obligation deadline of May 31 (June 30 for Caltrans) while T2 funding has a later obligation deadline of November 2009. As of early June, most agencies have been obligated T1 funding, cities adding T2 funding into T1 projects have the same June 30 obligation deadline.

Below is a table summarizing the funded projects and their current status of delivery.

**PROJECT RECEIVING ARRA FUNDING**

- T1: Received E-76 by May 31, 2009
- T1: Award Contract by September 30, 2009
- T2: Received E-76 by November 30, 2009
- T2: Award Contract by June 30, 2010
- TE: Received E-76 by June 30, 2009
- TE: Award Contract by December 31, 2009

| Tier | Local Agency    | Project Title/Description/Location               | ARRA \$   | Status as of June 11 |
|------|-----------------|--|-----------|----------------------|
| T1   | City of Benicia | Benicia - East 2nd Street Overlay                | \$400,000 | Pending E 76         |
| T1   | City of Dixon   | Dixon - Various Streets and Roads Rehabilitation | \$300,000 | Obligated            |

|             | <b>Local Agency</b> | <b>Project Title/Description/Location</b>                   | <b>ARRA \$</b>          | <b>Status as of June 11</b>     |
|-------------|---------------------|---|-------------------------|---------------------------------|
| T1          | City of Fairfield   | Fairfield - Gateway Boulevard Resurfacing                   | \$900,000               | Obligated                       |
| T1          | City of Fairfield   | Fairfield - East Tabor Ave Resurfacing                      | \$900,000               | Pending E76                     |
| T1          | County of Solano    | Solano County - Various Streets Overlay                     | \$2,000,000             | Obligated                       |
| T1          | County of Solano    | McGary Road Safety Improvement                              | \$1,000,000             | Pending environmental clearance |
| T1          | City of Suisun City | Suisun City - Sunset Avenue Road Rehabilitation             | \$700,000               | Obligated                       |
| T1          | City of Vacaville   | Vacaville - Peabody Road/Marshall Rd Pedestrian Safety Imps | \$260,000               | Obligated                       |
| T1, T2      | City of Vacaville   | Vacaville - Various Streets Overlay                         | \$1,330,000 + \$46,000  | Obligated                       |
| T1          | City of Vacaville   | Vacaville - GPS EVP System project                          | \$320,000               | Obligated                       |
| T1, T2      | City of Vallejo     | Vallejo - Downtown Vallejo Streetscape                      | \$1,600,000 + \$538,000 | Pending E76                     |
| T1          | City of Vallejo     | Vallejo - Various Streets Overlay                           | \$1,020,000             | Pending E76                     |
| <b>Tier</b> | <b>Local Agency</b> | <b>Project Title/Description/Location</b>                   | <b>ARRA \$</b>          | <b>Status as of June 11</b>     |
| T2          | City of Dixon       | Stratford Avenue Rehabilitation                             | \$218,000               | Pending Environmental Clearance |
| T2          | City of Fairfield   | Suisun Valley Rehabilitation                                | \$538,000               | Pending Environmental Clearance |
| T2          | County of Solano    | Stimulus Overlay Project Phase 2                            | \$360,000               | Pending Environmental Clearance |
| T2          | City of Suisun City | Main Street Rehabilitation                                  | \$170,000               | Pending Environmental Clearance |
| <b>Tier</b> | <b>Local Agency</b> | <b>Project Title/Description/Location</b>                   | <b>ARRA \$</b>          | <b>Status as of June 19</b>     |
| TE          | City of Benicia     | State Park Bridge Overcrossing                              | 320,000                 | Pending Encroachment Permit     |
| TE          | City of Fairfield   | McGary Road Enhancement                                     | 640,000                 | Pending environmental clearance |
| TE          | County of Solano    | Old Town Cordelia Enhancement Phase 2                       | 800,000                 | Submitted E76 Request           |

**Fiscal Impact:**

None.

**Recommendation:**

Informational.



DATE: June 25, 2009  
 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   |
|--|---|---|
| TIGER Grants for Surface Transportation  | None available. All questions must be submitted in writing via email to: <a href="mailto:TigerTeam@dot.gov">TigerTeam@dot.gov</a> . | N/A <sup>1</sup>  |
| Carl Moyer Off-road Equipment Replacement Program (for Sacramento Metropolitan Area)*      | Gary A. Bailey,<br>Sacramento Metropolitan Air Quality Management District<br>(916) 874-4893  | <b>None. Projects will be selected for funding on a first-come, first-served basis.</b> |
| Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)* | Anthony Fournier,<br>BAAQMD<br>(415) 749-4961   | <b>None. Projects will be selected for funding on a first-come, first-served basis.</b> |
| Bicycle Facility Program*  | Avra Goldman,<br>Bay Area Air Quality Management District<br>(BAAQMD)<br>(415) 749-5093   | <b>TBA Mid-July 2009</b>  |

|  |  |                           |
|--|--|---------------------------|
| New Freedom Program for large urbanized areas (UAs)*   | Kristen Mazur,<br>Metropolitan Transportation Commission (MTC)<br>(510) 817-5789 | <b>August 7, 2009</b>     |
| FTA Grant Program – 5316 Job Access and Reverse Commute (JARC) Program <i>for Rural Projects</i> | Tracey Frost,<br>Caltrans<br>(916) 654-8222                                      | <b>September 25, 2009</b> |
| FTA Grant Program – 5317 New Freedom Program for Rural Projects                                  | Tracey Frost,<br>Caltrans<br>(916) 654-8222                                      | <b>September 25, 2009</b> |

\* New funding opportunity

<sup>1</sup>Note regarding the American Recovery and Reinvestment Act (ARRA) of 2009 (also referred to as “Stimulus Bill”): The ARRA has some competitive grant programs, which are separate from ARRA funds available through Caltrans and MTC. Details and guidelines regarding the competitive ARRA grants are continuing to be developed. Please visit <http://www07.grants.gov/search/basic.do> and browse by category for the most up-to-date information as it may change after the date of this report.



**FUNDING OPPORTUNITY**

**American Recovery and Reinvestment Act (ARRA)**

TIGER (Transportation Investment Generating Economic Recovery) Grants

**Anticipated Application Deadline Not Available**

TO: STA Board  
FROM: Sara Woo, Planning Assistant

This summary of the ARRA TIGER Grants for Surface Transportation 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 transportation agencies.

Program Description: This program will provide grants to public transit agencies for capital investments that will assist in surface transportation infrastructure projects.

Funding Available: Approximately \$1.5 billion is available nationwide through September 30, 2011 for the Secretary of Transportation to make grants on a competitive basis for capital investments in surface transportation infrastructure projects. \$20 million minimum; \$300 million maximum.

Eligible Projects: Eligible projects include, but are not limited to, highway or bridge projects, public transportation projects, passenger and freight rail transportation projects, and port infrastructure investments.

Further Details: <http://www.dot.gov/recovery/ost/>  
The U.S. Department of Transportation is in the process of developing criteria for this program. Caltrans, MTC, and STA will work with the cities and County of Solano to allocate the funds when the criteria are available.

Program Contact Person: Mr. Leslie T. Rogers, Regional Administrator, U.S. Department of Transportation  
Region 9  
(415) 744-3133

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

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**FUNDING OPPORTUNITY**

**Carl Moyer Off-road Equipment Replacement Program**  
For Sacramento Metropolitan Area

**Application Due On First-Come, First-Served Basis**

TO: STA Board  
FROM: Sara Woo, Planning Assistant

This summary of the Carl Moyer Off-road Equipment Replacement 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: Private non-profit organizations, state or local governmental authorities, and operators of public transportation services, including private operators of public transportation services.
- Program Description: The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.
- Funding Available: Approximately \$10 million is available.
- Eligible Projects: Examples:
- Install particulate traps
  - Replace older heavy-duty engines with newer and cleaner engines and add a particulate trap
  - Purchase new vehicles or equipment that is cleaner than the law requires
  - Replace heavy-duty equipment with electric equipment
  - Install electric idling-reduction equipment
- Further Details: <http://www.airquality.org/mobile/moyererp/index.shtml>
- Program Contact Person: Gary A. Bailey, Sacramento Metropolitan Air Quality Management District,  
(916) 874-4893  
[gbailey@airquality.org](mailto:gbailey@airquality.org)
- STA Contact Person: Sara Woo, STA Planning Assistant,  
(707) 399-3214  
[swoo@sta-snci.com](mailto:swoo@sta-snci.com)
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**FUNDING OPPORTUNITY**  
**Carl Moyer Memorial Air Quality Standards Attainment Program**  
For San Francisco Bay Area  
**Application Due On First-Come, First-Served Basis**

TO: STA Board  
FROM: Sara Woo, Planning Assistant

This summary of the Carl Moyer Air Quality Standards Attainment 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:** Private non-profit organizations, state or local governmental authorities, and operators of public transportation services, including private operators of public transportation services.

**Program Description:** Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment and other sources of pollution providing early or extra emission reductions. Eligible projects include cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines.

**Funding Available:** Approximately \$20 million is available.

**Eligible Projects:** Examples:

- Install particulate traps
- Replace older heavy-duty engines with newer and cleaner engines and add a particulate trap
- Purchase new vehicles or equipment that is cleaner than the law requires
- Replace heavy-duty equipment with electric equipment
- Install electric idling-reduction equipment

**Further Details:** <http://www.baaqmd.gov/Divisions/Strategic-Incentives/Carl-Moyer-Program.aspx>

**Program Contact Person:** Anthony Fournier, Environmental Planner, Bay Area Air Quality Management District (BAAQMD), (415) 749-4961, [afournier@baaqmd.gov](mailto:afournier@baaqmd.gov)

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



**FUNDING OPPORTUNITY**  
**Bicycle Facilities Program**  
**Anticipated Application Release Mid-July 2009**

TO: STA Board  
FROM: Sara Woo, Planning Assistant

This summary of the Carl Moyer Air Quality Standards Attainment 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 transportation agencies and operators of public transportation services, including private operators of public transportation services.

**Program Description:** The Bicycle Facility Program (BFP) is a grant program that provides funding to reduce motor vehicle emissions through the implementation of new bicycle facilities in the San Francisco Bay Area.

**Funding Available:** Available funds for the FY2009/10 will be announced in July 2009. A schedule for the FY2009/10 BFP application process will be posted in mid-July

**Eligible Projects:** Examples:

- Class I – Bicycle Paths
- Class II – Bicycle Lanes
- Class III – Bicycle Routes
- Bicycle Lockers and Racks
- Secure Bicycle Parking
- Bicycle Racks on Public Transportation Vehicles

**Further Details:** <http://www.baaqmd.gov/Divisions/Strategic-Incentives/Bicycle-Facility-Program.aspx>

**Program Contact Person:** Avra Goldman, Environmental Planner, Bay Area Air Quality Management District (BAAQMD), (415) 749-5093, [agoldman@baaqmd.gov](mailto:agoldman@baaqmd.gov)

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



**FUNDING OPPORTUNITY**  
**New Freedom Program**  
For Large Urbanized Areas  
Application Due August 7, 2009

TO: STA Board  
FROM: Sara Woo, Planning Assistant

This summary of the New Freedom 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: Private non-profit organizations, state or local governmental authorities, and operators of public transportation services, including private operators of public transportation services.

Program Description: The New Freedom Program provides funding to support new public transportation services and/or public transportation alternatives beyond those required by the Americans for Disabilities (ADA) act of 1990.

Funding Available: Approximately \$3.7 million is available.

Eligible Projects: Examples:

- Paratransit enhancements
- Feeder services
- Accessibility improvements to transit and intermodal stations not designated as key stations
- Travel training
- New and expanded fixed route and demand responsive transit services planned for and designed to meet the needs of individuals with disabilities

Further Details: [http://www.mtc.ca.gov/funding/new\\_freedom.htm](http://www.mtc.ca.gov/funding/new_freedom.htm)

Program Contact Person: Kristen Mazur, MTC,  
(510) 817-5789  
kmazur@mtc.ca.gov

STA Contact Person: Liz Niedziela, STA Transit Manager/Analyst,  
(707) 424-6075  
eniedziela@sta-snci.com

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**FUNDING OPPORTUNITY**

**Federal Transit Administration (FTA) Grant**

FTA 5316 Job Access and Reverse Commute Program for Rural Projects

Application Due September 25, 2009

TO: STA Board  
FROM: Sara Woo, Planning Assistant

This summary of the FTA 5316 – Job Access and Reverse Commute (JARC) 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:** Private nonprofit organizations, state or local government authority, operators of public transportation services, including private operators of public transportation services, and tribal governments.

**Program Description:** The FTA 5316 JARC program provides funding to support projects designed to transport welfare recipients and eligible low-income individuals to and from employment activities and employment related activities and to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities.

**Funding Available:** Approximately \$1.4million is available for JARC rural projects.

**Eligible Projects:**

|   |  |
|---|--|
| <u>Operating:</u>   | <u>Capital:</u>  |
| <ul style="list-style-type: none"><li>• Late night/weekend service</li><li>• Guaranteed ride home service</li><li>• Shuttle service</li><li>• Expanded fixed-route public transit routes</li><li>• Demand-responsive service</li><li>• Ridesharing/carpooling activities</li><li>• Voucher programs</li></ul> | <ul style="list-style-type: none"><li>• Intelligent Transportation Systems (ITS)</li><li>• Promotion of operating activities</li><li>• Vehicles</li><li>• Mobility management activities</li></ul> |

**Further Details:** <http://www.dot.ca.gov/hq/MassTrans/5316.html>

**Program Contact Person:** Tracey Frost, Acting Branch Chief (Caltrans), (916) 654-8222, [tracey\\_frost@dot.ca.gov](mailto:tracey_frost@dot.ca.gov)

**STA Contact Person:** Liz Niedziela, STA Transit Manager/Analyst, (707) 424-6075, [eniedziela@sta-snci.com](mailto:eniedziela@sta-snci.com)



**FUNDING OPPORTUNITY**

**Federal Transit Administration (FTA) Grant**

FTA 5317 New Freedom Program for Rural Projects

Application Due September 25, 2009

TO: STA Board  
FROM: Sara Woo, Planning Assistant

This summary of the FTA 5317 – New Freedom 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:** Private nonprofit organizations, state or local government authority, operators of public transportation services, including private operators of public transportation services, and tribal governments.

**Program Description:** The FTA 5317 New Freedom program provides funding to assist transit operators and public agencies to provide “new” transportation services for individuals with disabilities above and beyond the minimum currently required by the Americans with Disabilities Act of 1990 (42 U.S.C. 12101, et seq.).

**Funding Available:** Approximately \$0.7 million is available for New Freedom Rural Projects.

Minimum local match requirements are 20 percent for capital projects and 50 percent for operations projects.

**Eligible Projects:**

|   |   |
|---|---|
| <u>Operating:</u>   | <u>Capital:</u>   |
| <ul style="list-style-type: none"><li>• Expansion of hours for paratransit service</li><li>• Enhancement of services</li><li>• Voucher programs</li><li>• Volunteer driver programs</li></ul> | <ul style="list-style-type: none"><li>• Acquisition of accessibility equipment beyond ADA requirements</li><li>• Purchasing accessible vehicles to support taxi, vanpooling, and/or ridesharing programs</li><li>• Mobility management activities</li></ul> |

**Further Details:** <http://www.dot.ca.gov/hq/MassTrans/5317.html>

**Program Contact Person:** Tracey Frost, Acting Branch Chief (Caltrans),  
(916) 654-8222  
[tracey\\_frost@dot.ca.gov](mailto:tracey_frost@dot.ca.gov)

**STA Contact Person:** Liz Niedziela, STA Transit Manager/Analyst,  
(707) 424-6075  
[eniedziela@sta-snci.com](mailto:eniedziela@sta-snci.com)

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DATE: June 29, 2009  
TO: STA Board  
FROM: Johanna Masiclat, Clerk of the Board  
RE: Updated STA Board Meeting Schedule for Calendar Year 2009

**Discussion:**

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

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

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



**STA BOARD MEETING SCHEDULE**  
**Remainder of 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> |
|-------------|----------------------------|------------------------------------|------------------|---------------|
| 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 4  | 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     |