



**SOLANO TRANSPORTATION AUTHORITY
BOARD MEETING AGENDA**

6:00 p.m., Regular Meeting

**Wednesday, September 9, 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. CALL TO ORDER/PLEDGE OF ALLEGIANCE (6:00 – 6:05 p.m.) | Chair Spering |
| II. CONFIRM QUORUM/ STATEMENT OF CONFLICT <i>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.</i> | Chair Spering |

STA BOARD MEMBERS

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

STA BOARD ALTERNATES

| | | | | | | | |
|-------------|-------------|------------------|-------------|------------|-----------|-------------|------------|
| Mike Reagan | Mike Hudson | Alan Schwartzman | Rick Fuller | Chuck Timm | Ron Jones | Curtis Hunt | Tom Bartee |
|-------------|-------------|------------------|-------------|------------|-----------|-------------|------------|

III. APPROVAL OF AGENDA

(6:05 – 6:10 p.m.)

IV. OPPORTUNITY FOR PUBLIC COMMENT

(6:10 – 6:15 p.m.)

V. EXECUTIVE DIRECTOR'S REPORT

(6:15 – 6:20 p.m.)

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Daryl K. Halls

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

(6:20 – 6:25 p.m.)

A. MTC Report

MTC Commissioner Jim Spering
Doanh Nguyen, Caltrans

B. Caltrans Report

C. STA Reports:

- 1. Planning**
- 2. Projects**
- 3. Transit and Rideshare**

Robert Macaulay
Janet Adams
Elizabeth Richards

VII. CONSENT CALENDAR

Recommendation:

Approve the following consent items in one motion.

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

(6:25 – 6:30 p.m.)

A. STA Board Meeting Minutes of July 8, 2009

Johanna Masiclat

Recommendation:

Approve STA Board Meeting Minutes of July 8, 2009.

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B. Review Technical Advisory Committee (TAC) Draft Minutes for the Meeting of August 26, 2009

Johanna Masiclat

Recommendation:

Receive and file.

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C. I-80 Eastbound Cordelia Truck Scales Relocation Project Environmental Document

Janet Adams

Recommendation:

Approve the following:

- 1. Resolution No. 2009-16 and Funding Allocation Request from the Metropolitan Transportation Commission (MTC) for \$1.0 million in Bridge Toll funds for the I-80 Eastbound Cordelia Truck Scales Relocation Project for the environmental document preparation and detailed preliminary engineering; and*

2. *Authorize the Executive Director to submit the allocation request to MTC.*

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**D. I-80/I-680/State Route (SR) 12 Interchange Project
Environmental Document**

Janet Adams

Recommendation:

Approve the following:

1. *Resolution No. 2009-15 and Funding Allocation Request from the Metropolitan Transportation Commission (MTC) for \$5.2 million in Regional Measure 2 funds for the I-80/I-680/SR 12 Interchange Project for the environmental document preparation and detailed preliminary engineering; and*
2. *Authorize the Executive Director to submit the allocation request to MTC.*

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**E. Accept Construction Contract for Demolition of North
Connector Buildings**

Janet Adams

Recommendation:

Approve the following:

1. *Accept the North Connector Building Demolition Contract as complete; and*
2. *Authorize the Executive Director to file a Notice of Completion with the County Recorder's office.*

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**F. Contract Amendment for the I-80/I-680/State Route (SR) 12
Interchange Environmental Document**

Janet Adams

Recommendation:

Approve a contract amendment for MTCo/Nolte JV in the amount of \$1,940,000 to complete the EIR/EIS for the I-80/I-680/SR 12 Interchange Project.

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**G. Contract Amendment for the I-80/I-680/State Route (SR) 12
Interchange Project**

Janet Adams

Recommendation:

Approve a contract amendment for MTCo/Nolte JV in the amount of \$431,000 for additional services required for the Gordon Waterline relocation and geotechnical investigations for the I-80/I-680/SR12 Interchange project.

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- H. Contract Amendment for Project Management Services for the I-80/I-680/State Route (SR) 12 Interchange Complex** Janet Adams
Recommendation:
Approve a contract amendment for PDMG in the amount of \$460,000 for project management services through June 30, 2011 for the I-80/I-680/SR 12 Interchange Complex projects, including the North Connector Project, the I-80 Eastbound Truck Scales Relocation Project and the I-80/I-680/SR 12 Interchange Project.
Pg. 85
- I. Contract Amendment for Jepson Parkway Project Environmental Document and Preliminary Engineering** Janet Adams
Recommendation:
Authorize the Executive Director to amend the contract with PBS&J for \$295,000 for the additional work required to complete the Environmental Impact Statement (EIS).
Pg. 87
- J. Napa-Solano Travel Demand Model Update** Robert Macaulay
Recommendation:
Authorize the STA Executive Director to prepare a scope of work and negotiate a contract with Fehr & Peers to provide an update and consultation on the Napa-Solano Travel Demand Model for an amount not to exceed \$35,000.
Pg. 93
- K. Fiscal Year (FY) 2009-10 Transportation Development Act (TDA) Matrix – September 2009** Elizabeth Richards
Recommendation:
Approve the September 2009 TDA Matrix which includes Solano County's FY 2009-10 TDA claim amount.
Pg. 95
- L. Emergency Ride Home Program Contract Amendments** Judy Leaks
Recommendation:
Authorize the Executive Director to:
 - 1. Execute an agreement with Enterprise Rent-A-Car to provide interim Emergency Ride Home Program services for Solano County program participants for the term of the existing contract; and*
 - 2. Execute amendments to extend the term of the existing contracts to deliver the Napa Emergency Ride Home (ERH) Program with Enterprise Rent-A-Car and Napa Valley Cab Company for two years with a two-year extension option.***Pg. 97**

M. Intercity Transit Ridership Survey

Elizabeth Richards

Recommendation:

Authorize the Executive Director to execute a contract with Quantum Market Research (QMR) for an amount not-to-exceed \$80,000.

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N. Federal Stimulus Fund Swap

Sam Shelton

Recommendation:

Authorize the Executive Director to enter into funding exchange agreements between the cities of Vacaville & Rio Vista and the cities of Benicia & Dixon, for funding swap amounts previously approved by the STA Board for local transportation projects.

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O. Modification to SolanoExpress Route 30

George Fink
City of Fairfield and
Liz Niedziela

Recommendation:

Approve the following:

- 1. Notification of the service changes to Rt. 30 effective as specified in Attachment A; and*
- 2. Authorize staff to work with FAST and funding partners to analyze early westbound service.*

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P. Metropolitan Transportation Commission (MTC) Complete Streets/Routine Accommodations Checklist and Policy for Bicycle and Pedestrian Transportation in the Bay Area

Sara Woo

Recommendation:

Authorize the development and implementation of a long term Complete Streets policy implementation strategy for Solano County.

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VIII. ACTION FINANCIAL ITEMS

A. State Route (SR) 12 East Major Investment Study Update

Robert Macaulay

Recommendation:

Authorize the Executive Director to enter into a SR 12 Corridor Study funding agreement with MTC, Caltrans, San Joaquin Council of Governments (SJCOG), and Sacramento Area Council of Governments (SACOG) for an amount not to exceed \$150,000. (6:30 – 6:35 p.m.)

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IX. ACTION NON-FINANCIAL ITEMS

- A. Addendum to the STA’s Revised Joint Powers Agreement** Charles Lamoree
Recommendation:
Modify the proposed language as an addendum for the STA’s the amended JPA as specified.
(6:35 – 6:40 p.m.)
Pg. 137
- B. Modeling Cooperative Agreement Amendment** Robert Macaulay
Recommendation:
Approve an amendment to the Modeling Cooperative Agreement to designate the County Administrator or City Manager, as appropriate, as responsible for making MTAC and MLUC appointments, as shown in Attachment A.
(6:40 – 6:45 p.m.)
Pg. 139
- C. Draft 2009 Congestion Management Program (CMP) Update** Robert Macaulay
Recommendation:
Authorize the Executive Director to release the Draft 2009 Solano CMP for review and comment.
(6:45 – 6:55 p.m.)
Pg. 149
- D. Comprehensive Transportation Plan (CTP) Update – Alternative Modes State of the System** Robert Macaulay
Recommendation:
Adopt the Alternative Modes State of the System included as Attachment A and as recommended by the STA Alternative Modes Committee.
(6:55 – 7:05 p.m.)
Pg. 151
- E. Transit Consolidation Study – Implementation Plan Status – Benicia-Vallejo Coordination and Memorandum of Understanding (MOU)** Elizabeth Richards
Recommendation:
Approve the following:
 - 1. Resolution No. 2009-17 approving a Memorandum of Understanding by and among the STA, the City of Benicia, and the City of Vallejo for the implementation of the South Solano Transit Authority; and*
 - 2. Authorize the Executive Director` to enter into a MOU with the Cities of Benicia and Vallejo to evaluate the consolidation of South Solano Transit Services.*
(7:05 – 7:15 p.m.)
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X. INFORMATIONAL ITEMS

- A. **Solano Napa Commuter Information (SNCI) Program Fiscal Year (FY) 2008-09 Year-End Report** Judy Leaks
Informational
(7:15 – 7:20 p.m.)
Pg. 193
- B. **Lifeline Program Year-End Update** Elizabeth Richards
Informational
(7:20 – 7:25 p.m.)
Pg. 199
- C. **STA Project Delivery & Monitoring Program** Sam Shelton
Informational
(7:25 – 7:30 p.m.)
Pg. 203
- D. **STA’s Clean Air Program** Robert Guerrero
Informational
(7:30 – 7:35 p.m.)
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NO DISCUSSION

- E. **Highway Projects Status Report:** Janet Adams
 1. **I-80/I-680/SR 12 Interchange**
 2. **I-80 EB Cordelia Truck Scales Relocation**
 3. **North Connector**
 4. **I-80 HOV Lanes: Red Top Road to Air Base Parkway**
 5. **Redwood Parkway/Fairground Drive Improvements**
 6. **Jepson Parkway**
 7. **State Route 12 (Jameson Canyon)**
 8. **State Route 12 East SHOPP Project**
 9. **I-80 SHOPP Rehabilitation Projects***Informational*
Pg. 221
- F. **American Recovery and Reinvestment Act Update** Kenny Wan
Informational
Pg. 227
- G. **Report on Senior and Disabled Transportation Summit #2** Elizabeth Richards
Informational
Pg. 234

- H. **Legislative Update** Jayne Bauer
Informational
Pg. 266
- I. **Project Delivery Update** Kenny Wan
Informational
Pg. 278
- J. **Funding Opportunities Summary** Sara Woo
Informational
Pg. 282
- K. **STA Board and Advisory Committee Meeting Schedule
for 2009** Johanna Masiclat
Informational
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XI. BOARD MEMBERS COMMENTS

XII. ADJOURNMENT

The next regular meeting of the STA Board is scheduled for **Wednesday, October 14, 2009, 6:00 p.m., Suisun City Hall Council Chambers.**



MEMORANDUM

DATE: September 2, 2009
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – September 2009

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.

Record Number of Solano Employers Accept 2009 Commute Challenge

As of September 1, 2009, 43 Solano County employers have registered to participate in the 2009 Solano Commute Challenge. This surpasses the previous high for employer participation of 39 employers which was set last year. Thus far, 500 of their employees have registered for the challenge with the goal of taking an alternative option for commuting – such as ridesharing, riding transit via bus, train or ferry, or bicycling or walking to work. With less than a month to go to register, STA's Solano Napa Commuter Information staff is working with all of the participating employers to surpass the record 545 total employees that participated last year.

SR 12 Major Investment Study (MIS) Funding Comes Together *

The funding plan for the SR 12 MIS had been delayed the past few months until the resolution of the State Budget. With the adoption of the budget, STA has been successfully working with Caltrans, the Metropolitan Transportation Commission (MTC) and the San Joaquin Council of Governments to fully fund the study. The remaining funding yet to be committed for their share of the SR 12 corridor is from the Sacramento Council of Governments (SACOG). STA and San Joaquin COG staff are scheduled to meet with SACOG staff to request their funding participation in the SR 12 MIS.

STA to Release Draft of Solano Congestion Management Plan *

STA Strategic Planning staff has developed an update to the Solano Congestion Management Plan. The plan has been developed as a draft for STA Board review this month with adoption scheduled to occur at the October 2009 Board meeting.

State of the System for Alternative Modes *

The State of the System Report for the Alternatives Modes element of the Comprehensive Transportation Plan has been developed. This is the second of three State of the System reports. The STA Board has previously reviewed and adopted the State of the System report for Transit. The State of the System report for Arterials, Highways and Freeways will be presented to the Board after first making a stop for review and discussion with the STA TAC and the Board's Arterials, Highways and Freeways Subcommittee.

Modification to Clarify STA JPA Amendment *

At the request of the Solano County, STA Legal Counsel has provided a memo to further clarify the intent of two specific amended sections of the STA Joint Powers Agreement (JPA). These sections related to the process for when the right of way acquisition authority spelled out in the amended JPA might occur and defining the use of the common powers clause as being limited specifically to transportation. Based on these discussions, Solano County is requesting the STA consider adopting an addendum to the amended JPA that includes the clarification related to the process for the STA to exercise the right of way acquisition authority. Based on concurrence from the STA Board, this addendum will then need to be acted on as part of the approval of the revised JPA both those agencies that have yet to adopt the JPA or subsequently by the three cities that have already approved the JPA.

Transit Consolidation Memorandum of Understanding (MOU) with Benicia and Vallejo *

In follow up to the recent STA Board adoption of a series of Phase 2 Transit Consolidation Study recommendations, STA staff has been working closely with Board Members Davis and Patterson, Board Alternates Schwartzman and Bartee, and management and transit staff from the cities of Benicia and Vallejo to assess the potential for the consolidation of Benicia and Vallejo's transit systems. A joint committee has been meeting for several months and has developed a transitional plan and draft MOU that identifies the principles and goals for the potential consolidation of these two transit services in preparation for merging the two systems into a partnership through a Joint Powers Agreement (JPA). The Benicia City Council unanimously adopted the MOU on August 18th and the Vallejo City Council is preparing to consider approving the MOU at a meeting in September. STA has been providing staff support, legal services and consultant assistance in support of the committee's efforts and the STA Board has also been requested to support participating in the MOU.

Countywide Senior and Disabled Transportation Summit II*

An estimated 150 persons attended the Solano Countywide Senior and Disabled Transportation Summit I on June 26, 2009. The Summit was co-hosted by the STA, in partnership with the County of Solano, the Solano County Senior Coalition, and the Metropolitan Transportation Commission (MTC). The successfully obtained 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. Over 500 seniors and disabled individuals have responded thus far to a survey of transportation issues and obstacles. The Solano Countywide Senior and Disabled Transit Summit II is scheduled for October 30, 2009, also at the Joseph Nelson Community Center in Suisun City. The STA has commissioned for the City of Vacaville to produce a 60 second Public Service Announcement (PSA) highlighting Summit I and notifying the interested members of the public regarding the time, date and location for Summit II. When completed, this PSA will be linked on the STA website and provided to local cable to help promote the second summit.

Year End Reports for Solano Napa Commuter Information (SNCI), Lifeline, Project Delivery, and STA's Clean Air Programs *

With the recent conclusion of Fiscal Year 2008-09, STA staff is in the process of wrapping up year end reports and summaries for a variety of transportation programs and services that are identified as part of the STA Board's adopted 42 item Overall Work Plan. Four of these programs, the SNCI Program, the Lifeline Program, Project Monitoring and Delivery, and STA's Clean Air Program have been agendaized for your information. Over the course of the next couple of Board meetings, STA staff will agendaize the year end reports for all other STA programs once they are wrapped-up.

Attachment:

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

| | | | |
|--------------|--|-------------|---|
| PA | | J | |
| ABAG | Association of Bay Area Governments | JARC | Jobs Access Reverse Commute Program |
| ACCMA | Alameda County CMA | JPA | Joint Powers Agreement |
| ADA | American Disabilities Act | L | |
| AVA | Abandoned Vehicle Abatement | LEV | Low Emission Vehicle |
| APDE | Advanced Project Development Element (STIP) | LIFT | Low Income Flexible Transportation Program |
| ARRA | American Recovery and Reinvestment Act | LOS | Level of Service |
| AQMD | Air Quality Management District | LS&R | Local Streets & Roads |
| ARRA | American Recovery and Reinvestment Act | M | |
| B | | MIS | Major Investment Study |
| BAAQMD | Bay Area Air Quality Management District | MOU | Memorandum of Understanding |
| BABC | Bay Area Bicycle Coalition | MPO | Metropolitan Planning Organization |
| BAC | Bicycle Advisory committee | MTC | Metropolitan Transportation Commission |
| BART | Bay Area Rapid Transit | MTS | Metropolitan Transportation System |
| BATA | Bay Area Toll Authority | N | |
| BCDC | Bay Conservation & Development Commission | NCT&PA | Napa County Transportation & Planning Agency |
| BT&H | Business, Transportation & Housing Agency | NEPA | National Environmental Policy Act |
| C | | NHS | National Highway System |
| CAF | Clean Air Funds | O | |
| CALTRANS | California Department of Transportation | OTS | Office of Traffic Safety |
| CARB | California Air Resources Board | P | |
| CCCC (4'Cs) | City County Coordinating Council | PAC | Pedestrian Advisory Committee |
| CCCTA (3CTA) | Central Contra Costa Transit Authority | PCC | Paratransit Coordinating Council |
| CCJPA | Capitol Corridor Joint Powers Authority | PCRPP | Planning & Congestion Relief Program |
| CCTA | Contra Costa Transportation Authority | PDS | Project Development Support |
| CEQA | California Environmental Quality Act | PDT | Project Delivery Team |
| CHP | California Highway Patrol | PDWG | Project Delivery Working Group |
| CIP | Capital Improvement Program | PMP | |
| CMA | Congestion Management Agency | PMP | Pavement Management Program |
| CMAQ | Congestion Mitigation & Air Quality Program | PMS | Pavement Management System |
| CMP | Congestion Management Plan | PNR | Park & Ride |
| CNG | Compressed Natural Gas | PPM | Planning, Programming & Monitoring |
| CTC | California Transportation Commission | PS&E | Plans, Specifications & Estimate |
| D | | PSR | Project Study Report |
| DBE | Disadvantaged Business Enterprise | PTA | Public Transportation Account |
| DOT | Department of Transportation | PTAC | Partnership Technical Advisory Committee (MTC) |
| E | | R | |
| ECMAQ | Eastern Solano Congestion Mitigation Air Quality Program | RABA | Revenue Alignment Budget Authority |
| EIR | Environmental Impact Report | RBWG | Regional Bicycle Working Group |
| EIS | Environmental Impact Statement | RFP | Request for Proposal |
| EPA | Environmental Protection Agency | RFQ | Request for Qualification |
| EV | Electric Vehicle | RM 2 | Regional Measure 2 |
| F | | RPC | Regional Pedestrian Committee |
| FEIR | Final Environmental Impact Report | RRP | Regional Rideshare Program |
| FHWA | Federal Highway Administration | RTEP | Regional Transit Expansion Policy |
| FTA | Federal Transit Administration | RTIF | Regional Transportation Impact Fee |
| G | | RTP | Regional Transportation Plan |
| GIS | Geographic Information System | RTIP | Regional Transportation Improvement Program |
| H | | RTPA | Regional Transportation Planning Agency |
| HIP | Housing Incentive Program | S | |
| HOT | High Occupancy Toll | SACOG | Sacramento Area Council of Governments |
| HOV | High Occupancy Vehicle | SAFETEA-LU | Safe, Accountable, Flexible, Efficient Transportation Equality Act-a Legacy for Users |
| I | | SCTA | |
| ISTEA | Intermodal Surface Transportation Efficiency Act | SCVTA | Santa Clara Valley Transportation Authority |
| ITIP | Interregional Transportation Improvement Program | SFCTA | San Francisco County Transportation Authority |
| ITS | Intelligent Transportation System | SHOPP | State Highway Operations & Protection Program |

| | |
|--------|---|
| SMAQMD | Sacramento Metropolitan Air Quality Management District |
| SMCCAG | San Mateo City-County Association of Governments |
| SNCI | Solano Napa Commuter Information |
| SOV | Single Occupant Vehicle |
| SP&R | State Planning & Research |
| SR2S | Safe Routes to School |

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|------|---|
| SR2T | Safe Routes to Transit |
| STA | Solano Transportation Authority |
| STAF | State Transit Assistance Fund |
| STIA | Solano Transportation Improvement Authority |
| STIP | State Transportation Improvement Program |
| STP | Surface Transportation Program |

T

| | |
|--------|--|
| TAC | Technical Advisory Committee |
| TAM | Transportation Authority of Marin |
| TAZ | Transportation Analysis Zone |
| TCI | Transportation Capital Improvement |
| TCM | Transportation Control Measure |
| TCRP | Transportation Congestion Relief Program |
| TDA | Transportation Development Act |
| TDM | Transportation Demand Management |
| TE | Transportation Enhancement Program |
| TEA-21 | Transportation Efficiency Act for the 21 st Century |
| TFCA | Transportation Funds for Clean Air Program |
| TIF | Transportation Investment Fund |
| TIP | Transportation Improvement Program |
| TLC | Transportation for Livable Communities |
| TMA | Transportation Management Association |
| TMP | Transportation Management Plan |
| TOS | Traffic Operation System |
| TRAC | Trails Advisory Committee |
| TSM | Transportation System Management |

U, V, W, Y, & Z

| | |
|--------|---|
| UZA | Urbanized Area |
| VTA | Valley Transportation Authority (Santa Clara) |
| W2W | Welfare to Work |
| WCCTAC | West Costa County Transportation Advisory Committee |
| WETA | Water Emergency Transportation Authority |
| YSAQMD | Yolo/Solano Air Quality Management District |
| ZEV | Zero Emission Vehicle |



SOLANO TRANSPORTATION AUTHORITY
Board Minutes for Meeting of
July 8, 2009

I. CLOSED SESSION

Closed Session to Discuss Executive Director Performance Review:
Board Chair Spring, indicated that the annual evaluation process for the Executive Director has been completed. He stated that a request to approve the contract amendment, as specified in the staff report, will be discussed under Agenda Item X.C, Executive Director Contract.

II. CALL TO ORDER

Chair Spring called the regular meeting to order at 6:00 p.m. A quorum was confirmed.

MEMBERS

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

MEMBERS

| | | |
|----------------|------------|-----------------|
| ABSENT: | Osby Davis | City of Vallejo |
|----------------|------------|-----------------|

STAFF

| | | |
|-----------------|--------------------|--|
| PRESENT: | Daryl K. Halls | Executive Director |
| | Bernadette Curry | Deputy Legal Counsel |
| | Johanna Masielat | Clerk of the Board |
| | Janet Adams | Deputy Executive Director/Director of Projects |
| | Robert Macaulay | Director of Planning |
| | Elizabeth Richards | Director of Transit and Rideshare Svcs. |
| | Susan Furtado | Financial Analyst/Accountant |
| | Jayne Bauer | Marketing and Legislative Program Manager |
| | Sam Shelton | Project Manager |
| | Kenny Wan | Assistant Project Manager |
| | Sara Woo | Assistant Planner |

ALSO

PRESENT:

In Alphabetical Order by Last Name:

| | |
|------------------|---|
| Leo Flores | County of Solano |
| George Gwynn Jr. | Member of the Public |
| Scott Haggerty | Alameda County Supervisor and new MTC Chair |
| Mike Hudson | Councilmember, City of Suisun City |
| Dan Kasperson | City of Suisun City |
| Gary Leach | City of Vallejo |
| Susan Lent | Akin Gump |
| Wayne Lewis | City of Fairfield |
| Alyssa Majer | City of Suisun City |
| Julie Pappa | Member of the Public |
| Mike Roberts | City of Benicia |
| Kevin Aguigui | Kimley Horn |
| Sean Charles | HDR |

III. CONFIRM QUORUM/STATEMENT OF CONFLICT

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

IV. APPROVAL OF AGENDA

On a motion by Board Member Augustine, and a second by Board Member Price, the STA Board approved the agenda with the exception of the following:

- Move Agenda Item IX.N, Appointment of Bernadette Curry as STA’s Deputy Legal Counsel to Agenda Item IV.A; and
- Move Agenda Item VI.C, Legislative Update to Agenda Item XI.C.

IV.A Appointment of Bernadette Curry as STA’s Deputy Legal Counsel

Recommendation:

Approve the following:

1. Designate Bernadette Curry as Deputy Legal Counsel; and
2. Authorize the Executive Director to sign a legal services agreement with the County of Solano for three months with an option to extend.

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

V. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

VI. SWEARING IN OF NEW STA BOARD ALTERNATE MEMBER

Councilmember Mike Hudson was sworn-in as STA’s new alternate Board member representing the City of Suisun City.

VII. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls provided an update on the following topics:

- North Connector East Project Groundbreaking Scheduled
- MTC Chair Scott Haggerty to Attend STA Board Meeting
- STA to Release I-80/I-680/I-780 Corridors Highway Operations Implementation Study
- STA FY 2009-10 and FY 2010-11 Budgets
- Countywide Senior and Disabled Transportation Summit
- Incorporating Advanced Technology into the New Cordelia Truck Scales
- Update on Transit Coordination Issues

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

A. MTC Presentation:

Alameda County Supervisor and new MTC Chair, Scott Haggerty, discussed MTC's current regional priorities and Solano County's priority transportation issues and priorities.

B. Caltrans Report:

None reported.

C. STA Reports:

1. Susan Lent, Akin Gump, provided a Federal Legislative report.
2. Board Chair Spering highlighted the Senior and Disabled Transportation Summit of June 26, 2009. He stated that the next Summit is tentatively scheduled for October 30, 2009 at Joseph Nelson Community Center in Suisun City.
3. STA Status Reports:
 - A. Projects – Janet Adams reported on upcoming construction projects.
 - B. Planning – Robert Macaulay reported on the region's priority development area process and SB 375 Implementation.
 - C. Transit and Rideshare – Elizabeth Richards announced the upcoming 3rd Annual Employer Commute Challenge to begin in August 2009.

IX. 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 M.

A. STA Board Meeting Minutes of June 10, 2009

Recommendation:

Approve STA Board Meeting Minutes of June 10, 2009.

B. Review Technical Advisory Committee (TAC) Draft Minutes for the Meeting of June 24, 2009

Recommendation:

Receive and file.

C. Fiscal Year (FY) 2009-10 Indirect Cost Allocation Plan (ICAP) Rate Application

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.

D. I-80 Express Lanes Project Implementation

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.

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

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.

F. Traffic Model Advisory Committees

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.

G. Metropolitan Transportation Commission (MTC) Planning Funding Agreement Scope of Work

Recommendation:

Approve the scope of work as specified in Attachment A.

- H. Fiscal Year (FY) 2009-10 Transportation Development Act (TDA) Matrix – July 2009 – Includes the City of Dixon**
Recommendation:
Approve the July 2009 TDA Matrix which includes the FY 2009-10 TDA claim for the City of Dixon.
- I. Intercity Transit Ridership Study**
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.
- J. Contract Amendment for Marketing Consultant Services - Moore Iacofano Goltsman (MIG)**
Recommendation:
Approve Contract Amendment No. 5 with Moore Iacofano Goltsman (MIG) for an additional amount of \$40,000 for STA marketing services.
- K. Solano Senior and Disabled Transportation Study**
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.
- L. Solano Napa Commuter Information (SNCI) Fiscal Year (FY) 2009-10 Work Program**
Recommendation:
Approve the Solano Napa Commuter Information Work Program for FY 2009-10.
- M. Safe Routes to School – Part Time Program Coordinator and Safety Coordinator**
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).

X. ACTION – FINANCIAL ITEMS

- A. Fiscal Year (FY) 2008-09 Final Budget Revision**
Daryl Halls provided an overview of the FY 2008-09 Final Budget Revision. He cited that 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. He noted that 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).

Board Comments:

None presented.

Public Comments:

None presented.

Recommendation:

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

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

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

Daryl Halls provided an overview of 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. He noted that 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.

Board Comments:

None presented.

Public Comments:

None presented.

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.

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

C. Executive Director Contract

Board Chair Spering, indicated that the annual evaluation process for the Executive Director has been completed.

Recommendation:

Approve the following:

1. Direct STA staff to determine if PERS benefits for the Executive Director and other STA staff could be changed from the existing 2% @ 55 to 2.7% at 55 in a manner such that it is a neutral budget impact; and
2. Provide for annual buy-back of the Executive Director's accumulated sick leave in excess of 320 hours; and
3. Recognize business travel and attendance at conferences and seminars on behalf of STA.

On a motion by Board Member Price, and a second by Vice -Chair Sanchez, the STA Board unanimously approved the recommendation.

D. Suisun Valley Rains Drain Flood Control Study

Janet Adams reviewed the development of the Suisun Valley Rains Drain Flood Control Study. She cited that in order to move forward with a solution to the flooding issue as well as discussions with the affected agency staff. STA staff is recommending a Memorandum of Understanding be established between all affected agencies.

Board Comments:

Board Member Patterson requested to amend recommendation #2 to include the San Francisco Water Quality Board (SFWQB) in the MOU in order for the study to move forward rapidly.

Chair Sperring indicated his opposition to the requested recommendation made by Board Member Patterson.

Public Comments:

None presented.

Recommendation:

Approve the following:

1. Authorize the Executive Director to negotiate a scope and fee and execute a contact 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.

On a motion by Board Member Price, and a second by Vice-Chair Sanchez, the STA Board unanimously approved the recommendation. The vote was 6 to 1. Board Member Patterson voted no. Board Member Patterson made a motion regarding amending the recommendation to include the SFWQB in the MOU. The motion was denied due to lack of a second.

XI. ACTION NON-FINANCIAL ITEMS

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

Sam Shelton addressed the STA Board and recommended the release of the I-80/I-680/I-780 Corridors Highway Operations Implementation Study for public review and comment. He noted that this study incorporates operational and policy recommendations from STA's Major Investment Study for the same corridors, the 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.

Board Comments:

Board Member Patterson asked that the comment period be clearly advertised as part of the study document, such as including the comment period deadline in the document cover. Sam Shelton replied that the comment period will be clearly noted in the study document and in cover letters.

Board Member Patterson also noted that the public input section of the plan was alarmingly brief and requested that STA staff contact MTC staff regarding procedures for a public planning process. Mr. Shelton replied that the public outreach process will be documented in the final plan in this section. Mr. Shelton noted that two public meetings will be scheduled during the last week of July and that they will be advertised in local papers through STA press releases.

Board Member Patterson asked if transit projects were considered as part of the study. Sam Shelton replied that projects such as HOV Lanes and Ramp metering with HOV lane bypass lanes benefit transit service, carpools and vanpools. Mr. Shelton noted that other STA studies, such as the I-80/I-680/I-780 Transit Corridor Study, identify transit capital improvements and STA priority transit projects. Daryl Halls commented that STA staff will make sure that STA Board members are sent a copy of the previous transit study.

Public Comments:

None presented.

Recommendation:

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

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

B. I-80 Eastbound (EB) Cordelia Truck Scales Relocation Project

Janet Adams focused on the details required for the delivery of highly efficient, operator friendly, low maintenance facility for the I-80 Eastbound Cordelia Truck Scales Relocation Project. Sean Charles, HDR and STA's Project Consultant, provided an overview of the Facility Validation Report (FVR) which validated the need to process up to 900 commercial vehicles per hour through the five inspection lanes by 2035.

Public Comments:

None presented.

Board Comments:

None presented.

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.

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

C. Legislative Update

Jayne Bauer recommended the STA Board to take position of “support in concept” for the Federal Surface Transportation Authorization Act.

Earlier in the meeting, Board Member Patterson requested to amend the recommendation to include an “emergency action” to support SB 406 in the STA’s Legislative Platform.

Recommendation:

Approve position of “support in concept” for the Federal Surface Transportation Authorization Act *and approve an “emergency action” to support of SB 406.*

Public Comments:

None presented.

Board Comments:

None presented.

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

XI. INFORMATIONAL ITEMS – DISCUSSION ITEMS

A. Implementation of STA’s Overall Work Plan for Fiscal Year (FY) 2009-10 and FY 2010-11

Daryl Halls identified and updated the STA’s priority projects on the overall work plan for FY 2009-10 and FY 2010-11. He indicated that the loss and/or delay of state funding are projected to have some impact to the STA’s ability to plan for and conduct project development activities for priority projects.

NO DISCUSSION

B. North Connector – Phase 2 Project Update

C. Comprehensive Transportation Plan (CTP) Update

**D. This item was moved to Agenda Item X.C
Legislative Update**

E. Project Delivery Update

F. Funding Opportunities Summary

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



TECHNICAL ADVISORY COMMITTEE
Minutes for the meeting of
August 27, 2009

I. CALL TO ORDER

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

Present:

TAC Members Present:

| | |
|----------------|---------------------|
| Charlie Knox | City of Benicia |
| Gene Cortright | City of Fairfield |
| 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 Masielat | STA |

Others Present:

(In Alphabetical Order by Last Name)

| | |
|--------------|---------------------|
| Liz Brisson | MTC |
| Ed Huestis | City of Vacaville |
| Jeff Knowles | City of Vacaville |
| Wayne Lewis | City of Fairfield |
| Alysa Majer | City of Suisun City |
| Matt Tuggle | County of Solano |

II. APPROVAL OF THE AGENDA

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: None presented.

MTC: None presented.

STA: Jayne Bauer reminded the TAC that Friday, August, 28, 2009 is the close of nomination submittals for the STA 12th Annual Awards. She distributed the Award Category Criteria. She also announced that a Public Service Announcement (PSA) to promote the October 30th Senior and Disabled Transportation Summit II is almost complete and a copy will be provided to all cities when it is finished. She added that this is a 60-second PSA that can be posted on websites and will be played on local cable television channels.

V. CONSENT CALENDAR

On a motion by Gene Cortright, and a second by Charlie Knox, the STA TAC approved Consent Calendar Items A thru D with the exception of the following:

- Include modifications to the recommendation of Item D
- At the request of the City of Fairfield, Item D was pulled for discussion.

A. Minutes of the TAC Meeting of June 24, 2009

Recommendation:

Approve TAC Meeting Minutes of June 24, 2009.

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

Recommendation:

Approve the September 2009 TDA Matrix which includes the TDA claims for Solano County.

C. Napa-Solano Travel Demand Model Update

Recommendation:

Forward a recommendation to the STA Board to authorize the STA Executive Director to prepare a scope of work and negotiate a contract with Fehr & Peers to provide an update and consultation on the Napa-Solano Travel Demand Model for an amount not to exceed \$35,000.

D. Modification to SolanoExpress Route 30

Recommendation:

Forward a recommendation to the STA Board to ~~approve proposed service changes to Rt. 30 effective October 1, 2009 as specified in Attachment B and recommended by the SolanoExpress Intercity Transit Consortium.~~

1. *Notifying them of the service changes to Rt. 30 effective as specified in Attachment A; and*
2. *Authorize staff to work with FAST and funding partners to analyze early westbound service.*

After discussion, the STA TAC approved the recommendation as amended shown above in ~~strikethrough bold italics~~.

On a motion by Gene Cortright, and a second by Rod Moresco, the STA TAC unanimously approved the recommendation as amended shown above in ~~strikethrough bold italics~~.

VI. ACTION FINANCIAL ITEMS

A. **Draft 2009 Congestion Management Program (CMP) Update**

Robert Macaulay provided a status update to the development of the draft 2009 Congestion Management Program (CMP). He cited that MTC has completed their update of the CMP guidelines for the 2009 update. He added that the major focus of the new MTC CMP Guidance memo is compliance with the new goals of the RTP.

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

Recommendation:

Forward a recommendation to the STA Board to approve the **Draft** 2009 Solano Congestion Management Plan, and transmit the **Draft** CMP to the Metropolitan Transportation Commission for review and ~~approval comments~~.

On a motion by Paul Wiese, and a second by Rod Moresco, the STA TAC unanimously approved the recommendation as amended shown above in ~~strikethrough bold italics~~.

B. **Comprehensive Transportation Plan (CTP) Update – Arterials, Highways and Freeways State of the System Report**

Robert Macaulay reviewed the Draft “State of the System – Arterials, Highways, and Freeways” Report, Existing Conditions Report (August 2009). He indicated that staff is proposing the upcoming discussions with the STA Arterials, Highways, and Freeways Committee include objectives/policies regarding standardized data collection (including regular data updates) and corridor studies and plans for all freeways and State Routes in Solano County.

After discussion, the STA TAC made minor modifications to the draft Arterials, Highways, and Freeways State of the System report.

Recommendation:

Forward a recommendation to the STA Arterials, Highways, and Freeways Committee to approve the Draft “State of the System – Arterials, Highways, and Freeways” Report included as Attachment A.

On a motion by Charlie Knox, and a second by Gary Leach, the STA TAC unanimously approved the recommendation to include minor modifications to the draft Arterials, Highways, and Freeways State of the Systems Report.

C. Metropolitan Transportation Commission (MTC) Complete Streets/Routine Accommodations Checklist and Policy for Bicycle and Pedestrian Transportation in the Bay Area

Sara Woo reviewed the development and implementation of a long-term Complete Streets policy implementation strategy for Solano County. She cited that to provide a better system of implementing the Complete Streets Checklist, staff will review the Complete Streets related policies and legislation, survey project sponsors for feedback, and discuss the implementation of the review of the checklists with the Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC), TAC, and Solano Project Development Working Group (PDWG)

Recommendation:

Forward a recommendation to the STA Board to authorize staff to develop and implement a long term Complete Streets policy implementation strategy for Solano County.

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

D. Transit Consolidation Study – Implementation Plan Status – Benicia-Vallejo Consolidation and Coordination

Elizabeth Richards provided an update in the development of the implementation plan of the Benicia-Vallejo Transit Consolidation and Coordination Study. She noted that the Benicia City Council unanimously voted to support joining the MOU on August 18th and action by the Vallejo City Council is to be scheduled in September.

Recommendation:

Forward a recommendation to the STA Board authorizing the STA to enter into a MOU with the Cities of Benicia and Vallejo to evaluate the consolidation of South Solano Transit Services.

On a motion by Gary Leach, and a second by Charlie Knox, the STA TAC unanimously approved the recommendation.

VII. INFORMATIONAL ITEMS

A. Solano County Funding Investment Strategy

Janet Adams notified the STA TAC that staff is proposing to develop a funding strategy to guide the future programming of funds based on an overall strategy that will, both in the near-term and the long-term, complete priority projects identified through the CTP process. She added that staff is seeking feedback from the TAC as staff prepares to move forward in developing this coordinated funding strategy. She also indicated that over the next three months, staff will be presenting funds estimates, project implementation options that will provide a frame work for this approach.

B. Highway Projects Status Report:

- 1. I-80/I-680/SR 12 Interchange**
- 2. I-80 EB Cordelia Truck Scales Relocation**
- 3. North Connector**
- 4. I-80 HOV Lanes: Red Top Road to Air Base Parkway**
- 5. Redwood Parkway/Fairground Drive Improvements**
- 6. Jepson Parkway**
- 7. State Route 12 (Jameson Canyon)**
- 8. State Route 12 East SHOPP Project**
- 9. I-80 SHOPP Rehabilitation Projects**

Janet Adams an provided update to nine major highway and reliever route projects (as listed above) in Solano County funded from a variety of Federal, State, and local fund source.

C. American Recovery and Reinvestment Act Update

Kenny Wan and Liz Niedziela provided a status report for all ARRA funded projects and their possible cost saving opportunities. Kenny Wan reviewed the Local Street and Road Project Delivery Status, Contract Award Status, and Liz Niedziela reviewed the Transit Project Status.

NO DISCUSSION

D. Senior and Disabled Transportation Summit

E. Bay Area Air Quality Management District (BAAQMD) and Yolo Solano Air Quality Management District (YSAQMD) Clean Air Grant Program Summary

F. Legislative Update

G. Solano Napa Commuter Information (SNCI) Program Fiscal Year (FY) 2008-09 Year-End Report

H. State Route (SR) 12 Jameson Canyon Road Bicycle and Pedestrian Connections Plan Status Update

I. Project Delivery Update

J. Funding Opportunities Summary

K. STA Board Meeting Highlights of July 8, 2009

L. 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, September 30, 2009.**

DRAFT



DATE: August 28, 2009
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: I-80 Eastbound Cordelia Truck Scales Relocation Project 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. In order to advance improvements to the Interchange in a timely fashion, separate Environmental Documents have either been prepared or are being prepared for four projects, which include the following:

- North Connector Project (Completed)
- I-80 high Occupancy Vehicle (HOV) Lanes Project (Completed)
- I-80 Eastbound Cordelia Truck Scales Relocation (Subject of this staff report)
- I-80/I-680/SR12 Interchange Project

In addition, the STA will be initiating the I-80 Express Lanes engineering studies this year.

In April 2008, the California Transportation Commission (CTC) approved the Proposition 1B Trade Corridors Program or Trade Corridors Improvement Funds (TCIF) Program. The I-80 Eastbound Cordelia Truck Scales Relocation Project was one of the projects included in the TCIF Program and as such, received \$49.8 million in TCIF funding, which is being matched with \$49.8 million in Bridge Tolls funds from the Metropolitan Transportation Commission. STA is working in cooperation with Caltrans to deliver the Project.

Discussion:

In October 2008 and June 2009, Regional Measure 2 (RM 2) funding allocations of \$6.2 million were approved by the Metropolitan Transportation Commission (MTC) to move forward with the environmental document and detailed preliminary engineering for the I-80 Eastbound Cordelia Truck Scales Relocation Project. In order to complete the environmental document and to continue with detailed preliminary engineering, staff is recommending the Board approve the attached resolution, which indicates that an additional \$1.0 million will be allocated to the I-80 EB Cordelia Truck Scales Relocation Project. As part of the standard process, STA is required to approve the attached resolution, the Initial Project Report (IPR) for RM 2 Project 7 and cash flow plan (Attachment A).

Fiscal Impact:

The environmental document and detailed preliminary engineering for the I-80 Eastbound Cordelia Truck Scales Relocation Project is funded with Bridge Toll funds dedicated to the project. This action will allow STA to request the allocation of an additional \$1 million of these funds to the project for the continuation of the preliminary engineering.

Recommendation:

Approve the following:

1. Resolution No. 2009-16 and Funding Allocation Request from Metropolitan Transportation Commission (MTC) for \$1.0 million in Bridge Toll funds for the I-80 Eastbound Cordelia Truck Scales Relocation Project for the environmental document preparation and detailed preliminary engineering; and
2. Authorize the Executive Director to submit the allocation request to MTC.

Attachment:

- A. STA Resolution 2009-16

**SOLANO TRANSPORTATION AUTHORITY
RESOLUTION No. 2009-16**

**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 EASTBOUND CORDELIA TRUCK SCALES
RELOCATION 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 or transfers 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); and be it further

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

RESOLVED, that the Regional Measure 2 phase or segment is fully funded, and results in an operable and useable segment; and be it further

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

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

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

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

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

RESOLVED, that there is no legal impediment to Solano Transportation Authority making allocation requests for Regional Measure 2 funds; and be it further

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

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

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

RESOLVED, that assets purchased with RM2 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased,

which shall be paid back to MTC in the same proportion that Regional Measure 2 funds were originally used; and be it further

RESOLVED, that Solano Transportation Authority shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 2 Toll Revenues; and be it further

RESOLVED, that Solano Transportation Authority authorizes its Executive Director, or his/her designee, to execute and submit an allocation request to MTC for Regional Measure 2 funds in the amount of \$1,000,000.00 for the environmental phase, including detailed preliminary engineering, for the I-80 Eastbound Cordelia Truck Scales Relocation project, purposes and amounts included in the project application attached to this resolution; and be it further

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

Jam
Solano

es Spering, Chair
Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed and adopted by said Authority at the regular meeting thereof held this day of September 9, 2009.

Daryl
Solano

K. Halls, Executive Director
Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 9th day of September, 2009 by the following vote:

Ayes: _____
Nos: _____
Absent: _____
Abstain: _____

Attest: _____
Johanna Masiclat
Clerk of the Board

Regional Measure 2 Initial Project Report (IPR)

Project Title:

Solano County Corridor Improvements near Interstate 80/Interstate 680 Interchange

RM2 Project No.

7

Allocation History:

| | MTC Approval Date | Amount | Phase |
|------------|--------------------------|---------------------|---|
| #1: | January 2006 | \$5,975,000 | PA/ED (I-80 HOV Lanes and North Connector) |
| #2 | September 2006 | \$1,000,000 | PA/ED (I-80 HOV Lanes) |
| #3 | February 2007 | \$6,525,000 | Final Design (I-80 HOV Lanes) and Construction for Advanced Package (Green Valley Bridge Widening) |
| #4 | October 2007 | \$8,300,000 | PA/ED for I-80/I-680/SR12 Interchange (\$5.2 million being transferred to I-80 EB Truck Scales) |
| #5 | May 2008 | \$10,300,000 | Final Design, R/W Acquisition, and Advanced Construction Package for N. Connector Project |
| #6 | October 2008 | \$5,200,000 | PA/ED for I-80 EB Cordelia Truck Scales Relocation |
| #7 | January 2009 | \$18,204,000 | Construction for the N. Connector Project |
| #8 | April 2009 | \$20,700,000 | Design and ROW Acquisition for the I-80 Eastbound Truck Scales Project |
| #9 | June 2009 | \$1,100,000 | Preliminary Engineering for the I-80 Express Lanes |
| #10 | July 2009 | \$1,000,000 | PA/ED for I-80 EB Cordelia Truck Scales Relocation |

Total: \$78,304,000

Regional Measure 2 – INITIAL PROJECT REPORT

Current Allocation Request:

| IPR Revision Date | Amount Being Requested | Phase Requested |
|--------------------------|-------------------------------|--|
| September 2009 | \$1,000,000 | PA/ED for I-80 EB Cordelia Truck Scales Relocation |

I. OVERALL PROJECT INFORMATION

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

Solano Transportation Authority is the project sponsor and implementing agency.

Project Purpose

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

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. 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.

Regional Measure 2 – INITIAL PROJECT REPORT

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

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

Project Graphics to be sent electronically with This Application

Impediments to Project Completion

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

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

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

Operability

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

Regional Measure 2 – INITIAL PROJECT REPORT

II. PROJECT PHASE DESCRIPTION and STATUS

Environmental –

Does NEPA Apply: Yes No

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

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

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

I-80 Eastbound (EB) Truck Scales Relocation - The environmental document for the I-80 Eastbound Truck Scales Relocation is an EIR/EA. The Draft EIR/EA was circulated in January 2009, with the Final EIR/EA scheduled for approval in the September/October 2009 time frame.

I-80 Express Lanes Project (Red Top Road to I-505) - Environmental clearance for the I-80 Express Lanes may be completed in one or 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 lanes.

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

Design –

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

Regional Measure 2 – INITIAL PROJECT REPORT

Right-of-Way Activities / Acquisition –

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

Construction / Vehicle Acquisition -

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

III. PROJECT BUDGET

Project Budget (Escalated to year of expenditure)

| | Total Amount - Escalated - (Thousands) |
|--|--|
| Phase: TOTAL PROJECT | |
| Environmental Studies & Preliminary Eng (ENV / PE / PA&ED) | \$ 46,104 |
| Design - Plans, Specifications and Estimates (PS&E) | 177,112 |
| Right-of-Way Activities /Acquisition (R/W) | 126,000 |
| Construction / Rolling Stock Acquisition (CON) | 1,308,312 |
| Total Project Budget (in thousands) | \$1,657,528 |

Project Budget (Escalated to year of expenditure)

| | Total Amount - Escalated - (Thousands) |
|--|--|
| Phase: NORTH CONNECTOR | |
| Environmental Studies & Preliminary Eng (ENV / PE / PA&ED) | \$5,500 |
| Design - Plans, Specifications and Estimates (PS&E) | 3,300 |
| Right-of-Way Activities /Acquisition (R/W) | 8,000 |
| Construction / Rolling Stock Acquisition / Operating Service (CON) | 36,400 |
| Total Project Budget (in thousands) | \$53,200 |

Project Budget (Escalated to year of expenditure)

| | Total Amount - Escalated - (Thousands) |
|--|--|
| Phase: I-80 HOV LANES | |
| Environmental Studies & Preliminary Eng (ENV / PE / PA&ED) | \$4,475 |
| Design - Plans, Specifications and Estimates (PS&E) | 4,525 |
| Right-of-Way Activities /Acquisition (R/W) | 0 |
| Construction / Rolling Stock Acquisition (CON) | 49,849 |
| Total Project Budget (in thousands) | \$58,849 |

Regional Measure 2 – INITIAL PROJECT REPORT

Project Budget (Escalated to year of expenditure)

| Phase: I-80 Eastbound Truck Scales Relocation | Total Amount - Escalated (Thousands) |
|--|---|
| Environmental Studies & Preliminary Eng (ENV / PE / PA&ED) | \$7,800 |
| Design - Plans, Specifications and Estimates (PS&E) | 15,700 |
| Right-of-Way Activities /Acquisition (R/W) | 3,000 |
| Construction / Rolling Stock Acquisition (CON) | 74,400 |
| Total Project Budget (in thousands) | \$100,900 |

Project Budget (Escalated to year of expenditure)

| Phase: I-80 Express Lanes | Total Amount - Escalated - (Thousands) |
|----------------------------------|--|
| Preliminary Eng (PE) | \$1,100 |

Project Budget (Escalated to year of expenditure)

| Phase: I-80/I-680/SR12 I/C Improvements – CPI | Total Amount - Escalated (Thousands) |
|--|---|
| Environmental Studies & Preliminary Eng (ENV / PE / PA&ED) | \$22,300 |
| Design - Plans, Specifications and Estimates (PS&E) | 4,278 |
| Right-of-Way Activities /Acquisition (R/W) | 15,000 |
| Construction / Rolling Stock Acquisition (CON) | 152,272 |
| Total Project Budget (in thousands) | \$193,850 |

Regional Measure 2 – INITIAL PROJECT REPORT

IV. OVERALL PROJECT SCHEDULE

| North Connector | Planned (Update as Needed) | |
|---|-----------------------------------|-----------------|
| | Start Date | Completion Date |
| Phase-Milestone | | |
| Environmental Document | 10/02 | 05/08 |
| Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED) | 10/02 | 05/08 |
| Final Design - Plans, Specs. & Estimates (PS&E) | 05/08 | 03/09 |
| Right-of-Way Activities /Acquisition (R/W) | 05/08 | 05/10 |
| Construction (CON) | 07/09 | 08/11 |

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

| I-80 Eastbound Truck Scales Relocation | Planned (Update as Needed) | |
|---|-----------------------------------|-----------------|
| | Start Date | Completion Date |
| Phase-Milestone | | |
| Environmental Document | 05/03 | 09/09 |
| Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED) | 05/03 | 09/09 |
| Final Design - Plans, Specs. & Estimates (PS&E) | 10/09 | 05/11 |
| Right-of-Way Activities /Acquisition (R/W) | 10/09 | 12/11 |
| Construction (Begin – Open for Use) / Acquisition / Operating Service (CON) – MAJOR PROJECT | 06/11 | 12/13 |

Regional Measure 2 – INITIAL PROJECT REPORT

| I-80 Express Lanes | Planned (Update as Needed) | |
|--|-----------------------------------|-----------------|
| | Start Date | Completion Date |
| Phase-Milestone | | |
| Environmental Document | 12/09 | 12/11 |
| Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED) | 12/09 | 12/11 |
| Final Design - Plans, Specs. & Estimates (PS&E) | N/A | N/A |
| Right-of-Way Activities /Acquisition (R/W) | N/A | N/A |
| Construction (Begin – Open for Use) / Acquisition / Operating Service (CON) – MAJOR PROJECT (Green Valley Bridge Widening –2007) | N/A | N/A |

| Phase: I-80/I-680/SR12 I/C Improvements – CP1 | Planned (Update as Needed) | |
|---|-----------------------------------|-----------------|
| | Start Date | Completion Date |
| Phase-Milestone | | |
| Environmental Document | 06/02 | 08/10 |
| Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED) | 06/02 | 08/10 |
| Final Design - Plans, Specs. & Estimates (PS&E) | 09/10 | 04/11 |
| Right-of-Way Activities /Acquisition (R/W) | 09/10 | 05/12 |
| Construction (Begin – Open for Use) / Acquisition / Operating Service (CON) – CP1 | 06/12 | 12/14 |

V. ALLOCATION REQUEST INFORMATION

Detailed Description of Allocation Request

| |
|---|
| FY 2009-10: An allocation of \$1.0 million is being requested for PAED for the I-80 Eastbound Truck Scales Project. |
|---|

| | |
|--|---|
| Amount being requested (in escalated dollars) | \$1,000,000 |
| Project Phase being requested | PAED |
| Are there other fund sources involved in this phase? | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |
| Date of anticipated Implementing Agency Board approval the RM2 IPR Resolution for the allocation being requested | September 2009 |

Regional Measure 2 – INITIAL PROJECT REPORT

| | |
|--|----------------|
| Month/year being requested for MTC Commission approval of allocation | September 2009 |
|--|----------------|

Status of Previous Allocations (if any)

Work is progressing well with the previous allocations.

Workplan

Workplan in Alternate Format Enclosed

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

(A) = Actual Date

Impediments to Allocation Implementation

No impediments. The STA is prepared to move expeditiously to complete the PAED for the I-80 Eastbound Truck Scales Relocation Project. This is the highest priority project for the STA.

VI. RM-2 FUNDING INFORMATION

RM-2 Funding Expenditures for funds being allocated

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

Next Anticipated RM-2 Funding Allocation Request

November 2010 – R/W Acquisition (Utility Relocations) for the I-80/I-680/SR12 Interchange Initial Construction Package

Regional Measure 2 – INITIAL PROJECT REPORT

VII. GOVERNING BOARD ACTION

Check the box that applies:

X Governing Board Resolution attached

Governing Board Resolution to be provided on or before:

VIII. CONTACT / PREPARATION INFORMATION

Contact for Applicant's Agency

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

Information on Person Preparing IPR

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

Applicant Agency's Accounting Contact

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

Revised IPR 09.28.07.doc

Instruction Sheet

Cover Page

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

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

I. Overall Project Information

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

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

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

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

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

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

Regional Measure 2 – INITIAL PROJECT REPORT

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

II. Project Phase and Status

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

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

III. Total Project Budget Information

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

IV. Project Schedule

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

V. Allocation Request Information

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

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

Regional Measure 2 – INITIAL PROJECT REPORT

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

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

VI. RM-2 FUNDING INFORMATION

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

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

VII. GOVERNING BOARD ACTION

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

VIII. CONTACT / PREPARATION INFORMATION

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

Regional Measure 2 – INITIAL PROJECT REPORT

RM-2 Initial Project Report

EXPENDITURES TO-DATE BY PHASE AND FUND SOURCES

| Phase | Fund Source | Date of Last Expenditure | Amount Expended to date (Thousands) | Available Balance Remaining (Thousands) |
|------------------------------|------------------------------|--------------------------|-------------------------------------|---|
| ENV / PA&ED | TCRP | 4/30/2008 | 12,000 | - |
| | STIP | 8/31/2005 | 400 | - |
| | RM2 (I-80 HOV Lanes) | 12/31/2008 | 4,475 | - |
| | RM2 (I-80/I-680 Interchange) | 7/31/2009 | | |
| | RM2 (I-80 EB Truck Scales) | 7/31/2009 | | |
| | RM2 (North Connector) | 7/31/2009 | 2,500 | |
| PS&E | RM2 (I-80 HOV Lanes) | 7/31/2009 | | |
| | Local (North Connector) | 7/31/2009 | 2,300 | - |
| | RM2 (North Connector) | 7/31/2009 | | |
| R/W | RM2 (North Connector) | 7/31/2009 | | |
| | Local (North Connector) | 7/31/2009 | 1,000 | - |
| CON / Operating | RM2 (I-80 HOV Lanes - GVB) | 7/31/2009 | | |
| | Local (North Connector) | 7/31/2009 | 16,900 | 2,000 |
| | RM2 (North Connector) | 7/31/2009 | | |
| Total to date (in thousands) | | | 39,575 | 2,000 |

Comments:

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

Project ID: 7
Date: 9/1/2009



DATE: August 28, 2009
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: I-80/I-680/State Route (SR) 12 Interchange Project 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. In order to advance improvements to the Interchange in a timely fashion, separate Environmental Documents have either been prepared or are being prepared for four projects, which include the following:

- North Connector Project (Completed)
- I-80 High Occupancy Vehicle (HOV) Lanes Project (Completed)
- I-80 Eastbound (EB) Cordelia Truck Scales Relocation
- I-80/I-680/SR12 Interchange Project (Subject of this staff report)

In addition, the STA will be initiating the I-80 Express Lanes engineering studies this year.

Discussion:

In October 2007, a Regional Measure 2 (RM 2) funding allocation of \$13.5 million was approved by the Metropolitan Transportation Commission (MTC) to continue to move forward with the completion of the I-80/I-680/SR 12 Interchange Environmental Report/Environmental Impact Study (EIR/EIS), including detailed preliminary engineering. This allocation is being used to complete the environmental document and detailed preliminary engineering for the I-80/I-680/SR 12 Interchange Project, as well as the I-80 EB Cordelia Truck Scales Relocation Project. MTC previously requested the STA formally track the expenditures for each project separately and to formally transfer a portion of the \$13.5 million allocation to the I-80 EB Cordelia Truck Scales Relocation Project. As such, \$5.2 million was transferred to the I-80 EB Cordelia Truck Scales Relocation Project in October 2008. At the time, STA staff and MTC staff recognized a future allocation would be required for the Project Approval/Environmental Document (PA/ED) phase for the I-80/I-680/SR 12 Interchange Project. STA staff is now recommending an additional allocation of \$5.2 million for the PA/ED phase for the I-80/I-680/SR 12 Interchange Project. As part of the standard process, STA is required to approve the attached resolution, the Initial Project Report (IPR) for RM 2 Project 7 and cash flow plan (Attachment A).

Fiscal Impact:

This staff report is seeking an allocation of \$5.2 million from Regional Measure funds dedicated to the Interchange Complex.

Recommendation:

Approve the following:

1. Resolution No. 2009-15 and Funding Allocation Request from the Metropolitan Transportation Commission (MTC) for \$5.2 million in Regional Measure 2 funds for the I-80/I-680/SR 12 Interchange Project for the environmental document preparation and detailed preliminary engineering; and
2. Authorize the Executive Director to submit the allocation request to MTC.

Attachment:

- A. STA Resolution No. 2009-15

**SOLANO TRANSPORTATION AUTHORITY
RESOLUTION No. 2009-15**

**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 or transfers 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); and be it further

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

RESOLVED, that the Regional Measure 2 phase or segment is fully funded, and results in an operable and useable segment; and be it further

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

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

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

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

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

RESOLVED, that there is no legal impediment to Solano Transportation Authority making allocation requests for Regional Measure 2 funds; and be it further

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

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

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

RESOLVED, that assets purchased with RM2 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased,

which shall be paid back to MTC in the same proportion that Regional Measure 2 funds were originally used; and be it further

RESOLVED, that Solano Transportation Authority shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 2 Toll Revenues; and be it further

RESOLVED, that Solano Transportation Authority authorizes its Executive Director, or his/her designee, to execute and submit an allocation request to MTC for Regional Measure 2 funds in the amount of \$5,200,000.00 for the environmental phase, including detailed preliminary engineering, for the I-80/I-680/SR 12 Interchange project, purposes and amounts included in the project application attached to this resolution; and be it further

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

Jam
Solano

es Spering, Chair
Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed and adopted by said Authority at the regular meeting thereof held this day of September 9, 2009.

Daryl
Solano

K. Halls, Executive Director
Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 9th day of September 9, 2009 by the following vote:

Ayes: _____
Nos: _____
Absent: _____
Abstain: _____

Attest: _____
Johanna Masiclat
Clerk of the Board

Regional Measure 2 Initial Project Report (IPR)

Project Title:

Solano County Corridor Improvements near Interstate 80/Interstate 680 Interchange

RM2 Project No.

7

Allocation History:

| | MTC Approval Date | Amount | Phase |
|------------|--------------------------|---------------------|---|
| #1: | January 2006 | \$5,975,000 | PA/ED (I-80 HOV Lanes and North Connector) |
| #2 | September 2006 | \$1,000,000 | PA/ED (I-80 HOV Lanes) |
| #3 | February 2007 | \$6,525,000 | Final Design (I-80 HOV Lanes) and Construction for Advanced Package (Green Valley Bridge Widening) |
| #4 | October 2007 | \$8,300,000 | PA/ED for I-80/I-680/SR12 Interchange (\$5.2 million being transferred to I-80 EB Truck Scales) |
| #5 | May 2008 | \$10,300,000 | Final Design, R/W Acquisition, and Advanced Construction Package for N. Connector Project |
| #6 | October 2008 | \$5,200,000 | PA/ED for I-80 EB Cordelia Truck Scales Relocation |
| #7 | January 2009 | \$18,204,000 | Construction for the N. Connector Project |
| #8 | April 2009 | \$20,700,000 | Design and ROW Acquisition for the I-80 Eastbound Truck Scales Project |
| #9 | June 2009 | \$1,100,000 | Preliminary Engineering for the I-80 Express Lanes |
| #10 | July 2009 | \$1,000,000 | PA/ED for I-80 EB Cordelia Truck Scales Relocation |
| #11 | September 2009 | \$1,000,000 | PA/ED for I-80 EB Cordelia Truck Scales Relocation |

Total: \$79,304,000

Regional Measure 2 – INITIAL PROJECT REPORT

Current Allocation Request:

| IPR Revision Date | Amount Being Requested | Phase Requested |
|-------------------|------------------------|---------------------------------------|
| September 2009 | \$5,200,000 | PA/ED for I-80/I-680/SR12 Interchange |

I. OVERALL PROJECT INFORMATION

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

Solano Transportation Authority is the project sponsor and implementing agency.

Project Purpose

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

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. 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.

Regional Measure 2 – INITIAL PROJECT REPORT

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

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

Project Graphics to be sent electronically with This Application

Impediments to Project Completion

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

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

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

Operability

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

Regional Measure 2 – INITIAL PROJECT REPORT

II. PROJECT PHASE DESCRIPTION and STATUS

Environmental –

Does NEPA Apply: Yes No

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

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

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

I-80 Eastbound (EB) Truck Scales Relocation - The environmental document for the I-80 Eastbound Truck Scales Relocation is an EIR/EA. The Draft EIR/EA was circulated in January 2009, with the Final EIR/EA scheduled for approval in the September/October 2009 time frame.

I-80 Express Lanes Project (Red Top Road to I-505) - Environmental clearance for the I-80 Express Lanes may be completed in one or 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 lanes.

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

Design –

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

Regional Measure 2 – INITIAL PROJECT REPORT

Right-of-Way Activities / Acquisition –

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

Construction / Vehicle Acquisition -

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

III. PROJECT BUDGET

Project Budget (Escalated to year of expenditure)

| | Total Amount - Escalated - (Thousands) |
|--|--|
| Phase: TOTAL PROJECT | |
| Environmental Studies & Preliminary Eng (ENV / PE / PA&ED) | \$ 46,104 |
| Design - Plans, Specifications and Estimates (PS&E) | 177,112 |
| Right-of-Way Activities /Acquisition (R/W) | 126,000 |
| Construction / Rolling Stock Acquisition (CON) | 1,308,312 |
| Total Project Budget (in thousands) | \$1,657,528 |

Project Budget (Escalated to year of expenditure)

| | Total Amount - Escalated - (Thousands) |
|--|--|
| Phase: NORTH CONNECTOR | |
| Environmental Studies & Preliminary Eng (ENV / PE / PA&ED) | \$5,500 |
| Design - Plans, Specifications and Estimates (PS&E) | 3,300 |
| Right-of-Way Activities /Acquisition (R/W) | 8,000 |
| Construction / Rolling Stock Acquisition / Operating Service (CON) | 36,400 |
| Total Project Budget (in thousands) | \$53,200 |

Project Budget (Escalated to year of expenditure)

| | Total Amount - Escalated - (Thousands) |
|--|--|
| Phase: I-80 HOV LANES | |
| Environmental Studies & Preliminary Eng (ENV / PE / PA&ED) | \$4,475 |
| Design - Plans, Specifications and Estimates (PS&E) | 4,525 |
| Right-of-Way Activities /Acquisition (R/W) | 0 |
| Construction / Rolling Stock Acquisition (CON) | 49,849 |
| Total Project Budget (in thousands) | \$58,849 |

Regional Measure 2 – INITIAL PROJECT REPORT

Project Budget (Escalated to year of expenditure)

| Phase: I-80 Eastbound Truck Scales Relocation | Total Amount - Escalated (Thousands) |
|--|---|
| Environmental Studies & Preliminary Eng (ENV / PE / PA&ED) | \$7,800 |
| Design - Plans, Specifications and Estimates (PS&E) | 15,700 |
| Right-of-Way Activities /Acquisition (R/W) | 3,000 |
| Construction / Rolling Stock Acquisition (CON) | 74,400 |
| Total Project Budget (in thousands) | \$100,900 |

Project Budget (Escalated to year of expenditure)

| Phase: I-80 Express Lanes | Total Amount - Escalated - (Thousands) |
|----------------------------------|--|
| Preliminary Eng (PE) | \$1,100 |

Project Budget (Escalated to year of expenditure)

| Phase: I-80/I-680/SR12 I/C Improvements – CPI | Total Amount - Escalated (Thousands) |
|--|---|
| Environmental Studies & Preliminary Eng (ENV / PE / PA&ED) | \$22,300 |
| Design - Plans, Specifications and Estimates (PS&E) | 4,278 |
| Right-of-Way Activities /Acquisition (R/W) | 15,000 |
| Construction / Rolling Stock Acquisition (CON) | 152,272 |
| Total Project Budget (in thousands) | \$193,850 |

Regional Measure 2 – INITIAL PROJECT REPORT

IV. OVERALL PROJECT SCHEDULE

| North Connector | Planned (Update as Needed) | |
|---|-----------------------------------|-----------------|
| | Start Date | Completion Date |
| Phase-Milestone | | |
| Environmental Document | 10/02 | 05/08 |
| Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED) | 10/02 | 05/08 |
| Final Design - Plans, Specs. & Estimates (PS&E) | 05/08 | 03/09 |
| Right-of-Way Activities /Acquisition (R/W) | 05/08 | 05/10 |
| Construction (CON) | 07/09 | 08/11 |

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

| I-80 Eastbound Truck Scales Relocation | Planned (Update as Needed) | |
|---|-----------------------------------|-----------------|
| | Start Date | Completion Date |
| Phase-Milestone | | |
| Environmental Document | 05/03 | 09/09 |
| Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED) | 05/03 | 09/09 |
| Final Design - Plans, Specs. & Estimates (PS&E) | 10/09 | 05/11 |
| Right-of-Way Activities /Acquisition (R/W) | 10/09 | 12/11 |
| Construction (Begin – Open for Use) / Acquisition / Operating Service (CON) – MAJOR PROJECT | 06/11 | 12/13 |

Regional Measure 2 – INITIAL PROJECT REPORT

| I-80 Express Lanes | Planned (Update as Needed) | |
|--|-----------------------------------|-----------------|
| | Start Date | Completion Date |
| Phase-Milestone | | |
| Environmental Document | 12/09 | 12/11 |
| Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED) | 12/09 | 12/11 |
| Final Design - Plans, Specs. & Estimates (PS&E) | N/A | N/A |
| Right-of-Way Activities /Acquisition (R/W) | N/A | N/A |
| Construction (Begin – Open for Use) / Acquisition / Operating Service (CON) – MAJOR PROJECT (Green Valley Bridge Widening –2007) | N/A | N/A |

| Phase: I-80/I-680/SR12 I/C Improvements – CP1 | Planned (Update as Needed) | |
|---|-----------------------------------|-----------------|
| | Start Date | Completion Date |
| Phase-Milestone | | |
| Environmental Document | 06/02 | 08/10 |
| Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED) | 06/02 | 08/10 |
| Final Design - Plans, Specs. & Estimates (PS&E) | 09/10 | 04/11 |
| Right-of-Way Activities /Acquisition (R/W) | 09/10 | 05/12 |
| Construction (Begin – Open for Use) / Acquisition / Operating Service (CON) – CP1 | 06/12 | 12/14 |

V. ALLOCATION REQUEST INFORMATION

Detailed Description of Allocation Request

| |
|--|
| FY 2009-10: An allocation of \$4.5 million is being requested for PAED for the I-80I-680/SR12 Interchange Project. |
|--|

| | |
|--|---|
| Amount being requested (in escalated dollars) | \$4,500,000 |
| Project Phase being requested | PAED |
| Are there other fund sources involved in this phase? | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |
| Date of anticipated Implementing Agency Board approval the RM2 IPR Resolution for the allocation being requested | September 2009 |

Regional Measure 2 – INITIAL PROJECT REPORT

| | |
|--|----------------|
| Month/year being requested for MTC Commission approval of allocation | September 2009 |
|--|----------------|

Status of Previous Allocations (if any)

Work is progressing well with the previous allocations.

Workplan

Workplan in Alternate Format Enclosed

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

(A) = Actual Date

Impediments to Allocation Implementation

No impediments. The STA is prepared to move expeditiously to complete the PAED for the I-80/I-680/SR12 Interchange Project. This is the highest priority project for the STA.

VI. RM-2 FUNDING INFORMATION

RM-2 Funding Expenditures for funds being allocated

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

Next Anticipated RM-2 Funding Allocation Request

November 2010 – R/W Acquisition (Utility Relocations) for the I-80/I-680/SR12 Interchange Initial Construction Package

Regional Measure 2 – INITIAL PROJECT REPORT

VII. GOVERNING BOARD ACTION

Check the box that applies:

X Governing Board Resolution attached

Governing Board Resolution to be provided on or before:

VIII. CONTACT / PREPARATION INFORMATION

Contact for Applicant's Agency

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

Information on Person Preparing IPR

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

Applicant Agency's Accounting Contact

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

Revised IPR 09.28.07.doc

Instruction Sheet

Cover Page

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

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

I. Overall Project Information

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

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

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

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

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

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

Regional Measure 2 – INITIAL PROJECT REPORT

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

II. Project Phase and Status

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

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

III. Total Project Budget Information

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

IV. Project Schedule

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

V. Allocation Request Information

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

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

Regional Measure 2 – INITIAL PROJECT REPORT

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

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

VI. RM-2 FUNDING INFORMATION

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

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

VII. GOVERNING BOARD ACTION

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

VIII. CONTACT / PREPARATION INFORMATION

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

Regional Measure 2 – INITIAL PROJECT REPORT

RM-2 Initial Project Report

EXPENDITURES TO-DATE BY PHASE AND FUND SOURCES

| Phase | Fund Source | Date of Last Expenditure | Amount Expended to date (Thousands) | Available Balance Remaining (Thousands) |
|------------------------------|------------------------------|--------------------------|-------------------------------------|---|
| ENV / PA&ED | TCRP | 4/30/2008 | 12,000 | - |
| | STIP | 8/31/2005 | 400 | - |
| | RM2 (I-80 HOV Lanes) | 12/31/2008 | 4,475 | - |
| | RM2 (I-80/I-680 Interchange) | 7/31/2009 | | |
| | RM2 (I-80 EB Truck Scales) | 7/31/2009 | | |
| | RM2 (North Connector) | 7/31/2009 | 2,500 | |
| PS&E | RM2 (I-80 HOV Lanes) | 7/31/2009 | | |
| | Local (North Connector) | 7/31/2009 | 2,300 | - |
| | RM2 (North Connector) | 7/31/2009 | | |
| R/W | RM2 (North Connector) | 7/31/2009 | | |
| | Local (North Connector) | 7/31/2009 | 1,000 | - |
| CON / Operating | RM2 (I-80 HOV Lanes - GVB) | 7/31/2009 | | |
| | Local (North Connector) | 7/31/2009 | 16,900 | 2,000 |
| | RM2 (North Connector) | 7/31/2009 | | |
| Total to date (in thousands) | | | 39,575 | 2,000 |

Comments:

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

Project ID: 7
Date: 9/1/2009



DATE: August 28, 2009
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Accept Construction Contract for Demolition of North Connector Buildings

Background:

Consistent with STA Board direction, staff has been proceeding with the implementation for the North Connector Project. On May 13, 2009 the Board approved Resolution No. 2009-08 for the North Connector Building Demolition Contract and authorized the Executive Director to award the North Connector to Pantano Excavating, the lowest responsible bidder.

Discussion:

The building demolition project was designed by BKF Engineers. The STA administered the construction of the North Connector Demolition Project, with PB Americas performing construction management services. As mentioned above, the contract was awarded to Pantano Excavating, Inc. Construction is now completed and the project is essentially closed out. As such, STA staff is recommending the Board accept the work as complete and direct the Executive Director or his designee to file a Notice of Completion with the County Recorder's office. This action by the Board will release the surety bonds secured by Pantano Excavating, Inc. to ensure the performance of the work and allow for final payment to be made.

Presented below is a summary of the budget status for the North Connector Building Demolition project.

| | |
|-------------------------|-----------------|
| Construction Budget | \$62,000 |
| Total Construction Cost | <u>\$51,531</u> |
| Remaining Budget | \$10,469 |

Fiscal Impact:

The cost for the construction contract and construction administration for the North Connector Building Demolition was funded with Regional Measure 2 (RM 2) funds.

Recommendation:

Approve the following:

1. Accept the North Connector Building Demolition Contract as complete; and
2. Authorize the Executive Director to file a Notice of Completion with the County Recorder's office.

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DATE: August 31, 2009
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Contract Amendment for the I-80/I-680/State Route (SR) 12 Interchange
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/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 several years and has completed the Environmental Document (ED) and design for the I-80 High Occupancy Vehicle (HOV) Lanes. In order to advance improvements to the Interchange in a timely fashion, four environmental documents are being prepared for four separate projects, with independent utility. MTCO/Nolte completed the ED for the I-80 HOV Lanes Project in April 2007, they are in the process of completing the ED for the I-80 Eastbound Cordelia Truck Scales Relation Project, and are currently preparing the ED for the I-80/I-680/SR 12 Interchange Project. The Environmental Impact Report/Environmental Impact Statement (EIR/EIS) ED for the Balance of the Interchange Complex (I-80/I-680/SR 12 Interchange) is the largest and most complex effort of the four and is the subject of this staff report.

Discussion:

The MTCO/Nolte Joint Venture (JV) was retained by the STA in fall 2002 to prepare the ED for the I-80/I-680/SR 12 Interchange and have been working on this effort for almost 7 years.

Over the past few years, a number of alternatives have been evaluated and withdrawn and an additional alternative that connects I-680 with SR 12 West has been developed, which increased the overall effort for this phase of the project. At this point, it has been determined that two alternatives will be carried forward into the Draft EIR/EIS. The environmental phase of the project is now reaching a major milestone in that essentially all of the technical studies necessary for the environmental document have been completed, and most have received or are nearing approval by Caltrans. In reaching this significant milestone in the preparation of the EIR/EIS, staff has determined it is the appropriate time to evaluate the work remaining and to determine what budget is required to complete preparation of the EIR/EIS. The attached MTCO/Nolte letter dated August 28, 2009 discusses the tasks that remain to be completed (Attachment A).

As a result, STA staff recommends the STA Board approve a contract amendment for MTCO/Nolte JV in the amount of \$1,940,000 to complete the EIR/EIS for the I-80/I-680/SR12 Interchange. This amendment would bring the total cost for preparation of the EIR/EIS to \$12,321,000, which is approximately 1.2% of the estimated construction costs. Typically, the cost of the preparation of an environmental document is 3-5% of the estimated construction costs, depending on the size of the project. Since this is an exceedingly large project, the estimated costs for this phase fall below the norm.

Fiscal Impact:

The I-80/I-680/SR 12 Interchange project EIR/EIS is being funded with Traffic Congestion Relief Program (TCRP) and Regional Measure 2 (RM 2) funds. An allocation request from the Metropolitan Transportation Commission (MTC) for this work is required and is the subject of a separate staff report.

Recommendation:

Approve a contract amendment for MTCo/Nolte JV in the amount of \$1,940,000 to complete the EIR/EIS for the I-80/I-680/SR 12 Interchange Project.

Attachment:

- A. Letter from Mark Thomas & Company/Nolte JV dated August 28, 2009.



August 28, 2009

81-52008-B (278)

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

**RE: I-80/I-680/SR12 INTERCHANGE PROJECT
 COST TO COMPLETE**

Dear Ms. Adams:

The MTCo/Nolte JV has been assisting the STA with implementation of the I-80/I-680/SR12 Interchange complex since 2002. A significant amount of effort has been extended over the past few years on implementing improvements to the I-80/I-680/SR-12 Interchange Project (Project), including the preparation of the Environmental Impact Report (EIR)/Environmental Impact Statement. The environmental phase of the project is now reaching a major milestone in that essentially all of the technical studies necessary for the environmental document have been completed, and most have received or are nearing approval.

Having reached this milestone, we are now in a position to assess the work remaining to develop and publish the draft and final Environmental Impact Report/Environmental Impact Statement (EIR / EIS) through to the issuance of the Record of Decision (ROD) which is the completion of the EIR/EIS process. However, it should be noted there is still a considerable effort remaining to reach those final milestones.

As of the end of August 2009 we have a small amount of budget remaining and request a budget amendment to complete the work as described below:

The work is segmented based on the general work categories necessary to complete the project tasks.

PROJECT MANAGEMENT

Administer subconsultant contracts, review and process invoices, attend coordination meetings (PDT as well as internal meetings), coordinate with STA, Caltrans, local agency staff and subconsultant staff for the duration of the environmental clearance effort, which is expected to be complete in summer 2010. Also work includes maintenance of project files and the preparation and distribution of meeting agendas, minutes and project correspondence.

| Consultant | Budget Effort |
|---------------------------------|------------------|
| MTCo/Nolte JV | \$195,000 |
| Total Project Management | \$195,000 |

Mark Thomas & Company, Inc. ♦ Nolte Associates, Inc.
 1243 Alpine Road, Suite 222, Walnut Creek, CA 94596-4431
 ph. 925/938-0383 ♦ fx. 925/938-0389

Engineering Studies

The basic geometric development for the four alternatives in the environmental document has been set through the reviews for the initial Draft Concept Acceptance Report (CAR), an FHWA report. We do anticipate some continued geometric refinement through the Project Report phase as the proposed exceptions to Caltrans design criteria (Design Exceptions) are reviewed. Further effort is also anticipated related to updating cost estimates and reviewing potential construction packages.

| Consultant | Budget Effort |
|----------------------------------|-----------------|
| MTCO/Nolte JV | \$45,000 |
| Total Engineering Studies | \$45,000 |

Environmental Document

Out of scope work completed to date

The Project schedule has become more aggressive and critical over the last year to meet schedule dates to remain eligible for CMIA funding. Concurrently the project alternatives, particularly the fundable phases (B-1 and C-1) of the ultimate alternatives have continued to evolve as more potential funding appears possible. The major revisions included:

- **East Bound Truck Scales** - ultimate alternatives were revised to reflect the acceleration of the Truck Scale Project PA/ED which required the Interchange footprint to be modified and technical studies to be updated to move the truck scale related improvements from the build alternatives to the No – Build alternative.
- **Funding adjustments** – The amount of funding available for the fundable phases of Alternatives B and C was modified twice. The first to match available funding identified in the RTP and then again when Metropolitan Transportation Commission (MTC) incorporated additional funds to include the HOV/HOT connectors in the fundable phase in support of their Bay Area-wide HOT program. These funding adjustments had significant affects on the footprints and technical studies for the fundable first phases.

Additionally Caltrans technical report criteria have continued to evolve. Requirements for two technical study efforts in particular have far exceeded original effort expectations:

- **Energy Study** – Caltrans direction and guidance for the Energy study has evolved significantly over the two years largely as a result of recent legislation and recent court decisions related to other transportation projects.
- **Cultural Resources** – two significant requirements have resulted in substantial effort. The first was the addition of both the Cordelia area and the downtown Suisun City as historical districts potentially affected by the project. This required fully recording and evaluating

more than 200 individual structures for historical eligibility, to examine and assess the full area of both districts to perform archival research focused on the Suisun neighborhood and the Cordelia District to determine significance and condition of the districts, and to note and document all architectural resources in the Area of Potential Effect (APE).

Caltrans required that an Extended Phase 1 Survey (XP1), which includes field investigation and opening test trenches be conducted to determine presence or potential presence of cultural artifacts or human remains.

Caltrans has noted that they would not begin review of the Administrative Draft EIR/EIS until such time as all environmental technical reports had been approved, so completion of all technical studies became critical path. Recognizing this, ICF / Jones & Stokes continued to work on the out of scope items even as the guidance and the project footprints continued to evolve. At the direction of the STA we have proceeded with out of scope work in order to continue making progress on the project and not hold up critical path work items.

The subtotal of these efforts is **four hundred seven thousand dollars (\$407,000)**.

| Consultant | Budget Effort |
|--|------------------|
| ICF/Jones & Stokes | \$407,000 |
| Subtotal Environmental Document | \$407,000 |

Work remaining to be complete is separated below into two major categories: Preparing and initiating the public circulation of the Draft EIR/EIS and Holding the Public Hearing, Responding to comments, and the work associated with obtaining the Record of Decision on the EIR/EIS.

DEIR/DEIS

- **Complete remaining technical studies** - This effort will entail receiving and responding to Caltrans review comments on the remaining technical studies including the Air Quality, Energy and portions of the Cultural Resources reports.
- **Admin Draft EIR/EIS** - This effort will consist of initially preparing an administrative draft EIR/EIS (ADEIR/S) that will be reviewed by the JV and STA, updated and then forwarded to Caltrans. It is assumed that the ADEIR/S will go through three reviews at Caltrans' District level and then one at Headquarters level before the formal Draft EIR/EIS is circulated for public review.
- **Draft EIR/EIS** - This effort will consist of incorporating comments from the prior HQ review(s), including final District comments, and producing 100 bound copies and 50 CDs of the Draft EIR/EIS package for public circulation, together with posting electronic copies to the STA's webpage.

The estimated budget for this effort is:

| Consultant | Budget Effort |
|------------------------|------------------|
| MTCO/Nolte JV | \$84,000 |
| ICF/Jones & Stokes | 244,000 |
| CirclePoint | 10,000 |
| Fehr and Peers | 10,000 |
| Wilbur Smith | 10,000 |
| Parikh | 10,000 |
| Geocon | 5,000 |
| Subtotal DEIR/S | \$373,000 |

Public Hearing through FEIR/FEIS

- **Public Hearing** – This effort will consist of preparing exhibits, information, pre-hearing coordination meetings, arranging for the public notices to be published, for the meeting location and logistics, for holding the meeting and collecting public comments through the public circulation period.
- **Response to Comments** – this effort will consist of tabulating all public comments (including those of public agencies), developing appropriate responses and preparing additional text to be included in the FEIR/FEIS.
- **FEIR/FEIS** – This effort will consist of preparing an Administrative Final EIR/EIS for review by the JV, STA and Caltrans, including the draft responses to comments. It is assumed that the JV and STA would have one review period prior to submitting the document to Caltrans. It is assumed that Caltrans will require three rounds of review at District, one at Headquarters and one for the NEPA reviewer. Draft FEIR/EIS will be updated based on the comments received to the Final EIR/EIS and up to 100 copies of the FEIR/EIS will be published. This effort also includes tracking and coordination to obtain the Biological Opinion from the USFWS, getting the LEDPA, preparation and submittal of the final Mitigation and Monitoring Plan, drafting the Record of Decision, tracking the final document notices through the State Clearinghouse and Federal Register and transmitting the Notice of Completion.

The estimate budget for this effort is:

| Consultant | Budget Effort |
|------------------------|------------------|
| MTCO/Nolte JV | \$76,000 |
| ICF-Jones & Stokes | 185,000 |
| CirclePoint | 44,000 |
| Fehr and Peers | 15,000 |
| Subtotal FEIR/S | \$320,000 |

Total estimated budget for Environmental Document completion is:

| Consultant | Budget Effort |
|--|--------------------|
| MTCO/Nolte JV | \$160,000 |
| ICF-Jones & Stokes | 836,000 |
| CirclePoint | 54,000 |
| Fehr and Peers | 25,000 |
| Wilbur Smith | 10,000 |
| Parikh Consultants | 10,000 |
| Geocon | 5,000 |
| Total for Environmental Document Completion | \$1,100,000 |

Project Report

The effort consists of those tasks, reports and documents necessary to secure Caltrans approval of the Draft Project Report and the Final Project Report, which are the internal Caltrans engineering reports supporting and transmitting the draft and final environmental documents. In addition to the Draft and Final Project Reports themselves, the following reports/documents need to be prepared and/or finalized:

- Advance Bridge Planning Studies;
- R/W Requirement Mapping;
- R/W Data Sheet;
- Utility Impact Mapping;
- Design Exception Fact Sheets;
- Longitudinal Encroachment Exception Fact Sheet;
- Ramp Metering Exception Fact Sheet;
- Risk Management Plan;
- Transportation Management Plan;
- Concept Approval Report;
- Draft Project Report; and
- Final Project Report

| Consultant | Budget Effort |
|-----------------------------|------------------|
| MTCO/Nolte JV | \$280,000 |
| Fehr and Peers | 25,000 |
| AR/WS | 10,000 |
| Total Project Report | \$315,000 |

Miscellaneous Work Items

The following activities and reports are required by Caltrans or FHWA processes or by the specific characteristics of the project. The effort consists of:

Life Cycle Cost Analysis (LLCA) which is the current method by which Caltrans Materials Branch analyzes and confirms the pavement section to be used on the various freeways, highways, connectors and local ramps and ensures that the appropriate funds are budgeted.

The Federal Highway Administration (FHWA), through SAFETEA-LU, established a requirement that for Major Projects (projects greater than \$500 million) the following additional reports/studies would be prepared:

- **Project Management Plan** – this report will document the procedures and processes that are in effect to provide timely information to the project decision makers to effectively manage the scope, costs, schedules, and quality of, and the Federal requirements applicable to the project. It is also intended to identify the role of the agency leadership and management team in the delivery of the Project. The MTCo/Nolte JV team will prepare this report.
- **Project Financial Plan** – this report will be based on detailed estimates of the cost to complete the project and will provide for the annual submission of updates to Caltrans and FHWA that are based on reasonable assumptions of future increases in the cost to complete the project. The MTCo/Nolte JV would provide support to STA staff to develop this report.
- **Cost Simulation / Risk Assessment Study** – this effort reviews the details of the Preferred Alternative cost estimate including a review of how the estimated quantities were determined, how unit prices were determined and potential risk factors pertinent to the Alternative. The cost estimate is then run through a probability distribution simulation to determine a range of risk (\$) to the project cost estimate. The MTCo / Nolte JV team will prepare the materials and attend the FHWA cost simulation session.
- **Fault Rupture /Displacement Hazard (Seismic Fault Study)** – this effort reviews the locations of traces of the Cordelia Fault and the Green Valley Fault with respect to proposed Interchange improvements, estimates a range of frequency and displacements and the potential effect of on proposed bridge structures. The effort is nearing completion with all of the field work completed and the draft report submitted to Caltrans.

Further miscellaneous activities include preparing exhibits and attending public agency meetings to present project alternatives, landscaping renderings as required in support of public meetings, and support staff to facilitate discussions of project funding opportunities with MTC and other agencies.

| Consultant | Budget Effort |
|---------------------------------------|------------------|
| MTCO/Nolte JV | \$170,000 |
| Fehr and Peers | 15,000 |
| Vallier Design Assoc | 5,000 |
| WLA | 10,000 |
| Gray-Bowen | 85,000 |
| Total Miscellaneous Work Items | \$285,000 |

The total amount of additional budget requested to complete this environmental clearance effort is:

| Total Additional Budget Requested | |
|--|--------------------|
| Project Management | \$195,000 |
| Engineering Studies | 45,000 |
| Environmental Document | 1,100,000 |
| Project Report | 315,000 |
| Miscellaneous Work | 285,000 |
| Total Additional Budget Requested | \$1,940,000 |

We look forward to delivering this important regional project and to continuing with our successful track record of meeting our commitments to the Authority. Please call me at (925) 938-0383 if you have any questions or need additional information.

Sincerely,

Mark Thomas & Company, Inc. ♦ Nolte Associates, Inc.



Michael J. Lohman, P.E.
Principal

c (w): Dale Dennis, PDMG, STA Project Manager
Andrea Glerum, Joint Venture - Nolte Associates

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DATE: August 28, 2009
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Contract Amendment for the I-80/I-680/State Route (SR) 12 Interchange Project

Background:

Since 2001, STA staff has been working with project consultants, Caltrans and the Federal Highway Administration (FHWA) to complete improvements to the I-80/I-680/SR12 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 several years and has completed the Environmental Document (ED) and design for the I-80 High Occupancy Vehicle (HOV) Lanes and is currently preparing the ED for the I-80/I-680/SR 12 Interchange Project. As part of the implementation of the I-80/I-680/SR 12 Interchange, geotechnical investigations need to be performed and several utilities are required to be relocated, including the City of Vallejo's Gordon Waterline.

Discussion:

As mentioned above, as part of the implementation of the I-80/I-680/SR 12 Interchange project, the City of Vallejo's waterline (Gordon Waterline) will be impacted and will need to be relocated. The Gordon Waterline will be rerouted along Rockville Road and the portion of the Gordon Waterline within the interchange, for the most part, will be abandoned in place. One portion of the Gordon Waterline, the portion serving Old Cordelia, will be relocated and retained. The relocation of the Gordon Waterline to Rockville Road will also benefit the SR 12 Jameson Canyon Project, in that once the new Gordon Waterline has been relocated, the portion of the Gordon Waterline within the SR 12 Jameson Canyon Project limits can be abandoned in place. In order to support the construction of the Jameson Canyon Project, the Gordon Waterline will need to be relocated along Rockville Road by October 2010. Since the Gordon Waterline would be relocated along Rockville Road, a separate environmental document, envisioned to be a Categorical Exemption, would need to be completed as well.

In addition to the Gordon Waterline, a geotechnical investigation is required for the portion of the I-80/I-680/SR 12 Interchange Project between the existing I-80/Red Top Interchange and the future planned SR 12 West Red Top Interchange on SR 12 West approximately ½ mile to the west of the existing Red Top/SR 12 West intersection. A roadway is planned to be constructed between the two interchanges and a significant amount of exaction will be required along the proposed alignment. Material excavated from this portion of the I-80/I-680/SR12 Interchange Project will be used for many of the embankments required for the project.

The items discussed above were not envisioned when the original MTCO/Nolte Joint Venture (JV) scope of work was developed and as such, STA staff is recommending the Board approve a contract amendment of \$431,000 to the existing contract with the MTCO/Nolte JV to cover these additional design services. These items are presented in more detail in the attached letter from MTCO/Nolte JV dated August 28, 2009 (Attachment A).

Fiscal Impact:

The additional design services by MTCO/Nolte JV required for the Gordon Waterline relocation and the geotechnical investigations will be funded with Regional Measure 2 (RM 2) funds. An allocation request from the Metropolitan Transportation Commission (MTC) for this work is required and is the subject a separate staff report.

Recommendation:

Approve a contract amendment for MTCO/Nolte JV in the amount of \$431,000 for additional services required for the Gordon Waterline relocation and geotechnical investigations for the I-80/I-680/SR12 Interchange Project.

Attachment:

- A. Letter from the MTCO/Nolte JV dated August 28, 2009.



August 28, 2009

58-0251B-B (048)

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

**RE: I-80/I-680/SR12 INTERCHANGE PROJECT
 AMENDMENT REQUEST FOR ROCKVILLE WATER LINE**

Dear Ms. Adams:

As you are aware we are proposing to complete an advance utility package for the I-80/I-680/SR12 Interchange Project to construct a new water line that will avoid relocation of the existing Gordon Water Line in four locations within the I80/I-680/SR12 Interchange and Jameson Canyon project limits. This work has been documented with a Preliminary Design Report showing the benefits of advancing this work. We have prepared the following proposal to identify the geotechnical, environmental, design and construction efforts to complete this advance utility PS&E.

We have also included additional geotechnical work not identified earlier for the field work and testing of the proposed borrow site on the Ferrari property. This borrow material is likely to be needed to construct the Eastbound I-80 Truck Scales Relocation project, and potentially other projects within the I-80/I-680/SR12 Interchange.

12 INCH WATER LINE ALONG ROCKVILLE ROAD

Through discussions with the City of Vallejo and the STA it has been determined that substantial cost savings could be obtained for the I-80/I-680/SR12 Interchange Project and the SR12/Jameson Canyon project by constructing a new 12 inch water line along Rockville Road to replace the existing 24 inch City of Vallejo Gordon Water Line in advance of, or in conjunction with, these projects. The most viable design approach is to prepare a separate PS&E package for this utility project.

Plans, Specifications and Estimate

The Mark Thomas & Company, Inc./Nolte Joint Venture (JV) will design a 12 inch water line along Rockville Road from Paseo Arboles to Suisun Valley Road to replace the existing 24 inch Gordon Water Line. The PS&E package will provide for improvements to be constructed prior to construction of the Jameson Canyon project, which is currently in 95% design with an anticipated start date of October 15, 2010. Refer to Preliminary Design Report dated June 17, 2009 for more details. The design includes three miles of 12 inch water main; replacement of approximately 1,900 feet of existing 8 inch water main, including a section crossing Green Valley Creek; connection to existing water mains at Paseo Arboles, Green Valley Road and Suisun Valley Road; new lateral connections to properties currently being served by the existing Gordon Water Line, if any; abandonment in place of portions of the existing Gordon Water Line; connection to the existing Old Cordelia water main adjacent to the I-80 Green Valley Road interchange; and relocation of an existing pressure reducing station from Green Valley Road adjacent to westbound I-80 to Rockville

Road/Suisun Valley Road, as determined by the City of Vallejo. The estimated construction costs for this work is \$2,300,000. Water system analysis shall be performed by the City of Vallejo, including the determination of the size of the proposed water line, and is not included as a part of this proposal.

Design will include water main plan and profile sheets, water details, Storm Water Pollution Prevention Plan (SWPPP) coordination, traffic handling/staging construction plans, traffic signal modifications, specifications, cost estimates, and special provisions. No special details for seismic design due to the Cordelia and Green Valley earthquake faults are included. Cost estimates will be provided at each submittal using MS Excel format. Specifications shall use the City of Vallejo standard specification boiler plate which is to be provided by the City. Technical special provisions shall be based on the City of Vallejo format for all water facilities combined with appropriate County special provisions for roadway related tasks. MTCO will combine the technical special provisions and boiler plate into one document for review by the City and County.

The project is anticipated to be advertised, awarded and administered by STA with inspection oversight by City and County forces. MTCO will provide bidding assistance during the bid phase to answer technical questions on the contract documents, prepare addenda, and assist STA with the bidding phase. Reimbursable costs for printing of bid documents will be paid by STA.

Survey task items will include setting primary control; tie-in confirmation at Paseo Arboles, Green Valley Road (at Rockville Road and westbound I-80 interchange), and Suisun Valley Road; base mapping; topographic verification (cross-sections); existing utility surveys; Rockville Road right of way mapping; and field locating existing roadway features (driveways, signs, fences, etc.). Mapping shall consist of an aerial photograph, overlaid with the County's existing Lidar mapping, and supplemented with survey cross sections to confirm the Lidar mapping. This scope assumes no right of way acquisition will be required.

Subtotal Cost = \$265,500.00

Geotechnical Investigation

Parikh Consultants, Inc. will conduct a geotechnical investigation of the soil along the proposed route of the new water line. Tasks will include exploratory soil borings; lab analysis and geotechnical evaluation for suitability of backfill material; and provide recommendations as to trench backfill requirements and pavement sections. This water line will cross the existing Green Valley Fault and the Cordelia Fault Zones and, per discussions with the City of Vallejo, no fault investigation or mitigation measures are required or proposed.

Subtotal Cost = \$63,500

Environmental Clearance

Circlepoint will perform an environmental investigation along the route of the proposed water line to obtain environmental clearance for the project. Since this is an advance contract, and it has independent utility, a separate environmental document will be required. Circlepoint proposes to perform a Categorical Exemption for CEQA clearance based on the following assumptions:

- STA will be the lead agency under CEQA and no NEPA clearance is required;

- All work will be completed within the existing Rockville Road right of way and no tree removal, other than pruning, is required; and
- All public agencies including Solano County, City of Vallejo and STA are aware of, and in support of, the project.

Refer to the attached scope of work.

Subtotal Cost = \$10,500

Exaro Technologies Corporation

Exaro will complete potholes for the water line alignment to identify potential conflicts. We have included a total of five potholes within this scope.

Subtotal Cost = \$6,000

TOTAL FOR ROCKVILLE ROAD DESIGN SERVICES: \$345,500.00

FERRARI PROPERTY BORROW MATERIAL – GEOTECHNICAL INVESTIGATION

The Ferrari property located between SR12 and I-80 is proposed to be used as a borrow site for many of the current and future Interchange Construction projects, including the Truck Scales project. The original scope of work for the I-80/I-680/SR12 Interchange project did not include field exploration, testing and preparation of a Report for this borrow site. We propose to complete this work at the same time as the remaining field work by Parikh to avoid a separate mobilization of equipment. The work includes subsurface investigation with six borings, seismic refraction lines and backhoe test pits to determine the rock rippability and rock properties.

TOTAL FOR FERRARI PROPERTY BORROW MATERIAL: \$85,500

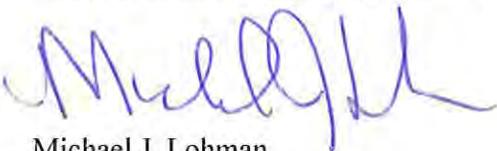
SUMMARY

The above extra work request totals **Four Hundred Thirty One Thousand Dollars (\$431,000.00)**. Please consider a contract amendment to cover these additional services.

If you have any questions, please do not hesitate to call me at (925) 938-0383.

Sincerely,

Mark Thomas & Company, Inc. ♦ Nolte Associates, Inc.



Michael J. Lohman
Principal

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DATE: August 28, 2009
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Contract Amendment for Project Management Services for the I-80/I-680/State Route (SR) 12 Interchange Complex

Background:

Since 2001, STA staff has been working with project consultants, Caltrans and Federal Highway Administration (FHWA) to complete improvements to the I-80/I-680/SR 12 Interchange Complex. PDM Group Inc. (PDMG) has been providing project management services for the I-80/I-680/SR 12 Interchange Project since 2001, when STA started managing the completion of the I-80/I-680/SR12 Interchange Complex improvements.

In order to advance improvements to the Interchange in a timely fashion, four separate projects, with independent utility, have been identified as follows:

- I-80 High Occupancy Vehicle (HOV) Lanes Project
- North Connector Project
- I-80 Eastbound Cordelia Truck Scales Relocation Project
- I-80/I-680/SR 12 Interchange Project

The current status of each of these projects is discussed below.

Discussion:

Since the inception of the I-80/I-680/I-780 Corridor Study/Major Investment Study (MIS), PDMG has done an excellent job of managing this complex project and moving it forward to completion. Under the guidance of Dale Dennis, the PDMG Project Manager, two fundamental and critical studies have been completed, the Corridor Study/MIS (completed July 2004) and the Truck Scales Study (completed in February 2005). Mr. Dennis also provided project management services for all four independent projects identified above. A brief status of each project is presented below:

I-80 HOV Lanes Project - The environmental document was completed in April 2007, final design was completed in January 2008, and construction is underway, with completion planned for late 2009.

North Connector Project - The environmental document was completed in May 2008, final design and right-of-way acquisition was completed in June 2009, and construction is underway, with completion expected in late 2010.

I-80 Eastbound Cordelia Truck Scales Relocation Project - The environmental document is expected to be completed in late September 2009, with final design and right-of-way acquisition scheduled to be completed by spring 2011.

I-80/I-680/SR 12 Interchange Project - The Draft environmental document for the I-80/I-680/SR 12 Interchange is scheduled for circulation in early 2010, with an anticipated Record of Decision by late 2010.

Again, PDMG continues to do an excellent job of managing these four projects associated with this critical and complex Interchange. Current contract funds are not sufficient for PDMG to continue to manage all of the I-80/I-680/SR 12 Interchange Complex projects discussed above. As such, STA staff recommends amending the PDMG contract for an additional amount of \$460,000 and extending the term of the contract to June 30, 2011.

Fiscal Impact:

The proposed contract amendment for PDMG is for \$460,000 for work through June 2011 and will be funded with Regional Measure 2 (RM 2). An allocation request from the Metropolitan Transportation Commission (MTC) for this work is required and is the subject a separate staff report.

Recommendation:

Approve a contract amendment for PDMG in the amount of \$460,000 for project management services through June 30, 2011 for the I-80/I-680/SR 12 Interchange Complex projects, including the North Connector Project, the I-80 Eastbound Cordelia Truck Scales Relocation Project and the I-80/I-680/SR 12 Interchange Project.



DATE: August 31, 2009
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Contract Amendment for Jepson Parkway Project Environmental Document and Preliminary Engineering

Background:

The Jepson Parkway Concept Plan was completed in 2000 by the Solano Transportation Authority (STA), the City of Fairfield, the City of Suisun City, the City of Vacaville and Solano County. The Concept Plan provided a comprehensive, innovative, and coordinated strategy for developing a multi-modal corridor; linking land use and transportation to support the use of alternative travel modes, and protecting existing and future residential neighborhoods. The 12-mile Jepson Parkway project is an I-80 Reliever Route that will improve intra-county mobility for Solano County residents. The project upgrades a series of narrow local roads to provide a north-south travel route for residents as an alternative to I-80. The plan proposes a continuous four-lane roadway from the State Route 12 / Walters Road intersection in Suisun City to the I-80 / Leisure Town Road interchange in Vacaville. The project also includes safety improvements, such as the provision for medians, traffic signals, shoulders, and separate bike lanes. The Jepson Parkway project is divided into 10 segments for design and construction purposes. Five (5) construction projects within the Jepson Parkway project have been completed: the extension of Leisure Town Road from Alamo to Vanden; the relocation of the Vanden/Peabody intersection; improvements to Leisure Town Road bridges; the Walters Road Widening (Suisun City); and the I-80/Leisure Town Road Interchange (Vacaville).

The remaining segments of the Jepson Parkway Project are obtaining environmental clearance as one project. Since 2002, STA has been working to prepare alignment plans for the four Environmental Impact Report/Environmental Impact Statement (EIR/EIS) alternatives and to complete a range of environmental studies. The overall estimated construction cost of the remaining segments is \$185 million. In March 2009 the STA Board certified the EIR for the Project. Staff has continued to work with Caltrans, the National Environmental Policy Act (NEPA) lead, to obtain approval of the EIS.

The NEPA-404 (Clean Water Act) process has been completed, with US Army Corps of Engineers (USACOE) concurrence in Alternative B as the preferred alternative and Least Environmentally Damaging, Practicable Alternative (LEDPA). The Environmental Protection Agency (EPA), US Fish and Wildlife Service (USFWS) and National Marine Fisheries (NMFS) have all agreed with this LEDPA decision.

Discussion:

The EIR/EIS process has been exhaustive due to the need to study a wide range of alternatives and the proximity of environmentally sensitive habitats within the project area. The Section 7 (federal Endangered Species Act) consultation is nearly complete. The Biological Assessment was prepared and submitted to USFWS and NMFS. NMFS has concurred that the project is not likely to adversely affect listed species; USFWS has preliminarily concurred in the mitigation strategy, indicating that a No-Jeopardy Biological Opinion will soon be forthcoming.

The FEIS has been prepared and submitted to Caltrans for District and NEPA reviews. This submittal requests to expedite reviews that would otherwise await receipt of the USFWS Biological Opinion (BO), given the close coordination with USFWS so that all final documents could be prepared consistent with the anticipated BO and no additional changes other than those in response to Caltrans staff should be needed.

PBS&J is the lead consultant for the delivery of the EIR/EIS. They have done an excellent effort in seeking approval of the EIR and the concurrence of the preferred alternative by the federal agencies. However, it has been determined that additional effort is needed to support the approval of the Final EIS and Record of Decision (ROD). This includes additional biological studies, analysis and coordination requested by the US Fish and Wildlife Service (USFWS) and the anticipated remaining effort to complete the FEIS through Caltrans District and Headquarters reviews, and to complete the ROD.

To complete this work, a contract amendment will be required. PBS&J will require a contract amendment of \$295,000. Approval of this contract amendment will enable completion of the FEIR.

Fiscal Impact:

The contract amendment will be funded from a federal earmark that has been obligated for this project and matching 20% local funds from STA's Planning, Programming, and Monitoring funds.

Recommendation:

Authorize the Executive Director to amend the contract with PBS&J for \$295,000 for the additional work required to complete the Environmental Impact Statement (EIS).

Attachment:

- A. PBS&J Scope of Work

Scope of Services

Engineering Services for the Jepson Parkway Project

Background

The 1999 Jepson Parkway Concept Plan proposed upgrades and improvements to a series of mostly existing roadways to improve intra-county mobility in central Solano County. Since 2001, STA has been working to prepare alignment plans for the alternatives and to complete a range of environmental studies. A major milestone was reached when the CEQA Final Environmental Impact Report (FEIR) was certified by the STA Board on March 18, 2009. CEQA certification to enable a start on advanced engineering was expedited by separating the FEIR from the NEPA Final Environmental Impact Statement (FEIS), which was awaiting completion of federal environmental processes, such as NEPA-404 coordination under the Clean Water Act and consultations under the Endangered Species Act. Active and close coordination with the respective resource agencies has been ongoing. The current schedule is to release the FEIS and finalize the NEPA Record of Decision (ROD) in late 2009/early 2010.

Under STA's direction PBS&J has been expediting project approval and environmental documentation (PA&ED) for the Jepson Parkway project since 2006. What originally began as a peer review of the DEIR/DEIS has evolved to include substantial rewrites to enable circulation of the draft environmental documents, response to agency and public comments, supplementation of fieldwork and technical studies, supporting Caltrans through the resource agency consultations, and working with Caltrans staff to prepare the final environmental documents. PBS&J also has been preparing preliminary engineering to support the environmental document for the project. Part of this preliminary engineering included analyzing and preparing a phasing and implementation plan. In early 2008 the Jepson Parkway Technical Advisory Committee has agreed to a general implementation plan. This plan will be presented to the Jepson Parkway Committee for formal approval, anticipated in fall 2009.

STA and the partner local agencies recognize the benefits of phasing the construction of the project. Priority segment(s) can be advanced to 65% level of design so that right of way and utility relocation can begin immediately following the approval of the ROD.

Recent Accomplishments

The CEQA FEIR was certified, enabling CTC project approval and approval of state STIP funding.

The NEPA-404 (Clean Water Act) process has been completed, with USACOE concurrence in Alternative B as the preferred alternative and least environmentally damaging, practicable alternative (LEDPA). EPA, USFWS and NMFS have all agreed with this LEDPA decision.

A mitigation strategy was developed in consultation with USFWS to meet Service requirements for up-front commitments to mitigation for Contra Costa goldfields impacts that will not occur until Phase 3 of project construction. The strategy defers mitigation and costs for tiger salamander mitigation credits that are more easily obtainable to free up funds to secure future options on rare goldfield mitigation credits while they are available.

The Section 7 (federal Endangered Species Act) consultation is nearly complete. Biological Assessments were prepared and submitted to USFWS and the National Marine Fisheries (NMFS). NMFS has concurred that the project is not likely to adversely affect listed species; USFWS has preliminarily concurred in the mitigation strategy, indicating that a No-Jeopardy Biological Opinion will soon be forthcoming.

The FEIS has been prepared and submitted to Caltrans for District and NEPA reviews. This submittal requests to expedite reviews that would otherwise await receipt of the FWS Biological Opinion (BO), given the close coordination with USFWS so that all final documents could be prepared consistent with the anticipated BO and no additional changes other than those in response to Caltrans staff should be needed.

Amendment Scope of Services

This scope of services covers the additional work that was required by Caltrans to complete the FEIR/FEIS and the work to create a separate FEIR for STA certification. This scope also covers additional biological studies, analysis and coordination requested by the US Fish and Wildlife Service (USFWS) and the anticipated remaining effort to complete the FEIS through Caltrans District and Headquarters reviews, and to complete the ROD.

To keep the project moving forward, several tasks in the initial scope of services were temporarily deferred so that newly requested; higher priority needs could be met. The following out-of-scope activities were performed:

- **Creating a Separate FEIR** – Requested by STA. To secure project approval and submit a funding allocation to Caltrans prior to the close of FY08/09, the FEIR was separated from the FEIS to enable STA to certify the CEQA document and approve the Project Technical Report. As mentioned above, the CEQA document was certified on March 18th with a Notice of Determination (NOD) posted on March 19th.
- **Additional Caltrans Reviews of the Biological Assessment** – Caltrans required five submittal/review cycles of the USFWS Biological Assessment and three submittals of a formal NMFS Biological Assessment, when in the end all that was needed for NMFS was a request for concurrence and summary letter.
- **Analysis of Potential Mitigation Concepts/Properties** – Several properties and potential mitigation banks were investigated and evaluated for Jepson Parkway project mitigation needs, including Strassberger, Dobles Bank, and North Suisun Bank. Additional fieldwork was performed on Strassberger to evaluate its mitigation and restoration potential.
- **Additional Extensive Resource Agency Coordination** – As part of the NEPA-404 process extensive coordination with EPA, the Army Corps of Engineers (USACOE), USFWS, and NMFS has taken place to obtain each agency's agreement in Alternative B as the preferred alternative and least environmentally damaging practicable alternative.
- **Additional Project Coordination** – With the additional submittals to Caltrans, there was more coordination than originally expected to respond to comments and move the project through the Caltrans oversight process.

FEIS/ROD Completion

In addition to the work described above, this addendum covers all of the remaining anticipated work effort to complete and distribute the FEIS and obtain sign-off of the ROD.

- (1) **FEIS** – The Administrative Draft FEIS was prepared and submitted to Caltrans District 4 for District and NEPA reviews. After this the final step will be to gain Caltrans Legal and Headquarters review and approval to distribute. One round of concurrent District/NEPA review with a follow-up checkprint submittal is anticipated. Because this is one of the first local agency NEPA-delegated projects to reach this milestone, however, it is anticipated that there will be at least two submittals to Legal and Headquarters.
- (2) **FEIS Availability and Distribution** – Once the FEIS is approved for distribution, PBS&J will prepare and coordinate the Notice of Availability, print and distribute the document.
- (3) **ROD** – PBS&J will prepare a draft ROD. Several submittals and active coordination with Caltrans are anticipated to obtain sign-off of the ROD.

Additional Preliminary Engineering to Support ED

The following tasks cover additional work to support the project approval and environmental documentation for the project. These include corridor wide activities that support the advancement of the project.

- (1) **Right of Way Ownership Map/Mitigation Right of Way Support** - A right of way ownership map will be prepared for the entire corridor. This will include preliminary proposed right of way acquisitions and temporary construction easements. The mapping will identify ownership, parcels, and acquisition and easement areas. This task will include the right of way acquisition services to acquire the right of way parcel along Walters Road from the Dobles property that has been agreed to as part of the development of the site as a mitigation bank. This will include the right of way engineering/documentation, appraisal, and acquisition services.
- (2) **Update Traffic Analysis** –With recent projects advancing through the approval process (Susan City Wal-Mart, Vacaville -Fairfield Train Station, and Southeast Vanden Area) and an updated Vacaville travel demand model there is a need to look at these adjacent projects in relation to the Jepson Parkway project. An updated traffic analysis for the entire project will be completed, beginning with a comparison of the 2030 regional S TA travel demand model and the City of Vacaville travel demand model, and the previously mentioned adjacent projects. This updated traffic analysis will include analysis of all intersections along the Jepson Parkway and will include more detailed analysis of intersections compared to the analysis completed in the current ED.

- (3) **Development of Corridor Wide Concept Landscape Themes** – A consistent visual/aesthetic characteristic for the Jepson Parkway project has been a guiding principle of the project beginning with the adoption of the concept plan. A corridor wide landscape plan will be developed with input from each local jurisdiction. This plan will identify landscape themes to be used on the Parkway and identify areas for each theme to be used.
- (4) **Additional Agency and Utility Coordination** – Additional agency coordination and utility coordination will take place to advance the project. Agency coordination will include coordinating with the Union Pacific, Caltrans, Public Utilities Commission for railroad work; USFWS for potential mitigation sites; and local agencies projects. Utility coordination will include ongoing discussions with each utility company and advancing discussions with Kinder Morgan to gain their input on potential encroachments to the high pressure gas line.
- (5) **Preliminary Engineering Refinement** – Each of the above tasks is likely to require additional preliminary engineering refinement to support the advancement of the project. As the project progresses the design of the preferred alternative will be refined as needed.

Items for STA's Consideration

In an effort to advance the project and potentially take advantage of competitive bidding environments, STA could consider undertaking the following preliminary engineering activities. Advancing each phase to a 65% design level would allow STA to immediately begin acquiring right of way and relocating utilities upon completion of the ROD. The following tasks include 65% design for each phase (Vanden Road, Leisure Town Road, Walters Road /Cement Hill Road).

65% design would include all of the necessary activities to advance the design to a 65% level and will conclude with a 65% plan package submittal and formal review. The plan package will be limited plan sheets that support the development of the final footprint. Activities will include roadway design; drainage analysis and design; utility relocations and coordination; structure design; traffic engineering design; electrical and lighting design; environmental mitigation designs; and landscape designs. These tasks will deliver the 65% plan package. In addition utility potholing, geotechnical exploration and borings will be performed at structure locations. The geotechnical activities will be documented in draft foundation reports. The utility potholing will be used in the utility coordination, roadway and drainage design. This task will include interim submittals to each of these agencies to work towards their approvals. 65% cost estimates will be prepared. Final right of way and temporary construction easements will be identified and right of way engineering activities could be completed so that upon approval of the 65% design plans and ROD right of way acquisition can begin.

Separate 65% design and project plans would be developed for each phase. The phases include:

- (1) Vanden Road Phase
- (2) Leisure Town Road Phase
- (3) Walters Road, Walters Road Extension, & Cement Hill Road Phase



DATE: August 27, 2009
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Napa-Solano Travel Demand Model Update

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.

Once the land use files were updated, the modelers and public works representatives on the Model Technical Advisory Committee (MTAC) reviewed the model output. On July 16, 2009, the current Model TAC met to discuss additional work to calibrate the model.

Discussion:

STA's consultant for the Regional Transportation Impact Fee (RTIF) presented statistical data on the validation and accuracy of the Napa-Solano Travel Demand Model to the Model TAC. Although there is no universal statistical standard for regional models, it was generally agreed that the Napa-Solano Travel Demand Model was adequate for Freeway, Highways and major corridors traffic forecast, however it did not meet the Model TAC's desires for accuracy for local roadways also identified on the Routes of Regional Significance. Model TAC members were asked to provide input on what statistics, outputs or changes would be needed in order to meet their desired level of confidence. The City of Fairfield subsequently offered the services of modeling consultant and former Fairfield employee Ken Harms to do a detailed review of the model, with any proposed changes to be peer reviewed by STA's consultant and then approved by the Model TAC. Unfortunately, Mr. Harms is not able to complete that task.

STA staff has taken the comments from Model TAC members and the preliminary work done by Mr. Harms, and worked with STA's consultant to develop a detailed scope of work for modification of the model. The Model TAC will provide guidance on the changes to be made for the RTIF, and will review the output of the new model prior to any action to formally adopt the changes.

Model TAC and STA TAC Recommendations:

The Model TAC recommended at its July 16th meeting that the model be refined for Arterial Level Evaluation for the RTIF, but did not recommend a specific process to do so. The Model TAC expressed general confidence in the work done to date by STA's RTIF consultant team. The Model TAC supported using the Root Mean Squared Error (RMSE) rate as the measure of validation for the model.

At its meeting of August 26, the STA TAC recommended that the STA Board authorize the STA Executive Director to prepare a scope of work and negotiate a contract with Fehr & Peers to provide an update and consultation on the Napa-Solano Travel Demand Model for an amount not to exceed \$35,000.

Fiscal Impact:

The update work is expected to cost up to \$35,000. The primary source of funding will be Transportation and Land Use (TPLUS) funds from Metropolitan Transportation Commission (MTC), since the model is a key tool in preliminary review of smart growth land use and transportation investments; and, the RTIF modeling contract.

Recommendation:

Authorize the STA Executive Director to negotiate a contract with Fehr & Peers to provide an update and consultation on the Napa-Solano Travel Demand Model for an amount not to exceed \$35,000.

Attachment:

- A. Scope of Work (To be provided under separate cover.)



DATE: August 31, 2009
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Fiscal Year (FY) 2009-10 Transportation Development Act (TDA)
Matrix – September 2009

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 updated TDA revenue estimates approved by MTC for FY 2009-10 in July. This includes reductions in the amount of 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, \$18.1 million is available for allocation in FY 2009-10, \$14.5 million new and \$3.5 million carryover. The Cities of Fairfield and Vacaville are two agencies with TDA carryovers of \$2.2 million and \$1.3 million respectively. The other agencies generally submit TDA claims requesting allocation of all of their available TDA funds. The July estimate of \$18.1 million is \$1.8 million lower than the February estimate – a 10% reduction to the county overall.

In July, 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, Vallejo, and Dixon FY 2009-10 TDA claims.

At this time, the County has submitted the amount of TDA they will be claiming for operating a new paratransit service and for streets and roads. This has been added to the TDA matrix. TDA claims remain outstanding from Benicia, Fairfield, and Rio Vista.

As TDA funds are generated from a percentage of sales tax, actual and estimates have been decreasing. STA staff will continue to monitor the TDA estimates, update the matrix accordingly, and bring these updates forward through the SolanoExpress Transit Consortium, STA TAC, 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.

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 September 2009 TDA Matrix which includes Solano County's FY 2009-10 TDA claim amount.

Attachment:

- A. September 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: August 31, 2009
TO: STA Board
FROM: Judy Leaks, SNCI Program Manager/Analyst
RE: Emergency Ride Home Program Contract Amendments

Background:

An element of the STA's Solano Napa Commuter Information's (SNCI) work program is to administer an Emergency Ride Home (ERH) Program for employers in Solano and Napa Counties. The objective of the ERH Program is to encourage the use of commute alternatives such as carpooling, vanpooling, public transit, walking or bicycling, by providing a free ride home to program participants (via taxi or rental car) in cases of emergency. By alleviating workers' concerns about their ability to return home in the event of unexpected circumstances, the ERH program helps encourage the use of transit in Solano County.

The current ERH program has been in operation for four years. Program participants are limited to no more than three uses per calendar month and a total of six uses in a calendar year and must live within 100 miles of their worksite. To date, a total of 50 Solano County employers and 20 Napa County employers participate in the ERH Program and a total of 22 individuals (19 in Solano County and 3 in Napa County) have used this service.

Discussion:

STA extended the term of existing contracts with Budget Car and Truck Rental of Fairfield (Budget) and Veteran Corporation to deliver the Solano Emergency Ride Home (ERH) Program for two years with a two-year extension option per the STA Board authorization on September 10, 2008. Recently, staff learned that Budget is no longer in business in Solano County and it cannot provide the necessary rental service for the longer distance trips. Staff is requesting authorization to execute an agreement with Enterprise Rent-A-Car (Enterprise) immediately to provide interim ERH services for Solano County program participants for the rest of Budget's term. Enterprise is currently under contract with the STA to provide ERH services in Napa County. Enterprise has several rental locations in Solano County including Travis AFB, Fairfield, Vacaville and Vallejo and would be able to provide car rentals for the entire county. The original contract with Budget was for \$5,000 per year which has been adequate and the same annual amount is recommended for Enterprise.

STA has been contracting with a taxi and rental car company to provide transportation to registered employees working in Napa County. In general, taxis have been used for shorter distance trips and rental cars for longer distance trips. The current vendors (Enterprise and Napa Valley Cab) were selected through a competitive process. The contract term for each of these vendors, was for three years and expire in 2009. These vendors are familiar with the ERH program, have provided the services consistently and effectively, and staff is satisfied with their

performance. The vendors are willing to extend their contracts and continue to provide Emergency Ride Home program services. Staff is requesting authorization to continue the term of these contracts for two more years with a two-year extension option. The original contracts were both in the amount of \$5,000 per year which has been adequate and does not need to be amended.

Financial Impact:

An amount of \$15,000 is available to budget for this program and will be funded from Bay Area Air Quality Management District (BAAQMD) Transportation for Clean Air (TFCA) and Eastern Congestion Mitigation/Air Quality (CMAQ) funds.

Recommendation:

Authorize the Executive Director to:

1. Execute an agreement with Enterprise Rent-A-Car to provide interim Emergency Ride Home Program services for Solano County program participants for the term of the existing contract; and
2. Execute amendments to extend the term of the existing contracts to deliver the Napa Emergency Ride Home (ERH) Program with Enterprise Rent-A-Car and Napa Valley Cab Company for two years with a two-year extension option.



DATE: August 31, 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.

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). 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. In July 2009, the STA Board authorized staff to release a Request for Proposal and for the Executive Director to enter into an agreement not exceeding \$50,000. Since that time, more information has become available on the balance of State Transit Assistance Funds that are available for FY2009-10. In addition, Vallejo has requested that ridership data be collected on the Baylink Ferry and the ferry's complementary bus route – Rt. 200.

In 2006 after a competitive process, Quantum Market Research (QMR) was selected to conduct the ridership survey. QMR completed this task under difficult conditions within budget and provided excellent data. Following the July 2009 Board action, QMR was asked to provide an estimated cost for this year's reduced effort with and without Vallejo's Ferry and Rt. 200 request. QMR estimated that the data collection and study preparation on the seven intercity routes would be approximately \$60,000 and \$20,000 on the Baylink Ferry/Rt. 200. To secure a consultant in a timely manner and meet the overall schedule of the ITF Agreement effort, staff is requesting authorization to enter into a contract with Quantum Market Research (QMR) for the 2009 Intercity Ridership Study and to include the data requested by Vallejo.

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 approved at its July 2009 Board meeting. The additional \$30,000 will be funded with State Transit Assistance Funds (STAF) that were reserved from FY 2008-09 and are available for reprogramming.

Recommendation:

Authorize the Executive Director to execute a contract with Quantum Market Research (QMR) for an amount not-to-exceed \$80,000.

Attachments:

- A. 2006 Ridership Survey on-board survey tool
- B. Countywide Transit Ridership Survey Preliminary Draft Scope of Work

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 |
|-----------------------|-----------------|
| Transfer | Adult |
| Cash | Senior/Disabled |
| Multi Ride/Punch Pass | Student |
| Monthly Pass | |
| 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
 b. Frequency of service
 c. Driver courtesy
 d. Rider information
 e. Cleanliness of vehicles
 f. Safety/security
 g. Ease of transfers
 h. Availability of Intercity Connections
 i. System easy to understand
 j. Fares (Cost)
 k. Overall service

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!!

DRAFT
SCOPE OF WORK

For
Solano Intercity Transit Ridership Study 2009

Purpose

The purpose of the Solano Intercity Transit Ridership Study is to determine where and when customers use Solano’s intercity transit routes, and key characteristics of these transit riders that will be used for the Intercity Transit Funding agreement and the STA to update its Comprehensive Transportation Plan. As currently envisioned, the study will include a count of passenger boardings and alightings (on/off counts) and an on-board survey. In addition to serving as data input to an intercity transit funding formula, the ridership study will assist STA and the transit operators in measuring route performance, route planning and scheduling.

The scope of the ridership study includes the seven major intercity transit routes that are included in the Intercity Transit Funding Agreement and the Vallejo Baylink Ferry and complementary bus Route 200.

Summary of Solano Intercity Transit Funding Agreement Routes

| Transit Operator | Intercity Agreement Routes | Baylink Ferry Service |
|------------------------------|-----------------------------------|------------------------------|
| Fairfield and Suisun Transit | 20, 30, 40, 90 | |
| Vallejo Transit | 80, 85, 78 | Ferry, Rt. 200 |
| <u>TOTAL</u> | 7 | 2 |

All ridership counts are expected to be conducted within a two- three week period and include a sample of all trips on all days of service. The current goal is to collect data in October/early November 2009.

On-board survey questions shall include residence of rider, origin and destination, rider demographics, trip purpose, fare payment, and access to the intercity transit route. The on-board survey will be conducted in English and Spanish. It will be conducted within the same time period as the ridership counts.

Tasks

1. Confirm Project Goals and Finalize Scope of Services and Work Plan
2. Identify Related Transit Survey Activities and Coordinate.
3. Identify Passenger Counting, Survey Techniques and Recommend Approach
4. Draft/Finalize Updated On-Board Survey and Review with Intercity Transit Funding (ITF) Group
5. Prepare On-Board Survey Plan and Passenger Count Plan
 - a. Study Population
 - b. Sample Size
 - c. Operations Coordination
 - d. Passenger Notification
 - e. Staffing/Supervision Plan
 - f. Quality Control
 - g. Data Compilation
6. Identify Format of Reports from Surveys and Counts
7. Conduct On-Board Survey and Passenger Counts
8. Review Survey Results for Completeness
9. Input and Compile Data
10. Prepare Ridership Study Report including Charts and Graphs
11. Summarize Results for presentation to STA staff, ITF Group and Governing Boards

The work shall be conducted in coordination with STA and the Intercity Transit Funding (ITF) Working Group.



DATE: August 31, 2009
TO: STA Board
FROM: Sam Shelton, Project Manager
RE: Federal Stimulus Fund Swap

Background:

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. The Metropolitan Transportation Commission received roughly \$150 M through the Surface Transportation Program's Local Streets & Roads program. Of this funding, approximately \$13.3 million has been programmed into Solano's Local Street and Road projects. The ARRA bill created tight deadlines for the obligation, award and construction of projects. To meet the ARRA bill's deadlines, Caltrans and MTC developed stricter deadlines to meet these project delivery milestones.

Discussion:

Earlier this spring, the STA Board approved of ARRA stimulus funding for local streets and roads projects for all member agencies. However, not all cities were able to sponsor a project with their limited shares of funding. Both the cities of Benicia and Rio Vista requested funding swaps of their shares of federal funds in exchange for local transportation funding from larger agencies.

As part of the STA Board's approval of ARRA stimulus funding for local streets and roads projects, two funding swaps were authorized:

- City of Rio Vista swapped \$90,000 of ARRA funding for \$81,000 of local funds from the City of Vacaville for local transportation projects (STA Board approval, 03-18-09).
- City of Benicia swapped \$89,000 of ARRA funding for \$80,100 of local funds from the City of Dixon for local transportation projects (STA Board approval, 06-10-09).

Based on previous funding swap agreements, both funding swaps had a return of 90% of funding to the city receiving local funds (e.g., 90 cents on the dollar to swap funds with another city). To follow up with these funding swap approvals, STA staff has worked with Interim Legal Counsel Bernadette Curry to draft two funding swap agreements between each of the cities involved and STA. Although, the STA is not swapping funding with the agencies involved in either agreement, it is recommended that the STA approve and ratify the exchange. As the STA is responsible for the allocation of ARRA funds in Solano County, the City of Vacaville and the City of Dixon will have 3 years from the time they have been reimbursed with federal funds to complete their funding swaps with the City of Benicia and the City of Rio Vista.

Both the City of Dixon and the City of Vacaville are currently pursuing obligation of (or have obligated) their swapped federal funds (see STA Board Item X. D "American Recovery and Reinvestment Act Update" for more information).

Fiscal Impact:

None. The STA is not a project sponsor of any of the referenced locally sponsored ARRA funded projects. This action formalizes prior STA Board actions to commit local agencies to local funding swaps.

Recommendation:

Authorize the Executive Director to enter into funding exchange agreements between the cities of Vacaville & Rio Vista and the cities of Benicia & Dixon, for funding swap amounts previously approved by the STA Board for local transportation projects.



DATE: September 9, 2009
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager/Analyst
George Fink, Transit Manager for the City of Fairfield
RE: Modification to SolanoExpress Route 30

Background:

Prior to 2000, STA contracted with Yolobus to operate Route 30. Fairfield and Suisun Transit (FAST) has operated Route 30 on behalf of the Solano Transportation Authority (STA) since 2000. Route 30 is included in the Intercity Transit Funding Agreement which coordinates the funding of intercity routes by pooling Transportation Development Act (TDA) funds from all local jurisdictions except Rio Vista.

Over the years, the STA has partnered with FAST to secure other funds for this route. These include Transportation Funds for Clean Air (TFCA) from the Bay Area Air Quality Management District and Clean Air Funds from the Yolo Solano Air Quality Management District. Most recently, over \$200,000 Federal Section 5311 for Fiscal Year (FY) 2007-08 and FY 2008-09 was appropriated for Route 30.

In FY 2006-07, Route 30 operated five roundtrips, Monday-Friday, between Fairfield and Sacramento with stops in Vacaville, Dixon, and Davis. In the Fall of 2007, Route 30 started experiencing full capacity in the morning stop in Dixon on the Sacramento express trip. FAST started supplementing the service by providing a back-up shuttle so no riders would be left behind. Ridership on this route continued to steadily increase and FAST sent out an over-the-road coach since the back-up shuttle bus started reaching full capacity during the I-5 repair project. FAST staff surveyed Route 30 riders asking what additional time they would prefer to arrive and depart Sacramento. Using this information, a new schedule was developed with additional service in the morning to Sacramento and a later service for the return trip. This new expanded service went into effect July 1, 2008.

Discussion:

FAST has received requests from passengers wishing to travel from Sacramento to connect with Route 90 in the morning. The current schedule has the 6:52 AM arriving back in Fairfield at 8:39 AM for a connection to Route 90 at 8:42 AM. However, this connection is often missed due to traffic encountered in Sacramento.

FAST staff recently rode the Route 30 to solicit passenger input and gather ideas. The passengers' consensus was that they would like to find a solution that does not affect eastbound travel times. The FAST proposes to turn the 6:08 AM bus, which currently deadheads (non-revenue service) back to the garage from Sacramento, into revenue service. This would allow Sacramento passengers to reach the Fairfield Transportation Center (FTC) by 8:25 AM and connect, even with traffic, to the 8:42 AM Route 90 bound for El Cerrito Del Norte BART. To

maintain neutral cost, FAST is also proposing to end the westbound revenue service on the 6:52 AM bus. This bus would deadhead back from Sacramento at 7:54 AM to the garage. This proposal would not affect any eastbound Route 30 trips. FAST staff believes this is an easy, customer friendly, cost neutral fix to facilitate better connectivity among intercity routes. At first, FAST was proposing to have this change take effect October 1, 2009 which will coincide with FAST New Riders' Guides being issued. FAST has circulated this proposed change via email to the funding partners for comment and stated that if there are no comments or opposition, FAST would like to move forward with passenger notification immediately. Subsequently, STA and the funding partners received an e-mail from FAST staff proposing to expedite this change.

More complaints were received by FAST concerning the connectivity between the Route 30 and Route 90. The proposed Route 30 fix will solve the scheduling issue allowing the passengers more time to make the Route 90 connection. Even though FAST had initially proposed making the change effective October 1st, FAST suggested implementing the change immediately based on the email consensus from the Consortium and STA staff. FAST made this change within a few days effective August 24th to avert any further unnecessary passenger inconvenience (Attachment A). STA staff supports the proposed change by FAST staff with the early implementation of the schedule change as proposed.

Staff is recommending one additional change to Route 30's schedule be considered by FAST for further implementation. STA staff is suggesting a proposed additional change to Route 30 to better serve Dixon and Vacaville westbound commuters in the morning. Currently, the first trip westbound leaves Dixon after 9:00 a.m. which makes it difficult to reach work destinations in Vacaville or Fairfield. STA staff is requesting FAST consider returning the morning trip that serves UC Davis instead of having it continue on to Sacramento. This leg of Route 30 is already being served with two Route 30 direct trips and Yolobus. In addition, UC Davis undergraduate students may ride Yolobus for free with a current student registration card. This proposed FAST Route 30 trip would then arrive/depart Dixon at about 8:03 a.m. and deliver passengers to Vacaville by 8:20 a.m. and Fairfield Solano Mall by 8:34 a.m. This earlier westbound AM trip would provide enhanced service without increasing costs (Attachment B).

The modification to Route 30 was reviewed by the Consortium and TAC at their August 27th meeting. At the Consortium, this item was tabled at the request of City of Fairfield Transit Manager. The reason specified was that the modification to the route had already taken place and FAST was not ready to discuss the additional proposed change until further ridership data had been collected. Subsequently, the TAC unanimously approved the recommendations to be forwarded to the STA Board.

Recommendation:

Approve the following:

1. Notification of the service changes to Rt. 30 effective as specified in Attachment A; and
2. Authorize staff to work with FAST and funding partners to analyze early westbound service.

Attachments:

- A. FAST New Schedule for Route 30
- B. Suggested Draft Schedule for Proposed Service including earlier westbound trip serving Davis, Dixon, and Vacaville to Fairfield during morning commute hours.

EFFECTIVE OCTOBER 1, 2009

Fairfield and Suisun Transit (FAST) is proposing modifying westbound Route 30 to better connect with westbound Route 90. To accomplish this, the 6:08 AM bus will return to the FTC in revenue service from 9th & P Streets and the 6:52 AM bus will return to the garage directly from 9th & P Streets (no passengers). This proposal will not affect any eastbound Route 30 trips. However, it will accommodate passengers wishing to travel from the Sacramento region and connect with Route 90.

If you have any questions or comments, please contact Lori Tagorda at 707-428-7590 or e-mail transit@ci.fairfield.ca.us.

Thanks for riding with us!

GK Fink, Transit Manager



Current Schedule

| Route 30 - Eastbound (Fairfield to Davis/Sacramento) | | | | | | | | | | | | | | |
|--|--|-----------------------|------------------------|----------------|------|-----------------------|-----------------------|---------------------|---------------------|-----------------|-----------------|-----------------|----------------------------------|----------------------------------|
| Fairfield | | Vacaville | Dixon | UC Davis | | | | Sacramento | | | | | | |
| Depart Transp. Center | Solano Mall | Davis St. Park & Ride | Market Ln. Park & Ride | Health Science | Silo | Arrive Memorial Union | Depart Memorial Union | Arrive Capitol Mall | Depart Capitol Mall | J St. & 6th St. | 9th St. & L St. | 9th St. & O St. | Arrive Between 8th & 9th on P St | Depart Between 8th & 9th on P St |
| 6:08 | --- | 6:20 | 6:36 | --- | --- | --- | --- | 7:00 | 7:00 | 7:03 | 7:06 | 7:08 | 7:30 | G |
| 6:48 | 6:53 | 7:07 | 7:22 | 7:32 | 7:37 | 7:42 | 7:45 | 8:07 | 8:07 | 8:10 | 8:13 | 8:15 | 8:17 | 8:32 |
| 6:52 | --- | 7:04 | 7:20 | --- | --- | --- | --- | 7:44 | 7:44 | 7:47 | 7:50 | 7:52 | 7:54 | 7:54 |
| 11:56 | 12:02 | 12:17 | 12:31 | --- | --- | 12:53 | 12:56 | 1:18 | 1:19 | 1:22 | 1:25 | 1:27 | 1:28 | 1:38 |
| 3:39 | >>>> Direct Express to Sacramento >>>>>> | | | | | | | 4:24 | 4:29 | 4:32 | 4:35 | 4:37 | 4:39 | 4:39 |
| 4:00 | 4:06 | 4:20 | 4:35 | --- | --- | --- | --- | 5:00 | 5:05 | 5:08 | 5:11 | 5:13 | 5:15 | 5:15 |
| --- | --- | --- | --- | --- | --- | --- | --- | 5:42 | 5:47 | 5:50 | 5:53 | 5:55 | 5:57 | 5:57 |

| Route 30- Westbound (Sacramento/Davis to Fairfield) | | | | | | | | | |
|---|---------------------|---|-----------------------|------|----------------|------------------------|-----------------------|-------------|-----------------------|
| Sacramento | | UC Davis | | | | Dixon | Vacaville | Fairfield | |
| Depart P St. & 9th St | Depart Capitol Mall | Arrive Memorial Union | Depart Memorial Union | Silo | Health Science | Market Ln. Park & Ride | Davis St. Park & Ride | Solano Mall | Arrive Transp. Center |
| 7:54 | 7:57 | >>>>>> Direct Express to Fairfield >>>>>> | | | | | | 8:39 | G |
| 8:32 | 8:35 | 8:57 | 8:58 | --- | --- | 9:16 | 9:32 | 9:46 | 9:54 G |
| 1:38 | 1:41 | 2:03 | 2:06 | --- | --- | 2:24 | 2:40 | 2:54 | 3:02 G |
| 4:39 | 4:42 | 5:05 | 5:07 | 5:15 | 5:20 | 5:31 | 5:46 | 6:00 | 6:06 G |
| 5:15 | 5:18 | --- | --- | --- | --- | 5:43 | 5:58 | --- | 6:12 G |
| 5:57 | 6:00 | --- | --- | --- | --- | 6:30 | 6:48 | --- | 7:05 G |

New Schedule - Effective October 1, 2009

| Route 30 - Eastbound (Fairfield to Davis/Sacramento) | | | | | | | | | | | | | | |
|--|--|-----------------------|------------------------|----------------|------|-----------------------|-----------------------|---------------------|---------------------|-----------------|-----------------|-----------------|----------------------------------|----------------------------------|
| Fairfield | | Vacaville | Dixon | UC Davis | | | | Sacramento | | | | | | |
| Depart Transp. Center | Solano Mall | Davis St. Park & Ride | Market Ln. Park & Ride | Health Science | Silo | Arrive Memorial Union | Depart Memorial Union | Arrive Capitol Mall | Depart Capitol Mall | J St. & 6th St. | 9th St. & L St. | 9th St. & O St. | Arrive Between 8th & 9th on P St | Depart Between 8th & 9th on P St |
| 6:08 | --- | 6:20 | 6:36 | --- | --- | --- | --- | 7:00 | 7:00 | 7:03 | 7:06 | 7:08 | 7:30 | 7:40 |
| 6:48 | 6:53 | 7:07 | 7:22 | 7:32 | 7:37 | 7:42 | 7:45 | 8:07 | 8:07 | 8:10 | 8:13 | 8:15 | 8:17 | 8:32 |
| 6:52 | --- | 7:04 | 7:20 | --- | --- | --- | --- | 7:44 | 7:44 | 7:47 | 7:50 | 7:52 | 7:54 | G |
| 11:56 | 12:02 | 12:17 | 12:31 | --- | --- | 12:53 | 12:56 | 1:18 | 1:19 | 1:22 | 1:25 | 1:27 | 1:28 | 1:38 |
| 3:39 | >>>> Direct Express to Sacramento >>>>>> | | | | | | | 4:24 | 4:29 | 4:32 | 4:35 | 4:37 | 4:39 | 4:39 |
| 4:00 | 4:06 | 4:20 | 4:35 | --- | --- | --- | --- | 5:00 | 5:05 | 5:08 | 5:11 | 5:13 | 5:15 | 5:15 |
| --- | --- | --- | --- | --- | --- | --- | --- | 5:42 | 5:47 | 5:50 | 5:53 | 5:55 | 5:57 | 5:57 |

| Route 30- Westbound (Sacramento/Davis to Fairfield) | | | | | | | | | |
|---|---------------------|---|-----------------------|------|----------------|------------------------|-----------------------|-------------|-----------------------|
| Sacramento | | UC Davis | | | | Dixon | Vacaville | Fairfield | |
| Depart P St. & 9th St | Depart Capitol Mall | Arrive Memorial Union | Depart Memorial Union | Silo | Health Science | Market Ln. Park & Ride | Davis St. Park & Ride | Solano Mall | Arrive Transp. Center |
| 7:40 | 7:43 | >>>>>> Direct Express to Fairfield >>>>>> | | | | | | 8:25 | G |
| 8:32 | 8:35 | 8:57 | 8:58 | --- | --- | 9:16 | 9:32 | 9:46 | 9:54 G |
| 1:38 | 1:41 | 2:03 | 2:06 | --- | --- | 2:24 | 2:40 | 2:54 | 3:02 G |
| 4:39 | 4:42 | 5:05 | 5:07 | 5:15 | 5:20 | 5:31 | 5:46 | 6:00 | 6:06 G |
| 5:15 | 5:18 | --- | --- | --- | --- | 5:43 | 5:58 | --- | 6:12 G |
| 5:57 | 6:00 | --- | --- | --- | --- | 6:30 | 6:48 | --- | 7:05 G |

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ROUTE 30 SCHEDULES

EFFECTIVE AUGUST 24, 2009

| Route 30 - Eastbound (Fairfield to Davis/Sacramento) | | | | | | | | | | | | | | |
|--|--|-----------------------|------------------------|----------------|------|-----------------------|-----------------------|---------------------|---------------------|-----------------|-----------------|----------------|----------------------------------|----------------------------------|
| Fairfield | | Vacaville | Dixon | UC Davis | | | | Sacramento | | | | | | |
| Depart Transp. Center | Solano Mall | Davis St. Park & Ride | Market Ln. Park & Ride | Health Science | Silo | Arrive Memorial Union | Depart Memorial Union | Arrive Capitol Mall | Depart Capitol Mall | J St. & 6th St. | 9th St. & L St. | 9th St & O St. | Arrive Between 8th & 9th on P St | Depart Between 8th & 9th on P St |
| 6:08 | --- | 6:20 | 6:36 | --- | --- | --- | --- | 7:00 | 7:00 | 7:03 | 7:06 | 7:08 | 7:30 | 7:40 |
| 6:48 | 6:53 | 7:07 | 7:22 | 7:32 | 7:37 | 7:42 | 7:45 | 8:07 | 8:07 | 8:10 | 8:13 | 8:15 | 8:17 | 8:32 |
| 6:52 | --- | 7:04 | 7:20 | --- | --- | --- | --- | 7:44 | 7:44 | 7:47 | 7:50 | 7:52 | 7:54 | G |
| 11:56 | 12:02 | 12:17 | 12:31 | --- | --- | 12:53 | 12:56 | 1:18 | 1:19 | 1:22 | 1:25 | 1:27 | 1:28 | 1:38 |
| 3:39 | >>>> Direct Express to Sacramento >>>>>> | | | | | | | 4:24 | 4:29 | 4:32 | 4:35 | 4:37 | 4:39 | 4:39 |
| 4:00 | 4:06 | 4:20 | 4:35 | --- | --- | --- | --- | 5:00 | 5:05 | 5:08 | 5:11 | 5:13 | 5:15 | 5:15 |
| --- | --- | --- | --- | --- | --- | --- | --- | 5:42 | 5:47 | 5:50 | 5:53 | 5:55 | 5:57 | 5:57 |

| Route 30- Westbound (Sacramento/Davis to Fairfield) | | | | | | | | | | |
|---|---------------------|---|-----------------------|------|----------------|------------------------|-----------------------|-------------|-----------------------|---|
| Sacramento | | UC Davis | | | | Dixon | Vacaville | Fairfield | | |
| Depart P St. & 9th St | Depart Capitol Mall | Arrive Memorial Union | Depart Memorial Union | Silo | Health Science | Market Ln. Park & Ride | Davis St. Park & Ride | Solano Mall | Arrive Transp. Center | |
| 7:40 | 7:43 | >>>>>> Direct Express to Fairfield >>>>>> | | | | | | | 8:25 | G |
| 8:32 | 8:35 | 8:57 | 8:58 | --- | --- | 9:16 | 9:32 | 9:46 | 9:54 G | |
| 1:38 | 1:41 | 2:03 | 2:06 | --- | --- | 2:24 | 2:40 | 2:54 | 3:02 G | |
| 4:39 | 4:42 | 5:05 | 5:07 | 5:15 | 5:20 | 5:31 | 5:46 | 6:00 | 6:06 G | |
| 5:15 | 5:18 | --- | --- | --- | --- | 5:43 | 5:58 | --- | 6:12 G | |
| 5:57 | 6:00 | --- | --- | --- | --- | 6:30 | 6:48 | --- | 7:05 G | |

SCHEDULE PROPOSED TO ANALYZE

| Route 30 - Eastbound (Fairfield to Davis/Sacramento) | | | | | | | | | | | | | | |
|--|--|-----------------------|------------------------|----------------|------|-----------------------|-----------------------|---------------------|---------------------|-----------------|-----------------|-----------------|----------------------------------|----------------------------------|
| Fairfield | | Vacaville | Dixon | UC Davis | | | | Sacramento | | | | | | |
| Depart Transp. Center | Solano Mall | Davis St. Park & Ride | Market Ln. Park & Ride | Health Science | Silo | Arrive Memorial Union | Depart Memorial Union | Arrive Capitol Mall | Depart Capitol Mall | J St. & 6th St. | 9th St. & L St. | 9th St & O St. | Arrive Between 8th & 9th on P St | Depart Between 8th & 9th on P St |
| 6:08 | --- | 6:20 | 6:36 | --- | --- | --- | --- | 7:00 | 7:00 | 7:03 | 7:06 | 7:08 | 7:30 | 7:40 |
| 6:48 | 6:53 | 7:07 | 7:22 | 7:32 | 7:37 | 7:42 | 7:45 | 8:07 | 8:07 | 8:10 | 8:13 | 8:15 | 8:17 | 8:32 |
| 6:52 | --- | 7:04 | 7:20 | --- | --- | --- | --- | 7:44 | 7:44 | 7:47 | 7:50 | 7:52 | 7:54 | G |
| 11:56 | 12:02 | 12:17 | 12:31 | --- | --- | 12:53 | 12:56 | 1:18 | 1:19 | 1:22 | 1:25 | 1:27 | 1:28 | 1:38 |
| 3:39 | >>>> Direct Express to Sacramento >>>>>> | | | | | | | 4:24 | 4:29 | 4:32 | 4:35 | 4:37 | 4:39 | 4:39 |
| 4:00 | 4:06 | 4:20 | 4:35 | --- | --- | --- | --- | 5:00 | 5:05 | 5:08 | 5:11 | 5:13 | 5:15 | 5:15 |
| --- | --- | --- | --- | --- | --- | --- | --- | 5:42 | 5:47 | 5:50 | 5:53 | 5:55 | 5:57 | 5:57 |

| Route 30- Westbound (Sacramento/Davis to Fairfield) | | | | | | | | | | |
|---|---------------------|---|-----------------------|------|----------------|------------------------|-----------------------|-------------|-----------------------|---|
| Sacramento | | UC Davis | | | | Dixon | Vacaville | Fairfield | | |
| Depart P St. & 9th St | Depart Capitol Mall | Arrive Memorial Union | Depart Memorial Union | Silo | Health Science | Market Ln. Park & Ride | Davis St. Park & Ride | Solano Mall | Arrive Transp. Center | |
| 7:40 | 7:43 | >>>>>> Direct Express to Fairfield >>>>>> | | | | | | | 8:25 | G |
| 8:32 | 8:35 | 8:57 | 7:45 | --- | --- | 8:03 | 8:20 | 8:34 | 8:42 G | |
| 1:38 | 1:41 | 2:03 | 2:06 | --- | --- | 2:24 | 2:40 | 2:54 | 3:02 G | |
| 4:39 | 4:42 | 5:05 | 5:07 | 5:15 | 5:20 | 5:31 | 5:46 | 6:00 | 6:06 G | |
| 5:15 | 5:18 | --- | --- | --- | --- | 5:43 | 5:58 | --- | 6:12 G | |
| 5:57 | 6:00 | --- | --- | --- | --- | 6:30 | 6:48 | --- | 7:05 G | |

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DATE: August 28, 2009
TO: STA Board
FROM: Sara Woo, Planning Assistant
RE: Metropolitan Transportation Commission (MTC) Complete Streets/Routine Accommodations Checklist and Policy for Bicycle and Pedestrian Transportation in the Bay Area

Background:

Walking and bicycling are cost effective and healthy forms of transportation. In recent years, law makers, transportation planning and design professionals, and other interest groups have exhibited an increased awareness of the importance of incorporating these forms of travel into the transportation project development process. The concept of accommodating non-motorized travel is currently referred to as “Complete Streets” by MTC and other San Francisco Bay Area regional agencies. The policies related to Complete Streets that are being implemented or expect to be implemented are (in order of adoption):

- MTC Complete Streets/Routine Accommodations Policy (June 2006)
- Solano Transportation Authority (STA) Funding Policy for all applications for STA recommended funds (December 2007)
- California Complete Streets Act of 2008 (September 2008)
- Caltrans Deputy Directive 64: Complete Streets – Integrating the Transportation System, (October 2008)
- Federal Complete Streets Act (in review by Congress)

The focus of these policies is to integrate non-motorized vehicle, transit, and motor vehicle travel. Earlier this year, MTC implemented the Complete Streets/Routine Accommodations Checklist for the first time on the American Reinvestment and Recovery Act (ARRA) project submittals. Checklists were completed by Solano County project sponsors in the month of May 2009 and submitted to STA staff. The checklists were entered by STA staff into a database managed by MTC.

Discussion:

Solano County has not fully implemented the goals and expectations of MTC’s Complete Streets/Routine Accommodations Policy. MTC’s Complete Streets/Routine Accommodations checklist policy calls for CMA agencies to complete a checklist online for each project that requests funding, and, to post a link to the checklist database on their agency’s website. This would assist MTC staff in beginning a process to involve the bicycle and pedestrian advisory committees with all transportation projects. By making the checklists available for review, projects have an opportunity to be reviewed by non-motor vehicle travelers of facilities through the STA Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC). MTC’s Complete Streets/Routine Accommodations policy requires the checklists as an eligibility criterion for all call for projects and requests for funding submitted to MTC. To comply with MTC’s policy, STA adopted the following policy on December 12, 2007:

“All applications for STA recommended funds must complete a STA Project Delivery Form and complete a MTC Routine Accommodations checklist for bicyclists and pedestrians.”

To execute the completion of the checklists, STA staff is required to direct project sponsors to complete a two-page downloadable PDF form online from MTC’s website. These were static forms that project sponsors completed by hand and submitted to STA staff for transference of the data written on the paper forms to an online checklist with active fields. STA staff worked with project sponsors to submit a Complete Streets checklist by May 20, 2009 for all federal stimulus projects. The opportunity to provide notice to the BAC and PAC, however, has been delayed. STA staff will be placing a link to the checklists on the Projects and Construction page to comply with MTC’s requirement.

The improvement of the Complete Streets Checklist implementation process will be a subject of discussion over the next few months. Providing a method of collecting questions and comments, improving the PDF checklist form to enable active checkbox fields, and other considerations brought up by the sponsors and committees will need to be addressed. Attachment A is a summary of preliminary comments provided by the Solano Project Delivery Working Group (PDWG) at their June 23, 2009 meeting.

To provide a better system of implementing the Complete Streets Checklist, STA staff will review the Complete Streets related policies and legislation, survey project sponsors for feedback, and discuss the implementation of the review of the checklists with the BAC and PAC, TAC, and Solano PDWG. STA staff has prepared a draft of items that will need to be addressed in the short term (within 1-2 weeks) and longer term (within 4-6 months) (Attachment B). STA staff’s goal is to outline the longer term implementation strategy by the December TAC. The immediate task for STA staff is to update the website to include the routine accommodations link.

On August 26, 2009, the TAC reviewed and approved the recommendation to direct staff to develop and implement a Complete Streets policy implementation strategy.

Fiscal Impact:

None to the STA Budget. The Complete Streets Policy effort will be completed in conjunction with the STA’s Countywide Bicycle and Pedestrian Plan Updates.

Recommendation:

Authorize the development and implementation of a long term Complete Streets policy implementation strategy for Solano County.

Attachments:

- A. Preliminary comments regarding Complete Streets/Routine Accommodations checklist implementation
- B. Draft follow up items for Complete Streets/Routine Accommodations checklist implementation

MTC Complete Streets Checklist Process Review
STA PDWG Feedback

CMA Questions

1. Are the checklist questions appropriate for the projects?

Further development of Complete Streets is needed to address projects that are construction-ready. Some questions on the checklist are appropriate for the projects depending on the type of project, other questions were not appropriate without more specific policy requirements. For example, maintenance projects are not funded to design and construct additional accommodation for bicyclists or pedestrian users. It is challenging for project sponsors and for advocacy/user groups to implement the checklist at the project construction phase of a project. The current checklist implemented at the construction phase may suggest that a sponsor has the ability stop and go back to change the design for the project. A clearer regional checklist policy that specifies appropriate requirements for bicycle and pedestrian accommodation for each phase of delivering transportation projects is needed.

Recommendation: Implement the Complete Streets Checklist during the planning and/or preliminary engineering ONLY. Otherwise, work with CMAs to develop a “checklist system” that provides appropriate and specific questions that can be applied at each phase of the project delivery process (i.e. planning, preliminary design, final design, construction). Some questions may be repeated on checklists to track that a project continues to address the need for bicycle and/or pedestrian access for projects.

2. Was the process to complete the checklist clear?

The process to complete the checklist could have been made clearer for both the CMAs and the project sponsors. The MTC Routine Accommodations Checklist page (http://www.mtc.ca.gov/planning/bicyclespedestrians/routine_accommodations.htm) provides the following link regarding the checklist: “[Routine Accommodations checklist — print version](#) (PDF) Note: actual checklist will completed online”

Based on this information, it is undetermined who will complete the checklist (CMA agency or project sponsor). The PDF version is not as user-friendly as the online version. The PDF version of the checklist also did not have all of the checkboxes that were available on the online version. The process for completing the checklist could be more efficient by enabling project sponsors to submit checklists directly through MTCs website (with this approach, CMAs can provide a more useful link from their website for sponsors to access the checklist). It was a challenge for STA staff to interpret handwritten forms that were submitted by various project sponsors; some checklists were incomplete or unclear. In addition, some sponsors have multiple projects, and therefore multiple checklists.

Recommendation: Provide direct online access for project sponsors to fill out the Complete Streets Checklist. If direct online access for each project sponsor is not feasible at this time, project sponsors suggested that MTC develop a working form (via Adobe Acrobat) where sponsors can check off fields as they would online. This would make sponsor submittals to the STA more convenient and accurate.

3. MTC requires that project sponsors make the checklist available to Bicycle and Pedestrian Advisory Committee (BPAC) members. Please describe the process in place to notify the BPACs that the checklists are available for review.

STA did not have a process in place to notify the Bicycle Advisory Committee or the Pedestrian Advisory Committee. STA staff mainly worked to develop a process to collect and submit checklists during the request for submittals period. STA staff is undergoing a similar process as MTC to improve the implementation for the Complete Streets Checklist policy.

Recommendation: Clarify the role of reviewers of the checklist for projects. For example, the checklist is intended to include BAC/PAC as part of the planning process. Therefore, it will be helpful to 1) implement the checklist during the planning phase 2) note that BAC/PACs are encouraged to review the checklists and provide comments as appropriate to their county

4. Please describe how questions from the BPAC members on specific projects are addressed

In the future, questions from the BAC/PAC about projects will be addressed through a comment submittal box or e-mail link on the STA website.

5. Is there a link from the CMA webpage to the checklist page? MTC hosts the checklist webpage at: <http://rac.mtc.ca.gov/rachecklist>

The link will be posted in the next few weeks. STA staff is developing policies and stronger provisions for a page dedicated to “Complete Streets” policy implementation.

6. How are comments from BPACs on specific projects addressed?

Comments from the BAC and PAC will be addressed through compiling comments and providing them to the project sponsors after filtering the questions for duplicates and unclear questions. STA will also assist with coordinating meetings between BAC/PAC members and project sponsors if needed.

7. Please provide any additional comments about the checklist process or the checklist form.

As this was the first time a new process was being implemented, these questions or a similar guide would have been beneficial to the CMAs before the Routine Accommodations policy was implemented live. Many CMA staff had questions that maybe have been answered through a “checklist” of policy compliance questions.

The Solano Project Delivery Working Group (PDWG) met on June 23, 2009 to discuss their experience with filling out the Checklist. The following recommendations were provided:

- **Implement the checklist for projects applying for funds to be used for planning or preliminary engineering ONLY and/or develop questions that are appropriate to a project during the final design/construction phase (i.e. Will bike/pedestrian signage be provided, will detours for bike and ped travel be provided?)**
- The checklist is ineffective at the construction phase of the project implementation process

- Develop an appropriate checklist for each major phase of project implementation (i.e. planning checklist, preliminary design checklist, final design checklist, construction checklist).
- It would be easier to fill out the Checklists directly if the project sponsors were provided with individual logins
 - If this is not feasible, please develop a working PDF form with Adobe Acrobat

BAC/PAC Questions

1. How are the BAC and PAC notified that a checklist was completed and ready for review?

The BAC and PAC have not been notified that the checklists were completed and ready for review.

2. If you have specific questions about the project, how are those questions addressed?

Questions were not provided by the BAC or PAC per answer to question #1. However, STA staff is developing a better way to notify the committees and provide a forum for comments. Questions about the project will be addressed through an online forum, to be developed by STA staff. In the interim, STA staff will collect comments written comments, e-mailed comments, and comments provided over the phone.

3. Can you easily find the checklists for your county on the website?

No checklist available at this time. STA staff will be placing a link to the MTC checklist link on the STA website in the next few weeks.

4. Is there any additional information on the checklist that would help in your review of the project?

Clarify the definition of “trip generator” (question #2). Add a footnote or use another phrase (i.e. destination).

5. Please provide any additional comments about the checklist process or the checklist form.

A more specific Complete Streets policy could be more useful if it held more weight in terms of eligibility for funding.

Recommendation: Require the checklist to be completed and reviewed by BAC/PAC when sponsors are applying for planning and design funding only. “Shovel-ready” projects should have already been reviewed for accommodation of bike/ped users if the checklist is implemented appropriately at the early stages of project delivery.

Other BAC/PAC Comments:

- **The Complete Streets checklist is a valuable tool, but should be placed in the right time frame of project delivery (which is the planning/design funding phase). City and agency staff involved do not have unlimited staff or funding resources to fulfill requests to achieve the checklist requirement and address comments by the public when a project is already funded and designed.**

- Bike/Ped improvements are often not the same thing and the checklist should provide separate questions for bicycle and pedestrian accommodation.
 - What has been done to accommodate bicyclists?
 - Include a sub-checklist of best practice options that can be applied (i.e. sharrows, signage, other pavement markings, bicycle racks)
 - What has been done to accommodate pedestrians?
 - Include a sub-checklist of best practice options that can be applied (i.e. water fountains, rest areas, landscaping, lighting)
- Keep #6. STA will need enough advanced notice to have the sponsor fill out the checklist in advance to be reviewed by the BAC/PAC.

What are trip generators?

STA COMPLETE STREETS POLICY/PROGRAM

Short Term – Create a new section under “Projects and Construction” titled “Complete Streets Checklist.” Under this section, create a new link to the MTC complete streets/routine accommodations checklist webpage. This section will include following language:

In transportation planning, urban planning, and highway engineering, *complete streets* are roadways designed and operated to enable safe and comfortable access for all users. To accomplish this, policies at the state and regional level have been developed to provide general guidelines to help project sponsors consider complete streets elements.

The Metropolitan Transportation Commission (MTC) requires that a Complete Streets Checklist be filled out and submitted with all applications for funding administered by MTC. This provides the STA’s Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) with a forum to address project sponsors with comments or considerations for bicycle and pedestrian accommodation as part of the project.

The implementation process of Complete Streets policies is still in development by STA and changes are in progress to improve the ability of STA to assist project sponsors to accomplish the directives proposed by complete streets policies. A summary of adjustments to better implement the Complete Streets policy will be developed in a report to STA’s advisory committees (i.e. BAC, PAC, PDWG, and TAC) to review in August.

To view submitted Complete Streets checklists, please click [here](#).

Long Term (to be further developed and implemented fully by January 2010) – Create a page on the STA website for information related to STAs bicycle and pedestrian efforts as well as links to related planning resources. This page will provide further information about any policies and new information specifically pertaining to bicycle and pedestrian planning/funding (i.e. MTC Complete Streets Policy, call for projects, other).

On this page, develop a link to a blog for bicycle and pedestrian planning resources. The blog will provide extra flexibility in providing more real-time information about bike/ped resources for project sponsors to utilize. A mock-up for the STA page for the Bicycle and Pedestrian information and blog will be developed and managed by STA staff.

NEXT STEPS

- Develop an implementation plan to address an improved long-term process for submitting the complete streets/routine accommodations checklists to STA
 - Include comments from the PDWG, BAC, and PAC
 - Analysis of how to implement Complete Streets Policies
 - Goals STA wants to/will accomplish through new STA policy; how it will meet and go beyond the requirements of regional policies
- Forward comments/suggestions to MTC staff



DATE: September 4, 2009
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: State Route (SR) 12 East Major Investment Study Update

Background:

State Route (SR) 12 between Interstate 80 (I-80) in Solano County and I-5 in San Joaquin County has been an area of major safety and capacity concern for many years. For most of its length, SR 12 is a narrow 2-lane state highway with little or no shoulder room, although in Solano County it also runs through Fairfield, Suisun City and downtown Rio Vista. In Solano County, the roadway is divided between relatively flat portions on the eastern and western thirds, and rolling hills and watercourses in the middle portion. East of Rio Vista, the roadway crosses three major draw bridges over the Sacramento and Mokelumne Rivers and Potato Slough. The vertical and horizontal curves are less, but the roadbed is on unstable soil. Along the entire route, there are public and private roadways that cause problems for drivers entering or exiting the roadway, heavy volumes of commuters, recreational users and trucks. Caltrans District 10 completed a corridor study for SR 12 east of the Sacramento River Bridge in 2006, while STA performed a SR 12 Major Investment Study in 2001.

In late 2006, the STA Board reactivated the SR 12 Steering Committee because of growing concerns about safety and capacity on SR 12. In March of 2007 there were 6 fatalities on SR 12 between I-80 and I-5, garnering statewide attention. At that time, STA and the San Joaquin Council of Governments (SJCOG) staff and elected officials began discussing the need for a comprehensive study of the corridor, from I-80 to I-5, and including Sacramento County. The Director of the California Department of Transportation (Caltrans) and several state legislators also supported this idea.

Discussion:

The Metropolitan Transportation Commission (MTC) has been working with STA, SJCOG, the Sacramento Area Council of Governments (SACOG), Caltrans Districts 3, 4 and 10 and Caltrans Headquarters to develop a scope of work for a SR 12 corridor study. MTC has used the services of the engineering firm PBS&J, who has worked with MTC on several Freeway Performance Initiative corridor studies, to develop the scope of work. In early August, all of the parties agreed to the scope of work for the Corridor Study update. The estimated cost of the study is \$955,647. Caltrans has committed to funding \$500,000 of the study, with MTC, STA, SACOG and SJCOG providing the remaining funds. Only SACOG has yet to commit funding to the project.

Caltrans has asked MTC to enter into a Fund Transfer Agreement and to be the lead agency for the study. MTC plans to take a resolution to the Commission in September in order to enter into the fund transfer agreement. If MTC approves the agreement, it is expected the study will begin in November 2009. The scheduled completion date is February 2011.

The proposed funding split between STA/MTC, SACOG and SJCOG is based upon the percentage of the corridor length in each jurisdiction. The corridor from I-80 to I-5 is 41.55 miles. Proportionally, STA has 59.9% of the length, SACOG has 14.5% of the length and SJCOG has 25.6% of the length. An even distribution of the funding responsibility for the \$455,000 not covered by Caltrans is therefore \$272,731 split between STA and MTC, \$66,126 from SACOG and \$116,790 from SJCOG.

Because of the low number of SACOG residents using SR 12, the proportional cost of the study borne by SACOG may be reduced. A funding split of \$300,000 for STA and MTC, \$38,857 from SACOG and \$116,790 from SJCOG would allow for this adjustment, and can be accommodated by the STA and MTC budgets. If SACOG is not willing to commit at this time to the funding split, STA and SJCOG will develop an agreement to cover the additional funding, and seek SACOG participation as a reimbursement to STA and/or SJCOG at a later time.

The STA TAC reviewed the proposed \$150,000 funding level at their meeting of August 26, 2009, and recommended that the STA Board authorize the Executive Director to enter into the funding agreement.

Fiscal Impact:

The STA Fiscal Year (FY) 2009-10 budget includes \$75,000 of State Transportation Improvement Program (STIP) Planning, Programming and Monitoring (PPM) money for the SR 12 Major Investment Study (MIS). The FY 2010-11 budget has up to \$75,000 in STIP PPM funding budgeted for the SR 12 MIS. If additional funds are needed to cover some or all of the SACOG portion, the STA FY 2010-11 budget will need to be adjusted.

Recommendation:

Authorize the Executive Director to enter into a SR 12 Corridor Study funding agreement with MTC, Caltrans, San Joaquin Council of Governments (SJCOG), and Sacramento Area Council of Governments (SACOG) for an amount not to exceed \$150,000.

Attachment:

- A. Draft Scope of Work – SR 12 Comprehensive Corridor Evaluation and Corridor Management Plan

Draft Scope of Work

SR 12 Comprehensive Corridor Evaluation and Corridor Management Plan

From SR 29 to I-5

Napa, Solano, Sacramento & San Joaquin Counties

Caltrans Districts 3, 4 & 10

14 July 2009

Study Description

State Route (SR) 12 is a conventional highway route extending in an east-west direction through Sonoma, Napa, Solano, Sacramento and San Joaquin Counties. The purpose of this study is to conduct a comprehensive evaluation of the SR 12 corridor from SR 29 in Napa County through Solano County where it crosses the Rio Vista River into Sacramento County and finally into San Joaquin County where the eastern terminus of this study will be approximately one-half mile east of the SR 12 and Interstate 5 Interchange. The overall route is 52 miles long from SR 29 to I-5 (41 miles from I-80 to I-5). The study will rely on existing analysis and documentation for the portion between SR 29 and I-80. This existing information will be incorporated into this study.

SR 12 within the study limits described is a combination of multi-lane arterial sections in developed areas and two-lane sections in rural and undeveloped areas. Along the route, SR 12 passes through three counties, three Caltrans Districts (3, 4 and 10), developed areas including Suisun City and Rio Vista, rural settlements and undeveloped areas. The route crosses two major Interstate routes (I-80 and I-5), two railway lines (Southern Pacific and Sacramento Northern), navigable water bodies with movable spans (most notably the Sacramento River Crossing) and numerous at-grade and grade separated intersections.

Study Purpose

The purpose of this study is to conduct a coordinated, comprehensive evaluation of the SR 12 Corridor and to develop a multi-jurisdictional corridor management plan that includes stakeholder input and consensus on a set of prioritized improvements for SR 12. This study will build upon and update existing studies for the SR 12 corridor and incorporate the most recent transportation forecasts based upon current land use plans for each of the counties located along the corridor. Key issues to be addressed are delay and capacity constraints caused by moveable bridge operations at Rio Vista over the Sacramento River, Mokelumne River and Potato Slough, safety

issues related to existing roadway geometry and operations, and potential effects of sea level rise on SR 12. A Scope of Work has been developed that addresses the steps to achieve this purpose.

Task 1: Study Initiation/Management

Project initiation activities include a project initiation meeting with key agency stakeholders and the preparation of a detailed project workplan. These activities will begin immediately after notice-to-proceed.

1.1: Study Initiation Meeting

The study initiation meeting will occur immediately after notice-to-proceed. The objective of this meeting is to introduce key members of project management team which will include both agency staff overseeing this effort and key staff of the consulting team. At this meeting the broad objectives related to scope, schedule, budget and responsibilities will be discussed and the project management team formalized.

1.2: Study Management and Communications

The consultant will facilitate monthly project team meetings and study communication. The monthly meetings are anticipated to primarily be teleconference calls with a few face to face meetings as needed. For budgeting purposes it is estimated that 16 monthly meetings will be held with 12 being teleconferences and 4 face to face meetings. The day to day management of the study will include documenting all coordination and study meetings.

1.2: Detailed Study Workplan/Schedule

The consultant will prepare a detailed study workplan using appropriate scheduling tools. The workplan will identify key milestones, deliverables, agency / stakeholder review periods and periods of stakeholder outreach. The workplan will be periodically updated as needed.

1.3 Stakeholder Coordination Plan

Building on the stakeholder development work being completed through Caltrans District 10 contract with MIG the consultant will review the SR 12 Public Engagement Plan (PEP). Working in coordination with MIG a project stakeholder coordination plan will be outlined and documented jointly by the project management team. This plan will identify key stakeholders, standing technical advisory committees. The objective of this plan will be to outline a project advisory structure for the SR 12 project and to identify key milestones when coordination will take place.

Task 1 Deliverables: Detailed Study Workplan (Draft, final and updated versions)
Stakeholder Coordination Plan (Draft and final versions)

Task 2: Stakeholder Coordination

The SR 12 corridor passes through four counties that include three Caltrans Districts, three MPO's numerous incorporated cities and developed areas. Extensive stakeholder coordination will be necessary to gain input, reviews and concurrence at key milestones of this study. The consultant will prepare presentation materials as necessary to support the stakeholder coordination activities. It is assumed that MIG will handle setting up meeting sites, inviting attendees and general facilitation. For each set of meetings and presentations it has been assumed that one will take place in Solano County and one in San Joaquin County.

2.1: Kick-off Meetings / Presentations

The project team will conduct two kick-off meetings and presentations at the beginning of the project to present information on study organizations, scope, schedule and key milestones for stakeholder input and review. These meetings will also address data collection needs and the availability of existing data for use in the SR 12 study.

2.2: Existing Conditions Meetings / Presentations

The project team will conduct two meetings with stakeholders along the SR 12 corridor to review the existing conditions analysis. The objectives of these meetings will be to gain input on existing problem areas along the SR 12 corridor.

2.3: Future Conditions and Candidate Strategies Meetings / Presentations

The project team will conduct two meetings with stakeholders to review the future conditions analysis and a set of candidate improvement strategies that address short and long term needs along the SR 12 corridor.

2.4: Draft Recommendations Meetings / Presentations

The project team will conduct two meetings with corridor stakeholders to review draft recommendations and priorities for improvements along the SR 12 corridor. These meetings will seek input to finalize the recommendations for improvement.

2.5: Final Study Recommendations

The project team will prepare and conduct two presentations of the study recommendations.

2.6: Other Stakeholder Coordination

In addition to the meetings and presentations at key milestones outlined in the subtasks above, the consultant will attend other meetings as necessary to advance the project and to discuss project specific matters with stakeholders as necessary. For the purposes of this scope it is assumed that up to six such meetings may be required.

Task 2 Deliverables: Meeting / presentation materials and documentation of stakeholders meetings / discussions.

Task 3: Transportation Data Collection

In this task existing reports and available transportation data will be reviewed. This will include, but not be limited to adjacent transportation improvement studies, safety studies, traffic data and accident data. The consultant will document the needs for additional traffic data collection in the corridor.

3.1: Reviews of existing reports and available data.

The consultant will review existing reports, catalog these and prepare a brief summary of content relative to this study effort. In addition available transportation data will be collected and reviewed.

3.2: Transportation Data Collection Memorandum

After reviewing existing reports and available data, the consultant will prepare a data collection memorandum that summarized data needs, availability and identifies any gaps in the available information along with a plan to address any outstanding data needs.

3.3: Transportation Data Collection

This task provides for the collection of new transportation data along the corridor including, but not limited to field observations, traffic counts, intersection turning movement counts, classification counts, bridge logs and travel time studies. For the purposes of this scope, a budget for additional data collection was developed to collect new transportation data based on a review of available data sources provided by the project team.

Task 3 Deliverables: Transportation Data Collection Memorandum (draft and final versions).

Data collection as identified in the data collection memorandum

Task 4: Corridor Mapping

This task provides for the preparation of mapping along the corridor at scales and topographic relief sufficient to address the existing conditions, the proposed improvements, and other information including the environmental analysis and the accident analysis.

4.1: Review of available mapping

As part of the data collection effort, the Consultant will review all available mapping and assess whether the available mapping is adequate for the purposes of this study. The findings of this review will be documented in the data collection memorandum mentioned in the previous task. Initial review of available data sources provided by the project team and outside vendors has been complete. Based on this review high resolution digital aerial photography (less than two years old) and five and two foot contour topographic contours are available for the entire study area.

4.2: Aerial / Topographic Mapping

This task provides for assembling the available data sources and developing consistent project base mapping. This will include compiling the available topographic and planimetric digital files and creating one planimetric and topographic contour file. In areas where existing planimetrics (existing buildings, edge of pavement, etc) are not available this information will be digitized from aerial photography. This task will also include developing an existing right of way file from available county GIS information.

Task 4 Deliverables: Aerial / topographic base mapping

Task 5: Existing Conditions Transportation Analysis

The purpose of this analysis is to document existing conditions along the corridor which will be used to identify short-term improvement needs.

5.2: Accident and safety evaluation

As part of the existing conditions analysis, the consultant will conduct an accident and safety evaluation to identify any accident trends and patterns along the SR 12 corridor. Based on this analysis accident mitigation strategies will be identified and documented. The key findings of this analysis will be incorporated into the Existing Conditions Technical Memorandum.

5.2: Existing conditions traffic analysis

The consultant will conduct an existing conditions analysis to identify capacity and congestion along the SR 12 corridor. This analysis will be documented in an Existing Conditions Technical Memorandum

5.2: Existing conditions geometric analysis

The consultant will conduct an existing conditions geometric analysis of the existing SR 12 corridor. This will include documenting laneage, shoulder and median widths, access locations, non-recoverable/steep sideslopes, elevations of the roadway, and locations of

the SR 12 in the 100-year floodplain or potential sea level rise areas. This analysis will be documented in an Existing Conditions Technical Memorandum

Task 5 Deliverables: Existing Conditions Technical Memorandum (draft and final versions).

Task 6: Future Conditions Transportation Analysis

6.1: Traffic forecasts

Traffic forecasts will be prepared for an interim year (2015) and a long-range year (2035). The Solano-Napa regional travel demand model will be used for the study. The model will be refined to forecast the long-range year from 2030 to 2035. The travel demand model may be refined to match anticipated land use for the horizon year for use in traffic forecasting. The required refinements to the model and adequacy of the model forecasts for use in this study will be documented in the data collection memorandum described previously.

6.2: Bridge operations forecast

Working with existing bridge logs, the consultant will prepare a water traffic forecast that will impact bridge opening at the three moveable bridge locations along the corridor. The bridge operations forecasts will be prepared for years consistent with the traffic forecasts described in the preceding task.

6.3: Programmed improvements

A list of programmed (financially constrained) improvements (SHOPP projects, local/regional planned improvements, transportation plans, etc.) will be developed in consultation and in coordination with local jurisdictions to be used in the future conditions analysis.. These programmed improvements will be included in the base case analysis for the interim and long range future conditions analysis. In addition to projects that are programmed, projects that are identified in local transportation plans and studies or are in the planning stages, such as the Rio Vista bridge replacement project will be reviewed by the consultant and project team to determine how or if they should be included in the base case for long range future conditions analysis.

6.4: Future conditions analysis

The consultant will prepare the future conditions analysis based upon the traffic forecasts and the programmed improvements. The future conditions analysis will identify capacity and congestion in the corridor for the interim and out year forecasts. The work under this task will be documented in a Future Conditions Technical Memorandum.

Task 6 Deliverables: Future Conditions Technical Memorandum (draft and final versions).

Task 7: Environmental Scan

An environmental scan will be conducted to identify potential environmental impacts such as land uses, natural and cultural resources, water resources, community facilities, sensitive receptors, delta resources, and the potential for hazardous wastes. This information will be used to inform preliminary project concepts development, to incorporate and design for avoidance of to minimize impact issues, and provide input on environmental issues that will need to be considered in the preparation of cost estimates.

7.1: Environmental Data Collection

The environmental scan will be based upon review of readily available databases and information such as National Wetland Inventory Maps, Federal Emergency Management Agency maps, the California Natural Diversity Data Base, the California Native Plant Society's Inventory of Rare and Endangered Plants, General and Specific Plan documents for the jurisdictions along SR 12 between I-80 and I-5, as well as any previously performed environmental documents for projects in the corridor. These documents will include a review of Delta Protection Plan and Sea Level rise studies and reports in relation to potential affects or constraints that might be placed on SR 12. Listings of endangered species will be requested from the US Fish and Wildlife Service and National Marine Fisheries Service. Information will be collected for approximately 150 feet on either side of the corridor band with this width adjusted in more densely developed areas and along the potential realignment areas in Sacramento and San Joaquin counties. Available archeological and historical data will be reviewed to determine potential cultural resources within the study area. The potential for noise impacts (location of sensitive receptors) will be evaluated through review of aerial photography and local land use maps. Local land use maps and the windshield survey will be used to qualify corridor land use descriptions, which will be provided as narrative descriptions by roadway segment. Detailed mapping of land uses by color is beyond the scope of the corridor-level scan. Work products will incorporate local land use maps as available. Major trip generators and the potential for land use changes and increased growth will be reviewed and documented in description format. A review of available regional and state documentation and legislation on Green House Gas (GHG) emissions will be documented in description format. The work under this task will be documented in an Environmental Scan Technical Memorandum.

7.2: Field Reviews

General ground truthing of the information compiled from databases will be conducted through a windshield and partial walking survey of the corridor. The object of the exercise would be to identify any major omissions or discrepancies from the compilation of available information.

7.3: Environmental Mapping

Information will be compiled on available mapping of the corridor to an appropriate scale for conceptual engineering.

Task 7 Deliverables: Environmental Scan Technical Memorandum (draft and final versions).

Task 8: Corridor Improvement Strategies

Based upon the existing and future conditions analyses a series of corridor improvement strategies will be identified for more detailed evaluation. These strategies could include but are not limited to roadway widening, median treatments, intersection improvements, safety enhancements pedestrian/bicycle improvements, Intelligent Transportation System (ITS) deployments, and bridge improvements.

8.1: Evaluation Criteria

The consultant in coordination with the project team will establish a set of evaluation that will be used to evaluate corridor improvement strategies in the subsequent, more detailed evaluations. These will be documented in the Mitigation Strategies Memorandum.

8.2 Corridor Improvement Strategies Memorandum

The corridor improvement strategies will be documented in a Corridor Improvement Strategies Memorandum that addresses short and long term needs for the corridor. This document will include the rationale and need for each suggested mitigation strategy (Note: These strategies will be evaluated in greater detail and prioritized in subsequent tasks of this scope of work). Adjacent projects or projects identified for SR 12 as part of other projects will be discussed and determined if they should be included as improvement strategy scenarios. In cases where there are alternative improvements that need to be compared and refined, these will be documented in the memorandum. In the cases of the bridge crossing, alternatives that address capacity (number of lanes), alternative profiles

that allow sufficient clearance for fixed bridge replacements, and alternative alignments for these bridge crossings will be addressed and identified.

Task 8 Deliverables: Corridor Improvement Strategies Memorandum (draft and final versions).

Task 9: Engineering Analysis and Cost Estimation

Sufficient engineering analysis will be performed for each of the mitigation strategies to determine feasibility from an engineering standpoint and to be used as a basis for cost estimation. It is assumed that in addition to minor mitigation strategies two major long-range corridor wide improvement strategies (4-lane and “Super” 2-lane) will be carried forward for full engineering analysis and cost estimation. These strategies include a four lane highway section for the entire length of SR 12 on existing alignment, with an additional realignment option in the Sacramento and San Joaquin county sections, and an improved 2-lane option, “Super” 2-lane (passing lanes, turn lanes, improved bridge crossings, etc).

9.1: Engineering Analysis

The engineering analysis will primarily consist of conceptual plan sheets, typical crosssections and critical profiles for the corridor improvement strategies. This analysis shall incorporate information from the environmental scan, the geotechnical review and a constructability review conducted in the field. This analysis will include a review and accommodating potential sea level rise and impacts associated with Delta Protection plans on each improvement strategy. The realignment strategies for SR 12 will utilize a high level GIS alignment development approach to investigate several options and work towards the best alignment for a realigned SR 12 in Sacramento and San Joaquin County. The engineering analysis will be documented in an engineering analysis report that will include text and drawings sufficient to document this analysis. This engineering analysis will be used for the development of cost estimates and comparative analysis of benefits.

9.2 Operations Analysis

Each of the corridor improvement strategies will be assessed for operational benefits concurrent with the engineering analysis. These concurrent analyses will allow the operational optimization of the specific improvement options. The major long-range mitigation scenarios will be modeled using the refined project travel demand model. Information from these model runs will be used to complete a comparative statistical and analytical GHG analysis as part of the operation analysis for mitigation strategies.

9.3 Bridge Alternatives Analysis

Bridge alternatives will be reviewed for operational benefits (i.e. reduction of delays to SR 12), physical impacts (i.e. from changes in profile and/or alignment) and potential environmental impacts/consequences. This task will include a review of the Rio Vista Bridge study.

9.4 Corridor Level ITS Architecture Analysis

A sketch planning level ITS Architecture Analysis will be completed based on existing ITS elements and proposed mitigation strategies involving ITS deployments. This will be completed to identify additional ITS elements needed to support proposed strategies. The sketch planning analysis will be documented in the Engineering Analysis Report.

9.5: Geotechnical Review

A geotechnical review will be conducted based on available soil information to determine what, if any, special considerations need to be considered in the preparation of conceptual alternatives, or in the costing of improvement recommendations. The geotechnical specialist shall document the findings of this analysis in a brief report. The key findings of this report will be documented in the Engineering Analysis Report.

9.6: Cost Estimation

The engineering analysis will include and document conceptual cost estimates for each of the candidate mitigation strategies including capital cost, on-going maintenance costs, soft costs, environmental mitigation costs and an appropriate contingency.

Task 9 Deliverables: Engineering Analysis Report (draft and final versions).

Task 10: Recommended Corridor Improvement Strategies

The Consultant will assess each of the corridor improvement strategies based on input received from the engineering analysis and based upon the evaluation criteria established earlier in this scope of work. An analysis of funding implementation strategies for the SR 12 corridor will be performed. Based on this evaluation the Consultant will prepare a Recommended Corridor Improvement Strategies Memorandum.

10.1: Funding Implementation Strategies

The consultant will lead the project team on an exercise to identify available funding sources and determine the potential amounts of funding available from these sources. These will include existing sources, RTIP, CMAQ, San Joaquin and Sacramento County measure funds, development impact fees, as well as potential funding sources Solano

County potential measure funding and tolling concepts. Potential tolling concepts for SR 12 will be discussed and analyzed at a high level to identify potential long-range funding sources. These funding implementation strategies will be documented in the Recommended Corridor Improvement Strategies Memorandum.

10.2: Recommended Corridor Improvement Strategies

The consultant will lead the project team through the final review and assessment of mitigation strategies based on the established evaluation criteria to work towards prioritizing lists of mitigation strategies for the SR 12 corridor. These prioritized lists will form the basis for the long-range plan for SR 12.

Task 10 Deliverables: Recommended Corridor Improvement Strategies Memorandum (draft and final versions).

Task 11: Final Report

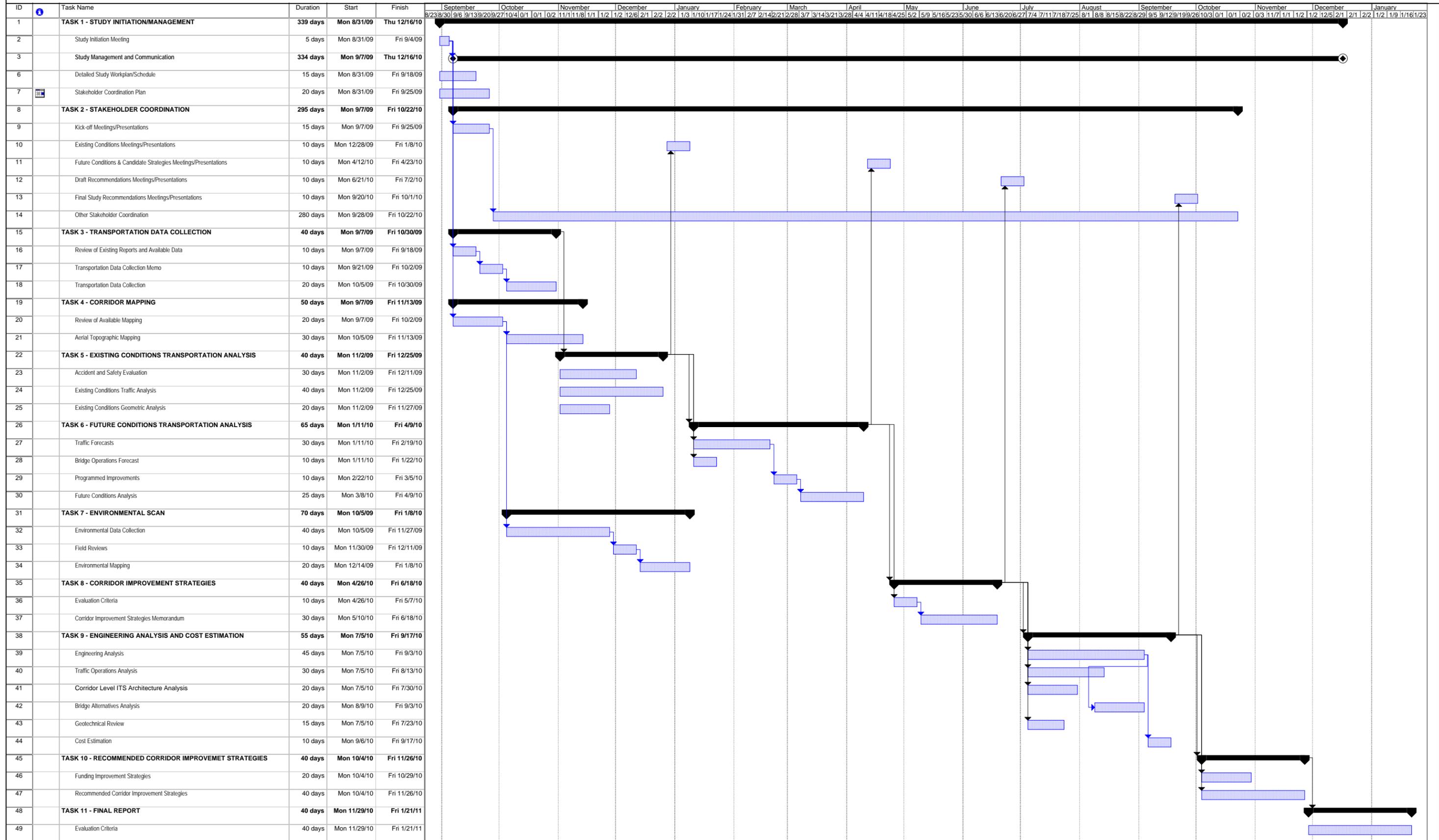
A final report will be prepared by assembling and editing the various technical memorandums into chapters and adding an executive summary to the document. This document will be formatted and edited with the understanding the final report will be a document available to the public. The report will be circulated as a draft before finalization.

Task 11 Deliverables: Final Report (draft and final versions).

Project Schedule

The technical work outlined in this scope of work is expected to take 12 months, however in light of the extensive stakeholder outreach that will be necessary for this multi-jurisdictional corridor an overall schedule of around 18 months from notice-to-proceed is anticipated. A preliminary project schedule has been developed showing task progression and durations (with anticipated review times built into each task).

SR Comprehensive Corridor Evaluation and Corridor Management Plan
(SR 29 to I-5)



Task Split Progress Milestone Summary Project Summary External Tasks External Milestone Deadline

Preliminary Project Budget

A preliminary project budget has been estimated and is presented in tabular form below. Of note, included in this budget is a 10% contingency and \$31,000 for additional traffic data collection and \$25,000 for acquiring topographic data and aerial photography. These additional data costs are based on a review of available data in the study area.

| Task | Description | Preliminary Estimate | |
|------|--|----------------------|------------------|
| | | Hours | Budget |
| 1 | <i>Project Initiation/ Management</i> | 308 | \$60,380 |
| 2 | <i>Stakeholder Coordination</i> | 236 | \$44,650 |
| 3 | <i>Transportation Data Collection</i> | 200 | \$29,290 |
| 4 | <i>Corridor Mapping</i> | 310 | \$39,240 |
| 5 | <i>Existing Conditions Transportation Analysis</i> | 420 | \$58,790 |
| 6 | <i>Future Conditions Transportation Analysis</i> | 768 | \$116,570 |
| 7 | <i>Environmental Scan</i> | 420 | \$63,480 |
| 8 | <i>Corridor Improvement Strategies</i> | 260 | \$46,260 |
| 9 | <i>Engineering Analysis and Cost Estimation</i> | 1,596 | \$232,870 |
| 10 | <i>Recommended Corridor Improvement Strategies</i> | 360 | \$65,940 |
| 11 | <i>Final Report</i> | 300 | \$40,300 |
| | <i>Subtotal</i> | | \$797,770 |
| | <i>ODC and Traffic Data and Mapping</i> | | \$71,000 |
| | <i>Contingency @ 10%</i> | | \$86,877 |
| | Total | | \$955,647 |

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DATE: September 3, 2009
TO: STA Board
FROM: Charles Lamoree, STA Legal Counsel
RE: Addendum to the STA's Revised Joint Powers Agreement

Background/Discussion:

The Board has previously approved the language to amend and update STA's joint powers agreement. Comments from County of Solano suggest that it would be helpful to further define the exercise of the power of eminent domain and the Board's ability to move projects forward in the absence of an express power.

In order to address these issues, I propose the following language be added to the draft amendments (Language proposed to be added is underlined):

Condemnation: Part 4-1-ii:

To acquire, hold and dispose of real property necessary to develop, design, construct, deliver, manage and maintain transportation projects. Acquisition by STA includes lease, purchase, grant, grant in lieu of development impacts, or through the exercise of eminent domain in accordance with State and Federal laws and regulations. Exercise of eminent domain is subject to the following limitations:

1. STA may undertake acquisition of property through eminent domain only in furtherance of transportation and transit related projects including, but not limited to, roads, bridges, culverts, traffic signals, bike and pedestrian paths, relocation of utilities, transit stops and stations, maintenance facilities and safety improvements related to transportation and transit facilities.
2. Exercise of eminent domain may be exercised to the following circumstances:
 - a. In accordance with a written agreement between STA and the agency or agencies having a portion of their jurisdiction within the proposed transportation or transit project;
 - b. When a transportation or transit project's engineering design, alignment or environmental clearance has been approved by the governing body of a city or county; or
 - c. For a project sponsored by a federal or state transportation or transit agency.

Additional Powers: Part 4-i-viii:

In specific, individual circumstances where this agreement is silent on an issue, the STA Board may approve the exercise a power common to each of the Agencies and necessary to the accomplishment of the transportation and transit purposes of the STA. Powers common to each of the Agencies shall include any powers presently existing or granted to all Agencies by legislative amendment subsequent to the date of this Agreement.

Recommendation:

Modify the proposed language as an addendum for the STA's amended JPA as specified.

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DATE: August 27, 2009
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Modeling Cooperative Agreement Amendment

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. On July 8, the STA Board approved the establishment of a Cooperative Agreement to create a Model Technical Advisory Committee (MTAC) and a Model Land Use Committee (MLUC).

Discussion:

In reviewing the Modeling Cooperative Agreement as passed by the STA Board, the Mayor of Vacaville and STA Board Member Len Augustine has raised an issue regarding appointment of members to the MTAC and MLUC. The current form of the Modeling Cooperative Agreement authorizes the Director of Public Works or equivalent to appoint members to the MTAC, and the Director of Planning or equivalent to appoint members to the MLUC. Board Member Augustine recommends having the County Administrator make appointments for the County of Solano, and the City Manager make the appointments for each of the seven cities. The STA Executive Director would make appointments for the STA. This amendment was discussed and concurred with by the STA Executive Committee on September 1, 2009.

Since the functioning of each agency's staff is ultimately the responsibility of the County Administrator, City Manager or Executive Director, placing the responsibility for MTAC and MLUC appointments in that individuals' hands is consistent with other appointment processes. Because some agencies have already acted on the Modeling Cooperative Agreement, the final formation of the MLUC and MTAC may be slightly delayed by the need to act a second time on the agreement. STA staff believes that any such delay will have only a very minor impact on the development and use of the traffic model.

Fiscal Impact:

None.

Recommendation:

Approve an amendment to the Modeling Cooperative Agreement to designate the County Administrator or City Manager, as appropriate, as responsible for making MTAC and MLUC appointments, as shown in Attachment A.

Attachment:

- A. Amended Modeling Cooperative Agreement

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 County Administrator for the Solano County representative and by the City

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of

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

Manager of each member city. The STA member shall be appointed by the STA Executive Director. 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.

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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 City Manager of each city and the County Administrator of Solano County. The STA member shall be appointed by the STA Executive Director. 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

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**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.

SO LANO 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

APPROVED AS TO FORM

By: _____
Greg Stepanicich, City Attorney

CITY OF RIO VISTA

By: _____
Hector De La Rosa, City Manager

By: _____
Kara Ueda, City Attorney

CITY OF SUISUN CITY

By: _____
Suzanne Bragdon, City Manager

APPROVED AS TO FORM

By: _____
Sky Woodruff, City Attorney

CITY OF VACAVILLE

By: _____
Laura Kuhn, City Manager

APPROVED AS TO FORM

By: _____
Shana Faber, Assistant City Attorney

CITY OF VALLEJO

By: _____
Robert Adams, City Manager

APPROVED AS TO FORM

By: _____
Fred Soley, City Attorney

COUNTY OF SOLANO

By: _____
Michael D. Johnson, County Administrator

APPROVED AS TO FORM

By: _____
Lori Mazzella, Dep. County Counsel



DATE: September 4, 2009
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Draft 2009 Congestion Management Program (CMP) Update

Background:

California law requires urban areas to develop a Congestion Management Program (CMP). The CMP plans strategies for addressing congestion problems by holding jurisdictions to a variety of mobility standards in order to obtain state gas tax subventions. These mobility standards include Level of Service (LOS) standards on the CMP network and transit standards. To help jurisdictions maintain these mobility standards, the CMP lists improvement projects in a seven-year Capital Improvement Program (CIP). Jurisdictions that are projected to exceed the CMP standards, based on the Napa-Solano Travel Demand Model, are required to create a deficiency plan to meet the CMP standards within the seven-year time frame of the CIP. The STA Board approved Solano County's current CMP on September 12, 2007. MTC is preparing to finalize the 2009 Regional Transportation Plan (RTP) in March of 2009.

In order for projects in the CMP's CIP to be placed in the Regional Transportation Improvement Program (RTIP), state law requires that the CMP be consistent with the Regional Transportation Plan (RTP). The Metropolitan Transportation Commission (MTC) reviews the Bay Area's CMPs for consistency every two years.

Discussion:

MTC has completed their update of the CMP guidelines for the 2009 update; the final Guidance for Consistency of Congestion Management Programs with the Regional Transportation Plan was issued on May 18, 2009. The major focus of the new MTC CMP Guidance memo is compliance with the new goals of the RTP.

In preparing the CMP update, STA has not identified any needed changes to the CMP network. In past years, the CMP update included new traffic counts for the CMP network, performed by each jurisdiction in June of the update year. For the 2009 Solano CMP, the traffic counts on the CMP network roadways were not updated. Although the economy was strong in 2007, it began a significant retraction in 2008 that carried over into 2009. In addition, public works staff and budgets for each of the 7 cities and the county have been reduced. Finally, the update of the Napa-Solano Travel Demand Model, including creation of a 2010 scenario that closely reflects 2009 conditions, provided an additional check on traffic counts. The 2010 model scenario shows few differences from the 2007 CMP traffic counts. For all of these reasons, the STA did not require submittal of new traffic counts on the CMP network for 2009.

The text of the CMP has been substantially updated in the Travel Demand element (Chapter IV), and a new Element (Support of the RTP) has been added as Chapter VI. In addition, the Capital Improvement Program (CIP) has been substantially changed, in order to be consistent with the CIP in the updated RTP.

The original schedule adopted by the MTC requires final CMP documents to be submitted to MTC for review and a determination of consistency no later than September 21, 2009. However, on August 25, MTC published a revised schedule requiring submittal of the Draft CMP by December 1, 2009. This will allow MTC to coordinate review of CMPs with preparation of the Regional Transportation Improvement Program (RTIP), a financial programming document that is used to help implement the RTP. The STA has provided a copy of the Draft Solano CMP to MTC based upon the original timeline, and will provide any MTC comments to the Solano Technical Advisory Committee (TAC).

The STA TAC reviewed the Draft Solano CMP at its meeting of August 26, 2009. Prior to the meeting, the City of Fairfield provided written comments on the Draft CMP. The STA TAC recommended that the STA send a draft copy of the Solano CMP to MTC for review and comment, and that the TAC and STA Board review the final document, incorporating any MTC comments, before a final action is taken.

Fiscal Impact:

None.

Recommendation:

Authorize the Executive Director to release the Draft 2009 Solano CMP for review and comment.

Attachment:

- A. DRAFT Solano Congestion Management Program – September 2009 (This attachment has been provided to the STA Board members under separate enclosure. To obtain a copy, please contact the STA (707) 424-6075.)



DATE: August 28, 2009
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Comprehensive Transportation Plan (CTP) Update – Alternative Modes
State of the System Report

Background:

The STA Board has 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).

One of the most important tasks for the CTP update is to identify the gap between the current county-wide transportation system and the goals for the system at the end of the time period covered by the CTP (2035). Each of the three CTP steering committees has adopted a Purpose Statement and Goals. Each of the Committees will also be asked to review and adopt a State of the System report for the CTP Element they review.

The STA has not previously prepared comprehensive State of the System reports for any of its CTP elements. Each report will address three areas: what is the "system" being reported on; what are the physical facilities that make up the system; and what are the programs and/or operational characteristics of the system.

Discussion:

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. All of the State of the System reports follow a similar format; an examination of the physical elements of the system, separated into each sub-element (in this case, bicycle, pedestrian, alternative fuels, TOD/Transportation for Livable Communities (TLC), and planning documents), followed by an analysis of available operational data.

Capital Assets

The report notes that the countywide bicycle network is approximately 43% complete (see Table 1.0), with the Class 1 bike path system being the most complete (60%). This does not include local bike facilities that are not identified in the countywide system. The countywide pedestrian network is less complete, at 31.5%.

There are a relatively small number of alternative fuel vehicles in Solano County, primarily Compressed Natural Gas (CNG) and electric vehicles. CNG vehicles are a mix of both privately-owned cars and fleet vehicles, and CNG is beginning to represent a larger share of the local transit bus fleet. Electric Vehicles (EV) are primarily fleet vehicles, such as the City of Vacaville's extensive EV fleet. Supporting infrastructure consists mainly of a limited number of publically-available CNG fueling stations and EV charging stations.

There are 13 TOD/TLC funded projects identified, with funding from both MTC regional funds and STA county funds. Eight TLC plans, both STA and local documents, are identified.

Operations

Operational information for Alternative Modes is harder to come by, since user information is not gathered by toll or ticket information as it is for transit, or by a relatively dense and frequent measure of usage as it is for roadways. Safety information is more easily provided. Bicycle and pedestrian collisions per 1,000 population for Solano County appears to be slightly above the Bay Area average, but the collision rate per 10,000 vehicle miles traveled is substantially below the Bay Area average.

Funding

Funding of Alternative Modes is less certain than the capital funding for transit or roadways. Fund sources include Transportation Development Act (TDA) Article 3 (dedicated bicycle and pedestrian funds), Congestion Mitigation for Air Quality (CMAQ) and Metropolitan Transportation Commission (MTC) - allocated TLC funds. Even though the new Regional Transportation Plan anticipates a doubling of TLC funds, the actual availability of those funds, and the timing of their availability, is uncertain.

Committee Review of Draft Report:

The Draft Alternative Modes State of the System Report was reviewed by the STA Technical Advisory Committee, STA Alternative Modes Committee, and the Bicycle and Pedestrian Advisory Committees. The committees recommended minor changes to the document, including updates to the inventories of several cities' list of developed bike routes. There were no substantial changes to the draft Report. All recommended changes have been incorporated into the final Report.

Fiscal Impact:

None.

Recommendation:

Adopt the Alternative Modes State of the System included as Attachment A and as recommended by the STA Alternative Modes Committee.

Attachments:

- A. Final "Alternative Modes State of the System" Report

Alternative Modes State of the System Report

Preface

The Alternative Modes Element focuses on non-motorized travel, alternative fuel vehicles and transportation-related land use issues in Solano County. In order to properly chart a course for Solano County's many alternative modes, two things are needed: to know the status of the components of the Alternative Modes system at this time, and to describe the system as the STA wants it to be. This State of the System report for Alternative Modes examines the elements of the Alternative Modes system, and how they operate at the current time.

The elements of the Alternative Modes system are:

Bicycle and Pedestrian

Bicycle and pedestrian mobility allow people to commute to work and shopping, to recreate and to attend civic events, all without the need to drive. Recreational and civic events are frequently family affairs, while commuting to work by bicycle is more likely a solo event. Walking for employment is usually to or from a transit center, though in areas with higher-density mixed use it is reasonable to expect to be able to walk between home and work. California and the nation have seen a multi-decade trend towards reliance on personal vehicles and away from biking and walking, even for such local activities as getting children to elementary schools. There has been a corresponding reduction in physical wellness and an increase in obesity. Bicycle and pedestrian facilities provide a safe and efficient option for riders and walkers to use, while programs encourage children and adult riders to use those facilities.

Alternative Fuels

Since their inception, cars and trucks have almost exclusively been run on petroleum fuels. Now, there is a mix of economic, environmental and political factors pushing for alternative fuel sources. At the same time, there are technological breakthroughs that are allowing alternative fuel sources to be realistic choices for both individuals and vehicle fleet operators.

Alternative fuels technology is not just about the vehicle engine itself. It is also about supporting infrastructure, such as fuel storage, delivery and vehicle maintenance. It is also about invention and market choice, since there are many choices vying for legitimacy in the eyes of customers. An important aspect of an alternative fuels strategy is to not commit to a technology that may prove to not be viable.

Transit Oriented Development

The San Francisco Bay Area has been faced with two opposite trends in land use over the past few decades. The first trend is an increased suburban focus for new residences (where many new housing units are being built in small to medium cities on the periphery of the Bay Area) without a corresponding migration of well-paying jobs to those same suburban communities. The second trend is the growing pressure to reduce commute times, congestion and air pollution by increasing

the proportion of the commute carried by transit, and to have suburban residential development at a high enough density to support regional transit to central Bay Area jobs.

A series of regional proposals and land use philosophies have arisen to deal with this issue. The programs and philosophies use such names as New Urbanism, Transit-Oriented Development, Housing Incentive Programs, Sustainable Development, Bay Area FOCUS, and Transportation for Livable Communities (TLC). The Solano Transportation Authority adopted a countywide TLC plan in 2004, and has generally referred to all plans and programs that support high density development tied in to regional transit as TLC programs.

The adopted purpose statement for STA's TLC Plan is to:

“Provide a balanced transportation system to enhance the quality of life, support economic development, and improve accessibility for all members of the community by efficiently linking transportation and land uses utilizing multiple transportation modes.”

STA, the County and the seven cities have also seen TLC as a program that supports local walkable communities and neighborhoods, local and inter-county bicycle connections, and employment and retail centers that invite pedestrian and bicycle access and transit connectivity.

The State of the System – Alternative Modes report starts with identification of the physical components of the “system.” The Alternative Modes system consists of:

- The countywide bicycle system, consisting of Class 1 bike paths, Class 2 bike lanes and Class 3 bike routes. Local bikeways may connect to the countywide system, but are not part of it.
- The countywide pedestrian path system. In some areas, the pedestrian system is the same as the Class 1 bike path.
- Alternative fuel vehicles and supporting infrastructure.
- Transit-oriented development that is supported by or consistent with various land use initiatives such as Transportation for Livable Communities.
- Planning documents and programs that support the development of the components listed above.

This State of the System – Alternative Modes report will also examine operational and maintenance information for the Alternative Modes system. Operations and maintenance information is widely available for Transit and Arterials, Highways and Freeways infrastructure, but is less available for some of the Alternative Modes structures.

CAPITAL ASSETS

Bikeway Network. The bicycle network consists of three classes of bikeways:

- Class 1 Bikeways (Bike Paths) are paved off-street multi-use pathways. They may be parallel to a roadway and separated by a barrier (such as on the Carqinez Bridge) or landscaping area (as planned for Jepson Parkway), or they may be on an alignment not associated with any roadway (such as Fairfield's Linear Park). Class 1 Bike Paths are typically 8 to 12 feet in width, carry 2-

way traffic, and have a mix of users (commute and/or recreational; bike, ped, skateboard and rollerblade) depending on location, topography and time of day.

- Class 2 Bikeways (Bike Lanes) are pavement striped for one-way bicycle travel on a road. Most Class 2 Bike Lanes are along the shoulder of the road, though some are located between travel lanes and on-street parking. The minimum width for a Class 2 Bike Lane is 5, with 8 feet being the maximum width feet. Class 2 Bike Lanes carry bike traffic in only one direction. Class 2 Bike Lanes are also identified by on-street painted text and logos. Class 2 Bike Lanes are almost exclusively used by bicyclists.
- Class 3 Bikeways (Bike Route) are streets that carry bicycle traffic on the edge of the travel lane, and are identified by signs along the side of the road. Class 3 Bike Routes are almost exclusively used by bicyclists. Class 3 Bike Routes carry bike traffic in only one direction.

The 2004 STA Countywide Bicycle Plan identifies the “regional” inter-city bikeway connections. The regional intra-city bikeway system is planned to consist of 181 miles of bikeways. Of that total, 129 miles exist as of January 1, 2009. The existing and planned bikeway inventory is detailed for each community and for each class of bikeway in the following tables.

Table 1.0 – Overall Bikeway Inventory

SOLANO COUNTY REGIONAL BIKEWAY NETWORK (ALL)

| Agency | Existing Bikeways (miles) | Planned Bikeways (miles) | Cost for Planned Projects (millions; in 2009 \$'s) | Percentage of Network Completed* |
|-------------|---------------------------|--------------------------|--|----------------------------------|
| Benicia | 11.7 | 5.2 | \$6.1 | 69% |
| Dixon | 6.4 | 2.3 | \$1.5 | 74% |
| Fairfield | 27.3 | 19.8 | \$11.9 | 58% |
| Rio Vista | ? | 9.8 | \$9.5 | ? |
| Suisun City | 13.1 | 3.8 | \$3.6 | 78% |
| Vacaville | 30 | 15.5 | \$17.3 | 57% |
| Vallejo | 24.2 | 23 | \$8.7 | 51% |
| County | 33 | 92.7 | \$47.4 | 26% |
| Total: | 129.1 | 181.2 | \$106.0 | 43% |

Table 1.1 – Class I Bikeway Inventory

SOLANO COUNTY REGIONAL BIKEWAY NETWORK (CLASS I)

| Agency | Existing Bikeways (miles) | Planned Bikeways (miles) | Cost for Planned Projects (millions; in 2009 \$'s) | Percentage of Network Completed* |
|-------------|---------------------------|--------------------------|--|----------------------------------|
| Benicia | 4.4 | 0.2 | \$0.184 | 0% |
| Dixon | 1.8 | 0 | \$0 | 100% |
| Fairfield | 12.3 | 3.4 | \$2.6 | 76% |
| Rio Vista | ? | 9.8 | \$9.5 | ? |
| Suisun City | 3.1 | 2.8 | \$3.6 | 45% |
| Vacaville | 10.4 | 9.9 | \$9.8 | 54% |
| Vallejo | 8.8 | 0 | \$0 | 100% |
| County | 0.4 | 15.4 | \$26.5 | 9% |
| Total: | 36.8 | 41.5 | \$52.2 | 60% |

Table 1.2 – Class II Bikeway Inventory

SOLANO COUNTY REGIONAL BIKEWAY NETWORK (CLASS II)

| Agency | Existing Bikeways (miles) | Planned Bikeways (miles) | Cost for Planned Projects (millions; in 2009 \$'s) | Percentage of Network Completed* |
|-------------|---------------------------|--------------------------|--|----------------------------------|
| Benicia | 4.2 | 4.5 | \$3.0 | 48% |
| Dixon | 4.6 | 2.3 | \$1.5 | 67% |
| Fairfield | 15 | 4.9 | \$5.2 | 75% |
| Rio Vista | 0 | 0 | \$0.0 | 100% |
| Suisun City | 0.8 | 0 | \$0.0 | 100% |
| Vacaville | 11.1 | 5.6 | \$7.5 | 66% |
| Vallejo | 13.5 | 22.5 | \$41.3 | 38% |
| County | 32.6 | 66.5 | \$36.6 | 33% |
| Total | 81.8 | 106.3 | \$95.1 | 43% |

Table 1.3 – Class III Bikeway Inventory

SOLANO COUNTY BIKEWAY NETWORK (CLASS III)

| Agency | Existing Bikeways (miles) | Planned Bikeways (miles) | Cost for Planned Projects (millions; in 2009 \$'s) | Percentage of Network Completed* |
|-------------|---------------------------|--------------------------|--|----------------------------------|
| Benicia | 3.1 | 0.5 | \$0.2 | 86% |
| Dixon | 0 | 0 | \$0.0 | 100% |
| Fairfield | 0 | 11.6 | \$4.1 | 0% |
| Rio Vista | 0 | 0 | \$0.0 | 100% |
| Suisun City | 0 | 1.8 | \$0.2 | 0% |
| Vacaville | 0 | 0 | \$0.0 | 100% |
| Vallejo | 1.9 | 0.5 | \$0.2 | 79% |
| County | 0 | 9.8 | \$4.0 | 100% |
| Total | 5 | 24.2 | \$8.7 | 17% |

Bicycle and pedestrian paths, like roadways, suffer wear and tear over time. There is not a current standard for a desirable Pavement Condition Index (PCI) for bicycle paths as there is for roadways, and there is no measure of PCI for Class I bike paths; for Class I bike lanes and Class III bike routes, the PCI is generally the same as for the adjoining roadway. Because of the narrow tires and inherent instability of bicycles, poor pavement condition is a particular hazard for bicyclists. This hazard is magnified where other public facilities, such as stormwater drop inlets or railroad rails cross bike paths. STA does not currently have an inventory of the PCI for any bicycle facilities.

Pedestrian Network. Pedestrian focused improvements are generally smaller in area than bicycle improvements, but are often more intense (additional landscaping and aesthetic elements that may be absent from the more utilitarian bicycle facilities). They may share space with bicycle improvements, but frequently only at a destination, where bicycle travel speeds slow down. Pedestrian facilities are also more sensitive to design and land use decisions, including scale and color.

Local pedestrian facilities are often centered around activity nodes such as the downtown, a community center or theater, or a major recreational area. Some facilities, such as plazas, can be set aside for large

gatherings or use areas, as well as functioning as walking areas during most times. Regional pedestrian facilities, for which STA is the lead agency, complement the local pedestrian facilities, and are concentrated in areas that promote connections to transit or to regional facility linkage. The 2004 STA Countywide Pedestrian Plan is the existing document that identifies the regional access points to intra-city activity.

The existing and planned pedestrian/TLC projects are based on the priorities identified in the 2004 Countywide Pedestrian Plan. The percentage of the pedestrian access connections network completed is measured by the *number of improvements* completed projects versus planned and secondarily by *cost* of completed versus planned projects. The percentage of the pedestrian network completed is calculated by dividing the cost of existing projects by the cost of existing and planned projects combined. Because it is difficult to gain a sense for the progress of the pedestrian oriented areas through an analysis of the projects only, a second method was utilized to assess the total amount of money required to complete the projects. This information is shown in Table 2.0.

Table 2.0 – Overall Walkway Inventory

SOLANO COUNTY PEDESTRIAN NETWORK

| Agency | # of Pedestrian Oriented Areas* | # of Planned Pedestrian/TLC Projects | # of Pedestrian/TLC Projects Completed | % Done | Cost of Existing Projects (millions; 2004 \$'s) | Cost for Planned Projects (millions; 2009 \$'s) |
|---------------|---------------------------------|--------------------------------------|--|------------|---|---|
| Benicia | 10 | 5 | 2 | 29% | \$4.8 | \$6.4 |
| Dixon | 4 | 3 | 1 | 25% | \$3.0 | \$3.0 |
| Fairfield | 5 | 5 | 1 | 17% | \$4.5 | \$9.0 |
| Rio Vista | 2 | 3 | 1 | 25% | \$1.2 | \$9.1 |
| Suisun City | 5 | 3 | 1 | 25% | \$0.679 | \$2.7 |
| Vacaville | 4 | 4 | 2 | 33% | \$2.5 | \$1.7 |
| Vallejo | 3 | 6 | 2 | 25% | \$11.0 | \$13.2 |
| County*** | 1 | 8 | 1 | 12.5% | \$0.5 | \$32.1 |
| Total: | 34 | 36 | 10 | 22% | \$27.6 | \$76.7 |

*Pedestrian Oriented Areas are zones of interest which include civic centers, schools, and other such destinations

**Rounded to the nearest tenth

***Includes multi-agency projects

2009 costs have been escalated at 5% compounded annually (per Caltrans standard for escalating costs) based on costs identified in 2004 Solano Countywide Pedestrian Plan

Alternative Fuels. There are two major sub-areas for alternative fuels: vehicles, and supporting infrastructure.

Vehicles. There are two primary types of alternative fuel vehicle systems on the road today; Compressed Natural Gas (CNG) and electric. In addition, there are hybrid vehicles with a petroleum engine working in some sort of combination with an electrical engine, and vehicles with engines modified to burn a gasoline/ethanol mix (flex-fuel vehicles). There are also alternative fuels such as hydrogen and even compressed air that are being tested in large vehicle fleets (Los Angeles Airport and UPS, respectively) but are not yet available to the public.

- CNG is a high-pressure gas (primarily methane), identical to the gas used in home heating and cooking. CNG is clean burning, making it an environmentally-attractive fuel option. Currently,

only the Honda GX is sold as a CNG car available to the general public. The disadvantage of CNG as a vehicle fuel is the need for relatively large high-pressure storage tanks in a car (reducing passenger or cargo capacity), and significantly lower density of energy to volume than liquid fuels such as gas or diesel. The City of Vacaville has operated a program to assist residents of Vacaville, Dixon, Rio Vista and Eastern Solano County to purchase or lease CNG cars. As of May 2009, 125 participants have take advantage of the program.

CNG is used to power numerous small industrial vehicles such as warehouse forklifts. It is also used for on-street local service fleet vehicles, such as postal delivery trucks and parking enforcement. It is increasingly being used in local-serving transit vehicles. The City of Vacaville has 5 CNG buses serving local routes, and will replace an additional 10 diesel buses with CNG buses by the end of 2009.

- Electrical vehicles are those that operate entirely on electricity stored in an on-board battery. Hybrid electrical vehicles are not in this category. The first generation of electrical vehicles included such models as the early Honda Insight and Toyota RAV-4 EV. There were several technologies used to recharge the batteries of these vehicles. The relatively short range and long recharge time of these vehicles appears to have been a significant barrier to broad public acceptance. Most of the vehicles were leased out to fleet operators, and recalled by the manufacturers when the lease expired. Some individuals elected to keep their vehicles, as did some public fleet users such as the City of Vacaville, which still operates a fleet of 25 RAV-4 EVs. Vacaville's EV purchase assistance program helped more than 100 participants lease or purchase an EV.
- Vallejo Transit is replacing 18 diesel buses with hybrid diesel/electric vehicles in 2011, with an additional 8 diesel/electric buses by 2013. These vehicles serve local transit routes.
- Alternative fuel vehicles cost more to purchase than conventional fuel vehicles. According to MTC, the cost to purchase a 30' CNG powered transit bus is approximately 12% more than the cost for a similar diesel bus. The cost to purchase a 30' hybrid diesel/electric bus is 34% more than the cost for a similar diesel bus.

Infrastructure. Infrastructure for alternative fuel vehicles consists of fuel storage and delivery, and maintenance facilities. In general, maintenance facilities that service conventional vehicles can also service CNG and electric vehicles with only minor upgrades.

- CNG vehicles can be refueled at commercial stations, or by means of an at-home installation. Currently, in Solano County there is one publically-available CNG fueling station, at the PG&E corporation yard in Vacaville. There are other sites for fleet vehicles, such as the new Solano Garbage maintenance yard. Many CNG commercial fueling stations are not open 24 hours a day. Maps of commercial fueling stations are available on-line. One on-line resource, the Department of Energy's Alternative Fuel and Advanced Vehicle Data Center (www.afdc.energy.gov/afdc/locator), lists 33CNG within a 50-mile radius of the STA offices, but only 2 within 15 road miles. There are other on-line CNG and electric vehicle refueling resources. There is no inventory of CNG home fueling stations. The limited number and accessibility of commercial CNG fueling stations in comparison with gasoline and diesel makes a CNG vehicle less attractive for trips out of the region.
- Electrical vehicles must have their batteries recharged. Charging stations require direct connection to the electrical grid – stand-alone solar and wind technology cannot charge an

electrical car battery at this time. Charging typically takes several hours, compared to a few minutes for a gasoline or CNG fueled vehicle. This is a significant disadvantage for electric vehicles. The STA, in conjunction with the Bay Area and Yolo Solano air districts, helped fund the installation of electric vehicle charging stations at a number of locations, including public buildings and park-and-ride lots. Some of those charging stations are now significantly under-utilized. However, they do provide an existing infrastructure “backbone” that could support an increased EV fleet if the driving public begins to acquire such vehicles in large numbers. Any major improvement in battery storage capacity or reduction in charging time would alter the balance of convenience between electric and conventional vehicles. While new technologies for electric vehicles (including Lithium Ion batteries and large capacitors) are under development, none are available to the commercial market at this time.

Transit Oriented Development. TLC projects are funded by two separate processes: MTC Regional TLC funds, and STA county-wide TLC funds. Below are current projects from both fund sources. These projects all provide for pedestrian use; many also act as links in the countywide bicycle system. In most cases, these projects are part of the bicycle and pedestrian network inventoried above.

MTC Regional TLC Funded Projects

- Suisun City’s Main Street Pedestrian and Driftwood Drive Project (\$195,000). This project consists of streetscape improvements on the west side of Main Street and along Driftwood Drive in downtown, such as new street trees, drinking fountains, special pavement treatment at crosswalks, and information kiosks. The project was completed in 2001.
- Suisun City Driftwood Drive Pedestrian Way (\$350,000). The Driftwood Drive project, approved in 2002 and completed in 2007, involves the construction of a pedestrian walkway between Main Street and Driftwood Drive linking to existing pedestrian walkways from the residential neighborhoods east of the Suisun Slough and connecting to downtown businesses and the transit center anchored by the Capitol Corridor/Amtrak train depot and the Lotz Way park-and-ride lot. Project elements include construction of walkways on both sides of the Suisun Marina, associated landscaping, and a public plaza at the waterfront. The only element remaining to be completed is the new Driftwood Drive. The pedestrian plaza is used every year for such activities as 4th of July fireworks and free out-of-doors movies.
- Suisun City Jepson Parkway Bikeway and Transit Connection Project (\$500,000). This grant helped fund the construction of a one-mile Class I multiuse path with landscape and streetscape improvements on the east side of Walters Road, between Highway 12 and Bella Vista Drive. This is the initial phase of the bikeway along the twelve-mile Jepson Parkway from Suisun City, through Fairfield, the unincorporated county, and on to Vacaville.
- Rio Vista’s Main Street Streetscape Improvement Project (\$650,000). Rio Vista provided enhanced pedestrian usability of Main Street, leading up to the Sacramento River and city hall, by installing landscaping, traffic calming corner treatments and improved sidewalks and crosswalks. The project was completed in 2000.
- Vacaville Davis Street Pedestrian and Gateway Improvements (\$482,000). This project provided for improved pedestrian streetscape through the removal of parking spaces and the installation of landscaping, and the installation of an artistic fountain and decorative paving. The project was completed in 2002.

- Vallejo Georgia Street Extension Project (\$800,000). As a part of the implementation of Vallejo's downtown revitalization efforts, this project improved the pedestrian connectivity between the Vallejo civic center complex (City Hall, library and post office) and the ferry building. Landscaping, pedestrian-scale street lighting and special pavement treatments were installed in this area as a part of the project.
- Vallejo Station (\$2,070,921). Project Description Pending.

STA Countywide TLC Funded Projects

- Vacaville Intermodal Transit Center (\$2,028,000). The Vacaville Intermodal Center was approved in 2008. The primary project feature is a central station for local and regional express bus service provided in 10 covered bus bays, with accompanying bike storage and parking for 600 vehicles. The project will ultimately include leasable space for office/retail providers. Located at the intersection of Ulatis and Allison drives near the center of Vacaville, the site is within walking distance of the Ulatis Cultural Center and a private school, several major shopping centers, and several hundred units of market-rate apartments and senior housing. The project is also connected to the cross-town bike path along Ulatis Creek. Construction of the first phase of the project is scheduled for late 2009.
- Benicia State Park Road Bike and Pedestrian Bridge (\$1,000,000). State Park Road crosses Interstate 780 in western Benicia, and provides access from the majority of Benicia's newer residential areas and a shopping center to the Benicia State Park recreation area and to surface streets and paths connected to downtown Benicia. The project will widen the existing bridge in order to provide a Class 1 bike and pedestrian crossing of I-780 (bicycle and pedestrian traffic currently uses the actual travel lane to cross the bridge, at significant personal risk). The project is fully funded, and construction is anticipated in the summer of 2009.
- Solano County Old Town Cordelia Improvement Project (\$500,000). This project consists of safety improvements and enhancements along Cordelia Road in Old Town Cordelia, between Lopes Road and Pittman Road, including a separated multi-use bicycle/pedestrian path, new crosswalks, pedestrian-scale lighting and new street landscaping. The basis of the proposed project comes from the Old Town Cordelia Improvement Project Concept Plan originally funded with the Metropolitan Transportation Commission (MTC) TLC planning funds and developed through a collaborative process with the Cordelia Area Task Force, the County of Solano, City of Fairfield and the STA. With the potential of additional TE funding in 2009, the project is ready for construction.
- Suisun City Driftwood Drive Waterfront Pedestrian Project (\$372,200). The City of Suisun City requested \$372,200 to complete the Driftwood Drive Waterfront Pedestrian Plaza. The proposed project includes pedestrian walkways and a park area that will link previously completed pedestrian walkways from the transit oriented residential and affordable neighborhoods east of the Suisun Slough to downtown businesses, the waterfront, and the Suisun/Fairfield Amtrak Train Depot. The project will also provide a focal point and activity center within the downtown waterfront area.
- Vacaville Creekwalk Extension (\$822,000). This project will extend Vacaville's Creekwalk pedestrian and bicycle path approximately 500 feet east to McClellan Street. The Creekwalk, which becomes the Ulatis Creek bicycle/pedestrian path, will eventually provide a connection

from downtown Vacaville, under Interstate 80, to the Ulatis Cultural Center and the shopping, employment and residential areas on the east side of I-80.

Planning Documents. Finally, STA has adopted several Alternative Modes-related documents, and has helped fund TLC studies for member agencies.

STA Documents:

Solano TLC Plan – This is STA’s overarching document for TLC, setting out broad goals and policies. Adopted in October of 2004, the Solano TLC Plan includes an inventory of TLC-type projects and funding programs that existed at that time. The Solano TLC Plan also sets out criteria for selection of project or plans for regional or local TLC funds. The local criteria for TLC planning funds are:

- The member agency has secured, or has attempted to secure, a substantial amount of the planning from city, county, regional, or impact fee funding sources, and needs some additional funding to complete project studies during the fiscal year.
- The study includes either a project listed in the above stated MTC criteria or includes a TLC Corridor or special TLC candidate project or study area identified in the Alternative Modes or TLC Element of the CTP.
- The proposed study would likely result in the project moving forward for securing a TLC, regional or countywide, capital grant during the following 3-5 years after completion of the study.
- The project study would directly implement a transit hub, intermodal center, or a new expanded transit route or service identified in the Intercity Transit Element of the CTP.

The Solano TLC Plan also included a list of 26 capital improvement projects and planning efforts that are eligible as candidate projects for TLC and related funds as they become available. Those projects are:

| Sponsor | Project Title |
|------------------|---|
| Benicia | First Street Streetscape and Parking Enhancements |
| Benicia | State Park Road Bike/Pedestrian Bridge |
| Benicia | Intermodal Train Station |
| County of Solano | Old Town Cordelia TLC Improvement |
| Dixon | Downtown Streetscape Phase 3 |
| Dixon | West 'B' St. Pedestrian Under Crossing |
| Dixon | Multi-Modal Transportation Center |

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|--|--|
| Fairfield | West Texas Street Gateway Project |
| Fairfield | North Connector Project |
| Fairfield | West Texas Street Urban Village Project |
| Fairfield | North Texas Street Transportation Center and Community Hub |
| Fairfield | Downtown Fairfield Live-Work Center |
| Fairfield | Vacaville-Fairfield Train Station Urban Center |
| Fairfield/ Vacaville (Multi jurisdictional) | Fairfield/Vacaville Intermodal Train Station |
| Fairfield/Suisun City Multijurisdictional | Main Street and Union Avenue Streetscape and Pedestrian Enhancements |
| Fairfield, Solano County, Suisun City and Vacaville Multijurisdictional | Jepson Parkway Segments 2,3,4,6,7 and 8 |
| Rio Vista | Highway 12 Corridor Planning Study |
| Rio Vista | Highway 12 Corridor Improvements |
| Rio Vista | Waterfront Improvements |
| Suisun City | Main Street/ Downtown Streetscape Improvement Project (Phase II) |
| Suisun City | Driftwood Plaza Improvements |
| Vacaville | Vacaville Creek Walk Extension to McClellan Street |
| Vallejo | Vallejo Station Pedestrian and Streetscape Enhancements |
| Vallejo | Downtown Vallejo Renaissance Project |
| Vallejo | Mare Island Bicycle and Pedestrian Access Improvements |
| Vallejo | Sonoma Corridor Concept Plan |

Jepson Parkway Concept Plan - The Jepson Parkway Concept Plan was adopted in 2004, before the Solano TLC Plan. Its purpose is to encourage the linkage between transportation and land use along the Jepson Parkway corridor (Leisure Town Road/I-80 in Vacaville to Walters Road/SR 12 in Suisun City) by developing a multi-modal corridor that supports transit and provides guidelines so the four communities on the parkway can build in an integrated fashion. The Jepson Parkway Concept Plan includes elements on the integration of transit, bicycle and pedestrian paths, and landscaping, as well as guidelines for compatible land uses and a roadway implementation plan.

North Connector TLC Corridor Concept Plan – Adopted in 2008, this plan sets out TLC concepts regarding transit access and incorporation, bike and pedestrian access and pathways, landscaping,

and signage for the North Connector, running from SR 12/Red Top Road east through the Cordelia portion of Fairfield and Lower Suisun Valley in the unincorporated County, and ending at Abernathy Road. The North Connector, like the Jepson Parkway, will provide a non-freeway alternative for local traffic. The TLC Corridor Concept Plan can be incorporated by the City of Fairfield as it installs infrastructure in new development along the corridor, and will be included in the new roadway segments to be constructed by STA and the County.

Solano Countywide Bicycle Plan – This plan was updated in 2004, and is intended to guide the development of a unified bicycle system throughout the county. This includes the development of regional facilities that connect the communities of Solano County, as well as connecting to bicycle facilities in adjoining counties. It also promotes a unified signage and way finding system. This document, along with the Bicycle Advisory Committee, has guided the STA’s investments in bicycle facilities since its adoption.

Solano Countywide Pedestrian Plan – This plan was also updated in 2004, and serves a function similar to that of the Bicycle Plan. The goal of the Pedestrian Plan is to encourage and support walking as a means of transportation in Solano County. This includes creation and enhancement of *connections* that support pedestrian movement, and the creation or enhancement of *places* that support pedestrian travel or activity. “Walking” in this context includes accommodating people using wheelchairs and other types of mobility assistance. This plan recognizes that pedestrian facilities are location-specific, and are linked to each other by other modes of travel, be they transit, bicycle or auto.

Safe Routes to School Plan – This is the newest of the TLC-related plans, and was adopted in February of 2008. The two most common reasons cited by parents as to why they do not let their children walk or bicycle to school is that the “school is too far away” and that there is “too much traffic danger”. Safe Routes to Schools is intended to encourage and assist children to walk or ride a bike to school, thereby improving children’s health and reducing auto trips. The plan was adopted after an extensive public outreach effort, including the involvement of all seven school districts and the Solano County Office of Education. The Safe Routes to School plan identifies Education, Enforcement and Encouragement programs and Engineering projects to improve the safety of children’s home-school-home trips.

Member Agency Documents:

None of the 7 cities and the county have community-wide TLC plans. However, several jurisdictions have adopted location-specific TLC plans.

Solano County Old Town Cordelia Plan – Solano County adopted a TLC Improvement Plan for Old Town Cordelia in September 2004. After a public outreach program was completed, the Plan was developed with 4 primary goals: installation of a new bike/pedestrian path, new trees and other landscaping, installation of historic markers, and installation of other bike/pedestrian-friendly amenities. Many of the elements described in the plan have subsequently been funded and installed.

Rio Vista Waterfront Plan – Rio Vista was one of 5 Bay Area communities to receive an MTC regional TLC planning grant in 2000 for its Waterfront Plan. The Plan was adopted in 2007, and served as the basis for a follow-up TLC capital grant for enhanced pedestrian crosswalks and landscaping in the downtown and riverfront areas. In a follow-up action, the City adopted a Waterfront Specific Plan, partly funded by STA-provided TLC planning funds. The Waterfront Specific Plan provides detailed land use information that can help implement a broad land use vision for the waterfront area, including TLC-supporting higher density land uses and supporting infrastructure.

Vacaville Creekwalk/Opportunity Hill Plan – The City of Vacaville received a TLC planning grant in 2005 for the extension of the Creekwalk project in downtown Vacaville and the development of a land use plan for the adjacent Opportunity Hill area. The project area is within walking distance of two transit centers in Vacaville, and will support additional residential development adjacent to the historic downtown core of the city. The plan was adopted in November of 2007.

STA Jepson Parkway Plan – see description above.

Fairfield West Texas Street and Allan Witt Park Transportation Linkage Plans – The City of Fairfield developed two TLC plans for the western end of Texas Street. The plans identify improved pedestrian linkages, including crosswalks and signage, for the Allan Witt Park area of West Texas Street. Adjoining Witt Park are the Fairfield Transportation Center, a major regional transit and park-and-drive hub, shopping and multi-family housing.

Vallejo Sereno Bus Transit Center – This project provided plans for improved pedestrian access to the Sereno bus transfer center, located next to the intersection of Sereno Avenue and SR 29/Sonoma Blvd. The Sereno Avenue bus transfer facility is one of the major transfer points for Vallejo Transit, the largest transit provider in the county. The TLC plan served as the basis for a subsequent MTC TLC capital grant.

OPERATIONS

This section is divided into three parts to address the operations of both the bikeway network and pedestrian network collectively. To help measure the operations of non-motorized travel, three summary categories of data collection were considered. There are:

- Bicycle and Pedestrian Activity Data Collection (bicyclist and pedestrian counts);
- Safety (traveler-vehicle collision data); and
- Mode Share (usage statistics of all modes)

Bicycle and Pedestrian Activity Data Collection: Bicyclist and Pedestrian Counts

In 2002, the Metropolitan Transportation Commission (MTC) reported data from their Bicyclist and Pedestrian Data Collection project, which collected bicyclist and pedestrian counts. The purpose of conducting bicyclist and pedestrian counts is to determine the current usage levels at various types of bicycle and pedestrian facilities throughout the nine-county Bay Area region (Marin, Sonoma, Napa, Solano, Contra Costa, Alameda, Santa Clara, San Mateo and San Francisco counties). The counts alone

do not determine the need or merit for improvements to a corridor or intersection. Although the STA has not conducted a countywide data collection effort, it is consistent with MTC's efforts. The following table shows the most recent counts:

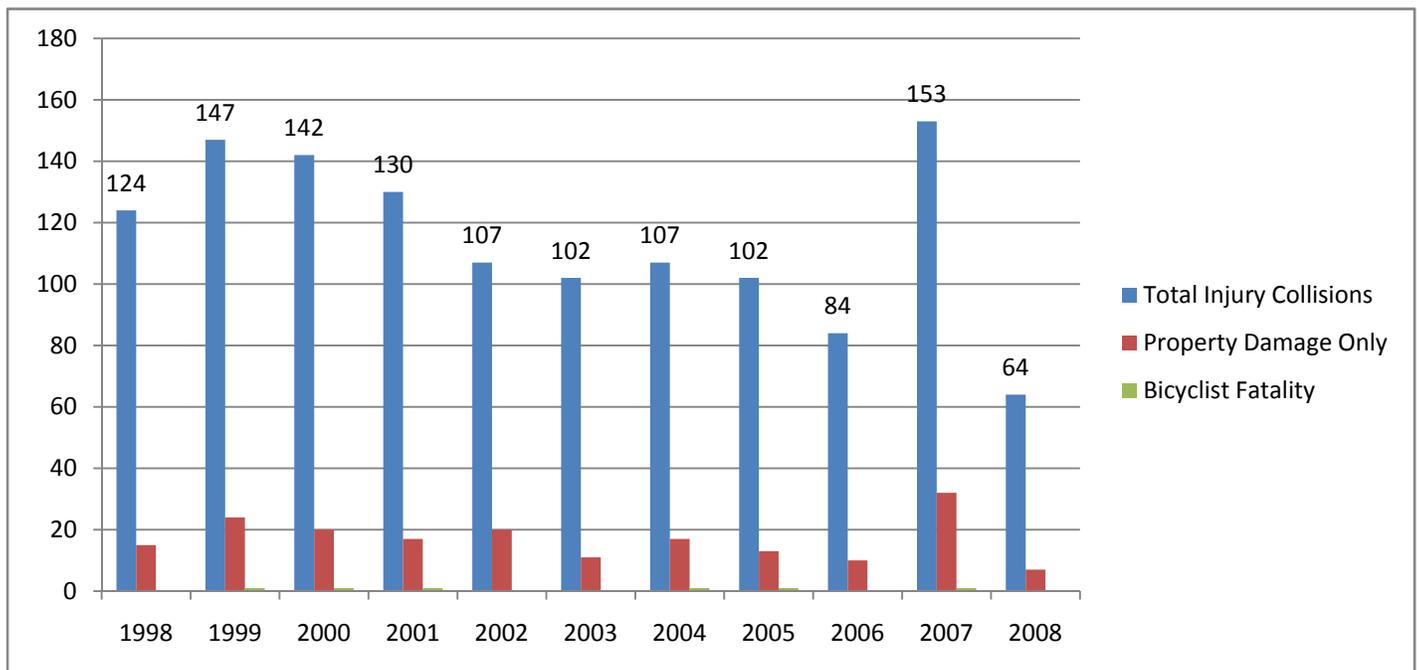
MTC BICYCLISTS AND PEDESTRIAN COUNTS (2002)

| Agency | Location | AM Ped | AM Bike | PM Ped | PM Bike |
|---------------|--|------------|------------|------------|------------|
| Benicia | Military East @ 2 nd Street | 19 | 3 | 15 | 0 |
| County | Dixon-Davis Bike Route @ Vaughn | 0 | 0 | 3 | 0 |
| Dixon | First Street @ C Street | 62 | 8 | 17 | 10 |
| Fairfield | Hwy 12/Jameson Canyon Rd @ Red Top Rd | 0 | 0 | 1 | 0 |
| Fairfield | Travis @ Texas | 94 | 17 | 95 | 33 |
| Rio Vista | Downtown Waterfront Path | 5 | 0 | 23 | 2 |
| Suisun City | Main @ Lotz | 35 | 3 | 55 | 1 |
| Vacaville | Alamo @ Nut Tree | 95 | 48 | 60 | 38 |
| Vacaville | Downtown Creekwalk | 75 | 37 | 159 | 47 |
| Vallejo | Solano Bikeway @ Columbus Pkwy | 2 | 0 | 0 | 4 |
| Vallejo | Waterfront Path | 64 | 0 | 123 | 0 |
| Total: | | 451 | 116 | 551 | 135 |

Safety: Traveler-Vehicle Collision Data (1998-2008)

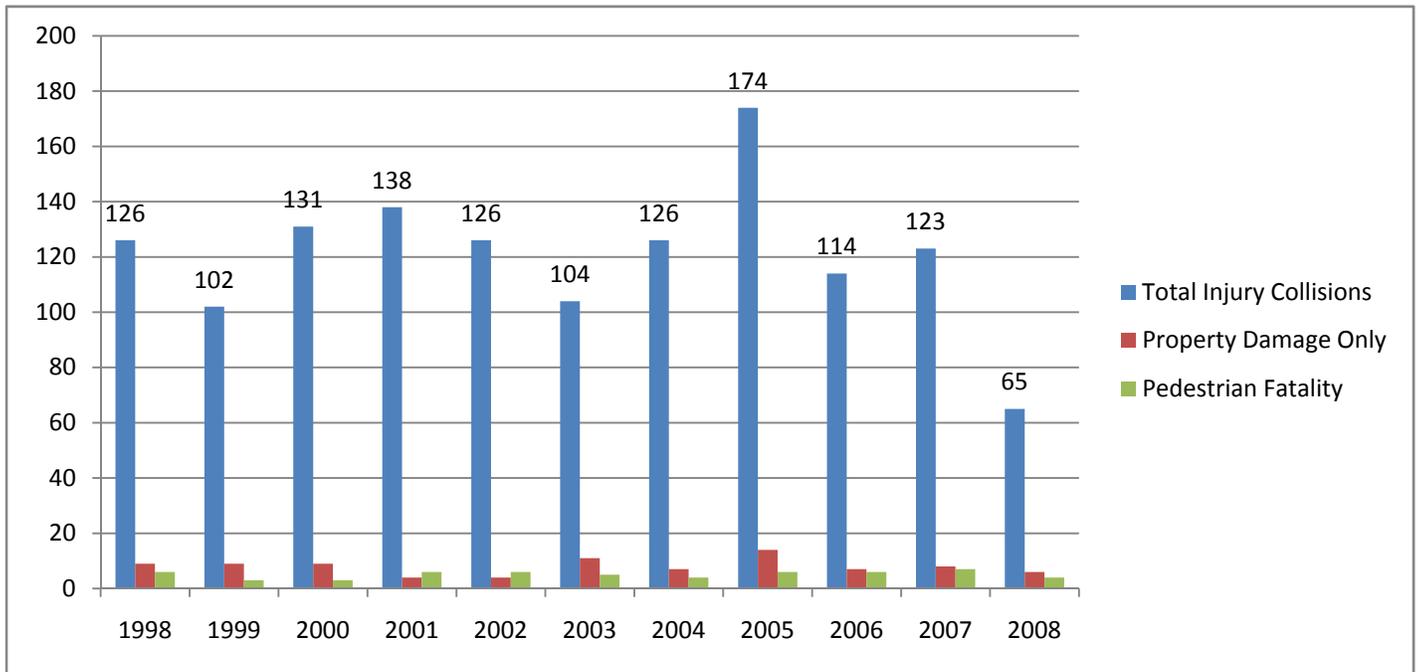
As shown in the tables below, Solano county has a relatively low number of bicycle injury and fatality accidents. The county ranked about in the middle of the 9-county Bay Area for accidents per 1,000 residents, and only Marin County had a lower accident rate when calculated by daily vehicle miles traveled. STA does not have data on bicycle accidents where motor vehicles are not involved.

BICYCLE/VEHICLE COLLISIONS IN SOLANO COUNTY



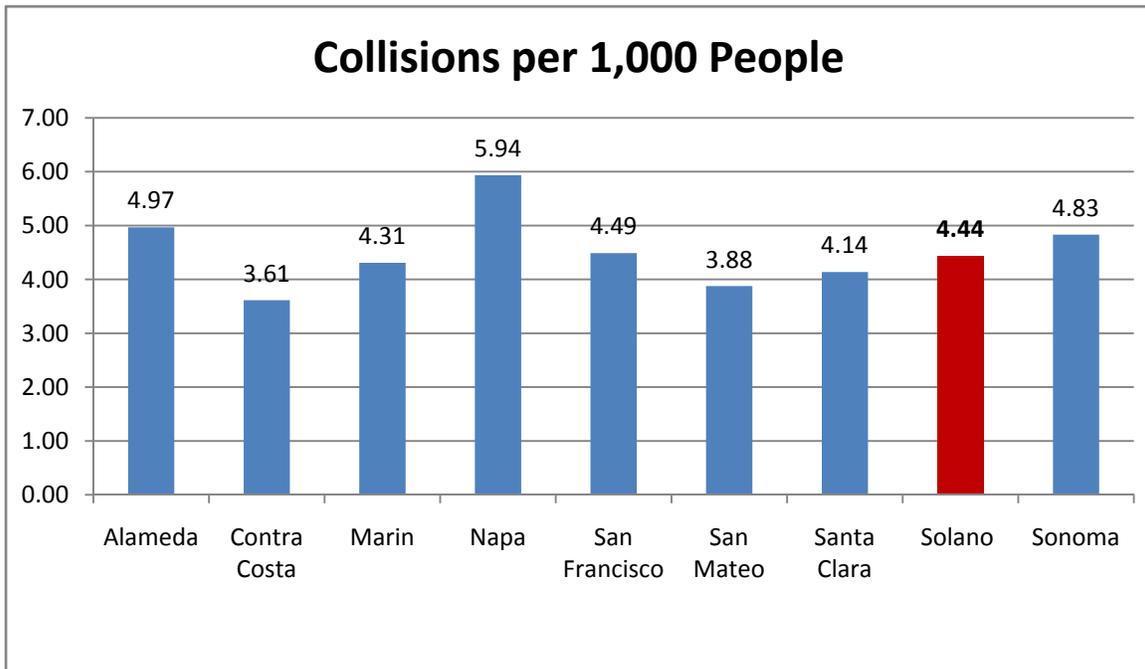
| | Total Collisions | Total Injury Collisions | Property Damage Only Collisions | Fatal Collisions |
|------|------------------|-------------------------|---------------------------------|------------------|
| 1998 | 124 | 109 | 15 | 0 |
| 1999 | 147 | 122 | 24 | 1 |
| 2000 | 142 | 121 | 20 | 1 |
| 2001 | 130 | 112 | 17 | 1 |
| 2002 | 107 | 87 | 20 | 0 |
| 2003 | 102 | 91 | 11 | 0 |
| 2004 | 107 | 89 | 17 | 1 |
| 2005 | 102 | 88 | 13 | 1 |
| 2006 | 84 | 74 | 10 | 0 |
| 2007 | 153 | 120 | 32 | 1 |
| 2008 | 64 | 57 | 7 | 0 |

PEDESTRIAN/VEHICLE COLLISIONS IN SOLANO COUNTY



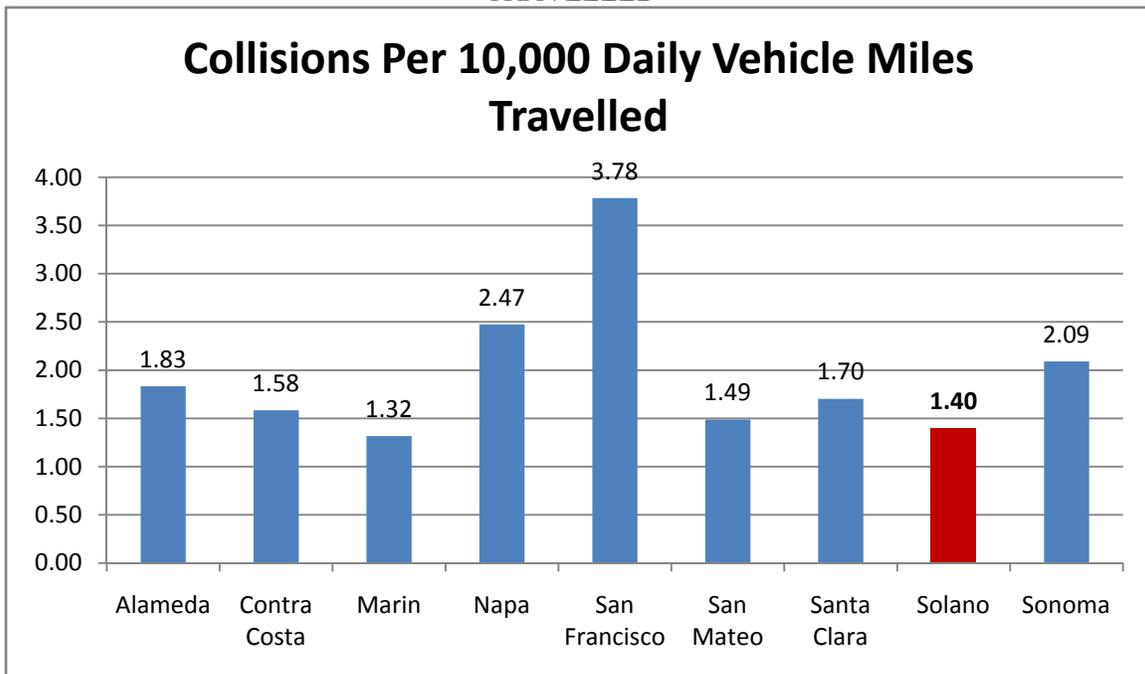
| | Total Collisions | Total Injury Collisions | Property Damage Only Collisions | Fatal Collisions |
|------|------------------|-------------------------|---------------------------------|------------------|
| 1998 | 141 | 126 | 9 | 6 |
| 1999 | 114 | 102 | 9 | 3 |
| 2000 | 143 | 131 | 9 | 3 |
| 2001 | 148 | 138 | 4 | 6 |
| 2002 | 136 | 126 | 4 | 6 |
| 2003 | 120 | 104 | 11 | 5 |
| 2004 | 137 | 126 | 7 | 4 |
| 2005 | 194 | 174 | 14 | 6 |
| 2006 | 127 | 114 | 7 | 6 |
| 2007 | 138 | 123 | 8 | 7 |
| 2008 | 75 | 65 | 6 | 4 |

COMBINED BICYCLIST & PEDESTRIAN/VEHICLE COLLISIONS* PER 1,000 PEOPLE



*Total fatalities plus injuries in 2001; from Statewide Integrated Traffic Records System (SWITRS)

BICYCLIST & PEDESTRIAN/VEHICLE COLLISIONS PER 10,000 DAILY VEHICLE MILES TRAVELLED*

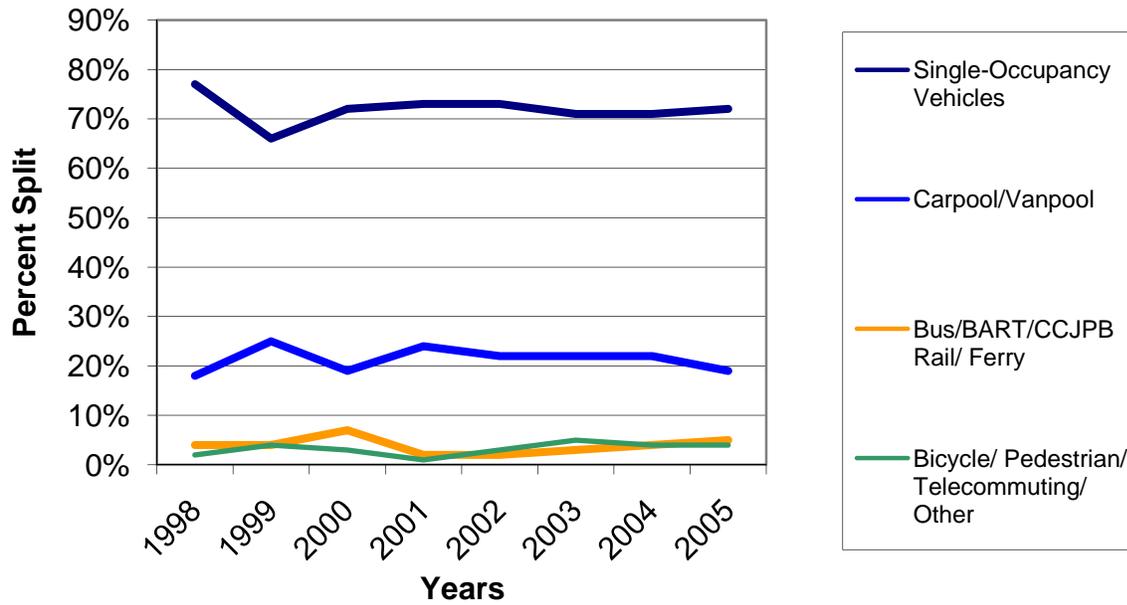


*2008 data from Caltrans, Office of Travel Forecasting and Analysis; www.dot.ca.gov/hq/tsip

Mode Share: Usage Statistics of All Modes

The 2007 Solano Congestion Management Program (CMP) defines the mode share or mode split as percent of trips per mode per year. It assumes that with further efforts to enhance and promote modes such as intercity transit, ferry, rail, ridesharing, non-motor vehicle travel and telecommuting, the use of single-occupant vehicles (as a percentage of all modes) will decrease. The current estimated mode split and past mode split percentages are as follows:

Multimodal Split in Solano County



| | Single-Occupancy Vehicles | Carpool/Vanpool | Bus/BART/Capitol Corridor Rail/ Ferry | Bicycle/ Pedestrian/ Telecommuting/ Other |
|------|---------------------------|-----------------|---------------------------------------|---|
| 2005 | 72% | 19% | 5% | 4% |
| 2004 | 71% | 22% | 4% | 4% |
| 2003 | 71% | 22% | 3% | 5% |
| 2002 | 73% | 22% | 2% | 3% |
| 2001 | 73% | 24% | 2% | 1% |
| 2000 | 72% | 19% | 7% | 3% |
| 1999 | 66% | 25% | 4% | 4% |
| 1998 | 77% | 18% | 4% | 2% |

Funding

Alternative Modes transportation have several dedicated funding sources. Only the Transportation Development Act (TDA) Article 3 funds are dedicated specifically to bicycle and pedestrian facilities. (Once every 5 years, a portion of the TDA Article 3 funding can be used to update bicycle and pedestrian master plans.) Other fund sources, such as the federal Congestion Mitigation for Air Quality (CMAQ) funds, can be used for a variety of projects or programs, not all of which are covered by the Alternative Modes element.

The following table shows the cumulative funding amounts from each program over the past four (4) fiscal years (FY):

| Program | FY 2005/06 | FY 2006/07 | FY 2007/08 | FY 2008/09 | Total |
|-------------------|------------|-------------|-------------|-----------------|--------------|
| SBPP ¹ | \$327,256 | \$302,000 | \$953,098 | \$2,285,000 | \$3,867,354 |
| TLC | N/A | \$125,000 | \$1,400,000 | \$2,262,000 | \$3,787,000 |
| CAF ² | \$290,000 | \$360,000 | \$420,000 | \$420,000 | \$1,490,000 |
| TFCA ³ | \$340,000 | \$320,000 | \$332,614 | \$140 - 160,000 | \$1,142,614 |
| FY Totals: | \$957,256 | \$1,107,000 | \$3,105,712 | \$5,117,000 | \$10,286,968 |

1 - Solano Bicycle and Pedestrian Program (SBPP)

2 - Yolo-Solano Clean Air Fund (CAF) Program

3 - Transportation Fund for Clean Air (TFCA)

The Regional Transportation Plan (RTP) adopted by MTC in 2009 anticipates a doubling of money for TLC programs and projects. The RTP also proposes to dedicate regional bicycle and pedestrian funds specifically to bicycle projects. However, it is not certain when that money will actually be available, or in what year of the RTP it will be funded. SBPP funds are a mix of TDA and CMAQ. TDA is a relatively steady fund source, but is relatively small (average of \$375,000 per year for the last 4 years). CMAQ funds are provided through the federal transportation legislation. Because they are federal and related to air quality, there are limits on the use of the funds, and a high administrative burden. Similarly, TFCA and Clean Air funds are focused on projects or programs that have a direct impact on air quality; and, in the case of the TFCA funds, come with a substantial administrative burden.

Although the funding for Alternative Modes capital projects is relatively small and uncertain, there is almost no demand for operational funds. This is actually a benefit for Alternative Modes, since operation funds are typically the most unreliable types of funds.

Conclusions

Alternative modes facilities and vehicles provide a small proportion of the total number of commute and shopping trips on a county-wide basis. They appear to provide a slightly larger share of the recreational trips, and are starting to provide a growing portion of the home-school trip pattern. Alternate modes can provide an important link to mass transit, such as bus, train or ferry terminals. Programs such as TOD and TLC can improve pedestrian access to mass transit by increasing the number of dwelling units near transit centers, and/or by improving the quality of the non-motorized trip from housing to transit. Given the high proportion of Solano's commute that uses carpooling, it may be appropriate to increase the emphasis on improving bicycle and pedestrian access to park and ride lots.

Alternative fuel vehicles have the potential to play an increased role in providing mobility that produces fewer air pollutants, especially from fleet vehicles such as transit buses or delivery vehicles. This addresses the issue of air quality, but not the issue of congestion.

Whether the future emphasis of alternative modes is on bicycle and pedestrian facilities, TOD, alternative fuels, or a balanced approach as is currently taken, any change is likely to be incremental. Available funding and the typically slow pace of changes in consumer spending, especially for major ticket items such as vehicles or housing, mitigates against any sudden change.



DATE: August 31, 2009
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Transit Consolidation Study – Implementation Plan Status –
Benicia-Vallejo Coordination and Memorandum of Understanding (MOU)

Background:

The issue of consolidating some or all of the Solano’s transit services had been discussed and proposed for evaluation for several years prior to the STA Board members discussing it formally at the February 2005 Board retreat. At the Board retreat, participants expressed interest and support for transit service becoming more convenient through a seamless system, that there should be a reasonable level of service throughout the county, and that local transit issues and needs would have to be considered and addressed. Later in 2005, the STA Board directed STA staff to initiate a countywide Transit Consolidation Study and approved goals, objectives and evaluation criteria to be incorporated in the scope of work for this study. After funding was secured, DKS Associates was selected to lead the Transit Consolidation Study. DKS worked on the transit consolidation project through June 2009.

Work began in early 2007. A preliminary analysis of alternatives was presented to the Technical Advisory Committee (TAC) and Consortium in June 2007. At the July 2007 STA Board meeting, the Board approved six (6) transit consolidation alternatives to be included in Phase II for further analysis and evaluation. The Board also approved the membership of the Transit Consolidation Steering Committee to include all eight (8) jurisdictions with individual Board members and City Managers and the County Administrator.

At the first Transit Consolidation Steering Committee in October 2007 the six transit consolidation alternatives were reviewed and considered for further analysis. Option 2 was removed and definitive decisions on two options were left pending further information. More in-depth analysis of the existing transit operators began to have more complete information on which to base the evaluation of the various consolidation options.

The STA Board’s Transit Consolidation Steering Committee held a second meeting on December 11, 2008. At this meeting, the Committee directed staff to add Option 2 (Vallejo/Benicia/Fairfield/Suisun City consolidation) to the list of options to evaluate.

After the December 2008 Transit Consolidation Steering Committee meeting the Transit Operator Analysis Report was completed in cooperation with the transit operators. Based on the data in this report, the options were analyzed based using the Board established criteria.

At the May 2009 Transit Consolidation Steering Committee, the Steering Committee took an action to support all five recommendations presented which included “1. Option 1: Consolidation of Benicia and Vallejo transit services.” Individual meetings continued between the STA and both Benicia and Vallejo staff and Board members. Based on these meetings, support for Option 1 continued from both jurisdictions.

In June 2009, the STA Board approved the following recommendations:

1. Option 1: Consolidation of Benicia and Vallejo transit services;
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.

Since the Board’s action in June, STA staff has been working with Benicia and Vallejo on developing an Implementation Plan for the consolidation of these services and is reporting back on this progress as directed by Recommendation 5.

Discussion:

Since the STA Board action in June, the STA, Benicia, and Vallejo have met three times. The South County Transit Coordinating Committee (SCTCC) has been guiding this effort. The SCTCC members are Benicia Mayor Patterson, Vallejo Mayor Davis, Benicia Councilmember Schwartzman, and Vallejo Councilmember Bartee. Also participating are each City’s City Managers and Public Works Directors, and each City’s transit staff and STA’s Executive Director, transit staff, legal counsel, and consultants.

These meetings have been productive and there remains a high level of cooperation and interest in working toward consolidation and better transit coordination and service. Guiding principles and a transition implementation plan have been developed (Attachment A). A Memorandum of Understanding (MOU) among the three agencies (Benicia, Vallejo and STA) to establish a framework for moving toward consolidation has been drafted by STA Legal Counsel, reviewed and edited by the Committee and is being forwarded for approval by the three parties. Next, a draft JPA has been presented to the Committee, an initial Business Plan which will address many of the details of the potential JPA, and a public input process is being addressed. The timeline proposed is to consolidate the two services effective with the new fiscal year beginning July 1, 2010. The Benicia City Council unanimously voted to support joining the MOU on August 18th. Action by the Vallejo City Council is to be scheduled in September. Staff is recommending the STA enter into the MOU with Benicia and Vallejo to assist in the further evaluation of the consolidation and coordination of Benicia and Vallejo’s transit services.

The Consortium and TAC reviewed and unanimously recommended approval of this item at their August meetings.

Fiscal Impact:

STA is dedicating staff time, legal counsel services, and consultant services in support of this effort.

Recommendations:

Approve the following:

1. Resolution No. 2009-17 approving a Memorandum of Understanding by and among the STA, the City of Benicia, and the City of Vallejo for the implementation of the South Solano Transit Authority; and
2. Authorize the Executive Director to enter into a MOU with the Cities of Benicia and Vallejo to evaluate the consolidation of South Solano Transit Services.

Attachment:

- A. South County Guiding Principles with Guiding Principles
- B. Draft South County Transit MOU
- C. Resolution No. 2009-17

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**SOUTH COUNTY TRANSIT CONSOLIDATION
TRANSITIONAL PLAN WITH GUIDING PRINCIPLES**

Revised July 1, 2009

1. The Benicia Breeze and Vallejo Transit services shall be consolidated to streamline, simplify, and improve access for transit riders through enhanced service coverage, frequency, affordability, and mobility options. The consolidated service shall be responsible for coordinating transportation services in Benicia and Vallejo.
2. The consolidated transit service shall achieve high standards for greenhouse gas emissions and energy reductions, minimizing the carbon footprint of Benicia and Vallejo residents. The consolidated transit service shall help achieve the Benicia and Solano County Climate Action Plans greenhouse gas reduction targets.
3. The Benicia Breeze and Vallejo Transit service consolidation shall be consistent with the Countywide Transportation Plan Transit Element to maximize the ability of Solano residents, workers, and visitors to reach destinations within Solano County, and to access regional transportation systems.
4. The consolidated transit service shall be designed to be cost effective and efficient.
5. The consolidation of services shall be managed in a public process to encourage participation by residents, stakeholders, and decision-makers in both communities.
6. The consolidated transit service shall maintain the continuity of service provided by both jurisdictions, minimizing service disruptions and passenger inconveniences due to the transition. Service levels shall be maintained and expanded if possible.
7. The consolidated transit service shall maximize opportunities for regional funding.

SOUTH COUNTY TRANSIT CONSOLIDATION DRAFT WORK PLAN

Purpose: To outline the requirements and schedule for consolidating Vallejo Transit and Benicia Breeze as recommended in the Solano County Transit Consolidation Study.

Approach: Staff of the cities of Benicia and Vallejo and the STA will lead the transition planning effort with the support of STA consultants.

Task Area 1: Structure and Governance

- Establish guiding principles for Transition Plan
- Identify form of governance for consolidated entity (e.g., JPA)
- Identify board membership and representation
- Draft by-laws for the new entity
- Identify policies and procedures for the new entity

Task Area 2: Public Outreach

- Engage and inform public of consolidation plans and conduct public workshops to hear public concerns and answer questions
- Establish a Public Outreach Plan
- Prepare plan for re-branding the system
- Develop public information for transition

Task Area 3: Finance

- Prepare a business plan for consolidating the two agencies, identifying an administrative framework and costs of consolidation
- Establish new entity as a federal, state, regional transit grantee
- Identify fiscal agent to provide accounting and information technology services
- Determine how procurement will be managed (e.g., using fiscal agent or another approach)
- Identify capital asset ownership and potential transfer of assets to new entity
- Prepare consolidated annual budget for new entity

Task Area 4: Human Resources

- describe how existing employees will be transferred/absorbed in to new entity
- Develop an organization chart for the new entity
- Prepare a staffing plan, including duties and responsibilities for each function/position
- Identify organization to provide human resources services (e.g., payroll processing, benefits administration, etc.)

Task Area 5: Legal

- Identify legal requirements to establish consolidated entity
 - Potential for near term, operating MOU
 - Establishment of Joint Powers Agreement (JPA)
- Determine how potential USDOL 13(c) labor protections would be applied to the consolidated entity
- Identify organization or entity to provide legal services

Task Area 6: Service Planning and Operations

- Establish service objectives and standards including customer service standards for consolidated system
- Prepare consolidated Short Range Transit Plan
 - Operations
 - Capital Improvement Plan (CIP)
- Determine how existing service contracts will be phased out

**SOUTH COUNTY TRANSIT CONSOLIDATION
IMPLEMENTATION SCHEDULE**

| | |
|------------------------------|--|
| May – June 2009 | <ul style="list-style-type: none"> • Convene Vallejo-Benicia-STA Coordinating Committee (staff working group) • Draft list of implementation issues and questions • Prepare detailed implementation/transition plan tasks and schedule |
| July – September 2009 | <ul style="list-style-type: none"> • Prepare public information and outreach on consolidation plan • Begin public outreach meetings and workshops • Prepare draft operating MOU focused on overarching goals, memorializing the guiding principles, considering near term service planning and paratransit consolidation issues, and setting the schedule for consolidation • Prepare a business plan for consolidation • Draft policies and procedures • Draft agreements for financial and human resources and legal services • Draft staffing plan • Propose resolution to potential 13(c) issues • Estimate implementation/transition costs • Draft Joint Powers Agreement, by-laws, and related documents |
| May – June 2009 | <ul style="list-style-type: none"> • Convene Vallejo-Benicia-STA Coordinating Committee (staff working group) • Draft list of implementation issues and questions • Prepare detailed implementation/transition plan tasks and schedule |
| July – September 2009 | <ul style="list-style-type: none"> • Prepare public information and outreach on consolidation plan • Begin public outreach meetings and workshops • Prepare draft operating MOU focused on overarching goals, memorializing the guiding principles, considering near term service planning and paratransit consolidation issues, and setting the schedule for consolidation • Prepare a business plan for consolidation • Draft policies and procedures • Draft agreements for financial and human resources and legal services • Draft staffing plan • Propose resolution to potential 13(c) issues • Estimate implementation/transition costs • Draft Joint Powers Agreement, by-laws, and related documents |

| | |
|--------------------------------|---|
| October – December 2009 | <ul style="list-style-type: none"> • Approve Joint Powers Agreement, by-laws, and related documents • Benicia and Vallejo approve JPA • Establish new entity as grantee • Adopt policies and procedures • Finalize staffing and staff consolidation • Draft two year budget (capital and operating) • Conduct public information/outreach • Convene first meeting of JPA Board • |
| January – March 2010 | <ul style="list-style-type: none"> • Develop Joint SRTP and CIP with financial plans • Conduct public information/outreach • Form Transit Advisory Committee to encourage ongoing citizen input on the service |
| April – June 2010 | <ul style="list-style-type: none"> • Adopt SRTP • Publish service and fare changes, if any • Introduce service branding • |
| July 1, 2010 | <ul style="list-style-type: none"> • Begin full operation of JPA with modified service |

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**MEMORANDUM OF UNDERSTANDING
BY AND AMONG
THE SOLANO TRANSPORTATION AUTHORITY,
THE CITY OF BENICIA AND
THE CITY OF VALLEJO
FOR THE IMPLEMENTATION OF THE
SOUTH SOLANO TRANSIT AUTHORITY**

THIS AGREEMENT is made and entered into as of this ____ day of _____, 2009, by and among the municipal corporations of the CITY OF BENICIA (“BENICIA”) and the CITY OF VALLEJO (“VALLEJO”), and the SOLANO TRANSPORTATION AUTHORITY, a joint powers entity organized under Government Code section 6500 et seq. and the Congestion Management Agency of Solano County (“STA”). Unless specifically identified, the various public agencies herein may be commonly referred to as “the Parties” or “Authority and Cities” or “Jurisdictions” as the context may require.

RECITALS

WHEREAS, the provision of transit services throughout Solano County has been developed on a jurisdiction by jurisdiction basis and, as a result, the provision of transit services to the citizens of Solano County may be enhanced by the improved coordination of transit routes and other issues among the transit providers including consolidation. The cities of Benicia and Vallejo share boundaries and regional transit routes while each agency operates its own transit service; and

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

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

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

WHEREAS, STA has sponsored, and the COUNTY and CITIES have joined and participated in, various studies of the potential consolidation of transit systems and,

WHEREAS, STA’s transit consolidation study was approved by the STA Board with a recommendation to consider consolidation pursuant to adopted guiding principles of transit

services in Benicia and Vallejo; and

WHEREAS, STA’s coordination of the annual multi-agency Transportation Development Act (TDA) matrix, the State Transit Assistance Fund’s (STAF) project funding for the county, and Regional Measure 2 funding has clarified and simplified the funding claims process locally and regionally, including for both Benicia and Vallejo;

WHEREAS, evaluation of the funding and service benefits of consolidation needs to occur prior to undertaking the step of establishing a joint powers agency for the provision of transit to Benicia and Vallejo and to allow the parties an opportunity to regularly review and refine data and funding formulae by following the guiding principals set forth in Part II below to guide the consolidation and funding of Benicia-Vallejo transit operations in the future.

AGREEMENT

NOW, THEREFORE, following approval by the respective governing body of each agency, STA and the cities of BENICIA and VALLEJO, in consideration of the mutual promises herein, agree as follows:

Part I

South Solano Transit Advisory Committee; Management Committee; Staff Working Group

In order to facilitate the evaluation of the potential consolidation of the Benicia and Vallejo transit services, there is hereby established the “South Solano Transit Advisory Committee.” The function of the Advisory Committee is to oversee the goals and work plan in order to facilitate the consolidation and any interim service plans of the two transit services, consistent with the adopted guiding principles. Following the completion of the work plan the Advisory Committee will make a recommendation relative to consolidation to the respective city councils of Benicia and Vallejo and to the STA Board. The Advisory Committee is a body subject to the provisions of the Ralph M. Brown Act (Government Code Sections 54950 et seq.) and will consist of the Mayor of each city and each city’s alternate to the STA Board. At the first meeting of this Committee, a chairperson will be selected. Further meetings shall be called by the chair when necessary and appropriate but not less than every two months for the duration of this MOU

There shall also be a South Solano Transit Management Committee to monitor and oversee the progress of the work plan and other activities set forth herein. The Management Committee shall consist of the City Manager or their designee of each city and the STA Executive Director and shall meet at the call of any member.

A staff Working Group made up of the STA Director of Transit Rideshare Service, the STA Transit Manager, the Public Works Directors of Benicia and the COV, the Finance Director and Transit Coordinator of Benicia, and the Transportation Superintendent and Contract Administrator/Operations Analyst from the City of Vallejo, will implement the day to day

progress of the work plan and other activities set forth herein.

Part II
Guiding Principals

The members of the South County Transit Advisory Committee have adopted the following principals to guide the study and evaluation of the potential consolidation of Benicia and Vallejo Transit:

- A. The Benicia Breeze and Vallejo Transit services shall be consolidated to streamline, simplify, and improve access for transit riders through enhanced service coverage, frequency, affordability, and mobility options contingent upon available funding. The consolidated service shall be responsible for coordinating transportation services in Benicia and Vallejo and to locations beyond the two cities such as Bay Area Rapid Transit (BART).
- B. Consolidated transit service provides an opportunity to improve standards for greenhouse gas emissions and energy reductions, reduce single-occupant vehicle miles traveled, thereby minimizing the carbon footprint of Benicia and Vallejo residents. A consolidated transit service will further the Benicia and Solano County Climate Action Plans greenhouse gas reduction targets.
- C. The Benicia Breeze and Vallejo Transit service consolidation shall be consistent with the Countywide Transportation Plan Transit Element to maximize the ability of Solano residents, workers, and visitors to reach destinations within Solano County, and to access regional transportation systems.
- D. The consolidated transit service shall be designed to be comparatively cost effective and efficient while considering the unique characteristics of each jurisdiction.
- E. The consolidation of services shall be managed in a public and transparent process to encourage participation by residents, stakeholders, and decision-makers in both communities.
- F. The consolidated transit service shall strive to maintain the continuity of current service provided by both jurisdictions, minimizing service disruptions and passenger inconveniences due to the transition. If possible, service levels shall be maintained and expanded.
- G. The consolidated transit service shall maximize opportunities for regional funding.

/

Part III

Work Plan to Facilitate the Implementation of the South Solano Transit Authority

The following steps outline the requirements and schedule for consolidating Vallejo Transit and Benicia Breeze as recommended in the Solano County Transit Consolidation Study. The respective staff of the cities of Benicia and Vallejo and the STA will lead the transition planning effort with the support of STA consultants. The Committees and staff shall make every effort to complete the tasks in the work plan by December 31, 2009 and to fully consolidate transportation services of the two cities by July 1, 2010.

A. Task Area 1: Structure and Governance

Incorporate adopted guiding principles for Transition Plan
Identify form of governance for consolidated entity (e.g., JPA)
Identify board membership and representation
Draft by-laws for the new entity
Identify policies and procedures for the new entity

B. Task Area 2: Public Outreach

Engage and inform public of consolidation plans and conduct public workshops to hear public concerns and answer questions
Establish a Public Outreach Plan
Prepare plan for re-branding the system
Develop public information for transition

C. Task Area 3: Finance

Prepare a business plan for consolidating the two agencies, identifying an administrative framework and costs of consolidation
Establish new entity as a federal, state, regional transit grantee
Identify fiscal agent to provide accounting and information technology services
Determine how procurement will be managed (e.g., using fiscal agent or another approach)
Identify capital asset ownership and potential transfer of assets to new entity
Prepare consolidated annual budget for new entity

Task Area 4: Human Resources

Describe how existing employees will be transferred/absorbed in to new entity
Develop an organization chart for the new entity
Prepare a staffing plan, including duties and responsibilities for each function/position
Identify organization to provide human resources services (e.g., payroll processing, benefits administration, etc.)

Task Area 5: Legal

Identify legal requirements to establish consolidated entity
Potential for near term, operating MOU

Establishment of Joint Powers Agreement (JPA)

Determine how potential United States Department of Labor (USDOL) 13(c) labor protections would be applied to the consolidated entity

Identify organization or entity to provide legal services

Assist in determination of how to best contract for services (exiting service contracts and/or new bids)

Task Area 6: Service Planning and Operations

Establish service objectives and standards including customer service and training standards for a consolidated system

Prepare consolidated Short Range Transit Plan

Operations

Capital Improvement Plan (CIP)

Determine how existing service contracts will be transferred and transitioned

Part IV

Interim Service Planning

In preparation for consolidation of the two transit services, the Parties agree to work cooperatively to deliver service to the two cities in the most effective and efficient manner and consistent with the Transit Consolidation Goals in Section II of this MOU until the services are fully consolidated.

1. Changes in fares or transit routes shall not become effective until approval by the SSTAC and the respective city councils of Benicia and Vallejo.
2. The criteria for evaluating consolidated transit services shall be developed as part of the SRTP and may include, but are not limited to, the following:
 - a) Productivity Measures
 - Farebox recovery ratio
 - Cost per vehicle service hour
 - Cost per vehicle mile
 - Cost per passenger trip
 - Passengers per vehicle service hour
 - b) Policy/Coverage Requirements (contingent on available funding)
 - Provides connectivity between cities
 - Provides regional transit connections
 - Meets unmet transit needs
 - User friendly
 - Consistent with greenhouse gas reduction goals
 - Consistent with future federal and regional transportation planning
 - Established life cycle costing criteria

Part V

Joint Powers Agreement

Based on the results of the work plan, a joint powers agreement shall be developed for adoption by the Parties leading to consolidated transit functions on July 1, 2010. A draft JPA shall be presented to the SSTAC no later than August 31, 2009.

Part VI
General Terms and Conditions

A. Term of Agreement.

The term of this Agreement shall be as follows:

- a. The Goals set forth herein shall continue in effect until modified in writing by the parties or the two transit functions are consolidated;

B. Indemnification.

The PARTIES and STA shall defend, indemnify and hold harmless each other and their respective officers, agents, employees, or subcontractors from any claim, loss or liability, including, without limitation, those for personal injury (including death) or damage to property, arising out of or connected with any aspect of the performance by any of the Partied, or their respective officers, agents, employees, or subcontractors of activities required under this Agreement, and any fees and/or costs reasonably incurred by the staff attorneys or contract attorneys of the Party(ies) to be indemnified, and any and all costs, fees and expenses incurred in enforcing this provision.

C. No Waiver.

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

D. Notices.

All notices required or authorized by this Agreement shall be in writing and shall be delivered in person or by deposit in the United States mail, by certified mail, postage prepaid, return receipt requested. Any mailed notice, demand, request, consent, approval or communication that a PARTY desires to give to the other 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

CITY OF BENICIA
Robert Sousa
Finance Director
250 East "L"
Benicia, CA 94510

CITY OF VALLEJO
Gary Leach
Public Works Director
555 Santa Clara St.
Vallejo, CA 94590

E. Subcontracts.

Within the funds allocated by the PARTIES under this agreement, any member agency may be authorized by the Advisory Committee or the Management Committee to contract for any and all of the tasks necessary to undertake the projects or studies contemplated by this Agreement.

F. Amendment/Modification.

Except as specifically provided herein, this Agreement may be modified or amended only in writing and with the prior written consent of the Parties.

G. Interpretation.

Each PARTY has reviewed this Agreement and any question of doubtful interpretation shall not be resolved by any rule or interpretation providing for interpretation against the drafting party. This AGREEMENT shall be construed as if 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.

H. Severability.

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

I. Local Law Compliance.

The Parties shall observe and comply with all applicable Federal, State and local laws, ordinances, and Codes including those of the Federal Transit Administration (FTA).

J. Non-Discrimination Clause.

- a. During the performance of this Agreement, the Parties and their subcontractors shall not deny the benefits thereof to any person on the basis of race, religion, color, ethnic group identification, national origin, ancestry, physical handicap,

mental disability, medical condition, marital status, age, sex or sexual orientation , nor shall they discriminate unlawfully against any employee or applicant for employment because of race, religion, color, ethnic group identification, national origin, ancestry, physical handicap, mental disability, medical condition, marital status, age, sex or sexual orientation. STA shall ensure that the evaluation and treatment of employees and applicants for employment are free of such discrimination.

- b. The Parties shall comply with the provisions of the Fair Employment and Housing Act (Government Code section 12900, et seq.), the regulations promulgated thereunder (Title 2, California Code of Regulations, section 7285.0, et seq.), the provisions of Article 9.5, Chapter 1, Part 1, Division 3, Title 2 of the Government Code (sections 11135-11139.5) and any state or local regulations adopted to implement any of the foregoing, as such statutes and regulations may be amended from time to time.

K. Access to Records/Retention.

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

L. 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.

M. Entirety of Agreement.

This Agreement 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.

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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

CITY OF BENICIA APPR

OVED AS TO FORM

By: _____
Jim Erickson, City Manager

By: _____
Heather McLaughlin, City Attorney

CITY OF VALLEJO APPROVED

AS TO FORM

By: _____
Robert F. D. Adams, Interim City Manager

By: _____
Fred Soley, City Attorney

**SOLANO TRANSPORTATION AUTHORITY
RESOLUTION No. 2009-17**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY BOARD
APPROVING A MEMORANDUM OF UNDERSTANDING BY AND AMONG THE SOLANO
TRANSPORTATION AUTHORITY, THE CITY OF BENICIA AND
THE CITY OF VALLEJO FOR THE IMPLEMENTATION OF
THE SOUTH SOLANO TRANSIT AUTHORITY**

WHEREAS, the Solano Transportation Authority (“STA”) has identified a strategy for preserving and enhancing infrastructure through the increased use of mass transit, including the feasibility of merging transit services in Benicia and Vallejo; and

WHEREAS, the STA has determined that substantial cost-savings and service enhancements can be realized from the potential merger of the two transit services; and

WHEREAS, the STA has assisted the two transit agencies in developing a Memorandum of Understanding that will insure that each participating agency will receive equal consideration as the consolidation research moves forward.

NOW, THEREFORE, BE IT RESOLVED THAT the Governing Board of the Solano Transportation Authority hereby approves the Memorandum of Understanding between the Solano Transportation Authority, the City of Vallejo and the City of Benicia to study the implementation of the South Solano Transit Authority.

BE IT FURTHER RESOLVED THAT the STA Executive Director is hereby authorized to sign said Memorandum of Understanding on behalf of the STA.

On motion by _____ and a seconded by _____, the above resolution was introduced and passed by the STA Board at a regular meeting of said Board held on the 9th day of September, 2009 and adopted by the following vote:

Jam
Solano

es P. Sperring, Chair
Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed and adopted by said Authority at the regular meeting thereof held this day of September 9, 2009.

Dary
Solano

I K. Halls, Executive Director
Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 9th day of September, 2009 by the following vote:

Ayes: _____
Nos: _____
Absent: _____
Abstain: _____

Attest: _____
Johanna Masiclat
Clerk of the Board

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DATE: August 24, 2009
TO: STA Board of Directors
FROM: Judy Leaks, Program Manager/Analyst
RE: Solano Napa Commuter Information (SNCI) Program
Fiscal Year (FY) 2008-09 Year-End Report

Background:

The Solano Transportation Authority (STA)'s Solano Napa Commuter Information (SNCI) program is funded by the Metropolitan Transportation Commission (MTC), Bay Area Air Quality Management District (BAAQMD), and Eastern Solano Congestion Mitigation/Air Quality (CMAQ) funds for the purpose of managing countywide and regional rideshare programs in Napa and Solano Counties and providing air quality improvements through trip reduction. Through its programs and promotions with employers and employees, and assistance to commuters and travelers, SNCI addresses Goal 5a of the STA's Comprehensive Transportation Plan, "The Solano CTP will seek to maintain regional mobility while improving local mobility; mobility will be maintained or improved by reducing congestion, whether through more efficient use or expansion of existing systems," and Goal 6b "Promote the maintenance and improvement of a healthy natural environment, with special emphasis on air quality and climate change issues."

The STA Board approved the FY 2008-09 Work Program for the SNCI Program in July 2008 (Attachment B). The Work Program included nine major elements.

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

With the completion of the fiscal year, STA staff has prepared an SNCI Program Annual Report which is presented in Attachment A.

Discussion:

The SNCI Program has had an active and productive year. Following are the highlights of selected accomplishments from the SNCI 2008-09 Annual Report.

SNCI continues to provide comprehensive personalized customer service to individuals requesting ridematching services, transit, or bicycle information by phone, internet, or in person. Staff responded to nearly 3,500 information calls, processed over 1,200 matchlists and staffed over 60 events in Solano and Napa counties. These events included health fairs, business expos, job fairs, farmers markets and community events. SNCI stocks 123 display racks with current rideshare and transit information. Over 48,000 pieces of public transit literature was distributed, which included transit information for Vallejo Transit, Baylink Ferry, Benicia Breeze, FAST (Fairfield and Suisun Transit), Vacaville City Coach, Dixon Read-Ride, Rio Vista Delta Breeze, and Amtrak Capitol Corridor. Staff also coordinated with the Solano Bicycle Advisory Committee to update and reprint the Solano Yolo BikeLinks Map.

Employers throughout Solano and Napa Counties have received a range of employer services. Staff has provided presentations and attended events at employer sites to increase awareness of SNCI services. SNCI administered Transportation Surveys and provided density maps that were used to determine the commuting needs at many employer sites. Staff provided transportation alternative information to California State Automobile Association (CSAA) employees relocating from San Francisco to Fairfield in March.

The Emergency Ride Home (ERH) Program has been in operation since January 2006. The objective of this program is to encourage the use of commute alternatives such as carpooling, vanpooling, public transit, walking or bicycling, by providing a free ride home to program participants in cases of emergency. Nine new employers registered for the ERH program bringing the total of participating employers to 50 in Solano County and 20 in Napa County.

The Solano Commute Challenge was a targeted outreach campaign for Solano County employers to encourage employees to use transit, carpool, vanpool, bike, or walk to work at least 30 times from August to October. Thirty-nine major employers totaling 545 employees participated in the second annual countywide Solano Commute Challenge. Employer participation increased by almost 45% over the previous year's 27 major employers, and employee participation soared nearly 85% over previous year's 296 employees. Three hundred participants met the goal and earned the title "Commute Champion" and received a \$50 Commute Buck reward.

The vanpool program continued to provide quality customer service and support to new and existing vanpools, taking on the additional responsibility of any vanpool that has an origin or destination in Solano, Napa, Yolo or Sacramento counties. Twenty-six new vanpools traveling to, through, or from Solano, Napa, Yolo or Sacramento counties were formed last year, with 8 vanpools coming to Solano County. Staff also performed 275 van assists which include processing Motor Vehicle Reports, issuing Sworn Statement Cards, processing medical reimbursements and FasTrak requests, distributing van signs, researching information for vanpools, and other assistance as needed. The vanpool incentive program is designed to encourage the formation of new vanpools and to keep active vans on the road. It includes a vanpool seat subsidy for new vans and back-up driver incentives. During the fiscal year, 7 vans received the vanpool start-up incentive totaling \$3,050; and 17 commuters received the back-up driver incentive totaling \$1,600.

In celebration of the 15th Annual Bike to Work Day, over 1,600 Solano and Napa residents rode their bicycle to work on May 14, 2009. The day began with 19 Energizer Stations throughout Solano and Napa counties handing out juice, breakfast treats, and messenger bags stuffed with bike-related goodies. Both seasoned cyclists and new enthusiasts chose the healthy commute this Bike to Work Day, pocketing their gas money and improving the environment.

Recommendation:

Informational.

Attachments:

- A. Solano Napa Commuter Information 2008-09 Annual Report (This attachment has been provided to the Consortium members under separate enclosure. To obtain a copy, you may contact the STA office at (707) 424-6075.)
- B. Solano Napa Commuter Information FY 2008-09 Work Program

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**Solano Napa Commuter Information (SNCI)
Work Program
FY 2008-09**

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 EDC, Napa Valley Economic Development Corporation (EDC), chambers of commerce, and other business organizations.
3. **Vanpool Program**: Form 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, transit, and 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. Leverage the current commuting concern of rising gas prices 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. Including 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.

Revise SNCI's portion of the STA's website to be more interactive and include helpful information to commuters, travelers, vanpool drivers and employers.

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: August 31, 2009
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
SUBJECT: Lifeline Program Year-End Update

Background:

The Metropolitan Transportation Commission's (MTC) Lifeline Transportation Funding Program is intended to improve mobility for residents of low-income communities and, more specifically, to fund solutions identified through the community based transportation plans. Each community's needs are unique and will therefore require different solutions to address local circumstances. In Solano and other counties, these funds have been used to fund Welfare to Work and Community Based Transportation Planning priority projects.

MTC delegated the management of the Lifeline Program to the Congestion Management Agencies, including the STA. The STA selected the Solano Lifeline projects for funding and submitted these projects to MTC for approval. STA staff worked with MTC staff to transition the program to the STA from the issuance of the Call for Projects, establishing evaluation criteria jointly with MTC, approving projects for funding as well as monitoring and overseeing projects and programs. The STA is administering the program with a revised reduced amount of \$2.9 million of Lifeline Funds provided by the MTC for Solano County over a three year period. The State Transit Assistance Funds (STAF) funding was reduced after the State budget was finalized and further reductions were made with the suspension of STAF funds. While the additional cuts to STAF affected Tier 1 of the Lifeline Program, the suspension of STAF funds eliminated Tier 2 completely.

The final amount available from each fund source is reflected as follows:

\$1,044,776: State Transit Assistance Funds (STAF)
\$1,457,414: Proposition 1B funds
\$ 416,834: Jobs Access Reverse Commute (JARC)
\$2,919,024 TOTAL

Priority projects identified through the Community Based Transportation Planning process or the 2002 Countywide Welfare to Work Transportation Plan were eligible for Lifeline funding. Priority for the limited Lifeline funds was given to Solano transit operators that were out of the Unmet Transit Needs process. As part of the Call for Projects, applicants were asked to establish project goals, and to identify basic performance indicators to be collected in order to measure the effectiveness of the Lifeline projects.

The Lifeline Committee evaluated and prioritized the projects and developed a consensus recommendation (Attachment A). With anticipated further cuts by the State to the STAF funds, the Lifeline Advisory Committee ranked the recommended projects in a priority order of which projects to be funded first. Projects were evaluated and ranked based on project

need, their consistency with the priorities of the Community Based or Welfare to Work Transportation Plans, cost-effectiveness, implementation plan, budget, coordination and outreach and approved by the Board on September and December 2008. The STA staff forwarded the applications to MTC. MTC certified that the projects were derived from the Coordinated Public Transit/Human Service Transportation Plan, and then forwarded the required applications for final approval and allocation to Caltrans.

Discussion:

Caltrans has submitted Lifeline JARC funding applications to the Federal Transit Administration (FTA) and is in the process of several reviews. Caltrans has sent out agreements to the grant recipients. The Lifeline JARC projects awarded were to Vallejo Transit's Route 5 to Solano Community College/Vallejo campus, Fairfield and Suisun Transit for installation of bike racks on express buses, and Travis Air Force Base shuttle, and Benicia Community Action Council for the Disadvantages Resident Vehicle Employment Support (DRIVES)/Car Adoption and Roads to Success (CARS) Program.

STAF funds are currently available. Vallejo Transit has utilized this Lifeline funding to sustain the Solano Express Intercity Route 85 and their local Route 1. Dixon Redit-Ride will utilize the funding to continue with Saturday service which is a continuation of a Lifeline project awarded from the previous cycle. Transit operators are claiming these funds directly through the annual Transportation Development Act (TDA)/STAF claim process through MTC. The funds need to be spent the fiscal year in which they are claimed. While the STAF process is the simplest way to receive Lifeline funds, there is not an easy way to monitor the progress/performance of the projects because there is no official agreement with MTC. MTC intends to require a progress report that will be due on an annual basis before the project sponsor can claim the funding for the next fiscal year. The report will likely be similar to the reporting requirement included in the JARC funding agreements.

Proposition 1B funds have been released for the Tier 1 Lifeline Program. One of the major projects funded under Lifeline Prop. 1B were bus shelter/stop improvement programs. Vallejo Transit and Vacaville City Coach have already received Prop 1B funding in July to upgrade existing bus stops/shelters and install new shelters. Fairfield and Suisun Transit has not received the funds yet for their bus shelters. Fairfield's bus shelter project was one of several regional projects pushed to the second cycle of funding. The Cities of Dixon and Fairfield receive Lifeline Prop 1B funding for the bus projects. Dixon received funding for two bus replacements and Fairfield received funding for one bus replacement and a downtown shuttle service. Caltrans administers the Prop 1B funds and anticipates the second cycle of funding to be released sometime in the Fall. To encourage these funds be directed to deliver consistent, quality passenger amenities, the STA Board directed the STA to facilitate coordination among these transit operators on the bus stop/shelters projects and to report back to the STA Board as these projects are implemented. Prop 1B recipients are required to submit quarterly reports to Caltrans on the progress of the projects.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

A. Lifeline Funding Tier 1

LIFELINE FUNDING TIER 1

| Funding Source | Grant Recipient | Operating Funds | Project Description | Total |
|-------------------------------------|----------------------|-----------------|---|---------------------|
| JARC | Vallejo Transit | 2 Years | Extending Route 5 to serve Vallejo campus of Solano Community College | \$250,000 |
| JARC | Benicia CAC | 2 Years | DRIVES/CARS - Assisting low income families to acquire a car to commute to work | \$30,000 |
| JARC | FAST | | Installation of Bike Racks onto MCI express route buses | \$45,000 |
| JARC | FAST | 1 Year | Route 2 Frequency for Travis AFB Shuttle | \$91,834 |
| TOTAL JARC | | | | \$416,834 |
| STAF | Vallejo Transit | 3 Years | Route 85 - Sustaining Service | \$ 375,000 |
| STAF | Vallejo Transit | 3 Years | Route 1 - Sustaining Service | \$ 600,000 |
| STAF | Dixon Read-Ride | 3 Years | Saturday Service continued | \$ 69,776 |
| TOTAL STAF | | | | \$ 1,044,776 |
| Prop 1B | Dixon Read-Ride | | Bus Replacement | \$ 60,000 |
| Prop 1B | FAST | | Bus Stop and Shelter Improvements | \$ 410,000 |
| Prop 1B | Vallejo Transit | | Bus Shelters | \$ 761,014 |
| Prop 1B | Vacaville City Coach | | Bus Shelters | \$ 109,800 |
| Prop 1B | Dixon Read-Ride | | Bus (local match) | \$ 15,000 |
| Prop 1B | FAST | | Replacement Vehicle | \$ 41,600 |
| Prop 1B | FAST | | Downtown Flex Shuttle | \$ 60,000 |
| TOTAL PROP 1B | | | | \$ 1,457,414 |
| TOTAL Lifeline Funds Awarded | | | | \$ 2,919,024 |

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DATE: August 25, 2009
TO: STA Board
FROM: Sam Shelton, Project Manager
RE: STA Project Delivery & Monitoring Program

Background:

The STA's Project Delivery Department is responsible for the delivery of STA led projects (e.g., I-80/I-680/SR 12 Interchange project, SR 12 Jameson Canyon project, Jepson Parkway, etc.) and monitors the delivery of STA supported & funded projects (e.g., local street rehabilitation projects, bridge toll funded transit center projects, bicycle and pedestrian projects, etc.). With a staff of three, the STA Project Delivery Department currently assists in the delivery and monitors over \$900 million in active federal, state, regional, and locally funded transportation projects countywide.

Discussion:

This staff report describes the STA's Project Delivery & Monitoring Program, listed in the STA's 2009-10 Overall Work Plan under project no. 39 "Monitor Delivery of Local Projects & Allocation of Funds".

Most project funding does not come from the STA itself. When funding is approved by the STA Board for projects and programs, STA project delivery staff help local agency project sponsors secure their funding from a variety of funding agencies, which often involves supporting local project managers through complicated federal, state, regional and local funding program procedures.

When met with critical project delays or deadlines, STA project delivery staff assist local sponsors through various avenues of recourse, providing a forum between local staff, MTC, Caltrans, and other funding or oversight agencies. When project sponsors are unable to secure funds or a project's deliverability is in jeopardy and project's delivery, STA project delivery staff review final options, such as funding swaps, delivery options, or reprogramming of funding to protect funding from leaving the county and maintain equity between STA's member agencies.

As an ongoing activity, STA staff monitors all transportation funding and projects in a series of STA staff reports, maps, regular committee meetings, and web pages:

- STA Priority Projects Map – Highway and Transit Projects
This map shows the funding and status of all STA priority highway and transit projects in Solano County, with a total cost of \$2.7 billion. This map is updated periodically (Attachment A).

- STA Countywide Construction Map
This map shows the next four years of highway construction in Solano County, totaling over \$600 million. This map is updated periodically (see Attachment B).
- Highway Project Status Reports
STA staff routinely provides an update to major highway and reliever route projects in Solano County (see STA Board Item X.C “Highway Projects Status Report”).
- Regional Measure 2 (RM2) Project Status Reports
STA staff periodically monitors the delivery of \$100M of Solano County Regional Measure 2 (RM 2) projects, assisting local project sponsors with requests to and from the Metropolitan Transportation Commission (MTC) and concurs with allocation requests.
- American Recovery & Reinvestment Act (ARRA) Project Update Reports
Recently, STA staff has helped lead local project sponsors through new and changing guidelines and tight delivery deadlines to deliver ARRA funded projects quickly (see STA Board item X. D “American Recovery and Reinvestment Act Update”). This assistance has helped expedite the on time delivery of all Tier 1 projects in the county.
- Project Delivery Update Reports
To aid in the delivery of locally sponsored projects, the STA continually updates the STA’s Technical Advisory Committee (TAC) and Solano Project Delivery Working Group (Solano PDWG) on changes to State and Federal project delivery policies and reminds the TAC about upcoming project delivery deadlines (see STA Board Item X.I “Project Delivery Update”).
- Solano Project Delivery Working Group (Solano PDWG)
Composed of local project managers from across the county, this working group has met monthly for the past 3 years to discuss project delivery issues and resolve them in a cooperative manner. Attached are two recent meeting agendas of this group (Attachment C).

The purpose of the Solano Project Delivery Working Group (Solano PDWG) is “*To provide a project delivery forum between STA Staff and local project managers.*”

The goals of the Solano PDWG are as follows:

1. *Educate all project managers regarding project delivery planning, programming and allocation procedures and deadlines.*
2. *Regularly update STA staff regarding project delivery status.*
3. *Insure that all project delivery deadlines are met by local project sponsors.*
4. *Discuss and resolve project delivery issues cooperatively.*
5. *Recommend improvements to the project delivery process and project delivery solutions to the STA TAC.*

An upcoming project of STA project delivery staff is to complete a 10-year project funding history report of transportation projects in Solano County. The details of this

report will include funding source descriptions, project delivery methods and recommended improvements. Recently, the Solano PDWG met with the Chief of Caltrans Local Assistance for District 4 to better understand project delivery challenges and discover solutions. This task is currently scheduled to be completed in January 2010.

- MTC Programming and Delivery Working Group (MTC PDWG) and MTC Local Streets and Roads Working Group (LS&R WG)
STA project delivery staff regularly attends monthly meetings at MTC to understand the every-changing technical details of delivering federal, state, and regional projects. This information is incorporated into regular project delivery updates to the STA TAC and Solano PDWG. As information changes, local project managers are notified of critical changes that could delay, jeopardize, or expedite delivery of their projects.
- STA Website, “Projects and Construction”, <http://www.solanolinks.com/projects.html>
Posted on these web pages are two countywide maps describing the active construction projects and the STA’s Priority Highway and Transit projects. These web pages also host information related to the delivery of STA sponsored projects (e.g., environmental documents, project descriptions, maps, newsletters, and funding information).

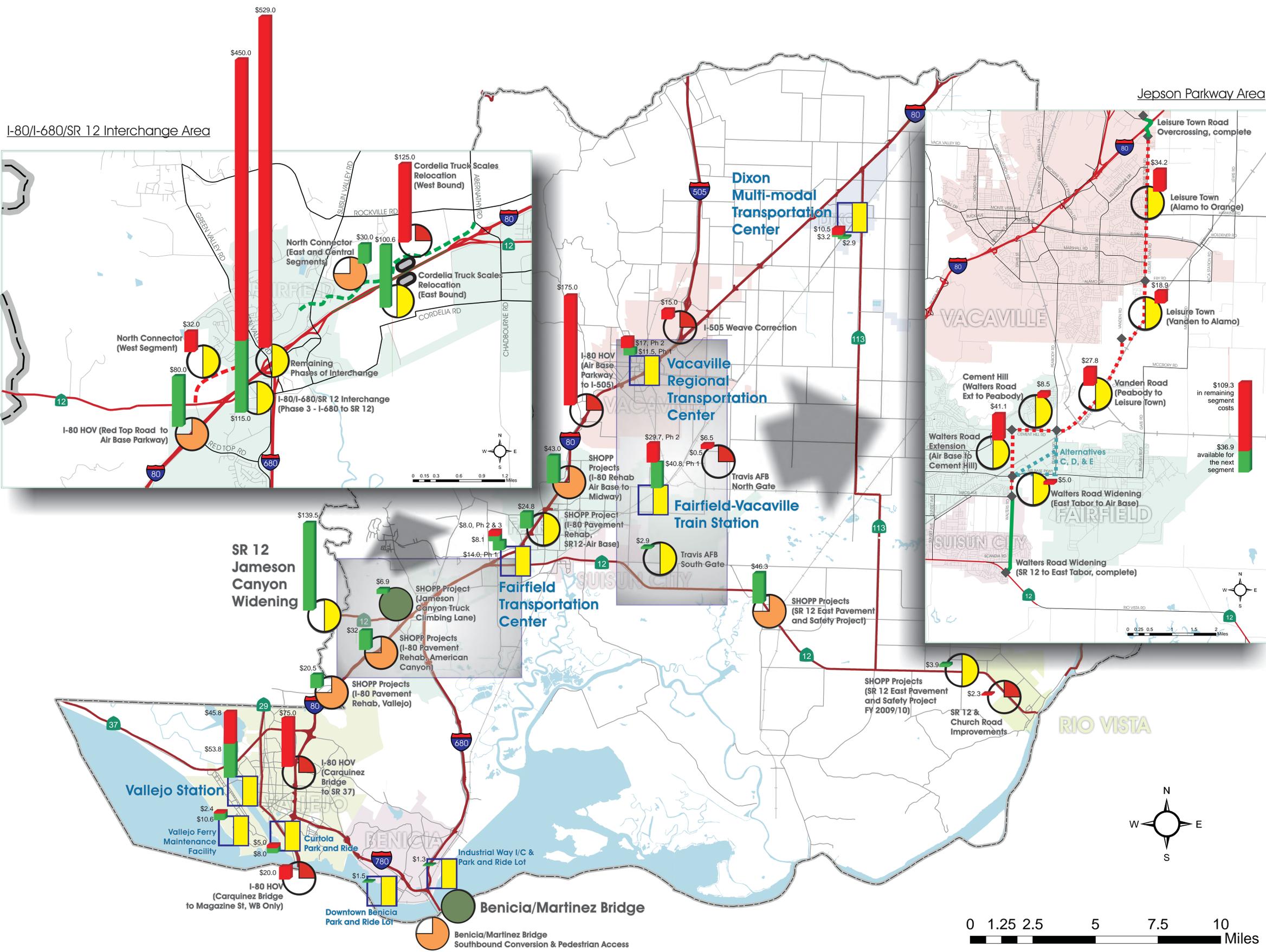
Recommendation:

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Attachments:

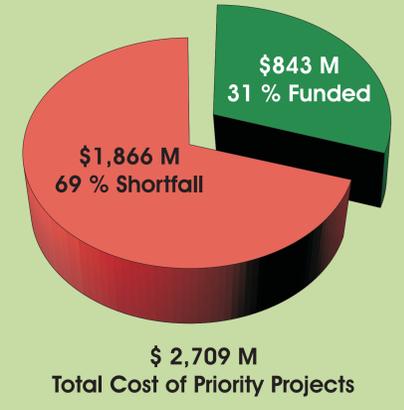
- A. STA Priority Projects Map – Highway and Transit Projects
- B. STA Countywide Construction Map
- C. Solano Project Delivery Working Group (Solano PDWG), July 28th & August 25th agendas

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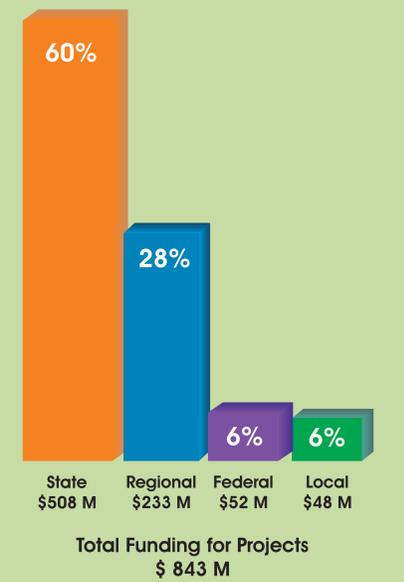


Legend

- Project Locations**
- Highway Projects
 - Transit Projects
- Project Status**
- Pending Analysis/ Additional Funding Required
 - Environmental Analysis/ Preliminary Engineering/Design
 - Under Construction
 - Project Complete
- Project Funds and Shortfalls**



Project Funding Sources



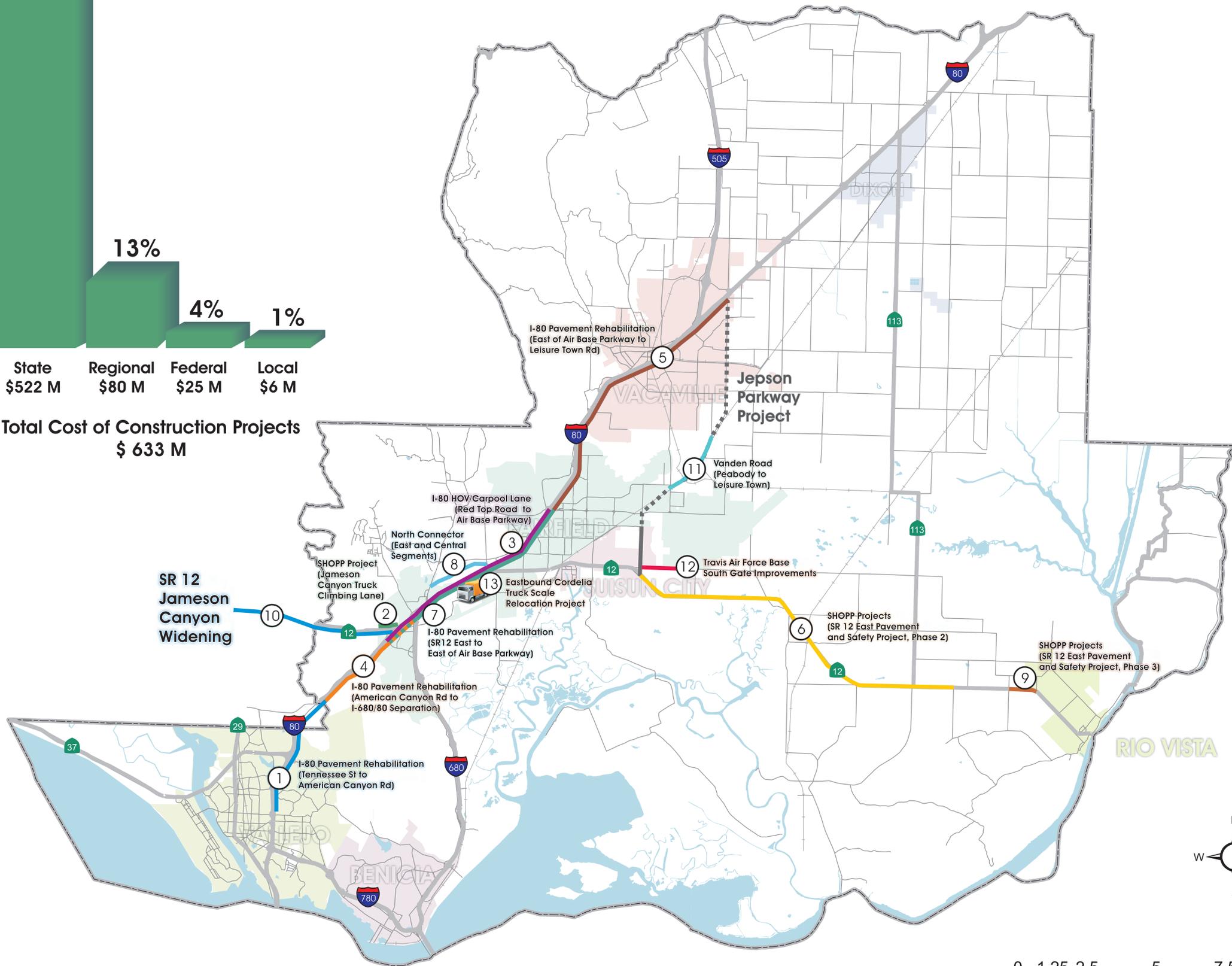
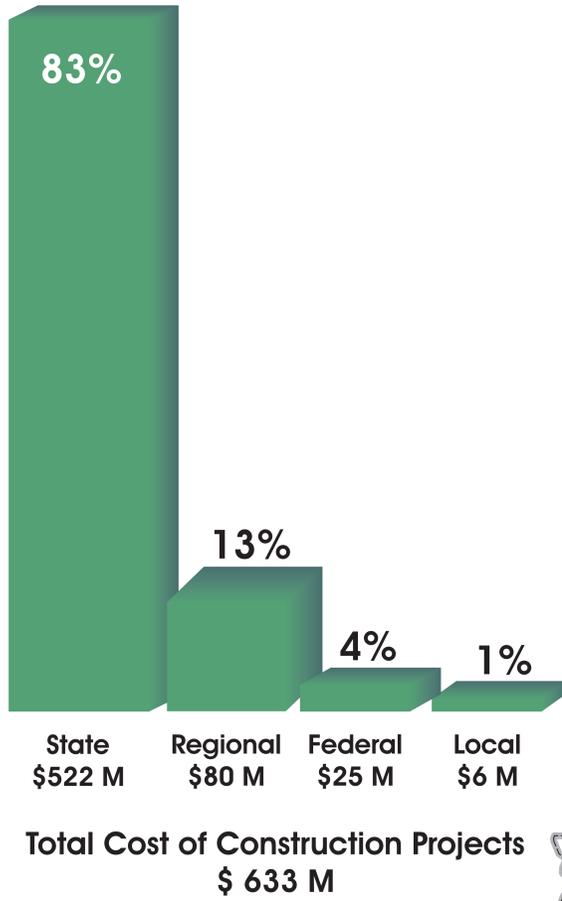
STA Priority Projects

Roadway & Transit Projects

March 13, 2009

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Construction Project Funding Sources



Legend

- ③ Construction Order
- Project Limits

2008-2011 Construction Projects

| | | |
|-------------|---|--|
| Spring 2008 | ① | I-80 Pavement Rehabilitation (Tennessee St to American Canyon Rd) |
| Spring 2008 | ② | SR 12 Jameson Canyon Truck Climbing Lane |
| Spring 2008 | ③ | I-80 HOV/Carpool Lane (Red Top Road to Air Base Parkway) |
| Summer 2008 | ④ | I-80 Pavement Rehabilitation (American Canyon Rd to I-680/80 Separation) |
| Summer 2008 | ⑤ | I-80 Pavement Rehabilitation (East of Air Base Parkway to Leisure Town Rd) |
| Summer 2008 | ⑥ | SR 12 East Pavement and Safety Project |
| Summer 2009 | ⑦ | I-80 Pavement Rehabilitation (SR12 East to East of Air Base Parkway) |
| Winter 2009 | ⑧ | North Connector (East and Central Segments) |
| Summer 2010 | ⑨ | SR 12 East Pavement and Safety Project |
| Winter 2010 | ⑩ | SR 12 Jameson Canyon Widening |
| Spring 2011 | ⑪ | Vanden Road (Peabody to Leisure Town) |
| Summer 2011 | ⑫ | Travis Air Force Base South Gate Improvements |
| Fall 2012 | ⑬ | Eastbound Cordelia Truck Scale Relocation Project |

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Solano Transportation Authority

SOLANO PROJECT DELIVERY WORKING GROUP

Tuesday, July 28, 2009, 10:30 a.m.

STA Conference Room

One Harbor Center, Suite 130

Suisun City, CA 94585

| <u>NO.</u> | <u>ITEM</u> | <u>COMMITTEE/STAFF PERSON</u> |
|-------------|--|-------------------------------|
| I. | CALL TO ORDER – SELF INTRODUCTIONS (10:30-10:33 a.m.) | Sam Shelton |
| II. | APPROVAL OF AGENDA (10:33-10:35 a.m.) | Sam Shelton |
| III. | APPROVAL OF MEETING MINUTES (10:35-10:37 a.m.) | Kenny Wan |
| IV. | INFORMATION ITEM | |
| | A. Project Delivery Updates (10:38-10:45 a.m.) | Kenny Wan |
| V. | Project Delivery Forum (10:45 a.m. – 12:15 p.m.) | |
| | A. Caltrans Staff Welcome | Janet Adams |
| | B. Systemic & chronic challenges in delivering Federal Aid projects | Forum |
| | C. Recent streamlining measures in project delivery | Forum |
| | <ul style="list-style-type: none"> ▪ Caltrans “Process Review” reports ▪ Oakland Field Review Meetings ▪ Advertising ARRA Projects before authorization ▪ Online ARRA project obligation status spreadsheets | |
| | D. Boris’ NEPA clearance procedures report | Caltrans |
| | E. Creating a forum for overcoming project delivery challenges | Forum |
| | F. Next Steps and upcoming challenges | Sam Shelton |
| | <ul style="list-style-type: none"> ▪ ARRA Cost Savings ▪ 2010 STIP Update ▪ Federal Transportation Act extension, STP/CMAQ Funds | |
| VI. | FUTURE AGENDA ITEMS | Sam Shelton |
| VII. | ADJOURNMENT | |

The next meeting of the Solano Project Delivery Working Group will be Tuesday, August 25, 2009 at the STA’s Conference Room, One Harbor Center, Suite 130, Suisun City, CA 94585 at **10:00** am.



SOLANO PROJECT DELIVERY WORKING GROUP

**Tuesday, August 25, 2009, 10:00 a.m.
STA Conference Room
One Harbor Center, Suite 130
Suisun City, CA 94585**

| <u>NO.</u> | <u>ITEM</u> | <u>COMMITTEE/STAFF PERSON</u> |
|-------------|--|-------------------------------|
| I. | CALL TO ORDER - INTRODUCTIONS (10:00-10:03 a.m.) | Kenny Wan |
| II. | APPROVAL OF AGENDA (10:03-10:05 a.m.) | Kenny Wan |
| III. | APPROVAL OF MINUTES (10:05-10:08 a.m.) | Kenny Wan |
| IV. | INFORMATION ITEMS | |
| A. | Project Delivery Updates (10:08-10:25 a.m.) | Kenny Wan |
| B. | ARRA Cost Saving & Contract Award update (10:25a.m. – 10:35a.m.) | Kenny Wan |
| C. | 2010 STIP Update (10:35 a.m. to 10:50a.m.) | Sam Shelton |
| D. | Recapture of July PDWG Meeting and Looking Forward (10:50 a.m. to 11:15a.m.) | Sam Shelton |
| V. | ACTION ITEMS No Action Items | |
| VI. | FUTURE AGENDA ITEMS | Kenny Wan |
| VII. | ADJOURNMENT | |

The next meeting of the Solano Project Delivery Working Group will be Tuesday, September 29, 2009 at the STA's Conference Room, One Harbor Center, Suite 130, Suisun City, CA 94585 at **10:00** am.



DATE: August 28, 2009
TO: STA Board
FROM: Robert Guerrero, Senior Planner
RE: STA's Clean Air Program

Background:

The Bay Area Air Quality Management District (BAAQMD) and the Yolo Solano Air Quality Management District (YSAQMD) annually provides clean air funding to cities and counties within their jurisdictions for projects that reduce air pollution from motor vehicles, such as clean air vehicle infrastructure, clean air vehicles, shuttle bus services, bicycle projects, and alternative modes promotional/educational projects. The two Air Districts divide Solano County. The cities of Benicia, Fairfield, Suisun City, Vallejo, and southwestern portions of Solano County are located in the Bay Area air basin and are eligible for BAAQMD funding. The cities of Dixon, Rio Vista, Vacaville, and the unincorporated area located in northeastern Solano County are part of the Sacramento air basin, and are eligible for YSAQMD funding.

Funding for both clean air programs are provided by a \$4 vehicle registration fee collected from counties within the BAAQMD air basin. The YSAQMD also has funds to allocate from a fee collected with property taxes in areas within its air basin. The STA is responsible for programming the BAAQMD Transportation Fund for Clean Air (TFCA) funding for Solano County. A different process is implemented for programming YSAQMD Clean Air Funds. The YSAQMD is directly responsible for programming the Clean Air Funds; however, they have set up a review process which includes participation from STA Board members to review and recommend projects to the YSAQMD Board.

Discussion:

Clean Air Program Status Report

The STA approved \$2.196 million for 32 projects with BAAQMD TFCA and YSAQMD Clean Air Program funds over the last three years. The YSAQMD Clean Air Program had a higher total amount of funding with \$1.23 million compared to \$966,000 available from the BAAQMD over the same time period. Attachment A summarizes the two clean air fund sources and how the funds were allocated over the last three years. The top three project categories for clean air funds over the last three years were:

1. Bicycle and Pedestrian Projects
2. Rideshare Program
3. Clean Technologies

It should be noted that bicyclist and pedestrians also benefited from elements included in the Rideshare Program and the two remaining categories of clean air projects: transit and education. This includes bike incentives, education, and bike racks on transit. A complete list of projects is included as Attachment B.

To ensure successful implementation of each program and because of the anticipated fluctuations in funding in the future, the STA Board prioritized Clean Air Funding on June 10, 2009. The STA Board prioritized the majority of funding into three categories for the next 2 years:

1. Solano Napa Commuter Information's (SNCI) Rideshare Incentives Program
2. Solano Safe Routes to School Program
3. Development of a Solano Climate Protection Plan pursuant to SB 375

All three programs directly benefits member agencies by providing marketing of commute alternatives, capital for bike and pedestrian projects, and strategies for implementing SB 375. Attachment C is a matrix is the funding strategy approved by the STA Board on June 10, 2009. There is a remaining total balance of \$310,000 which will need to be programmed for Fiscal (FY) 2010-11.

STA does not directly administer the YSAQMD Clean Air funding. YSAQMD staff manages the administration of the program. They are responsible for tracking and distribution of the Clean Air Funds. Overall, the STA staff and YSAQMD staff have had a positive working relationship in coordinating the Clean Air funds allocation. Before the next Clean Air cycle, STA staff will work with YSAQMD staff to continue to improve communication regarding status of Clean Air funded project delivery.

In terms of BAAQMD TFCA funding, all projects funded in FY 2007-08 have been completed. TFCA projects have two years for completion. All other projects are on track to meet this deadline.

Fiscal Impact:

None.

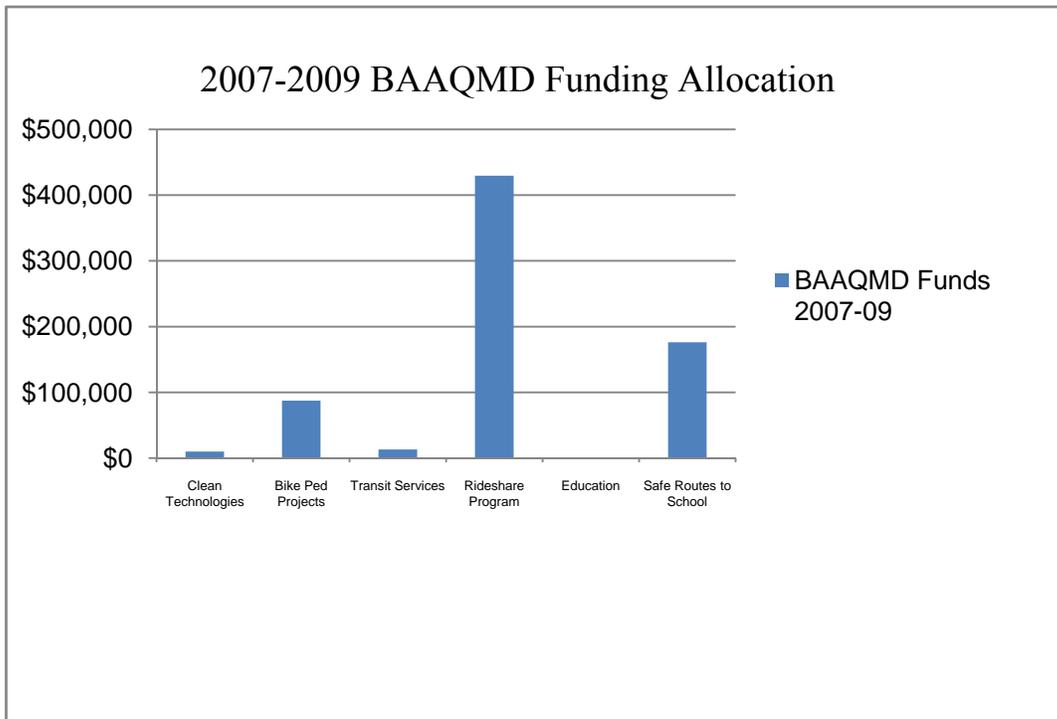
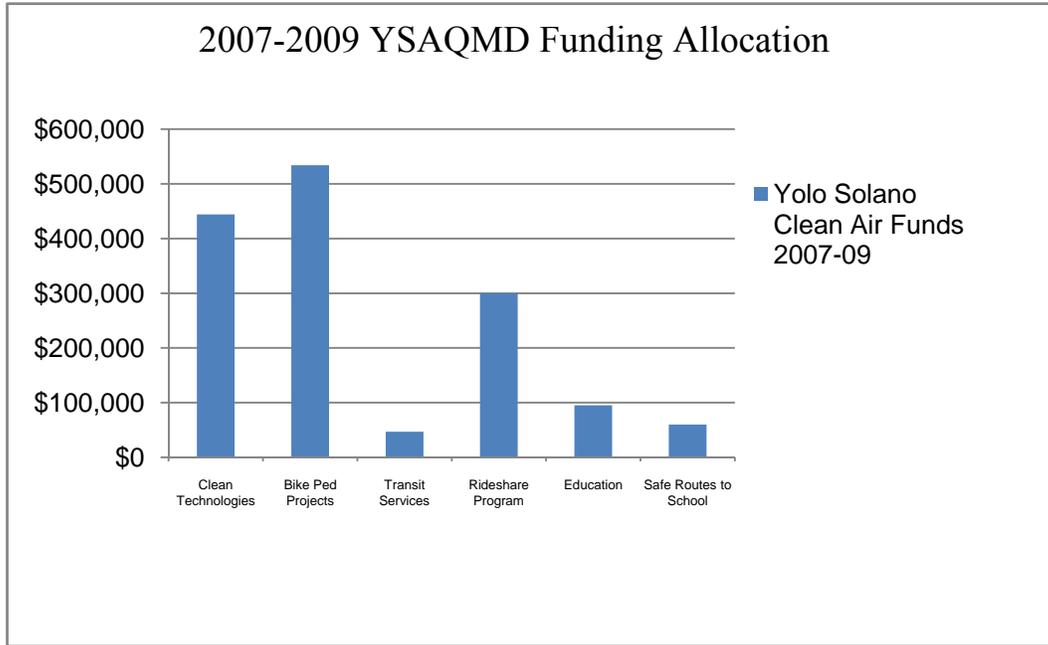
Recommendation:

Informational.

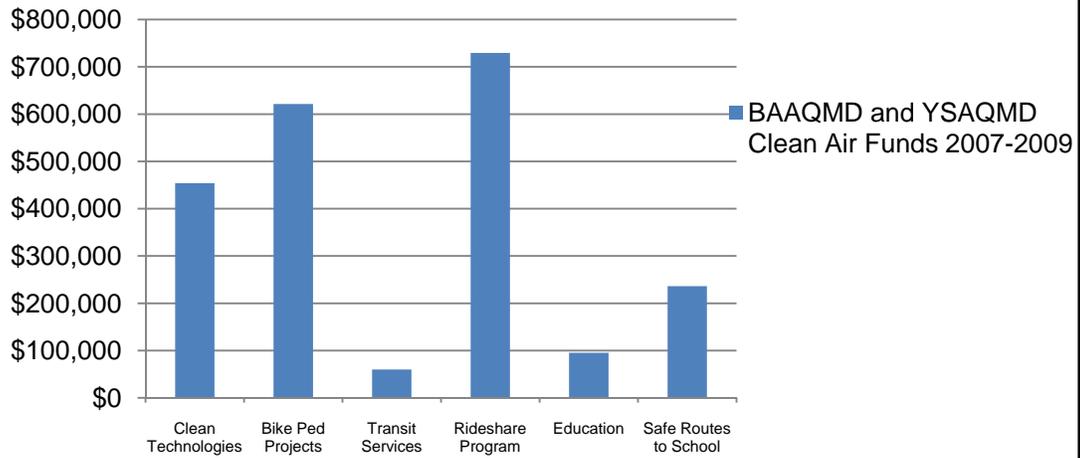
Attachments:

- A. BAAQMD TFCA and YSAQMD Clean Air Fund Distribution Summary
- B. Clean Air Project Summary FY 2007-08 to FY 2009-10
- C. FY 2009-10 and FY 2010-11 STA Board Clean Air Funding Matrix

BAAQMD TFCA and YSAQMD Clean Air Fund Distribution Summary



2007-2009 Combined Clean Air Funding Allocation



Clean Air Project Summary FY 2007-08 to FY 2009-10

Total Clean Air Funds between FY 2007-08 to FY2009-10= \$2,196,129

| Type | Air District | Fiscal Year | Applicant | Project | Funded |
|--------------------------|---------------------------|-------------|--|---|-----------|
| Clean Technologies | YSAQMD | FY 2009-10 | Solano County Dept. of Resource Management | Grader Replacement Project | \$160,974 |
| | YSAQMD | FY 2009-10 | City of Dixon | Storm Drain Clean Vehicle Replacement | \$15,000 |
| | YSAQMD | FY2008-09 | City of Vacaville | Alternative Fuel Vehicle Incentive Program | \$100,000 |
| | YSAQMD | FY 2008-09 | Solano County Dept. of Resource Management | Heavy Duty Truck Retrofit (1 vehicle) | \$8,000 |
| | YSAQMD | FY 2007-08 | City of Vacaville A | Interstate Fuels Program | \$100,000 |
| | YSAQMD | FY2007-08 | Solano County | Heavy Truck Retrofit | \$35,000 |
| | YSAQMD | FY 2007-08 | City of Rio Vista | Delta Breeze Bus Retrofit | \$25,000 |
| | BAAQMD | FY 2007-08 | City of Benicia | Diesel Retrofit Devices for Benicia Buses | \$10,000 |
| | Clean Technologies Total: | | | | |
| Bike Ped Projects | YSAQMD | FY 2009-10 | Solano County Dept. of Resource Management | Vaca-Dixon Bikeway (Phase 4) | \$23,000 |
| | YSAQMD | FY 2008-09 | Solano County Dept. of Resource Management | Vacaville-Dixon Bikeway (Phase 3) | \$40,000 |
| | YSAQMD | FY 2008-09 | City of Rio Vista | Waterfront Multiuse Path | \$160,000 |
| | YSAQMD | FY 2008-09 | City of Vacaville | Ulatis Creek Bike Path Allison to I-80 (Preliminary Engir | \$22,000 |
| | YSAQMD | FY 2008-09 | STA | Safe Routes to School Project | \$60,000 |
| | YSAQMD | FY 2007-08 | Solano County Dept. of Resource Management | Vacaville-Dixon Bikeway (Phase 2) | \$150,000 |
| | YSAQMD | FY 2007-08 | City of Vacaville | Nob Hill Bike Path | \$50,000 |
| | YSAQMD | FY 2007-08 | City of Vacaville Ula | tis Creek Bike Path | \$29,000 |
| | BAAQMD | FY 2007-08 | City of Fairfield | Union Ave./Suisun Train Pedestrian Improvement | \$87,247 |
| Bike Ped Project Total: | | | | | \$621,247 |
| Transit Services | YSAQMD | FY 2009-10 | City of Vacaville | City Coach Lawrence Drive route - pilot program | \$46,821 |
| | BAAQMD | FY 2007-08 | City of Fairfield | Transit Bicycle Racks* | \$13,120 |
| Transit Services Total: | | | | | \$59,941 |
| Rideshare Program* | YSAQMD | FY 2009-10 | Solano-Napa Commuter Information | SNCI Ride Share Program | \$50,000 |
| | BAAQMD | FY 2009-10 | Solano-Napa Commuter Information | Solano Commute Promotion and Incentive Activities | \$250,000 |
| | BAAQMD | FY 2008-09 | Solano-Napa Commuter Information | Solano Commute Alternative Services Program | \$207,253 |
| | BAAQMD | FY 2007-08 | Solano-Napa Commuter Information | Solano Napa Commuter Information Incentives and Outreach Plan | \$222,247 |
| Rideshare Program Total: | | | | | \$729,500 |
| Education | YSAQMD | FY 2009-10 | Solano Transportation Authority | STA Climate Change Study and Action Plan | \$20,000 |
| | YSAQMD | FY 2009-10 | Breath California of Sacramento | A. I. R. - Solano County | \$10,000 |
| | YSAQMD | FY 2009-10 | City of Vacaville | CityCoach Public Education Campaign - Summer Youth Pass | \$4,205 |
| | YSAQMD | FY 2008-09 | Breath California of Sacramento | Solano School Air Quality Assessment Program | \$20,000 |
| | YSAQMD | FY 2008-09 | City of Vacaville Cit | yCoach Public Education Program | \$10,000 |
| | YSAQMD | FY 2007-08 | Breath California of Sacramento | Clean Air Awareness Program | \$31,000 |
| Education Total: | | | | | \$95,205 |

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FY 2009-10 and FY 2010-11 STA Board Clean Air Funding Matrix

| | TFCA | | YSAQMD | | |
|-------------------------------------|------------|------------|------------|------------|--------------|
| | FY 2009-10 | FY 2010-11 | FY 2009-10 | FY 2010-11 | 2-Year Total |
| SNCI | \$250,000 | \$200,000 | \$50,000 | \$100,000 | \$600,000 |
| Safe Routes to School | \$60,000 | | \$60,000 | | \$120,000 |
| Climate Protection Plan | | | \$20,000 | | \$60,000 |
| Total: | \$310,000 | \$200,000 | \$130,000 | \$100,000 | \$780,000 |
| <i>Est. Available Funding</i> | \$310,000 | \$310,000* | \$340,000* | \$310,000* | \$1,270,000 |
| <i>Remaining Balance To Program</i> | \$0 | \$110,000 | \$165,000 | \$210,000 | \$485,000 |

*Based on current estimate for FY 2009-10



DATE: August 31, 2009
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Highway Projects Status Report:
1.) I-80/I-680/SR 12 Interchange
2.) I-80 EB Cordelia Truck Scales Relocation
3.) North Connector
4.) I-80 HOV Lanes: Red Top Road to Air Base Parkway
5.) Redwood Parkway/Fairground Drive Improvements
6.) Jepson Parkway
7.) State Route 12 (Jameson Canyon)
8.) State Route 12 East SHOPP Project
9.) I-80 SHOPP Rehabilitation Projects

Background:

Highway projects in Solano County are funded from a variety of Federal, State and local fund sources. With the passage of the Proposition 1B Bond in November 2006, the county was able to secure additional funding from the Corridor Mobility Improvement Account (CMIA) for the State Route (SR) 12 Jameson Canyon and the I-80 High Occupancy Vehicle (HOV) Lanes projects. The I-80 Eastbound Cordelia Truck Scales Relocation Project is funded from the Proposition 1B Trade Corridor Improvement Fund (TCIF). The SR 12 Jameson Canyon Project continued to receive reimbursements from the State through the Traffic Congestion Relief Program (TCRP).

Discussion:

The following provides an update to major highway and reliever route projects in Solano County:

1.) I-80/I-680/SR 12 Interchange Project

Based on the Traffic Demand Model and the Purpose and Need of the Project, the STA in partnership with Caltrans and FHWA have developed and considered a wide variety of alternatives for the Project. The overall estimated costs for the entire improvements are \$1.5 billion. As a result, the project will be built and environmentally cleared in phases. An Environmental Impact Report/Environmental Impact Statement (EIR/EIS) Report is being prepared with the Draft environmental document expected to be released fall 2009. Two full-build alternatives (Alternatives B and C) and two first phases (Alternative B Phase I and Alternative C Phase I) are currently being considered for the improvement of the I-80/I-680/SR 12 Interchange. Alternatives B and C are full build alternatives addressing comprehensive improvements to the I-80/I-680/SR12 west (SR12W) interchange; the widening of I-680 and I-80; and the relocation, upgrade, and expansion of the westbound truck scales on I-80. Alternatives B and C each include an option (Option 1 or Option 2) for improvements to SR12 east (SR12E).

All of the technical studies required for this environmental document have been submitted to Caltrans for review. STA staff continues to work with Caltrans to respond to these reports.

2.) I-80 EB Cordelia Truck Scales Relocation Project

The truck scales substantially contribute to the congestion and safety concerns on I-80 because of the large number of trucks exiting and entering I-80 and the close proximity of the scales to both the Suisun Valley Road and I-680 and SR 12 E interchanges. Congestion leads to closure of the truck scales when queuing trucks begin to back up onto the mainline freeway. The proposed project is to construct a larger, more efficient truck scale facility on eastbound I-80 approximately ½ mile to the east of the current facility in a large oval configuration. Associated on- and off-ramps would be constructed, and, upon completion of the project, the existing facility would be demolished.

The Truck Scales Project is funded by Bridge Tolls and Prop. 1B Trade Corridors Improvement Fund (TCIF). The Project Draft EIR/EA environmental document was released for public comment on January 30, 2009 for a 45-day comments period with the public hearing held February 26, 2009. The preparation of the final environmental document is scheduled for August 2009. The 65% design plans are scheduled to be submitted to Caltrans in late August. Construction is slated to begin by 2011. STA is currently working with Caltrans to complete a cooperative agreement for the right-of-way activities, subject to the approval of amendments to the STA's Joint Powers Agreement.

3.) North Connector Project

The North Connector Project is a new intra-city/county roadway designed to provide a parallel arterial to ensure the local roadway system can serve local traffic and I-80 can better serve regional traffic through the I-80/I-680/SR 12 interchange area.

The proposed Project consists of four lanes from Chadbourne Road at SR 12 East heading north to Abernathy Road and continuing west (parallel to I-80) over a new bridge at Suisun Creek, thereby connecting to the recently approved local development project (Fairfield Corporate Commons Project). In addition, the North Connector would construct a two-lane roadway, west from the existing Business Center Drive to SR 12 (Jameson Canyon) at Red Top Road.

Construction on the East End began with the new signals and turn lanes at I-80 /Abernathy in the summer of 2008. This signal contract will be completed in the Summer 2009. The Right-of-Way acquisition for the East End new 4-lane road and new bridge over Suisun Creek continues with the Project gaining order of possession in May. 13 parcels are required for this East End portion of the Project. Construction of the East End Project began on with a groundbreaking on July 8th. As part of this construction project for the East End, the new signals at Chadbourne/I-80 and second left turn lane at Suisun Valley southbound to I-80 eastbound will be constructed.

4.) I-80 HOV Lanes Project: Red Top Road to Air Base Parkway

This project includes an additional lane in each direction on I-80 for High Occupancy Vehicle (HOV) use between the I-80/Red Top Road Interchange East to approximately 0.5 miles east of the I-80/Air Base Parkway Interchange. The lanes, 8.7 miles in length, will be constructed primarily in the median of the existing highway. The last major portion of this construction project is the widening of the Suisun Creek Bridge on the south side. A contract change order (CCO) was issued to extend the widening an additional 12 feet beyond the original contract required widening. This additional widening was requested by STA with the funding of the Truck Scales, this section of I-80 Eastbound will ultimately be constructed with a standard cross section. The CCO will avoid future creek impacts by constructing the bridge widening only once provides. The new lanes are on schedule to be opened the fall 2009.

5.) Redwood Parkway - Fairgrounds Drive Improvement Project

The proposed project was part of the Project Study Report that was signed earlier this year by Caltrans. The work includes improvements to the Redwood Parkway/I-80 Interchange and improvements to the Fairgrounds Drive /State Route 37 Interchange. The next step is to begin the environmental document for both elements of this PSR. These two elements can proceed independently as there has been determined to be no nexus between the improvements. A cooperative agreement with Caltrans will be required for the next phase of the work. STA is working with Caltrans on the approval of STA to be the California Environmental Quality Act (CEQA) lead and a cooperative agreement for the work. STA, the County and the City of Vallejo will need to enter into a funding agreement for this next phase of work.

6.) Jepson Parkway Project

STA, in conjunction with the cities of Fairfield, Suisun City, and Vacaville and Solano County, will construct improvements along a 12-mile-long corridor between I-80 in Vacaville and State Route (SR) 12 in Suisun City. The project would widen from two to four lanes and/or upgrade and link a series of existing local two- and four-lane roadways, as well as construct an extension of an existing roadway, to provide a safe, convenient north-south alternative to I-80 and SR 12 for local travel between neighborhoods and jurisdictions in central Solano County. The project includes safety improvements such as roadway medians, traffic signals, standard shoulders, separate turn lanes, and a railroad grade separation. It will construct a separated and landscaped continuous bike lane/pedestrian path to encourage non-motor travel and accommodate future implementation of bus service, including one local and one express route. The project is designed to meet the objectives of the 2000 Jepson Parkway Concept Plan. It is named for Willis Linn Jepson, who was born near Vacaville and was one of America's greatest regional botanists and interpreters of California flora. Since 2002, STA has been working to prepare alignment plans for the four (4) Environmental Impact Report/Environmental Impact Statement (EIR/EIS) alternatives and to complete a range of environmental studies. The overall estimated construction cost of the remaining segments is estimated at \$185 million.

The Draft EIR/EIS was released for public comment in June 2008 with a public hearing held on June 24, 2008. The Final EIR was certified by the STA Board for in March 2009. STA is working with Caltrans to have the EIS portion of the document completed. Prior to obtaining the EIS, the Biological Opinion from the US Fish and

Wildlife Service is required. An allocation request for State Transportation Improvement Program (STIP) programmed funds for PS&E was made to the California Transportation Commission (CTC) in June 2009. However, this vote was deferred due to the state budget crisis and a cash flow shortage with the State Highway account. Resolution of this allocation request is pending. STA, the County, and the City of Vacaville are discussing the implementation options for the project so that the project can advance into the design phase.

7.) State Route 12 (Jameson Canyon) Project

The existing State Route (SR) 12 has one lane in each direction with no median barrier. It has sections that do not meet current highway standards and consistently maintains a poor level of service in many sections. This Project will widen approximately 6 miles of SR 12 from two to four lanes and upgrade the highway to current standards from I-80 in Solano County to SR 29 in Napa County. The purpose of this Project is to add capacity to relieve traffic congestion and upgrade the facility to improving safety and operations along the route.

STA's consultant has submitted 95% design plans to Caltrans for review for both construction packages (the Napa portion and Solano portion of the projects). Pending the allocation of additional STIP funds for the Right-of-Way phase of the project, offers for property acquisition is scheduled to occur over the next two months.

8.) State Route 12 East Projects

This Project began construction this year and will take two years to complete. The contractor is completing Stage 1 (shoulder widening) with plans to shift to Stage 2 starting next month. Stage 2 will construct half (width-wise) of the highway to its new alignment and correct the vertical profile. Stage 3 builds the other half of the new highway.

9.) I-80 SHOPP Rehabilitation Projects (Vacaville to Vallejo)

Caltrans has over \$120 million of State Highway Operations & Protection Program (SHOPP) rehabilitation projects programmed for I-80 between Vacaville and Vallejo. This project will start in Fiscal Year (FY) 2007-08 with work in the cities of Vacaville and Vallejo. This work will occur concurrently with the construction of the new I-80 HOV lanes project.

Approximately 4.5 miles of this project overlaps with the I-80 HOV Project: Red Top Road to Air Base Parkway, which was designed by the STA. Because of this overlap, the I-80 HOV Lane Project and this segment of the SHOPP Project is staging the work for coordination during construction. The overlay within the limits of the I-80 HOV lanes began after the I-80 HOV lanes construction was substantially completed. Caltrans is still on schedule for this rehabilitation work

The status details of roadway rehabilitation projects along I-80 in Solano County are as follows:

American Canyon to Green Valley (Contractor: Ghilotti Brothers)

- Dense AC completed on both directions
- Rubberized AC on EB completed
- Rubberized AC on WB to finish mid September

- OGAC on EB to finish end September
- OGAC on WB to finish mid October
- Final Striping on EB to mid October
- Final Striping on WB to finish late October

Green Valley to State Route 12 West (Contractor: OC Jones)

- WB final striping completed
- OGAC on EB to finish by late October
- Final striping on EB to finish late October/early November

State Route 12 East to Air Base Parkway (Contractor: Top Grade)

- Dense AC on EB to be completed by late August
- Dense AS on WB to be completed early September
- Rubberized AC on EB to be completed by mid September
- Rubberized AS on WB to be completed by late September
- OGAC on EB to be completed early October
- OGAC on WB to be completed mid October
- Final Striping on EB to finish early October
- Final Striping on WB to finish late October

Air Base Parkway to Leisure Town (Contractor: Ghilotti Brothers)

- Dense AC on EB is complete except OGAC at North Texas IC (due to delay by City of Fairfield construction project)
- Rubberized AC on WB is complete from Leisure Town to Alamo
- Rubberized AC on WB to be completed late August
- OGAC on WB to be completed mid September
- OGAC on EB to be complete late September
- Final Striping on WB to be completed late September

Recommendation:

Informational.

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DATE: August 31, 2009
TO: STA Board
FROM: Kenny Wan, Assistant Project Manager
RE: American Recovery and Reinvestment Act Update

Background:

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. It is estimated that the Metropolitan Transportation Commission will receive roughly \$150 M through the Surface Transportation Program's Local Streets & Roads program and \$340 million in Federal Transit Administration formula funds for a total regional ARRA formula distribution of roughly \$490 million. Of this funding, approximately \$13.3 million has been programmed into Solano's Local Street and Road projects and approximately \$14.6 million has been programmed into transit capital projects in the county. The ARRA bill created tight deadlines for the obligation, award and construction of projects. To meet the ARRA bill's deadlines, Caltrans and MTC developed stricter deadlines to meet these project delivery milestones.

Discussion:

This report provides a status update of all ARRA funded projects and their possible cost saving opportunities.

Local Street and Road ARRA

The ARRA funding for Local Street and Road project has two cycles: Regional ARRA Fund (Tier1) and State ARRA Funding (Tier2). Tier 1 funding has an obligation deadline of May 31 (June 30 for Caltrans) while Tier 2 funding has a later obligation deadline of November 2009. (see table below) As of early August, all agencies have been obligated Tier 1 funding. Agencies adding Tier 2 funding into Tier 1 projects have the same June 30 obligation deadline. Attachment A summarizes the funded projects and their current status of delivery.

| | MTC Obligation Deadline | Award Deadline |
|-------------------|-------------------------|--------------------|
| Tier 1 (Regional) | May 31, 2009 | September 30, 2009 |
| Tier 2 (State) | November 30, 2009 | June 30, 2010 |
| ARRA TE | June 30, 2009 | December 31, 2009 |

Cost Savings Policy

Since ARRA funded projects have experienced 10 to 40 percent costing savings at the time of awarding contract, MTC and Caltrans have adopted policy to address significant cost savings upon the award of a construction contract:

Option 1: If the environmentally cleared and obligated project scope is large enough to cover more construction activities without additional environmental review, the local agency can add work under the approved E-76.

- Option 2: Swap local cash with the Stimulus money, provided that the local cash is not required to match other Federal Aid funding.
- Option 3: If Options 1 and 2 are not possible, the excess funding will be de-obligated. MTC will reallocate the money back to the Congestion Management Agency (eg. STA) and the CMA will reprogram the funding for other local streets and road projects.

To minimize the workloads on Caltrans Local Assistance under Option 3, the CMA's are requested to select projects that will use no less than \$500,000 of ARRA funding. MTC will provide flexibility in some cases such as when countywide cost savings do not exceed this amount.

Tier 1 projects subject to the May 31, 2009 obligation deadline would have until September 30, 2009 to award cost savings to a project. Afterwards, cost saving may be de-obligated and provided to a new STA recommended project, provided that an obligation request is filed no later than December 31, 2009. The award deadline for this new project (under Option 3) would be March 31, 2010, the same date as State ARRA funded projects.

Lastly for those projects funded by ARRA, exclusively using State ARRA funds (T2), obligation must occur no later than November 30, 2009 with the contract award no later than June 30, 2010. There is a small window to address cost savings for these projects.

STA staff recommends that the McGary Road Enhancement Project would be the priority candidate for spending ARRA cost savings not utilized for current ARRA projects. The McGary Road project is a regional project which has already obtained NEPA clearance. In addition, injecting more funding into the project would help to free Transportation Development Act (TDA) Article 3 Funding, currently committed as part of a McGary Road funding agreement, for other bicycle and pedestrian projects.

Attachment B is a table summarizing the funded projects and their contract award status. As of August 2009, costs savings data is only available for two projects: Solano County Stimulus Overlay Project 2009 and Suisun City Sunset Avenue Road Rehabilitation. Both projects used up all requested ARRA funding by expending the construction funds (Option 1).

Transit ARRA

All transit operators in Solano County received some funding under the ARRA program. ARRA Tier 1 funding is currently available for expenditures. Metropolitan Transportation Commission (MTC) is requiring ARRA Tier 1 Projects to be in an awarded contract by November 30, 2009. All transit operators are confident of making this deadline. ARRA Tier 2 is contingency projects that may be funded if any regional projects in Tier 1 experience delivery obstacles. ARRA Supplemental Funding was released after ARRA Tier 1 (see ATTACHMENT C). MTC is requiring that these funds be in an obligated grant by November 30, 2009 and in awarded contract by June 30, 2009. The City of Fairfield, Vacaville and Vallejo have or are in the process of requesting a transfer of FHWA funds to Federal Transit Administration (FTA) which is necessary before the grant can be obligated. The ARRA FTA Section 5311 funds will be available soon. The contracts have been signed by the all agencies and returned to Caltrans for the execution of the agreements. The projects must also be in an awarded contract by November 30, 2009.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. ARRA Local Street and Road Project Delivery Status
- B. ARRA Local Street and Road Projects Contract Award Status
- C. ARRA Transit Project Status

| Tier | Local Agency | Project Title/Description/Location | ARRA \$ | Status as of August |
|-------------|---------------------|---|----------------|----------------------------|
| TE | City of Benicia | State Park Bridge Overcrossing | \$320,000 | Obligated/ Bid Opening |
| Safety | City of Fairfield | McGary Road Safety Improvement | \$1,000,000 | Environmental Cleared |
| TE | City of Fairfield | McGary Road Enhancement | \$640,000 | Environmental Cleared |
| TE | County of Solano | Old Town Cordelia Enhancement Phase 2 | \$800,000 | Submitted E76 Request |

ATTACHMENT B (ARRA Local Street & Road Projects Contract Award Status)

As of 08-26-2009

| Agency | Project Name | ARRA Funding Requested | MTC Award Deadline | Award Date | Award Amount | Construction Start Date (or Estimate) |
|---------------|---------------------------------------|------------------------|--------------------|-------------------|--------------|---------------------------------------|
| Benicia | East 2nd Street Overlay | \$400,000 | 9/30/2009 | 10/1/2009 | | 11/1/2009 |
| | State Park Bridge Overcrossing | \$320,000 | 12/31/2009 | 11/1/2009 | | 12/1/2009 |
| Dixon | Various Street & Road Rehabilitation | \$300,000 | 9/30/2009 | 8/25/2009 | | |
| | Stratford Avenue Rehabilitation | \$218,000 | 6/30/2010 | est. 2/15/2010 | | |
| Fairfield | Gateway Boulevard Resurfacing | \$900,000 | 9/30/2009 | 8/18/2009 | \$628919.35 | |
| | E. Tabor Ave Resurfacing | \$900,000 | 9/30/2009 | 8/18/2009 | \$431247.5 | |
| | Suisun Valley Rehabilitation | \$538,000 | 6/30/2010 | | | |
| | McGary Road Safety/ Enhancement | \$640,000 | 12/31/2009 | 9/1/2009 | | |
| Solano County | Stimulus Overlay Project 2009 | \$2,000,000 | 9/30/2009 | 6/16/2009 | \$1,764,020 | Completed |
| | Stimulus Overlay Project Phase 2 | \$360,000 | 6/30/2010 | | | April 10 |
| | Old Town Cordelia Enhancement Phase 2 | \$800,000 | 6/30/2010 | | | April 10 |

| Agency | Project Name | ARRA Funding Requested | MTC Award Deadlines | Award Date | Award Amount | Construction Start Date (or Estimate) |
|-------------|---|------------------------|---------------------|------------|--------------|---------------------------------------|
| Suisun City | Sunset Avenue Road Rehabilitation | \$700,000 | 9/30/2009 | 8/18/2009 | \$700,000 | Est. 9/15/2009 |
| | Main Street Rehabilitation | \$170,000 | 6/30/2010 | | | |
| Vacaville | Peabody Road/Marshall Road Pedestrian Safety Improvements | \$260,000 | 9/30/2009 | 5/26/2009 | \$334,713.25 | 6/15/2009 |
| | 2009 Asphalt Concrete Overlay Project | \$1,376,000 | 9/30/2009 | 8/25/2009 | | 9/14/2009 |
| | Opticom Pre-emption project | \$320,000 | 9/30/2009 | N/A | N/A | 9/1/2009 |
| Vallejo | Downtown Vallejo Streetscape | \$2,138,000 | 9/30/2009 | 9/1/2009 | | |
| | Various Street Overlay | \$1,020,000 | 9/30/2009 | 9/1/2009 | | |

ATTACHMENT C (ARRA TRANSIT PROJECT STATUS)

Transit ARRA Tier 1 Projects

| Agency | Project | Amount | Contract Award Date | Anticipated Award Date | Contract Award Deadline |
|-----------|--------------------------------|-------------|---------------------|------------------------|-------------------------|
| Fairfield | FAST Preventive Maintenance | \$550,000 | Existing | | 11/30/09 |
| Fairfield | MCI bus repower (9) | \$1,150,000 | | *11/30/2009 | 11/30/09 |
| Fairfield | Bus Purchase/replacements (3) | \$417,747 | | *11/30/2009 | 11/30/09 |
| Fairfield | GFI Fareboxes | \$1,017,238 | | *11/30/2009 | 11/30/09 |
| Vacaville | Fixed Route bus replacement | \$1,734,372 | 3/31/2009 | | 11/30/09 |
| Vacaville | Vacaville Intermodal Station | \$482,702 | | 11/11/2009 | 11/30/09 |
| Vallejo | Rehab/Preventative Maintenance | \$4,000,000 | Existing | | 11/30/09 |
| Vallejo | Ferry Terminal ADA, Rehab | \$800,000 | | 10/27/2009 | 11/30/09 |
| Vallejo | Bus Maintenance Facility | \$812,324 | | 10/27/2009 | 11/30/09 |
| Vallejo | Repower Ferry Engines | \$2,000,000 | | 10/27/2009 | 11/30/09 |
| Benicia | Fueling Station Upgrade | \$60,000 | | 9/30/2009 | 11/30/09 |
| Benicia | Replace 12 Bus Shelters | \$72,000 | | 9/30/2009 | 11/30/09 |

*Reviewing several piggyback options

ARRA Tier 2 Contingency Projects may be funded if any region projects in Tier 1 experience delivery obstacles.

| Agency | Project | Amount |
|-----------|----------------------|-------------|
| Fairfield | Bus Replacement (6) | \$ 788,484 |
| Vacaville | Vacaville Intermodal | \$ 527,655 |
| Vallejo | Vallejo Station | \$2,009,466 |

ARRA Supplemental Funding

| Agency | Project | Amount | TEAM Grant Started | FTA Transfer Requested | Obligated in Grant Deadline | Contract Award Deadline |
|-----------|------------------------|-----------|--------------------|------------------------|-----------------------------|-------------------------|
| Fairfield | GFI Fareboxes | \$172,340 | Yes | In progress | 11/30/09 | 6/30/09 |
| Vacaville | Electronic Fareboxes | \$115,330 | Yes | Yes | 11/30/09 | 6/30/09 |
| Vallejo | Vallejo Transit Center | \$439,212 | Yes | Yes | 11/30/09 | 6/30/09 |

ARRA FTA Section 5311

| Agency | Projects | Amount | Anticipated Contract Award Date | Contract Award Deadline |
|-----------|--------------------------|-----------|---------------------------------|-------------------------|
| Dixon | Preventative Maintenance | \$48,000 | Existing | 11/30/2009 |
| Dixon | Municipal Service Center | \$381,676 | 11/30/2009 | 11/30/2009 |
| Rio Vista | Preventative Maintenance | \$75,000 | Existing | 11/30/2009 |
| STA | Paratransit Buses | \$300,000 | *11/30/2009 | 11/30/2009 |

*Waiting for State contract for buses to be awarded by Caltrans



DATE: August 12, 2009
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Report on Senior and Disabled Transportation Summit #2

Background:

The Solano Transportation Authority works on a wide spectrum of transportation issues. These include mobility for senior citizens and disabled persons. The STA Board-appointed Paratransit Coordinating Council (PCC) is responsible for reviewing and provides input to the STA Board on transportation studies concerning seniors, the disabled, and paratransit services and makes recommendations on the funding priorities of paratransit capital grants. The SolanoExpress Intercity Transit Consortium is comprised of Solano County's six transit operators, Solano County and STA and coordinates on a variety of transit plans, services, and issues including senior and disabled transit services.

In 2004, STA completed a countywide Senior and Disabled Transit Plan. It projected that by 2030 the proportion of the County's population aged 65 and over would grow significantly to 19% - more than double from 9% at the time of the study. As people age, they become less likely to maintain their driver's license while still needing to be mobile.

The STA Board Chair and County Supervisor Jim Spring requested and received support from the STA Board to have STA assist in organizing a countywide public forum specifically on the topic of Senior and Disabled Transportation. The STA staff took the co-lead on organizing this event in partnership with the Metropolitan Transportation Commission (MTC), the County of Solano and the Senior Coalition of Solano County. The Summit was held on June 26, 2009, from 9 a.m. – 2 p.m. at the Joseph Nelson Community Center in Suisun City.

Discussion:

Over 150 people attended the Summit. Participants were users and major stakeholders who provide transportation programs and services to seniors and disabled individuals. Attendees included staff from State legislative offices, MTC and local City Councilmembers. Public, private, and non-profit transportation service staff was also there.

The objective of the Solano Senior and Disabled Transportation Summit was to identify and discuss transportation needs which are not being met, or are at risk for not being met.

The goals of the Summit were to:

1. Inform one another (users, providers, stakeholders, decision-makers) as to what the challenges, trends and opportunities are related to transportation for seniors and the disabled;
2. Release the State of the Senior and Disabled Transportation System powerpoint (see Attachment A). This document was created based on information gathered prior to the meeting through the use of online and printed surveys (one targeted at transportation service users and one targeted at transportation service providers).

In May, 10,000 surveys were distributed throughout the county to seniors and people with disabilities as well as organizations that work with these groups, to learn what type of transportation they use and how well it was meeting their needs. The surveys were distributed through direct mail, organizations, and available on-line (Attachment B). The hard copy surveys included a self-addressed, postage paid return. An estimated 500 individuals responded, indicating that there is a great deal of interest in this topic.

The Summit format included an introductory session, a lunchtime keynote speaker, and three moderated panel discussions organized for three specific targets: transportation providers (public, private, non-profit), transportation users and key destinations. The survey results and comments guided the panel questions and discussions. In general, seniors and people with disabilities identified the issues as availability, reliability, independence, and wanting to be valued, while expressing their appreciation and frustrations with the current transportation systems and options available to them (see Attachment C for summary of issues). The Summit was video-recorded to enable future viewing on local cable channels as well as video-streaming on agency and organization websites.

Sponsors covered the cost of the event which included Solano's transit operators graciously provided paratransit services to and from the event.

To follow up on the issues raised, a second Senior and Disabled Transportation Summit is scheduled to be held Friday, October 30th. Planning has begun for the October Summit. The Senior and Disabled Transportation Summit II will be focused on strategies to address the issues raised at the June Summit. A draft agenda, once it is developed, will be presented to the Consortium, TAC and Board next month.

STA staff and the Event Planning Committee are coordinating with the transit operators more extensively during the planning stage for this second summit. Toward this end, a couple of transit operators have been added to the Event Planning Committee for the second summit. In addition, it has been proposed by the Summit Planning Committee that one of the panels be focused on the transit operators to provide them a forum at the second summit to discuss current transit service and options for addressing senior and disabled mobility issues raised at the first summit.

Fiscal Impact:

The STA, the County, and the Senior Coalition staffed the event. Event sponsorships covered costs for the event.

Recommendation:

Informational.

Attachments:

- A. Powerpoint of Senior and Disabled Transportation Survey results
- B. Survey
- C. Summary of Issues
- D. July 23, 2009 Letter from the Consortium members requesting participation in 2nd Summit
- E. August 12, 2009 Response Letter from STA Executive Director

SENIOR AND DISABLED TRANSPORTATION SUMMIT



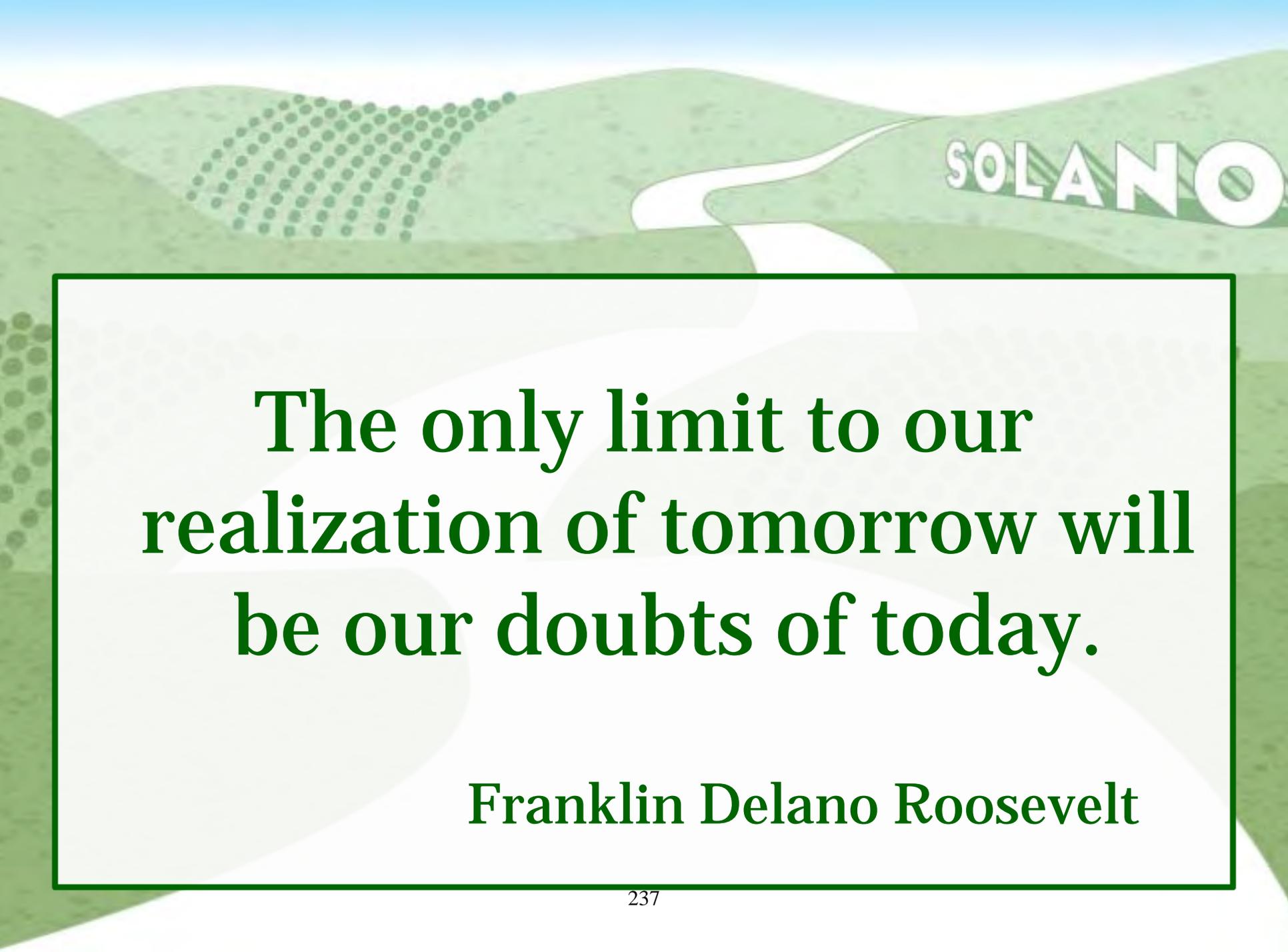
**Solano Transportation
Authority**

**Metropolitan
Transportation
Commission**

County of Solano

**Senior Coalition
of Solano County**

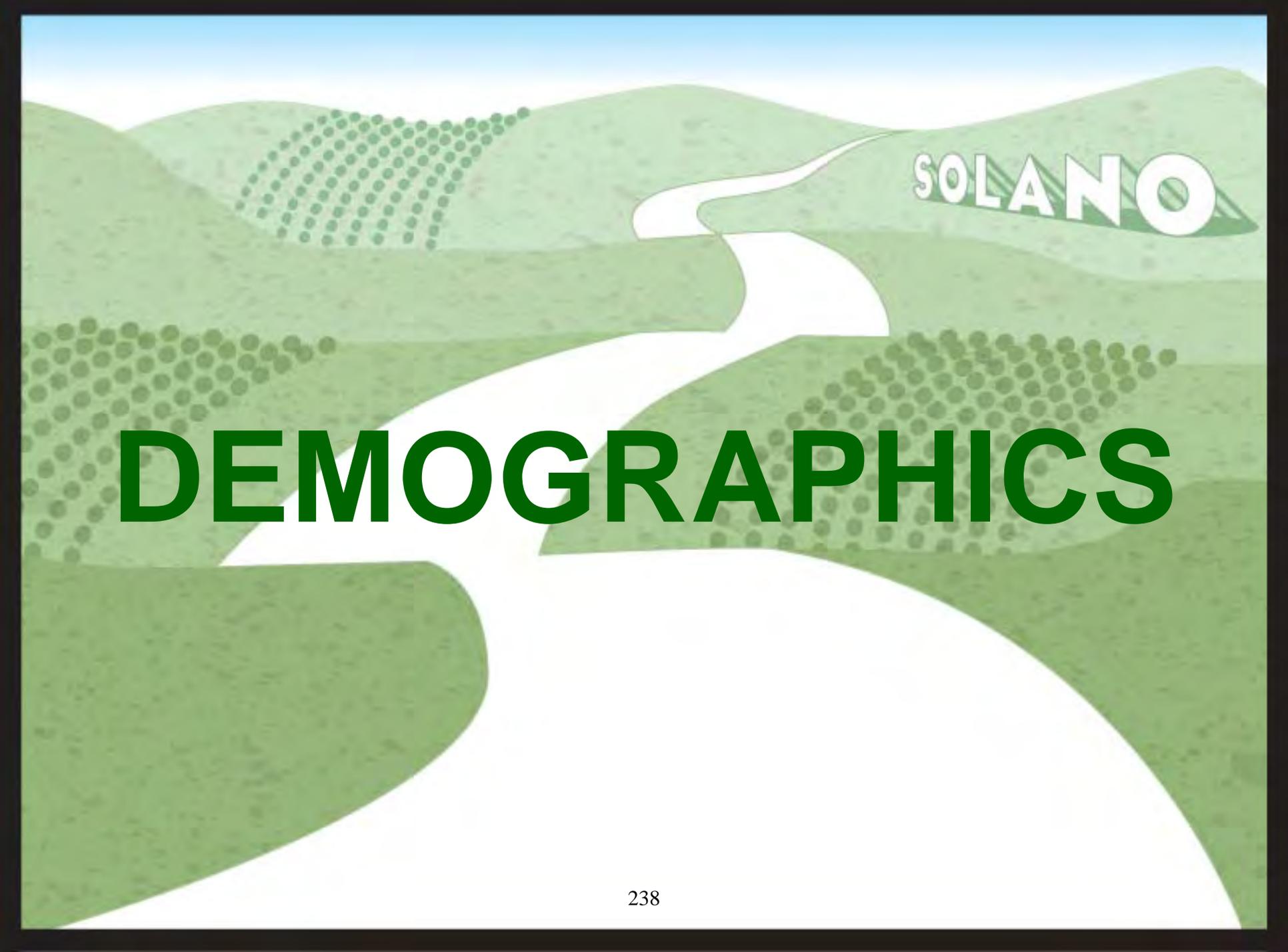
FRIDAY, JUNE 26, 2009



SOLANO

**The only limit to our
realization of tomorrow will
be our doubts of today.**

Franklin Delano Roosevelt

A stylized landscape illustration featuring rolling green hills and a winding white river. The hills are rendered in various shades of green, with some areas filled with a pattern of small green dots. The word "SOLANO" is written in white, bold, sans-serif capital letters on a hill in the upper right. The sky is a light blue gradient.

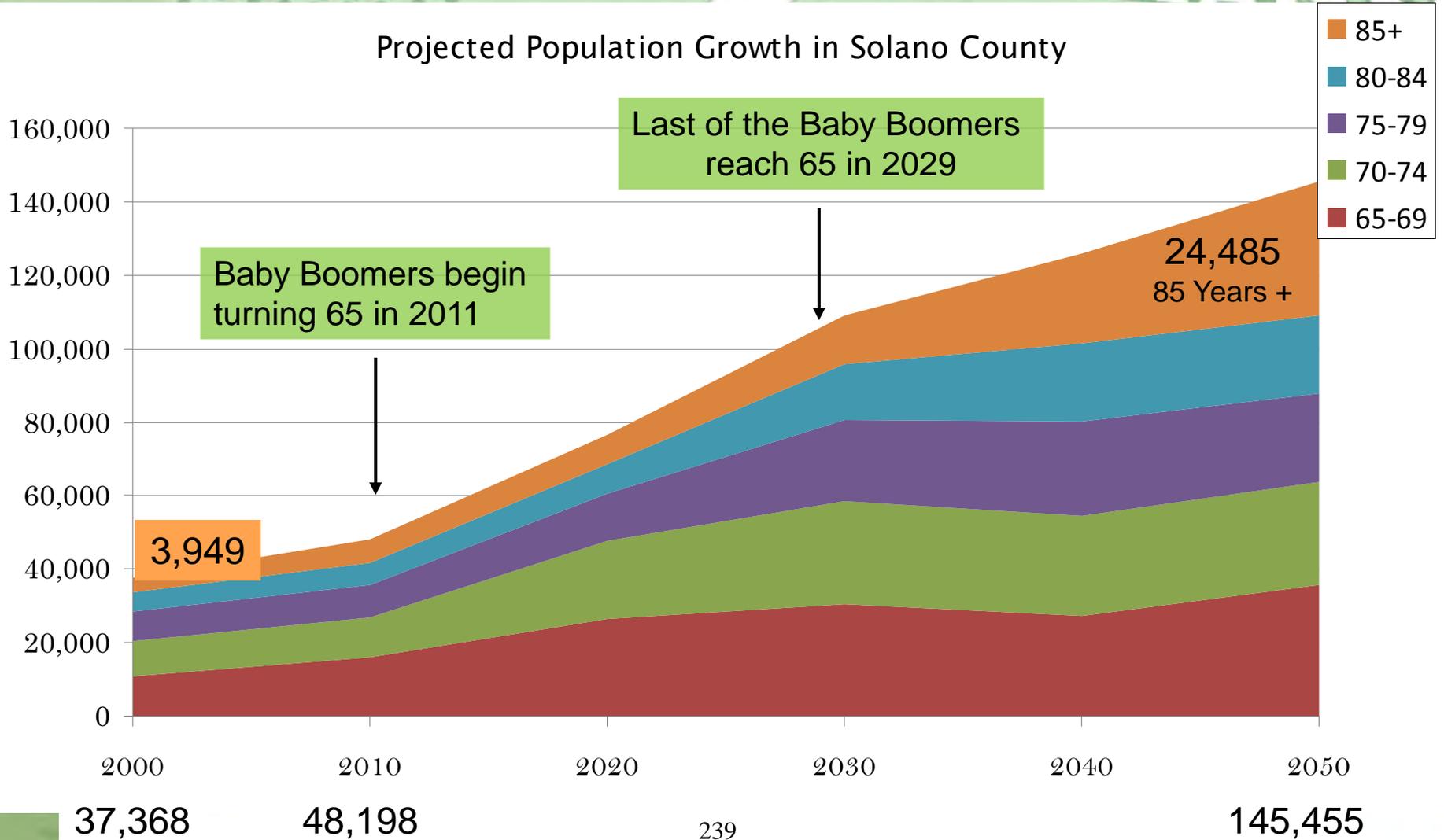
SOLANO

DEMOGRAPHICS

Population of Older Adults

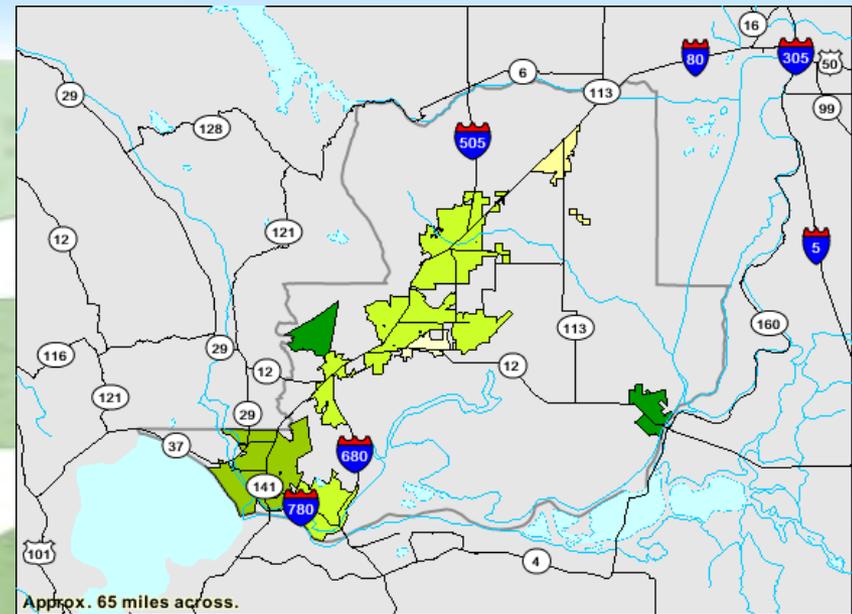
SOLANO

Projected Population Growth in Solano County



Population by Location

9% of the population in Solano County was 65 + (2000)

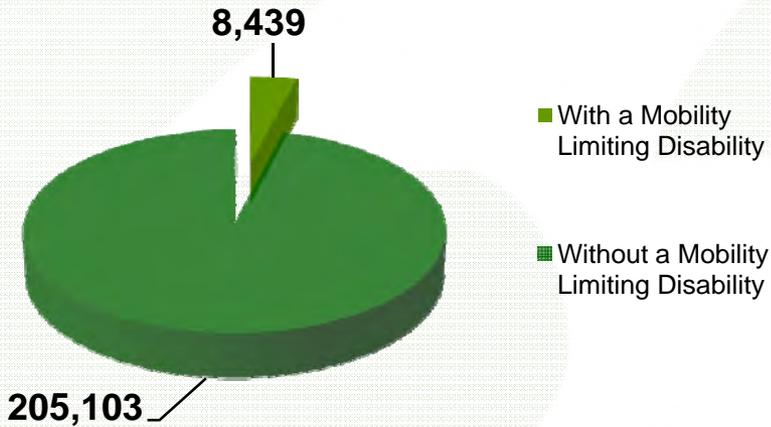


| City/Place | Number of Older Adults | Number of Older Adults as a Percentage of Population |
|------------|------------------------|--|
| Vallejo | 13,077 | 11.2% |
| Fairfield | 8,656 | 9% |
| Vacaville | 7,356 | 8.3% |
| Benicia | 2,498 | 9.3% |
| Dixon | 1,159 | 7.2% |
| Suisun | 1,489 | 5.7% |
| Rio Vista | 900 ₂₄₀ | 19.7% |

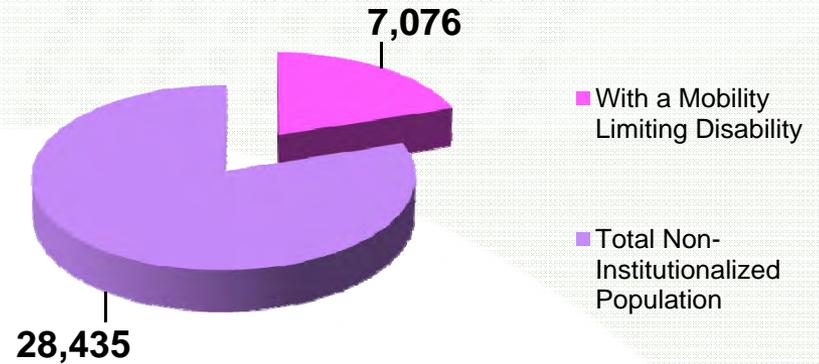
Population of Disabled Individuals

SOLANO

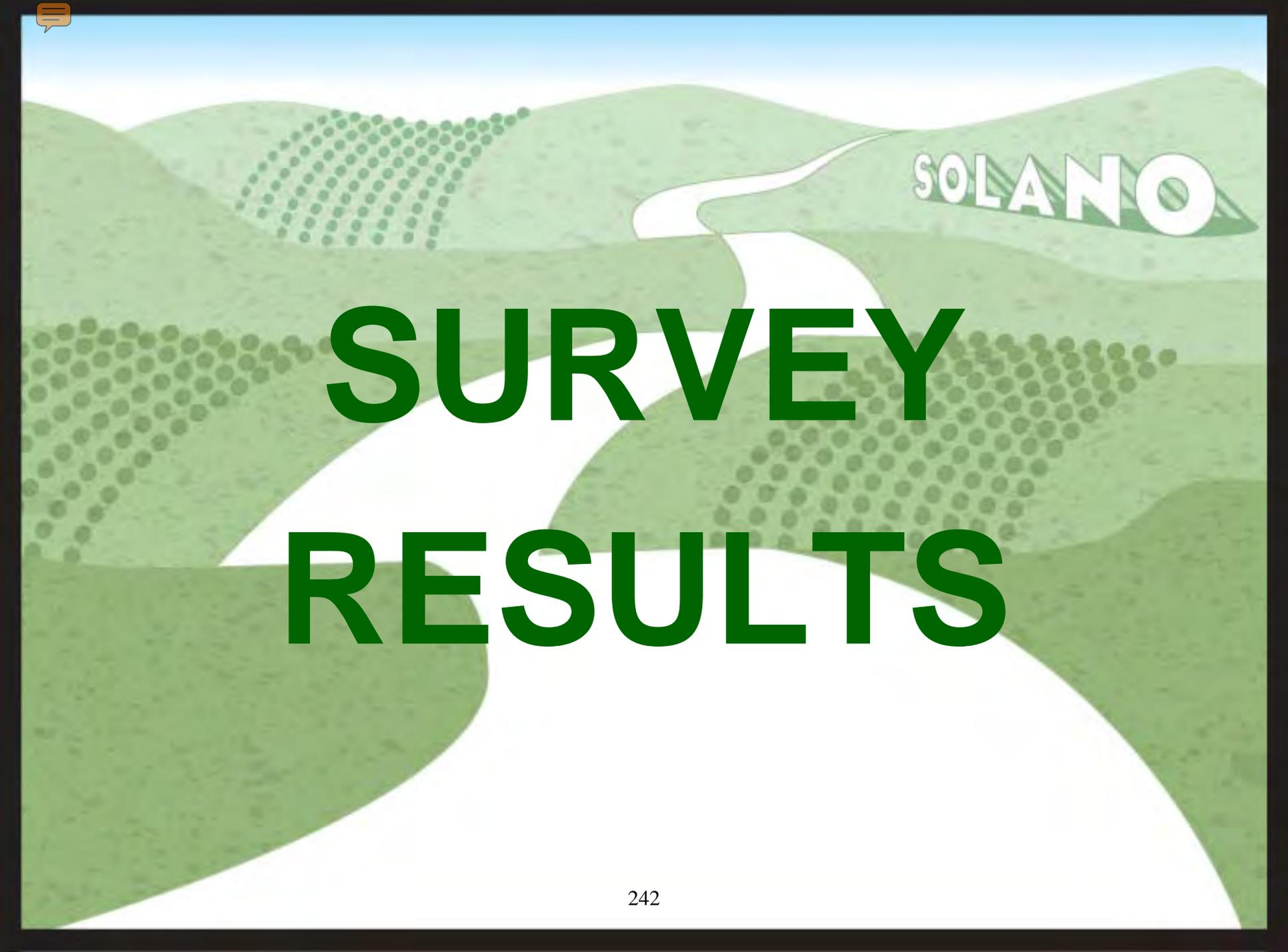
Population of Non-Institutionalized Individuals **Ages 21-64** In Solano County - 2000



Population of Non-Institutionalized Individuals **Ages 65+** In Solano County - 2000



15,515 individuals with a mobility limiting disability

A stylized landscape illustration featuring rolling green hills and a winding white river. The hills are rendered in various shades of green, with some areas filled with a pattern of small green dots. The word "SOLANO" is written in white, bold, sans-serif capital letters on a hill in the upper right. The background is a light blue sky.

SURVEY RESULTS



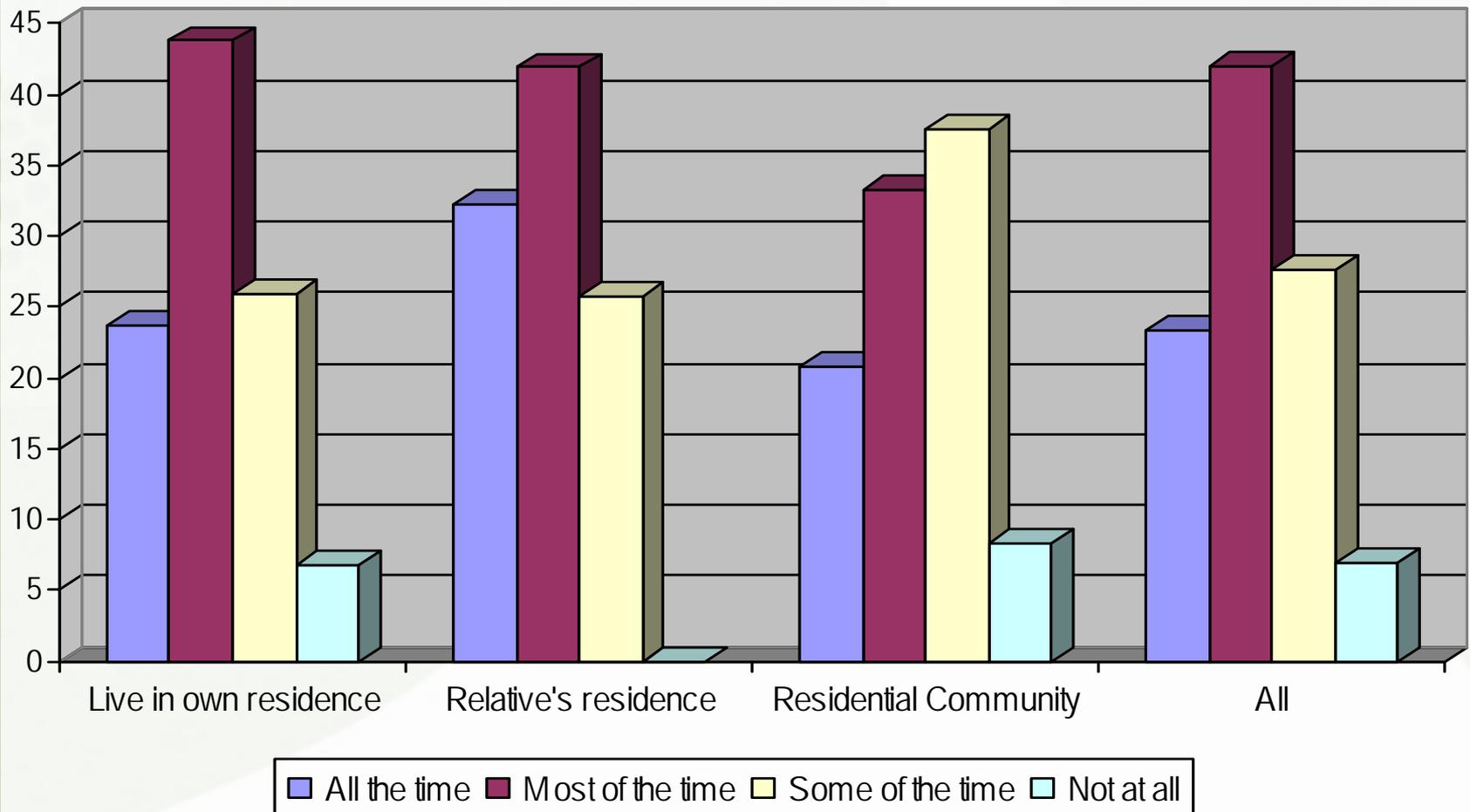
Survey Responses

SOLANO

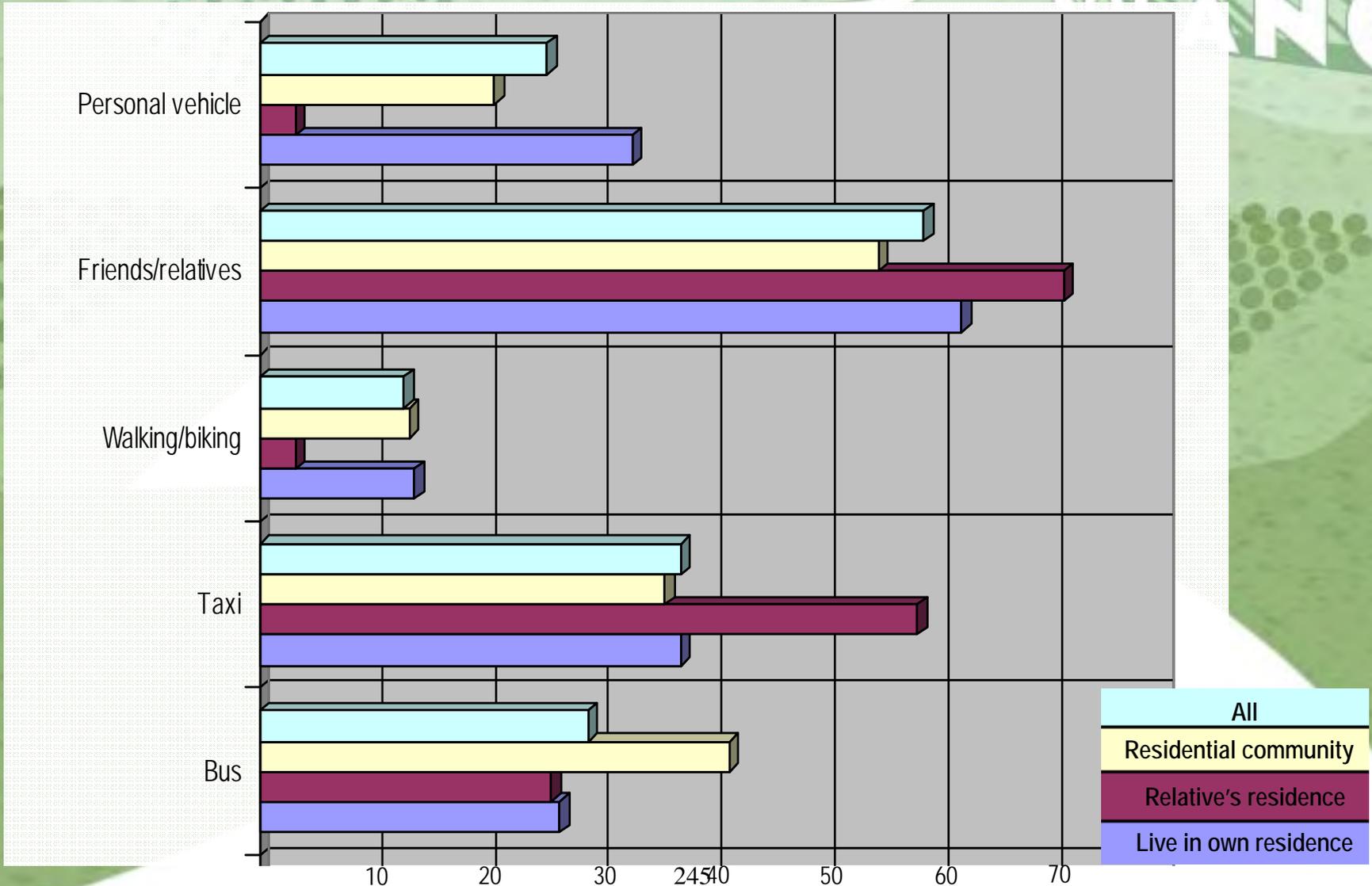
- **425 users, 15 providers**
- **81.1% of respondents adults 56 or older**
- **All communities surveyed**
 - Users in Dixon, Travis AFB, Rio Vista and unincorporated Solano County under represented
- **Majority live “independently”**
 - 62% live in own residence
 - 14% in residential community
 - 10% in home of a relative

Meeting Transportation Needs

■ Making available options work for them

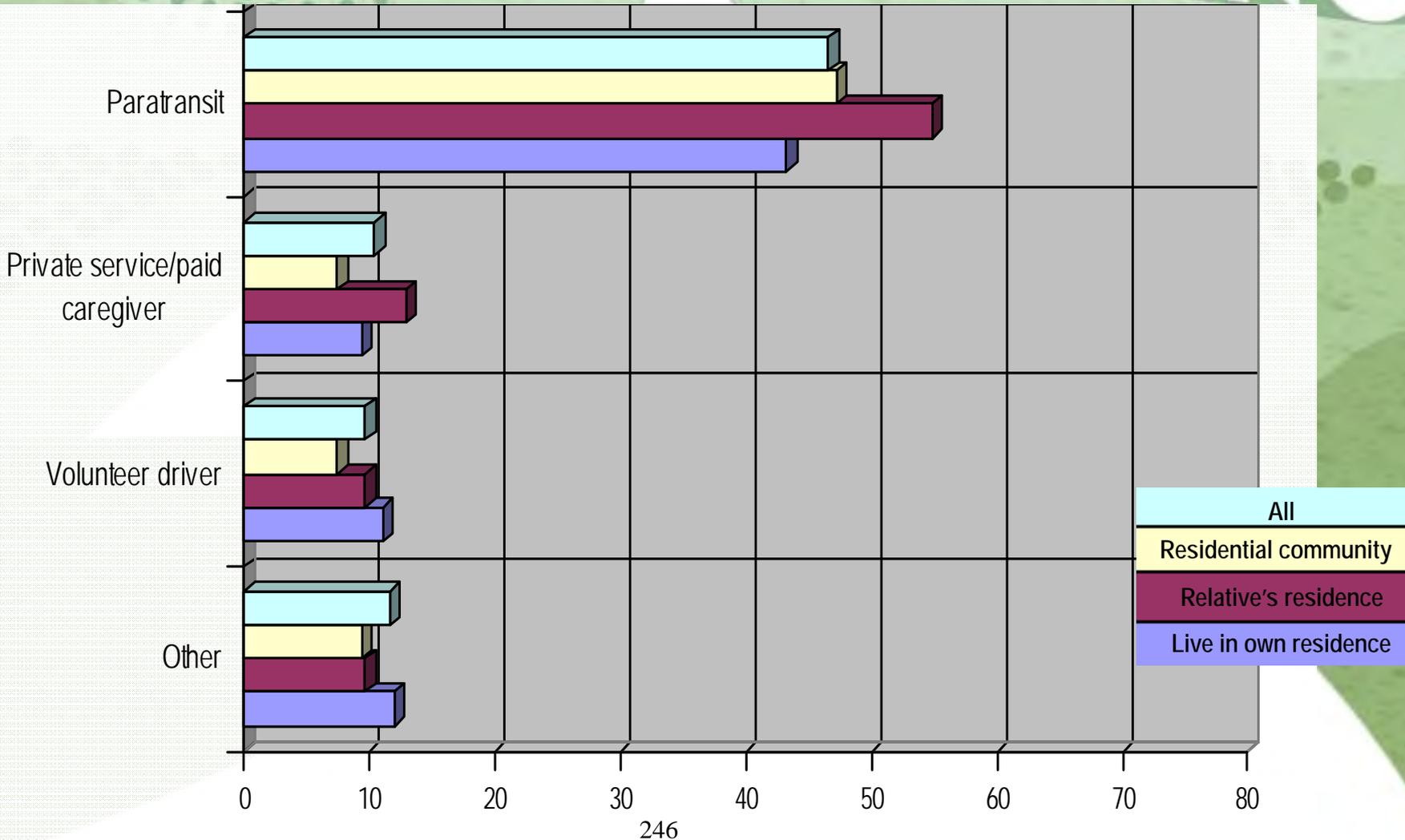


Use of Transportation Options



Use of Transportation Options

SOLANO





Key Issues: Personal Vehicle

- Provides most independence
- Option not available due to various impairments
 - Fear of freeway driving
 - Poor eyesight
 - Medical conditions, medications
- Expensive to maintain, insure and gas
- Access, wheelchair limitations



Key Issues: Friends/Relatives

SOLANO

- Door-to-door service
- Feel like they are imposing
- Competition with work schedules
- Access, wheelchair limitations



Key Issues: Taxi

- **Door-to-door service**
- **Expensive, especially to other cities**
- **Wait times, arrival times**
- **Not always available**
- **Awareness of subsidized programs**
- **Access, wheelchair limitations**



Key Issues: Bus

SOLANO

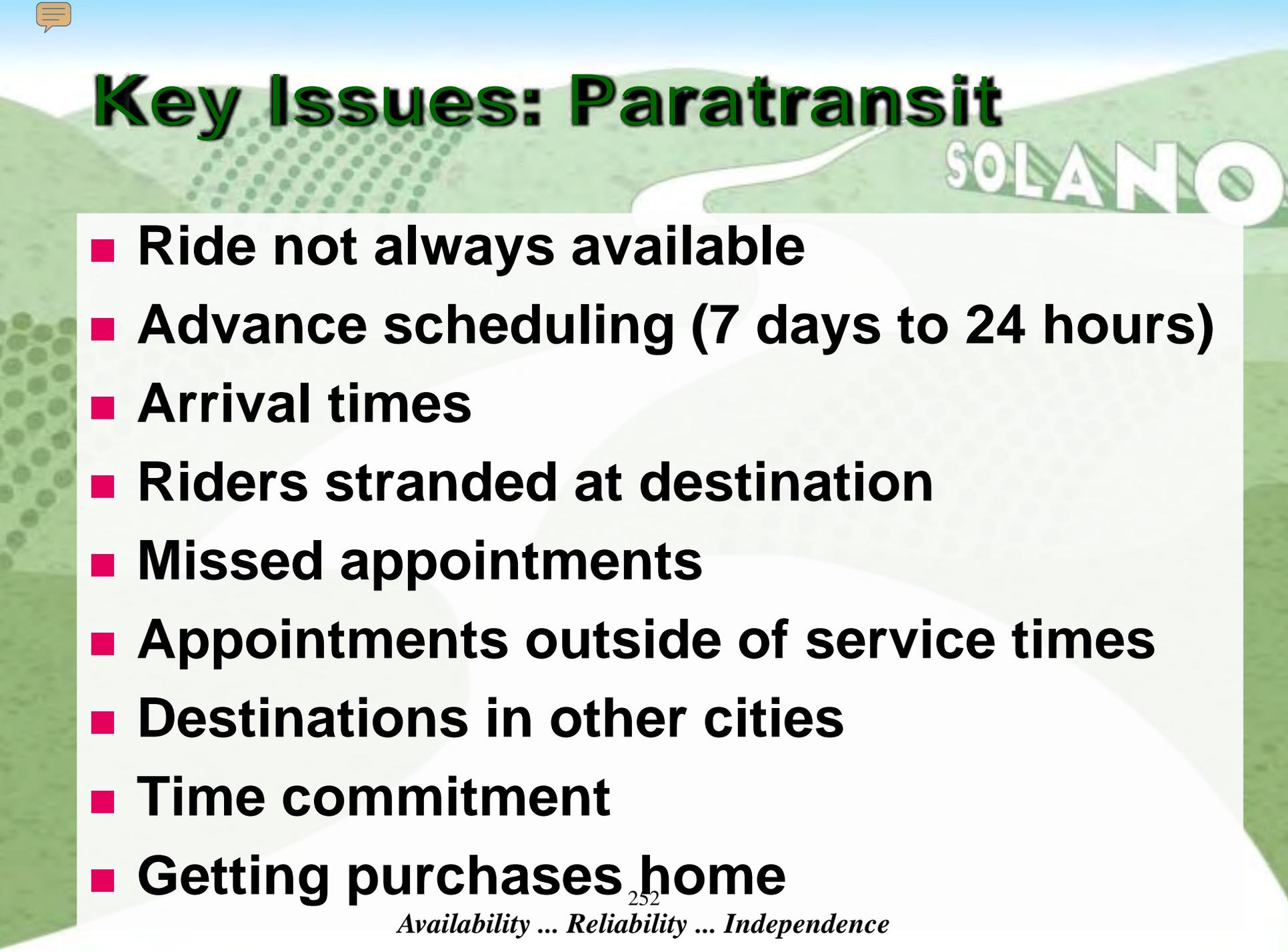
- **Distance to and from bus stops**
 - Physical ability to get to bus stops (walking and wheelchair)
 - No bench to sit on at bus stops
- **Proximity of bus stops to medical, shopping, grocery**
- **Transfers and connections**
- **Wait times between buses**
- **Time commitment**



Key Issues: Bus

SOLANO

- Missed appointments
- Appointments outside of service times
- Appointments in other communities
- Destinations not served
- Getting purchases home
- Confusing schedules, routes
- Access, wheelchair limitations



Key Issues: Paratransit

- Ride not always available
- Advance scheduling (7 days to 24 hours)
- Arrival times
- Riders stranded at destination
- Missed appointments
- Appointments outside of service times
- Destinations in other cities
- Time commitment
- Getting purchases home

Key Issues: Private/Volunteer

SOLANO

■ Private services

- Awareness of services
- Cost a factor
- Ride availability

■ Volunteer drivers

- Limits on where they can go
- Ride availability
- Scheduling

Users Summary

SOLANO

- **Appreciative of services available**
 - Concern over services being cut
- **Lack ability to get where, when and on a schedule they want**
- **Expense has to be balanced with time constraints**
- **Lack of clarity in rules, actual available options**

Key Issues: Providers

SOLANO

- **Lack of funding**
 - Existing funding in jeopardy
- **Rising cost of fuel, maintenance, insurance**
- **Limited number of vehicles, drivers**
 - Increasing number of seniors, disabled individuals
 - Volunteers not wanting liability risks

Key Issues: Providers

SOLANO

- **Vehicle accessibility**
 - Being able to get in, wheelchair access
- **Lack of coordination between paratransit systems**
- **Staying on transportation schedule**
 - Medical appointments run early or late
 - Traffic congestion
 - Passenger no-shows
 - Perceived lack of customer service

A stylized landscape illustration featuring rolling green hills and a winding white river. The hills are rendered in various shades of green, with some areas filled with a pattern of small green dots. The sky is a light blue gradient. The word "SOLANO" is written in white, bold, sans-serif capital letters on a hill in the upper right.

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QUESTIONS?

The Solano Transportation Authority, Metropolitan Transportation Commission, County of Solano and the Senior Coalition of Solano County are gathering information from seniors and disabled individuals on their transportation needs. The information will be used to identify strategies to improve the overall mobility of seniors and disabled individuals. The survey can be completed online at www.solanocounty.com/survey. Please return the completed survey by Friday, June 19, 2009 by folding and **taping** to show the self-addressed postage paid panel.

1. What community do you live in?

- | | | |
|------------------------------------|--------------------------------------|---|
| <input type="checkbox"/> Benicia | <input type="checkbox"/> Rio Vista | <input type="checkbox"/> Vacaville |
| <input type="checkbox"/> Dixon | <input type="checkbox"/> Suisun City | <input type="checkbox"/> Vallejo |
| <input type="checkbox"/> Fairfield | <input type="checkbox"/> Travis AFB | <input type="checkbox"/> Unincorporated Solano County |

2. Do you have any limitations on your ability to drive? Mark all that apply.

- | | | |
|--|---|--|
| <input type="checkbox"/> No restrictions | <input type="checkbox"/> No longer drive | <input type="checkbox"/> Restricted to local driving |
| <input type="checkbox"/> Never drove | <input type="checkbox"/> Restricted to daylight hours | <input type="checkbox"/> Require adaptive equipment |
| <input type="checkbox"/> Other _____ | | |

3. What is your primary means of travel to appointments, work and/or errands?

- | | | |
|--|--------------------------------------|---|
| <input type="checkbox"/> Personal vehicle | <input type="checkbox"/> Taxi | <input type="checkbox"/> Private service/paid caregiver |
| <input type="checkbox"/> Friends/relatives | <input type="checkbox"/> Bus | <input type="checkbox"/> Volunteer driver |
| <input type="checkbox"/> Walking/biking | <input type="checkbox"/> Paratransit | <input type="checkbox"/> Other _____ |

4. Which of the following have you used in the past year? Mark all that apply.

- | | | |
|--|--------------------------------------|---|
| <input type="checkbox"/> Personal vehicle | <input type="checkbox"/> Taxi | <input type="checkbox"/> Private service/paid caregiver |
| <input type="checkbox"/> Friends/relatives | <input type="checkbox"/> Bus | <input type="checkbox"/> Volunteer driver |
| <input type="checkbox"/> Walking/biking | <input type="checkbox"/> Paratransit | <input type="checkbox"/> Other _____ |

5. Is your primary means of travel meeting your transportation needs?

- | | |
|---|--|
| <input type="checkbox"/> All the time | <input type="checkbox"/> Some of the time |
| <input type="checkbox"/> Most of the time | <input type="checkbox"/> Not at all, please explain: _____ |

6. Mark all of the potential transportation barriers that apply to you.

| | Public Transit | Paratransit Service | Subsidized Taxi | Taxi Without Subsidy | Private Transportation |
|-----------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Ride not always available | <input type="checkbox"/> |
| Not familiar with service | <input type="checkbox"/> |
| Not convenient / difficult to use | <input type="checkbox"/> |
| Service is too expensive | <input type="checkbox"/> |

7. Please share specifics on key obstacles marked above or explain other transportation challenges you face.

8. In what ways do you find your current means of travel helpful or useful to you?

9. In what ways do you find your current means of travel not helpful or useful to you?

10. What destinations do you need to get to that you can't get to with your current means of travel?

11. If you could ask one question about your transportation needs, what would it be?

Your answers to the following demographic questions will help us compare and understand your answers as well as provide us with information needed to apply for State and Federal transportation grants.

- | | | | | |
|--|--|------------------------------------|--|--|
| Gender: | Income: | Household size: | Where do you live? | Who helps you with your transportation needs? |
| <input type="checkbox"/> Female | <input type="checkbox"/> Under \$10,000 | <input type="checkbox"/> 1 | <input type="checkbox"/> With my parents | <input type="checkbox"/> Nobody, live alone |
| <input type="checkbox"/> Male | <input type="checkbox"/> \$10,000 - \$14,999 | <input type="checkbox"/> 2 | <input type="checkbox"/> My own residence | <input type="checkbox"/> Nobody, I'm the caregiver |
| | <input type="checkbox"/> \$15,000 - \$24,999 | <input type="checkbox"/> 3 | <input type="checkbox"/> Relative's residence | <input type="checkbox"/> Spouse |
| Age: | <input type="checkbox"/> \$25,000 - \$34,999 | <input type="checkbox"/> 4 | <input type="checkbox"/> Residential community | <input type="checkbox"/> Relative |
| <input type="checkbox"/> 15 or younger | <input type="checkbox"/> \$35,000 - \$44,999 | <input type="checkbox"/> 5 or more | <input type="checkbox"/> Medical facility | <input type="checkbox"/> Caregiver |
| <input type="checkbox"/> 16 to 21 | <input type="checkbox"/> \$45,000 - \$59,999 | | <input type="checkbox"/> _____ | <input type="checkbox"/> Roommate |
| <input type="checkbox"/> 22 to 35 | <input type="checkbox"/> \$60,000 - \$99,999 | | | <input type="checkbox"/> _____ |
| <input type="checkbox"/> 36 to 55 | <input type="checkbox"/> \$100,000 - \$150,000 | | | |
| <input type="checkbox"/> 56 to 75 | <input type="checkbox"/> Over \$150,000 | | | |
| <input type="checkbox"/> 76 or older | | | | |

Please RSVP to Solano Transportation Authority at (707) 424-6075 by Friday, June 19, if you plan to attend. Be sure to let us know if you have special transportation needs.



Senior & Disabled Transportation Summit

A forum to identify needs and opportunities to improve transportation for senior and disabled individuals in Solano County.

SAVE THE DATE!!

Friday, June 26, 2009
9:00 am - 2:00 pm

Joseph Nelson Community Center
611 Village Drive, Suisun City CA

Food for the event is donated by Merrill Gardens at North Bay, Vallejo and Vacaville.



NO POSTAGE
NECESSARY
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BUSINESS REPLY MAIL
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POSTAGE WILL BE PAID BY ADDRESSEE

SOLANO TRANSPORTATION AUTHORITY
One Harbor Center, Suite 130
Suisun City, CA 94585-9899



CONTACT INFORMATION: Your contact information is not required, but may be helpful if more information is needed to understand your transportation needs. Any information provided will be kept confidential.

Name: _____ Phone: _____

Email: _____

If you are completing this survey on behalf of a senior or disabled person, please state the reason why:

**RAW DATA
Summary of Issues Presented
Senior and Disabled Transportation Summit
July 26, 2009**

1. Customer Service
2. Scheduling Issues
3. Reliability
4. Lack of Information and Lack of Understanding
5. Centralized Transit System for Solano County
6. ADA City Issues
7. Bus Shelters and Benches/Accessibility
8. Cost
9. Coordination and Collaboration
10. More Volunteers are Needed
11. Service is Limited
12. Funding

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RECEIVED

JUL 30 2009

SOLANO TRANSPORTATION AUTHORITY

July 23, 2009

Daryl Halls
Solano Transportation Authority
One Harbor Way
Suisun City, Ca 94585

Subject: Solano County Senior and Disabled Transportation

Dear Mr. Halls:

The members of the Solano Express Intercity Transit Consortium are appreciative of the opportunities afforded us as a result of the Senior and Disabled Summit held in June. Consequently, the Solano Express Intercity Transit Consortium is confirming its participation on any committees developed by the STA, Solano County, or the Metropolitan Transportation Commission, to identify solutions to the transportation concerns expressed by Solano County residents during the Senior and Disabled Summit.

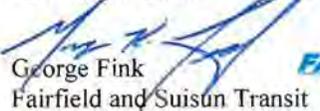
The members of the Intercity Transit Consortium believe our expertise can provide solutions to mobility management in Solano County. As transit industry professionals, we are constantly assessing our services to meet the needs of the communities we serve. Moreover, as solutions are explored, the consortium members will offer experience to educate other committee members on the prerequisites of the services we provide, operating rules and regulations, existing funding, as well as potential funding opportunities.

Collectively we should pursue new paradigms in how public transportation services are designed and delivered. It is only through collaboration and partnerships with both private and public sectors that we will have the opportunity to undergo the fundamental changes necessary to meet the ever-increasing need of the people we serve.

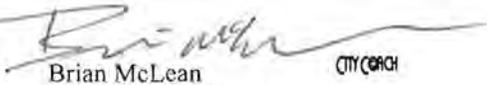
Sincerely,



Crystal Odum Ford
Vallejo Transit
Consortium Chair



George Fink
Fairfield and Suisun Transit



Brian McLean
Vacaville City Coach



Jeff Matheson
Dixon Read-Ride
Consortium Vice Chair



John Andoh
Delta Breeze



Rob Sousa
Benicia Breeze



Cc: Mayor Jack Batchelor, Jr, City of Dixon
Mayor Len Augustine, City of Vacaville
Mayor Harry T. Price, City of Fairfield
Mayor Pete Sanchez, City of Suisun
Mayor Jan Vick, City of Rio Vista
Mayor Osby Davis, City of Vallejo
Mayor Elizabeth Patterson, City of Benicia
Councilman Tom Bartee, City of Vallejo, Alternate Board Member of STA
Jim Spering, District 3 Supervisor for Solano County, Chairman of STA Board
Rochelle Sherlock, Coordinator, Senior Coalition of Solano County
Paul Wiese, County of Solano
Mariko Yamada, Assemblymember, California Eighth District
Stephen Pierce, Public Communications Officer, Solano County
Royce Cunningham, Public Work Director, City of Dixon
Rod Moresco, Public Works Director, City of Vacaville
Gene Cortright, Public Works Director, City of Fairfield
Dan Kasperson, Public Works Director, City of Suisun
Morrie Barr, Interim Director of Public Works, City of Rio Vista



SOLANO TRANSPORTATION AUTHORITY

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

... working for you!

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

August 12, 2009

Crystal Odum Ford Jeff
Vallejo Transit
Consortium Chair Consortium
555 Santa Clara St.
Vallejo, CA 94590-5922

Matheson
Dixon Redit-Ride
Vice-Chair
600 East A Street
Dixon, CA 95620-3619

Rob Sousa John
Benicia Breeze
250 East L Street
Benicia, CA 94510-3239

Andoh
Delta Breeze
One Main Street
Rio Vista, CA 94571-1842

George Fink Brian
Fairfield and Suisun Transit
2000 Cadenasso Drive 650
Fairfield, CA 94533-6803

McLean
Vacaville City Coach
Merchant Street
Vacaville, CA 95688-6908

RE: Solano County Senior and Disabled Transportation

Dear Crystal, Jeff, Rob, John, George and Brian:

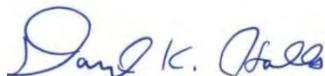
I am writing in response to a July 23, 2009 letter I received from all of you in your role as the members of the Solano Express Intercity Transit Consortium pertaining to the topic of Solano County Senior and Disabled Transportation. Specifically, your letter conveys the Consortium's interest in participating on any committees developed by the STA, Solano County or the Metropolitan Transportation Commission to identify solutions to the transportation concerns expressed by Solano County residents during the Senior and Disabled Summit held on June 26, 2009.

First of all, I would like to thank the members of the Consortium for attending the first summit and for collectively offering your recognized transit expertise to help assist in the development of potential solutions to the range of senior and disabled mobility issues identified at this summit. In response to your letter, the Consortium's 2009 Chair Crystal Odum Ford has been added by Supervisor Jim Sperring as a representative to the planning committee for the 2nd Summit. At last week's meeting of this event planning committee, there was a ready acceptance of the Transit Consortium's offer to participating in the planning for this second summit, which is scheduled for October 30, 2009, and the committee would like to feature a panel comprised of a combination of the Solano County transit operators as part of the second summit. This panel will provide the Consortium with the opportunity to address this interested and engaged forum on the topics outlined in your letter.

In addition, Supervisor Sperring has indicated his intent to request the STA organize the formation of a working group made up of the members of the Solano Express Intercity Transit Consortium, STA, Solano County, Solano County Senior Coalition, MTC, non-profits, and others, to collectively and collaboratively work together to identify and evaluate options for solutions to the transportation concerns and issues identified at the first summit. As noted in your letter, this will provide the

opportunity for the participating members to learn more about the existing public and private services currently being offered, to examine existing resources, and to identify and pursue future funding opportunities.

Sincerely,



Daryl K. Halls
Executive Director

Cc: The Honorable Mariko Yamada, 8th Assembly District
STA Chair and Supervisor James P. Spering
STA Vice-Chair and Suisun City Mayor Pete Sanchez
Mayor Elizabeth Patterson, City of Benicia
Mayor Jack Batchelor, City of Dixon
Mayor Harry Price, City of Fairfield
Mayor Jan Vick, City of Rio Vista
Mayor Len Augustine, City of Vacaville
Mayor Osby Davis, City of Vallejo
Council Member Tom Bartee, City of Vallejo
Mike Johnson, County Administrator, Solano County
Jim Erickson, City Manager, City of Benicia
Nancy Huston, City Manager, City of Dixon
Sean Quinn, City Manager, City of Fairfield
Hector de la Rosa, City Manager, City of Rio Vista
Suzanne Bragdon, City Manager, City of Suisun City
Laura Kuhn, City Manager, City of Vacaville
Bob Adams, City Manager, City of Vallejo
Rochelle Sherlock, Coordinator, Senior Coalition of Solano County
Birgitta Corsello, Director of Resource Management Agency, Solano County
Paul Wiese, County Engineer, County of Solano
Stephen Pierce, Public Communications Officer, Solano County
Charlie Knox, Director of Public Works & Community Development, City of Benicia
Royce Cunningham, Public Works Director, City of Dixon
Gene Cortright, Public Works Director, City of Fairfield
Morrie Barr, Interim Public Works Director, City of Rio Vista
Dan Kasperson, Public Works Director, City of Suisun City
Rod Moresco, Public Works Director, City of Vacaville
Gary Leach, Public Works Director, City of Vallejo



DATE: September 1, 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:

The Governor signed the state budget package on July 28th that addressed a deficit of more than \$23 billion. Local government and transportation are impacted as follows:

- Suspension of Proposition 1A (voter approved protection of local government budgets), a \$6 billion reduction to Proposition 98 (funding for K-12 and community colleges), \$1 billion cut to Medi-Cal, \$1 billion reduction to the University of California and California State University systems.
- NO suspension of Proposition 42 gas tax funds. Rather, 1st and 2nd quarter payments for cities and counties suspended until the 3rd quarter (March 2010).
- NO diversion of approximately \$1 billion in gas tax revenue for local streets and roads funding (HUTA funds).
- Over \$336 million in “spillover revenue” that is projected to accrue in 2009-10 to fund transit bond debt service diverted for General Fund purposes.
- Full funding to the High Speed Rail Authority (\$139 million) from Proposition 1A bond funds.

Attachment B is a State legislative update from our State legislative advocacy firm, Shaw/Yoder/Antwih.

Federal Update:

Staff is beginning preparations for the next cycle of federal legislation in Federal Fiscal Year 2011 and beyond. A meeting with staff from the cities participating in the federal legislative advocacy agreement has been scheduled for September 8th to begin discussing the priority projects and issues for Solano County.

Reauthorization:

The House Ways and Means Subcommittee held a hearing July 23rd on financing options for the Highway Trust Fund (reauthorization). The House and Senate passed legislation infusing \$7 billion into the fund to hold it over until September 30th, when it is due to expire. After Labor Day, the House and Senate will reconvene after summer recess and make a decision on the long-term financing of the Fund.

Sen. Dianne Feinstein has requested \$45 million in funding for the I-80/I-680/SR 12 Interchange Improvements in the reauthorization bill. This is a critical initial step toward obtaining funding, but does not guarantee the project will be included in the final bill, or the amount of funding. It is significant, however, because Senator Feinstein requested funding for only 33 projects statewide, ranging from \$2 million to \$354 million.

Rep. George Miller also requested \$45 million in reauthorization funds for the I-80/I-680/SR 12 Interchange Improvements, as well as \$2 million for the purchase of alternative fuel buses. Additionally, he requested \$1.5 million for the City of Vacaville to make improvements to the intermodal station and \$5 million for Solano County to make improvements in the Solano County Fairgrounds area of Vallejo. As in the Senate, a member's request for funding does not guarantee either the funding level or that it will be included in the final bill.

Appropriations:

The July 23rd House markup of the Fiscal Year (FY) 2010 Appropriations bill included two earmarks secured by Congressman George Miller:

- Alternative Fuel SolanoExpress Bus Replacement - \$500,000
- Vacaville Intermodal Station, Phase 2 - \$500,000

The Senate marked up the FY 2010 Appropriations bill at the end of July and there were no earmarks for Solano County. There was a significant decrease in overall Senate earmarks this year from previous years.

Attachment C is a Federal legislative update from our Federal legislative advocacy firm, Akin Gump.

Recommendation:

Informational.

Attachments:

- A. STA Legislative Matrix
- B. State Legislative Update Memo – Shaw/Yoder/Antwih, Inc.
- C. Federal Legislative Update Memo – Akin Gump



LEGISLATIVE MATRIX

2009-2010 State and Federal Legislative Session

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#lp>

August 31, 2009

STATE Legislation:

| Bill Number/Topic | Location | Summary | Position |
|--|-------------------------------|---|----------------------------|
| AB 277 Ammiano (D) Transportation: local retail transaction and use taxes: Bay Area. | Vetoed 08/31/09 | 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 |
| AB 744 Torrice (D) Transportation: Bay Area high-occupancy vehicle network. | SEN Approps. | 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 |
| AB 1219 Evans (D) Public transportation: Solano Transportation Authority. | Chaptered (# 143) 08/06/09 | 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 |

| Bill Number/Topic | Location | Summary | Position |
|--|--|--|----------------------------|
| AB 1414 Hill (D) Transportation planning- Health & Safety: Controlled Substances | Amended 04/30/09 to irrelevant subject. | 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. | |
| ACA 9 Huffman (D) Local government bonds: special taxes: voter approval. | ASM Floor 08/31/09 | 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. | Support |
| ACA 10 Torlakson (D) Taxation: Education Finance District: special tax | To ASM Third reading 08/31/09 | 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. | |
| ACA 15 Arambula (D) Local government transportation projects: special taxes: voter approval | ASM inactive file 08/31/09 | 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. | Support 06/10/09 |

| Bill Number/Topic | Location | Summary | Position |
|---|--|--|-----------------------|
| <p>SB 205 Hancock (D)</p> <p>Traffic congestion: motor vehicle registration fees.</p> | <p>ASM Approps. Suspense file 08/19/09</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> | <p>Support</p> |
| <p>SCA 6 Simitian (D)</p> <p>Taxation: educational entities: parcel tax.</p> | <p>SEN third reading 08/31/09</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>SCA 12 Kehoe (D)</p> <p>Public safety services: local government.</p> | <p>SEN third reading 08/31/09</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>SB 716 Volk (D)</p> <p>Local transportation funds.</p> | <p>ASM third reading. 08/31/09</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> | <p>Watch</p> |

FEDERAL Legislation:

| Bill Number/Topic | Location | Summary | Position |
|---|---|--|----------|
| <p><u>HR 1571</u> Tauscher (D-CA) Private investment in Commuter Vanpooling Act of 2009</p> | <p>Referred to HOUSE SUBCOMMITTEE ON HWYS & TRANSIT 03/18/09</p> | <p>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.</p> | |
| <p><u>HR 2454</u> Waxman (D-CA) American Clean Energy and Security Act of 2009 <i>Safe Climate Act</i></p> | <p>7/7/2009: Read second time. Placed on Senate Legislative Calendar under General Orders. Calendar No. 97.</p> | <p>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.</p> | |
| <p><u>S 1156</u> Harkin (D-IA) Safe Routes to School Program Reauthorization Act</p> | <p>05/21/09 Referred to Senate committee; read twice and referred to Committee on Environment and Public Works.</p> | <p>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.</p> | |



SHAW/YODER/ANTWIH, inc.
LEGISLATIVE ADVOCACY • ASSOCIATION MANAGEMENT

August 31, 2009

TO: Board Members, Solano Transportation Authority

FROM: Gus Khouri, Legislative Advocate
Shaw/Yoder/Antwih, Inc.

RE: STATE LEGISLATIVE UPDATE- JULY & AUGUST

2009-10 Budget

Anticipating the dismal prospects of the May Special Election, Governor Schwarzenegger unveiled his May Revision on May 14th 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. That budget assumed the passage of Propositions 1A, 1B, 1C, 1D, and 1E on the May 19th ballot. Failure of these measures will add additional \$5.8 billion deficit, which translated into a \$21.2 billion gap for 2009-10. All five of the measures failed passage by more than a 2 to 1 margin. The Governor cited 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.

On July 24th, the legislature voted on package that addressed a deficit of more than \$23 billion. The Governor signed the package on July 28th. Local government and transportation are impacted as follows:

- Suspension of Proposition 1A (repayment must occur within 3 years with interest), a \$6 billion reduction to Proposition 98, \$1 billion cut to Medi-Cal, \$1 billion reduction to the University of California and California State University systems.
- The Governor did not propose a suspension of Proposition 42. Rather, 1st and 2nd quarter payments for cities and counties will be suspended until the 3rd quarter (March 2010).
- A plan to divert approximately \$1 billion of gas tax revenue for local streets and roads funding (HUTA funds) was defeated at the eleventh hour.
- Over \$652 million in "spillover revenue" that are projected to accrue in 2009-10 to fund transit bond debt service are diverted for General Fund purposes.
- Provides full funding to the High Speed Rail Authority (\$139 million) from Proposition 1A bond funds.

According to the Governor, California's budget situation is likely to remain challenging for some time for two reasons. First, while the economic forecast projects a recovery from the recession will begin next year, the recovery is not expected to be as robust as in past years. Second, some of the solutions to the budget crisis are one-time, or of limited duration. This is to be expected in the face of such a severe fiscal crisis. It would simply not have been possible to have balanced the budget entirely with permanent tax increases and ongoing spending cuts, given federal, constitutional and other limitations. Preliminary projections for the coming fiscal year suggest that the state will face a significant budget shortfall; perhaps in the \$7 to 8 billion range (the newest projections suggest a \$15 billion deficit for 2010-11), with even larger shortfalls projected in out-years.

Legislative Calendar

After adjourning for Summer Recess upon approving a revised 2009-10 State Budget on July 24th, the legislature reconvened on August 17th to complete its business for the remainder of Regular Session. The legislature is scheduled to adjourn Regular Session on September 11th, but may finish by September 9th. The Governor, however, has called for two Special Sessions: one to review the findings of the Commission on the 21st Century Economy; and another to review K-12 education funding. We anticipate that the Special Session on each topic will be called to order near September 20th.

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. The bill was signed into law by the Governor (Chapter 143, Statutes of 2009) on August 6th.

AB 744 (Torrico), supported by STA, would authorize the development of a high-occupancy toll (HOT) lane network on state highways within the jurisdiction of the Metropolitan Transportation Commission (MTC). This bill, which is located in the Senate Appropriations Committee, has been made into a two-year bill due to concerns raised over the role of the Professional Engineers in California Government (PECG), the Caltrans engineers. PECG wants to have control over the design and construction aspects of a project, which is a no-starter for several congestion management agencies in the MTC region. Despite support from the California Transit Association, several environmental groups have also raised concerns that the bill does not go far enough to integrate transit options into the network.

SB 406 (DeSaulnier), authorizes the imposition of a \$1 or \$2 fee on vehicle registrations to pay for regional land use planning activities to aid with reducing greenhouse gas emissions. Senator DeSaulnier has agreed to incorporate an amendment to the bill which would allow congestion management agencies, along with cities and counties to compete for the second dollar that could be made available through this bill. STA is supportive of this bill as amended.

MEMORANDUM

August 17, 2009

To: Solano Transportation Authority
From: Akin Gump Strauss Hauer & Feld LLP
Re: July/August Report

During the month of July, we assisted STA staff in drafting high priority project requests for Senators Dianne Feinstein and Barbara Boxer for the surface transportation reauthorization bill. We assisted staff with drafting letters from Chairman Sperring to the chairs of the House and Senate transportation committees urging them to pass the reauthorization legislation as quickly as possible. We also monitored and reported on developments with the reauthorization bill, transportation appropriations, climate change legislation and other transportation issues.

Surface Transportation Reauthorization

Although it is unlikely that Congress will complete action on a long-term surface transportation bill before SAFETEA-LU expires on September 30, Senate Environment and Public Works Committee Chair Barbara Boxer asked Senators to submit their priority projects to the Committee in July. STA submitted requests for funding of the I-80/I-680/SR 12 project and the Travis Air Force Base access improvements. Senator Feinstein posted the list of highway projects she requested on her website. She requested only 33 projects statewide, including \$45 million for the I-80/I-680/SR 12 Interchange project. Senator Feinstein has not released her transit priorities since the Senate Banking Committee, which has jurisdiction over the transit program, has not requested project submissions. Chairman Boxer has not released her list of highway priority projects – presumably because she is chair of the committee that has jurisdiction over the highway program; however, she will have significant influence over how the funds are distributed.

Congress passed legislation before the August recess that transferred \$7 billion from the general fund to the Highway Trust Fund to keep the Trust Fund solvent through September. President Obama signed the bill into law on August 7. Congress must address the shortfall in the Highway Trust Fund, which is attributed to the downturn in vehicle miles travelled and the loss of gas tax revenues, in the reauthorization bill.

While House Transportation Committee Chairman James Oberstar has continued to take the position that he wants the House to vote on the Transportation and Infrastructure Committee's \$500 billion reauthorization bill after the recess, the House Ways and Means Committee has not

Solano Transportation Authority
August 17, 2009
Page 2

determined a means to raise the revenues necessary to support the bill's \$500 billion in total funding. In July, the Ways and Means Committee's Select Revenue Subcommittee held a hearing on options for funding the highway and transit programs. Projected revenues from the current gas tax are insufficient to fund a bill at the level of SAFETEA-LU and fall far short of the funding needed to support a \$500 billion program. Other proposals include taxing oil futures and crude oil, issuing government bonds, tolling and other user fees, and encouraging more public private partnerships.

Transit and Highways Subcommittee Chairman Peter DeFazio (D-OR) introduced a bill (H.R. 3379) to impose a tax on transactions in oil futures and options to fund the highway trust. The proposal has 29 cosponsors, but is unlikely to be enacted because of its potential impact on gasoline prices. Rep. Earl Blumenauer introduced legislation (H.R. 3311) that would authorize \$150 million in funding to implement a Vehicle Miles Traveled (VMT) pilot program to examine alternatives to the fuel tax and the possibility of replacing it with a mileage-based fee. The bill would also authorize a \$4.5 million grant program to support the development of on-board technologies to implement the program.

Senator Boxer and Transportation Secretary LaHood are advocating for passage of an 18 month extension of SAFETEA-LU. Both recognize the political challenges of passing a gas tax increase in the current economy and would like to postpone consideration until after the 2010 elections. Secretary LaHood also is developing an Administration reauthorization bill and wants to ensure that he has adequate time to develop the bill before Congress moves forward. Without a dependable long-term funding source, Congress is likely to adopt an extension to the existing transportation programs, rather than adopt a long-term reauthorization. Whether the extension is for 18 months or some shorter period of time that the House may propose is uncertain, however.

Fiscal Year 2010 Appropriations

On July 23, the House of Representatives approved a fiscal year 2010 Transportation, Housing and Urban Development Appropriations bill (H.R. 3288) that would provide \$76 billion for transportation programs, a 2.7 percent increase over fiscal year 2009. The House bill appropriates \$41.1 billion for highway programs as requested in the Administration's budget. The bill provides \$4 billion for high speed passenger rail, but allows up to \$2 billion to be transferred from the rail program to support the creation of a National Infrastructure Bank, if Congress authorizes the bank for fiscal year 2010.

The bill provides \$10.3 billion for transit programs, \$101 million over fiscal year 2009, and consistent with the President's budget. The bill provides \$1.827 billion for the transit new starts program and \$8.343 billion for formula and bus grants, a one percent increase over fiscal year 2009 levels for both accounts. The bill also includes \$584 million for bus and bus facilities grants, \$300 million less than fiscal year 2009 funding. The House Report specifies that 50

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percent of funds that were not earmarked in the account (approximately \$86 million) would be used for the Transit Investment in Greenhouse Gas and Energy Reduction (TIGGER) program. The bill also included \$150 million within community development funding for the Administration's Sustainable Communities Initiative to support community planning efforts that include transportation, housing and energy planning.

On July 30, the Senate Appropriations Committee approved a \$122 billion fiscal year 2010 THUD appropriations bill. The bill appropriates \$41.5 billion for the federal highway program, along with an additional \$1.4 billion. Of this amount, \$500 million is for TIFIA and \$900 million is for formula funding under the Surface Transportation Program. The report explains that the additional funding is for large-scale transportation projects that address bottlenecks, congestion and deterioration, as well as for smaller scale projects to maintain infrastructure that supports communities. The Senate bill also includes \$1.2 billion for intercity and high speed rail, \$2.8 billion less than included in the House bill. No funding is provided for the National Infrastructure Bank.

The bill includes \$8.343 billion for formula and bus grant programs, the same level as the House, but would increase new starts funding by \$489 million over fiscal year 2009 funding to \$2.3 billion. The bill includes \$1.1 billion for competitive grants for significant transportation projects, including public transportation, highways and bridges, passenger and freight railroads and port infrastructure. The bill did not earmark these funds; instead, the Department of Transportation would award competitive grants. The House did not include any funding for significant projects. The Senate bill provides \$100 million to support transit investment to reduce energy consumption and \$150 million for the Sustainable Communities Initiative.

Climate Change Legislation

On June 26, 2009, The House of Representatives passed *The American Clean Energy and Security Act* (ACES Act) by a vote of 219 to 212. The bill is intended to promote clean energy, aid in developing and deploying energy efficient technologies, and reduce greenhouse gas emission to transition to a clean energy economy. Through the cap and trade program, the bill establishes emission caps that would reduce aggregate GHG emissions for all covered entities to 3% below their 2005 levels in 2012, 17% below 2005 levels in 2020, 42% below 2005 levels in 2030, and 83% below 2005 levels in 2050.

As you are aware, the transit industry has objected that the House bill would regulate emissions from the transportation sector under a statewide plan, but does not provide the resources to expand transit systems and commuter services. Under the House bill, states would have the option 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 paths. The potential funding is estimated to represent about one percent of total allocations.

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In the Senate, transit supporters will attempt to amend the climate bill with a provision to direct allowances to transportation projects to reduce emissions from the sector. Sen. Thomas Carper (D-DE) introduced *The Clean Low-Emissions Affordable New Transportation Equity Act* (CLEAN-TEA), S. 575, which would provide 10 percent of emission allowances for transportation investment. Senators Benjamin Cardin (D-MD), Frank Lautenberg (D-NJ), Jeff Merkley (D-OR), and Arlen Specter (D-PA) are cosponsoring the bill.

The Senate Environment and Public Works Committee is expected to mark-up the bill in September and the Senate is expected to consider the bill in October.

Other Transportation Proposals

On July 21, Rep. Blumenauer introduced *The Green Routes to Work Act* (H.R. 3271), which would provide tax credits for employers and individuals to use low-carbon commuting options, including biking, carpooling, walking, riding public transit, and telecommuting. The bill would: create a 10% tax credit for expenditures on vanpool vehicles and services; increase the uniform dollar cap for all transportation fringe benefits to \$230 a month; allow individuals who are self-employed to receive transit fringe benefits for commuting done for work purposes; require employers who offer a parking transportation fringe benefit to employees to also offer employees the option to take cash instead, reducing the incentive to drive instead of take alternative transportation; allow individuals and business owners to deduct the costs of bicycle access improvements; and create a tax credit for qualified teleworking expenses for employers and employees (up to \$400 per individual teleworker).

Rep. Blumenauer also introduced *The Orphan Highway Restoration Act* (H.R. 3461), to improve U.S. numbered or formerly numbered highways located within the boundaries of local governments that are no longer the principal route for traffic after construction of a bypass or interstate system route. The bill is intended to restore and maintain these orphan highways, providing redevelopment and business opportunities for local communities. It would authorize \$600 million annually from the highway trust fund for fiscal years 2010 through 2015 to perform preventive maintenance and to carry out resurfacing, restoration, reconstruction and rehabilitation or to promote livability through the construction of sidewalks, medians, bike lanes, traffic-calming devices, signaling or signage. Priority would be given to projects that improve pedestrian safety, are coordinated with State and local adopted preservation or development plans, foster public-private partnerships, include a high percentage of State or locally matched funds, support mixed development along the route, among other factors. The bill was referred to the House Transportation and Infrastructure Committee and would likely be offered as amendment to the surface transportation reauthorization bill by Rep. Jerry Moran (R-KS), who is a cosponsor of the bill.



DATE: August 31, 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 5 project delivery reminders this month:

1. FY STP/CMAQ 2008-09 Federal Obligation Plan:
 MTC has adopted new federal funding obligation request deadlines, changing them from March 1, 2009 to February 1, 2009 and the receive deadline from May 31, 2009 to April 30, 2009. This is in response to Caltrans moving up their Obligation Authority (OA) release date from June 1st to May 1st. With leftover OA becoming available sooner, MTC wants Bay Area projects ready to obligate. Project sponsors are reminded that September 30, 2009 marks the end of SAFETEA-LU and as a result, all unobligated funds will be rescinded by FHWA.

| <u>Projects included in FY STP/CMAQ 2008-09 Federal Obligation Plan</u> | | | |
|---|------------------|---|--|
| <ul style="list-style-type: none"> - \$8.7 M in Federal funding - Receive E76 by April 30, 2009 | | | |
| Agency | TIP ID | Project | Status/Deadlines |
| Benicia | SOL070045 | State Park Road Bridge | \$1.67 M for CON (CMAQ & ARRA-TE). Bid opening |
| Dixon | SOL070046 | SR-113 Pedestrian Improvements | \$90,000 for CON. Construction on-going |
| Fairfield | SOL070027 | W. Texas St. Gateway Project Phase I & II | \$85,000 for CON. Responding to Caltrans Field Review comments. |
| Solano County | SOL050024 | 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. Received E-76. Will advertise on Oct. |
| Vacaville | SOL050013 | Vacaville Intermodal Station | \$3,028,000 for CON. Received E76 for CON. Will advertise on late Oct. |
| Vacaville | SOL070028 | Vacaville Downtown Creekwalk | \$53,000 for PS&E \$694,000 for CON Bid Opening. |
| Vacaville | SOL070029 | Ulatis Creek – Allison to I-80 | \$169,000 for ENV. Fund obligated. |
| 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 th . Construction Completed. |
| Vallejo | SOL050048 | Downtown Vallejo Pedestrian Enh. - Phase I | \$1,600,000 ARRA Fund and \$580,000 CMAQ for CON. Fund obligated June 16, 2009. |

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>

| 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. | City received last check. Project close out. |
| 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 Between N. Texas St. & Dover Ave. Pedestrian and bike path. | \$330,000 | Authorized 04/18/07 | Final Invoice \$10,155.52. City received first \$10,000 |

| Projects that will become inactive by September 2009 | | | | |
|---|--|----------|---|--|
| Suisun City | Various Locations Throughout City, striping for Bike Lanes | \$15,268 | Authorized 8/1/2001. Last Billed 08/25/06 | Staff has submitted close-out paperwork to DLAE |
| Fairfield | Woolner Ave. From Enterprise Dr. to Sheldon Elementary School, sidewalk improvement. | \$53,100 | Authorized 9/12/2007 | Construction recently completed. Preparing final report of expenditure / final invoice this month. |

3. 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.

| STIP ALLOCATION STATUS REPORT FOR FY08-09 | | | |
|--|---------------------------------|-------------------------|---|
| Projects that need allocation by July, 2009 | | | |
| Submit allocation request by May 11, 2009 | | | |
| Agency | Project | Unexpended Funds | Status |
| STA | Jepson Parkway (I-80 reliever) | \$2,400,000 | Project was deferred on June CTC meeting. |
| Vacaville | Jepson Pkwy Gateway Enhancement | \$120,000 | Project was deferred on June CTC meeting. |
| MTC | TE reserve | \$381,000 | Will lapse due to advances 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 | \$13,100,000 | Amendment programming |

| | | | |
|-----------|------------------------------------|-----------|---|
| | Phase 2 | | 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. |

Fiscal Impact:

None.

Recommendation:

Informational.



DATE: August 28, 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: TigerTeam@dot.gov . | N/A ¹ |
| Carl Moyer Off-road Equipment Replacement Program (for Sacramento Metropolitan Area)* | Gary A. Bailey, Sacramento Metropolitan Air Quality Management District (916) 874-4893 | None. Projects will be selected for funding on a first-come, first-served basis. |
| Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)* | Anthony Fournier, BAAQMD (415) 749-4961 | None. Projects will be selected for funding on a first-come, first-served basis. |
| Bicycle Facility Program* | Avra Goldman, Bay Area Air Quality Management District (BAAQMD) (415) 749-5093 | September 14, 2009 |
| Caltrans Highway Safety Improvement Program (HSIP)* | Sylvia Fung, Caltrans (510) 286-5226 | October 8, 2009 |

| | | |
|---|---|-------------------------|
| FTA Grant Program – 5316 Job Access and Reverse Commute (JARC) Program <i>for Rural Projects</i> | Tracey Frost, Caltrans (916) 654-8222 | October 31, 2009 |
| FTA Grant Program – 5317 New Freedom Program <i>for Rural Projects</i> | Tracey Frost, Caltrans (916) 654-8222 | October 31, 2009 |
| FTA Grant Program – 5317 New Freedom Program for <i>small urbanized areas</i> | Tracey Frost, Caltrans (916) 654-8222 | October 31, 2009 |

* New funding opportunity

¹Note 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 TAC
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



FUNDING OPPORTUNITY

Carl Moyer Off-road Equipment Replacement Program

For Sacramento Metropolitan Area

Application Due On First-Come, First-Served Basis

TO: STA TAC
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

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



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 TAC
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

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



FUNDING OPPORTUNITY

Bicycle Facilities Program

Application Due September 14, 2009

TO: STA TAC
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: A total amount of \$600,000 will be available for distribution via the BFP in FY 2009/2010. The minimum BFP grant for a single project is \$10,000 and the maximum grant is \$120,000.

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

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



FUNDING OPPORTUNITY

Highway Safety Improvement Program (HSIP)

Application Due October 8, 2009

TO: STA TAC
FROM: Sara Woo, Planning Assistant

This summary of the Highway Safety Improvement Program (HSIP) 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: The applicant for HSIP funds is an agency that assumes responsibility and accountability for the use and expenditure of federal-aid highway funds. The applicant must be a city or a county within the State of California. Exceptions to this requirement will be reviewed by the Department of Transportation (Caltrans), Headquarters - Division of Local Assistance (HQ-DLA) on a case-by-case basis.

Program Description: HSIP funds are eligible for work on any publicly-owned roadway or bicycle/pedestrian pathway or trail that corrects or improves the safety for its users.

Funding Available: Approximately \$50 million statewide is available for HSIP projects.

Eligible Projects: Examples (not limited to):

- An intersection safety improvement
- Pavement and shoulder widening (including addition of a passing lane to remedy an unsafe condition)
- Installation of rumble strips or other warning devices
- Improvement for pedestrian or bicyclist safety or for safety of persons with disabilities
- Conducting road safety audits
- Construction of a traffic calming feature
- Transportation safety planning
- Improvement of highway signage and pavement markings

Further Details: <http://www.dot.ca.gov/hq/LocalPrograms/hsip.htm>

Program Contact Person: Sylvia Fung, Local Assistance Engineer (Caltrans), (510) 286-5226
sylvia_fung@dot.ca.gov

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



FUNDING OPPORTUNITY

Federal Transit Administration (FTA) Grant

FTA 5316 Job Access and Reverse Commute Program for Rural Projects

Application Due October 31, 2009

TO: STA TAC
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 \$1.4 million is available for JARC rural projects.

Eligible Projects:

| | |
|---|--|
| <u>Operating:</u> | <u>Capital:</u> |
| <ul style="list-style-type: none">• Late night/weekend service• Guaranteed ride home service• Shuttle service• Expanded fixed-route public transit routes• Demand-responsive service• Ridesharing/carpooling activities• Voucher programs | <ul style="list-style-type: none">• Intelligent Transportation Systems (ITS)• Promotion of operating activities• Vehicles• Mobility management activities |

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

STA Contact Person: Liz Niedziela, STA Transit Manager/Analyst, (707) 424-6075, eniedziela@sta-snci.com



FUNDING OPPORTUNITY

Federal Transit Administration (FTA) Grant

FTA 5317 New Freedom Program for Rural Projects

Application Due October 31, 2009

TO: STA TAC
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">• Expansion of hours for paratransit service• Enhancement of services• Voucher programs• Volunteer driver programs | <ul style="list-style-type: none">• Acquisition of accessibility equipment beyond ADA requirements• Purchasing accessible vehicles to support taxi, vanpooling, and/or ridesharing programs• Mobility management activities |

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

STA Contact Person: Liz Niedziela, STA Transit Manager/Analyst, (707) 424-6075
eniedziela@sta-snci.com



FUNDING OPPORTUNITY

Federal Transit Administration (FTA) Grant

FTA 5317 New Freedom Program for Small Urbanized Area

Application Due October 31, 2009

TO: STA TAC
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 \$1.6 million is available for New Freedom Small Urbanized Area Projects.

Minimum local match requirements are 20 percent for capital projects and 50 percent for operations projects.

Eligible Projects:

| | |
|---|---|
| <u>Operating:</u> <ul style="list-style-type: none">• Expansion of hours for paratransit service• Enhancement of services• Voucher programs• Volunteer driver programs | <u>Capital:</u> <ul style="list-style-type: none">• Acquisition of accessibility equipment beyond ADA requirements• Purchasing accessible vehicles to support taxi, vanpooling, and/or ridesharing programs• Mobility management activities |
|---|---|

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

STA Contact Person: Liz Niedziela, STA Transit Manager/Analyst,
(707) 424-6075
eniedziela@sta-snci.com



DATE: August 1, 2009
TO: STA Board
FROM: Johanna Masiolat, 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 2nd Wednesday of Every Month)

| DATE | TIME | DESCRIPTION | LOCATION | STATUS |
|-------------|-------------|------------------------------------|------------------|---------------|
| 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 th Annual Awards | Jelly Belly | Confirmed |
| December 9 | 6:00 p.m. | STA Board Meeting | Suisun City Hall | Confirmed |