



Solano Transportation Authority

SOLANO TRANSPORTATION AUTHORITY
BOARD MEETING AGENDA

Wednesday, May 13, 2009, 6:00 p.m.

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.

Table with 2 columns: ITEM and BOARD/STAFF PERSON. Items include CALL TO ORDER/PLEDGE OF ALLEGIANCE, CONFIRM QUORUM/ STATEMENT OF CONFLICT, and APPROVAL OF AGENDA.

STA BOARD MEMBERS

Table listing STA Board Members: Jim Spering, Pete Sanchez, Elizabeth Patterson, Jack Batchelor, Jr., Harry Price, Jan Vick, Len Augustine, Osby Davis.

STA BOARD ALTERNATES

Table listing STA Board Alternates: Mike Reagan, Mike Segala, Alan Schwartzman, Rick Fuller, Chuck Tumm, Ron Jones, Curtis Hunt, Tom Barte.

IV. OPPORTUNITY FOR PUBLIC COMMENT

(6:00 – 6:05 p.m.)

V. EXECUTIVE DIRECTOR'S REPORT

Daryl K. Halls

(6:10 – 6:15 p.m.)

Pg. 1

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

(6:15 – 6:30 p.m.)

A. Caltrans Report:

Doanh Nguyen, Caltrans

B. MTC Report:

Chair Spring

C. STA Reports:

1. Water Emergency Transportation Authority (WETA) Transitional Plan

Anthony Intintoli, Vice Chair, WETA/
Nina Rannells, Executive Director, WETA
Crystal Odum-Ford, Vallejo Transit

2. STA Status Reports:

A. Projects

Janet Adams

B. Planning

Robert Macaulay

C. Transit and Rideshare

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.)

(6:30 – 6:35 p.m.)

A. STA Board Meeting Minutes of April 8, 2009

Johanna Masiclat

Recommendation:

Approve STA Board Meeting Minutes of April 8, 2009.

Pg. 7

B. Review Technical Advisory Committee (TAC) Draft Minutes for the Meeting of April 29, 2009

Karen Koelling

Recommendation:

Receive and file.

Pg. 15

C. Continuation of Administrative Services Contract with the City of Vacaville

Susan Furtado

Recommendation:

Authorize the Executive Director to renew the Administrative Services Contract with the City of Vacaville for Accounting and Personnel Services for an additional three-year contract term for FY 2009-10 through 2011-12 for \$153,900.

Pg. 23

- D. Fiscal Year (FY) 2008-09 Third Quarter Budget Report** Susan Furtado
Recommendation:
Receive and file.
Pg. 25
- E. Fiscal Year (FY) 2009-10 Regional Measure 2 (RM 2) Transit Operating Funding Plan** Elizabeth Richards
Recommendation:
Approve the RM 2 Solano Transit Operating Funding Plan for FY 2009-10 as shown on Attachment A.
Pg. 29
- F. Intercity Transit Funding Agreement Fiscal Year (FY) 2009-10** Elizabeth Richards
Recommendation:
Approve the following:
 - 1. The FY 2009-10 Cost-Sharing Intercity Transit Funding Agreement as shown on Attachment A; and*
 - 2. Authorize the Executive Director to enter into a funding agreement with the seven local funding partners.***Pg. 33**
- G. Fiscal Year (FY) 2009-10 Transportation Development Act (TDA) Matrix – May 2009** Elizabeth Richards
Recommendation:
Approve the May 2009 TDA Matrix for Fiscal Year (FY) 2009-10.
Pg. 37
- H. STA Safe Routes to School (SR2S) Radar Speed Sign Program** Sam Shelton
Recommendation:
Approve the following:
 - 1. Funding for 28 radar speed feedback signs as shown in Attachment A; and*
 - 2. Swapping \$40,000 of Transportation Enhancements funding with \$40,000 of FY 2009-10 TDA Article 3 funding for SR2S Radar Speed Signs.*
 - 3. Resolution No. 2009-09, requesting \$40,000 from MTC for SR2S Radar Speed Signs as shown in Attachment B.***Pg. 41**
- I. State Route (SR) 113 Major Investment and Corridor Study** Robert Guerrero
Recommendation:
Approve the SR 113 Major Investment and Corridor Study.
Pg. 45

- J. Federal Economic Stimulus Update for Transportation in Solano County** Sam Shelton
Recommendation:
Approve the American Recovery and Reinvestment Act (ARRA) Tier 2 funding distribution for Solano local agencies as shown in Attachment C.
Pg. 55
- K. North Connector Project – Contract Amendment for Right of Way Relocation Services** Janet Adams
Recommendation:
Approve a contract amendment with ARWS in the not-to-exceed amount of \$30,000 to complete the right-of-way relocation services for the North Connector Project.
Pg. 63
- L. North Connector Project Contract Amendment - BKF Engineers** Janet Adams
Recommendation:
Approve a contract amendment for BKF Engineers to cover design related services, including the design of the mitigation site, for an amount not-to-exceed \$417,100.
Pg. 67
- M. Contract Award for Building Demolition for North Connector Project** Janet Adams
Recommendation:
Approve the following:
 - 1. Approve Resolution No. 2009-08 for the North Connector Building Demolition Contract; and*
 - 2. Authorize the Executive Director to award the Building Demolition Contract to the lowest responsive and responsible bidder.***Pg. 71**
- N. I-80 High Occupancy Vehicle (HOV) Lanes Project Mitigation** Janet Adams
Recommendation:
Authorize the Executive Director to execute an agreement with Elsie Gridley Mitigation Bank for the purchase of conservation credits for mitigation to impacts to the wetlands in the amount of \$25,000.00.
Pg. 77

O. Environmental Mitigation for the North Connector and Other I-80 Projects

Janet Adams

Recommendation:

Authorize the Executive Director to:

- 1. Enter into an agreement with the Solano Community College for implementation of the mitigation site for the North Connector and other projects on Solano Community College property, with the construction of commensurate amount of additional parking and/or pathway improvements on Solano Community College property; and*
- 2. Enter into an agreement to purchase 13 Valley Longhorn Elderberry Beetle (VELB) mitigation credits at the off-site French Camp Conservation Bank in the amount of \$45,000.00*

Pg. 79

VIII. ACTION FINANCIAL ITEMS

A. Redwood Parkway – Fairgrounds Drive Improvement Project

Janet Adams

Recommendation:

Approve the following:

- 1. Authorize the STA to be the lead agency for the environmental document for the Redwood Parkway – Fairgrounds Drive Improvement Project;*
- 2. Authorize the Executive Director to initiate a funding agreement between Solano Transportation Authority, the City of Vallejo, and the County of Solano for the environmental document for the Redwood Parkway – Fairgrounds Drive Improvement Project; and*
- 3. Authorize the Executive Director to initiate a cooperative agreement with Caltrans for the environmental document and project approval for the Redwood Parkway – Fairgrounds Drive Improvement Project.*

(6:35 – 6:45 p.m.)

Pg. 81

B. Initiation of Solano County’s Priority Express/High Occupancy Toll (HOT) Lanes Network on I-80

Janet Adams

Recommendation:

Authorize the Executive Director to forward a letter to the MTC/Bay Area Toll Authority (BATA) requesting funds to complete the environmental document and detailed preliminary engineering for the priority Express/High Occupancy Toll (HOT) Lanes on I-80 in Solano County as shown in Attachments C and D.

(6:45 – 6:55 p.m.)

Pg. 83

IX. ACTION NON-FINANCIAL ITEMS

A. Public Hearing on Proposed Changes in the Provision of Paratransit Services:

Daryl K. Halls
Elizabeth Richards

- Receive the Solano Paratransit Transitional Plan, and
- Approval of Proposed Dissolution of Solano Paratransit

Recommendation:

CONDUCT a Public Hearing to consider changes in the provision of Paratransit services:

1. Staff Presentation of the Summary of Potential Service Strategies and Preliminary Transition Plan as shown in Attachments C and E to the staff report;
2. Open Public Hearing and receive public comment;
3. Close Public Hearing;
4. Board Consideration of the following proposed actions
 - a. Dissolve the Solano Paratransit service and transfer the responsibility for the passengers served by Solano Paratransit to the local transit operators serving the communities in which they reside;
 - b. Authorize the STA to work with the County of Solano to develop a transitional plan for Solano Paratransit riders residing in the County unincorporated area; and
 - a. Authorize the Executive Director to send out notification of the dissolution of Solano Paratransit to all registered Solano Paratransit passengers providing contact information for each transit agency to address questions and for clarification.

(6:55 – 7:15 p.m.)

Pg. 95

B. Regional Transportation Impact Fee (RTIF) Stakeholders Committee and Governance

Janet Adams

Recommendation:

Approve the following:

1. The formation of a RTIF Stakeholder Committee as specified in Attachment B, and authorize the STA Executive Director to work with the RTIF Working Group and STA Board Executive Committee to identify and invite interested participants; and
2. Designate the Solano Transportation Improvement Authority (STIA) as the recommended governance body to develop, approve and administer the proposed Regional Transportation Impact Fee (RTIF).

(7:15 – 7:25 p.m.)

Pg. 113

- C. Adoption of STA's Overall Work Plan (OWP) for Fiscal Year FY) 2009-10 and FY 2010-11** Daryl Halls
Recommendation:
 Approve the STA's Overall Work Program for Fiscal Year (FY) 2009-10 and FY 2010-11.
 (7:25 – 7:35 p.m.)
Pg. 123
- D. Water Emergency Transportation Authority (WETA) Transition Plan Status** Elizabeth Richards
Recommendation:
 Authorize the STA Chair to forward a letter on behalf of the STA requesting WETA's consideration of ferry transitional issues as specified in Attachment D.
 (7:35 – 7:40 p.m.)
Pg. 151
- E. Legislative Update** Jayne Bauer
Recommendation:
 Recommend the STA Board to support AB 1414 (Hill).
 (7:40 – 7:45 p.m.)
Pg. 181

X. INFORMATIONAL- NO DISCUSSION ITEMS

- A. Development of Sustainable Communities Strategy for SB 375** Robert Macaulay
Informational
Pg. 209
- B. Transportation for Livable Communities (TLC)/ American Recovery and Reinvestment Act (ARRA) TE Funding Status Update** Robert Guerrero
Informational
Pg. 227
- C. 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.) I-80 HOV Lanes Vallejo/Fairgrounds Access
 - 6.) Jepson Parkway
 - 7.) State Route 12 (Jameson Canyon)
 - 8.) State Route 12 East SHOPP Project
 - 9.) I-80 SHOPP Rehabilitation Projects
- Informational

Pg.233

- | | |
|--|------------------|
| D. Regional Transportation Plan (RTP) Update
<i>Informational</i>
Pg. 239 | Robert Macaulay |
| E. Comprehensive Transportation Plan (CTP) Update
<i>Informational</i>
Pg. 240 | Robert Macaulay |
| F. Model Technical Advisory Committee (TAC) Update
<i>Informational</i>
Pg. 241 | Robert Guerrero |
| G. Disadvantaged Business Enterprise – Race Conscious
<i>Informational</i>
Pg. 243 | Kenny Wan |
| H. Project Delivery Update
<i>Informational</i>
Pg. 245 | Kenny Wan |
| I. Bike to Work Week May 11-15, 2009
<i>Informational</i>
Pg. 251 | Judy Leaks |
| J. Funding Opportunities Summary
<i>Informational</i>
Pg. 255 | Sara Woo |
| K. STA Board and Advisory Committee Meeting Schedule
for 2009
<i>Informational</i>
Pg. 263 | Johanna Masielat |

XI. BOARD MEMBERS COMMENTS

XII. ADJOURNMENT

The next regular meeting of the STA Board is scheduled for **Wednesday, June 10, 2009, 6:00 p.m., Suisun City Hall Council Chambers.**

MEMORANDUM

DATE: May 6, 2009
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – May 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.

Governor and Caltrans Celebrate First California ARRA Project in Solano *

On April 30, 2009, Governor Arnold Schwarzenegger and Caltrans celebrated the construction start for the first America Recovery and Reinvestment Act (ARRA) project in California, the I-80 Rehabilitation project in Fairfield. In addition to the Governor, speakers included Dale Bonner, Secretary for the Business, Transportation and Housing Agency, Jim Earp, Vice Chair of the California Transportation Commission, Will Kempton, Director of Caltrans, and Harry Price, Fairfield Mayor and STA Board Member. This project is scheduled to start construction in May and be completed by December of 2009.

Solano Paratransit Transitional Plan and Proposal to Dissolve Solano Paratransit Service Partnership *

In response to the March 19, 2009 letter the STA received from the City of Fairfield notifying the STA of the City of Fairfield's intend to discontinue its operation of and participation in the Solano Partnership, the STA has completed its assessment of the Solano Paratransit service provided by Fairfield and Suisun Transit (FAST). In addition, Transitional Plan outlining options for the American with Disabilities Act (ADA) required service to be transitioned to the individual cities and County that participated in the Solano Paratransit service has also been completed. Solano Paratransit currently provides intercity paratransit services for the cities of Dixon, Fairfield, Suisun City, Vacaville, and the County of Solano. Solano Paratransit has been operated by FAST under a contract with the STA since November of 1994. Both the Solano Paratransit Assessment Study and Transitional Plan were prepared by HDR consulting, in consultation with the participating agencies. In order to approve a change to the Solano Paratransit service as requested by the City of Fairfield, a public hearing is required. Staff has prepared public notice announcements that are being submitted to newspapers in Dixon, Fairfield and Vacaville. The County of Solano has requested STA staff assistance in preparing options for a transitional plan for the County unincorporated riders of Solano Paratransit. Following a decision by the STA Board, the STA staff will work with the five other agencies to notify the riders of Solano Paratransit of the proposed service changes. As requested by the STA Executive Committee, STA staff will provide an overview of the transitional options described in the consultant report, the potential impacts on the individual communities, and the projected changes for the riders of Solano Paratransit.

STA Proposal to Advance Express/HOT Lane Projects on I-80 in Solano *

The STA Board has supported in concept the establishment of Express/ High Occupancy Toll (HOT) lanes on I-80 and I-680 in Solano County in response to the Metropolitan Transportation Commission (MTC)'s proposal to establish a regional HOT Lanes network in the Bay Area. Recently, MTC introduced AB 744 (Torrico) to authorize the Bay Area Toll Authority (BATA) to operate and manage this regional HOT lanes network. Consistent with the previous STA Board direction on the proposed regional HOT lanes network, STA staff is recommending the STA Board authorize the STA to request MTC/BATA provide the necessary funding for STA and Caltrans to initiate and complete the environmental document and detailed preliminary engineering for 2 priority segments on I-80.

Formation of Stakeholders Group to Provide Public Input for Development of Proposed Regional Transportation Impact Fee (RTIF) *

On May 4, 2009, the STA's RTIF Steering Committee met and recommended the STA Board approve the establishment of a 29 member Stakeholders Committee consisting of representatives for business, developers, the environment and local government to serve as an advisory committee to STA as part of the development of the nexus study and proposed RTIF. At the same meeting, the RTIF Steering Committee recommended to the STA Board, that the Solano Transportation Improvement Authority (STIA) be designated as the governing board for the proposed RTIF and that a joint powers agreement (JPA) amendment for the STIA would need to be approved, but this action will occur when the implementing ordinances are adopted.

Adoption of STA Overall Work Plan (OWP) for FY 2009-10 & FY 2010-11 *

Included with this agenda is the STA's updated Overall Work Program. This list of 41 plans, projects and programs describe the priority work tasks that are ongoing and will undertaken by the STA Board and staff over the next two fiscal years. The updated OWP has been reviewed by the STA's Technical Advisory Committee (TAC) and Transit Consortium, and was presented to the Solano City Manager's Association. The proposed OWP reflects recently completed projects, the proposed dissolving of Solano Paratransit, and new tasks such as the proposed Express/HOT Lanes Projects on I-80 and the addition of the Peabody Road project requested by the County and concurred with by the TAC. Following approval by the STA Board, staff will identify and pursue resources necessary to successfully undertake and complete the OWP list of tasks and provide a status report as part of the adoption of the STA budget in June 2009.

RM 2 and Intercity Transit Funding Agreements *

STA staff has prepared an updated funding agreement for the allocation of Regional Measure 2 (RM 2) operating funds to assist Vallejo Transit and Fairfield and Suisun Transit in covering the operating costs for RM 2 eligible SolanoExpress Routes 40, 78, 80 and 90. These funds were originally obtained by the STA, with the assistance of Solano County State Legislators, when the expenditure plan for RM 2 was first developed as part of the enabling legislation (SB 916 in 2004). In addition, an updated Intercity Transit Funding Agreement has been prepared by STA transit staff and reviewed and recommended for approval by members of the Transit Consortium and STA TAC.

This agreement outlines the local funding commitments of Benicia, Dixon, Fairfield, Suisun City, Vacaville, Vallejo and the County of Solano, and the RM 2 and other grant funds obtained by the STA.

Caltrans Approves SR 113 Major Investment Study *

This month, STA received a letter from Caltrans District IV Director Bijan Sartipi confirming Caltrans support for the STA's recently completed SR 113 Major Investment Study (MIS). The MIS was developed in partnership with Caltrans District IV, the County of Solano, the cities of Davis, Dixon and Vacaville, and the Yolo County Transit District. The MIS recommends short, medium and long range safety improvements along SR 113 and identified four potential alternatives for realigning SR 113 away from downtown Dixon. Completion of this MIS with support from STA and Caltrans is an important milestone for SR 113 to be eligible for future State Highway Operations & Protection Program (SHOPP) or State Transportation Improvement Program (STIP) funds.

15th Annual Bike to Work Day *

May 14th has been designated the 15th Annual Bike to Work Day for the Bay Area and Solano County. The STA's Solano Napa Commuter Information Program staff has been working with members of the Bicycle Advisory Committee to coordinate 11 separate energizer stations for Solano County bicyclists that day. There will be at least one energizer station in each Solano County city. A total of 650 Solano County residents participated in last year's event. At the Board meeting, the Solano County bicycle commuter of the year will be announced.

Attachment:

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

THIS PAGE INTENTIONALLY LEFT BLANK

A		J	
ABAG	Association of Bay Area Governments	JARC	Jobs Access Reverse Commute Program
ACCOMA	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	Pavement Management Program
CMA	Congestion Management Agency	PMS	Pavement Management System
CMAQ	Congestion Mitigation & Air Quality Program	PNR	Park & Ride
CMP	Congestion Management Plan	PPM	Planning, Programming & Monitoring
CNG	Compressed Natural Gas	PS&E	Plans, Specifications & Estimate
CTC	California Transportation Commission	PSR	Project Study Report
D		PTA	Public Transportation Account
DBE	Disadvantaged Business Enterprise	PTAC	Partnership Technical Advisory Committee (MTC)
DOT	Department of Transportation	R	
E		RABA	Revenue Alignment Budget Authority
ECMAQ	Eastern Solano Congestion Mitigation Air Quality Program	RBWG	Regional Bicycle Working Group
EIR	Environmental Impact Report	RFP	Request for Proposal
EIS	Environmental Impact Statement	RFQ	Request for Qualification
EPA	Environmental Protection Agency	RM 2	Regional Measure 2
EV	Electric Vehicle	RPC	Regional Pedestrian Committee
F		RRP	Regional Rideshare Program
FEIR	Final Environmental Impact Report	RTEP	Regional Transit Expansion Policy
FHWA	Federal Highway Administration	RTIF	Regional Transportation Impact Fee
FTA	Federal Transit Administration	RTP	Regional Transportation Plan
G		RTIP	Regional Transportation Improvement Program
GIS	Geographic Information System	RTPA	Regional Transportation Planning Agency
H		S	
HIP	Housing Incentive Program	SACOG	Sacramento Area Council of Governments
HOT	High Occupancy Toll	SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equality Act-a Legacy for Users
HOV	High Occupancy Vehicle	SCTA	Sonoma County Transportation Authority
I			
ISTEA	Intermodal Surface Transportation Efficiency Act		
ITIP	Interregional Transportation Improvement Program		
ITS	Intelligent Transportation System		

SCVTA Santa Clara Valley Transportation Authority
 SFCTA San Francisco County Transportation Authority
 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

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 21st 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
April 8, 2009

I. CALL TO ORDER

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

MEMBERS

PRESENT:

Jim Sperring, Chair	County of Solano
Pete Sanchez, Vice-Chair	City of Suisun City
Elizabeth Patterson	City of Benicia
Jack Batchelor, Jr.	City of Dixon
Chuck Timm (Alternate Member)	City of Fairfield
Jan Vick	City of Rio Vista
Len Augustine	City of Vacaville
Osby Davis	City of Vallejo

STAFF

PRESENT:

Daryl K. Halls	Executive Director
Charles Lamoree	Legal Counsel
Johanna Masiclat	Clerk of the Board
Janet Adams	Deputy Executive Director/Director of Projects
Robert Macaulay	Director of Planning
Susan Furtado	Financial Analyst/Accountant
Liz Niedziela	Transit Manager/Analyst
Judy Leaks	SNCI Program Manager
Sam Shelton	Project Manager
Kenny Wan	Assistant Project Manager

ALSO

PRESENT:

In Alphabetical Order by Last Name:

Frank Crim	Member of the Public
John Fadhl	Member of the Public
Rick Fuller	Vice Mayor, City of Dixon
George Gwynn	Member of the Public
Kurt Han	Member of the Public
Curtis Hunt	Vice Mayor, City of Vacaville
Dan Kasperson	City of Suisun City
Gary Leach	City of Vallejo

Wayne Lewis
Alysa Majer
John Takeuchi
Vern VanBuskirk
Paul Wiese

City of Fairfield
City of Suisun City
Member of the Public
Member of the Public
County of Solano

II. PLEDGE OF ALLEGIANCE

III. APPROVAL OF AGENDA

On a motion by Board Member Vice Chair Sanchez, and a second by Board Member Batchelor, the STA Board approved the agenda.

IV. OPPORTUNITY FOR PUBLIC COMMENT

Members of the public came forward to address the Board on the following:

- George Gwynn commented on tax increases and promoting bus systems in Solano County.
- Jon Fadhl commented on STA's public outreach and information process at public meetings.

V. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls provided an update on the following topics:

- SR 12 Rehabilitation and Safety Project Groundbreaking
- Proposed Amendments to STA's Joint Powers Agreement
- STA Proposes to Expand Mitigation Partnership with Solano Community College
- Status of Travis AFB Access Projects
- I-80/I-680/I-780 Corridors Highway Operations Implementation Study
- Solano Paratransit Service Partnership Requested to be Disbanded

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

A. Caltrans Report:

On behalf of Caltrans, Janet Adams announced Caltrans will be opening bids on the I-80 SHOPP Rehabilitation Project next Tuesday, April 14, 2009.

B. MTC Report:

Chair Sperring announced that at an earlier meeting, MTC's Programming and Allocations Committee approved the recommendation for the state element of the American Recovery Reinvestment Act (ARRA) for 2009 also known as the Federal Stimulus. He listed the Solano County projects to receive funding as follows:

- | | |
|---|-----------|
| • The Benicia State Park Overcrossing of I-780 | \$320,000 |
| • McGary Road Enhancement Project | \$640,000 |
| • Old Town Cordelia Bikeway Improvement Project | \$800,000 |

He added that MTC agreed to allocate an additional \$23 million to Local Streets and Roads (LS&R) preservation including \$1.8 million in additional LS&R for Solano County.

C. STA Reports:

1. A status of the Travis Air Force Base South Gate Access Improvement Project was presented by County of Solano's Paul Wiese
2. STA Status Reports:
 - A. Projects – An update of the North Connector (East End) Project was provided by Janet Adams
 - B. Planning – An update of the Rail Performance and Rail Station Projects were provided by Robert Macaulay
 - C. Transit and Rideshare – An update of the Bike to Work Week Campaign for 2009 was presented by Judy Leaks

VII. CONSENT CALENDAR

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

A. STA Board Meeting Minutes of March 18, 2009

Recommendation:

Approve STA Board Meeting Minutes of March 18, 2009.

B. Review TAC Draft Minutes for the Meeting of March 25, 2009

Recommendation:

Receive and file.

C. Safe Routes to School Mapping Project – Request for Qualifications

Recommendation:

Authorize the Executive Director to release a Request for Qualifications for the STA's Safe Routes to School Mapping Project and enter into a contract for an amount not to exceed \$60,000.

D. 2009 Model TAC Work Plan

Recommendation:

Approve the 2009 Model Technical Advisory Committee (TAC) Work Program.

E. Unmet Transit Needs Response for Fiscal Year (FY) 2009-10

Recommendation:

Approve the following:

1. The FY 2009-10 Unmet Transit Needs response as specified in Attachment B; and
2. Authorize the Executive Director to submit the FY 2009-10 Unmet Transit Needs response to MTC.

F. Paratransit Coordinating Council (PCC) Appointment

Recommendation:

Appoint Dawna Ferneau as a Social Service representative to the PCC for a 3-year term.

G. Environmental Mitigation Partnership with Solano Community College

Recommendation:

Authorize the Executive Director to enter into an agreement with the Solano Community College for implementation of the mitigation site for the North Connector Project, the High Occupancy Vehicle (HOV) Lanes Project and the I-80 Eastbound Cordelia Truck Scales Project on Solano Community College property, with constructing a commensurate amount of additional parking and pathway improvements on Solano Community College property

H. Support for Local Grant Applications for the State Safe Routes to School (SR2S) Program

Recommendation:

Approve Resolution No. 2009-07, committing the STA to supporting Safe Routes to School activities and projects for the five schools described in each local agency's State-legislated Safe Routes to School (SR2S) Program grant application, should these schools receive grant funding.

I. Yolo Solano Air Quality Management District (YSAQMD) Application Review Committee

Recommendation:

Authorize the STA Board Chair to appoint two STA Board Members or STA Board Alternates from the YSAQMD area to participate in the STA/YSAQMD Clean Air Application Review Committee.

VIII. ACTION – FINANCIAL ITEMS

A. Solano Rail Crossing Inventory and Improvement Plan Consultant Contract

Robert Macaulay provided an overview of the Solano Rail Crossing Inventory and Improvement Plan. He cited that the STA, working in partnership with the Capitol Corridor Joint Powers Authority, is seeking a consultant to develop a rail crossing inventory and improvement plan for all of Solano County.

Board Comments:

Board Member Batchelor stated that STA and the local jurisdictions should make sure that efforts they take to improve or close crossings should receive credit from the railroads. He stated that they are often asked for at-grade crossings to be removed, and we should make sure that if we remove them that they are recognized by the railroad. Board Member Patterson asked if the study would be considering impacts of sea level rise on crossings and rail lines; specifically, the potential Benicia station site could be inundated by expected rise in the sea level, and STA should be cautious about spending money on rail crossings that might have to be relocated. Chair Sperring cautioned that it may not make sense to spend large sums of money for something that may not happen, or not in the foreseeable future. Board Member Batchelor agreed with Chair Sperring.

Public Comments:

None presented.

Recommendation:

Authorize the Executive Director to issue a Request for Proposals and enter into a contract to conduct the Solano Rail Crossing Inventory and Improvement Plan Study for an amount not to exceed \$75,000 as directed by noted above.

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

B. I-80 Eastbound Cordelia Truck Scales Relocation Project Implementation

Janet Adams reviewed the Metropolitan Transportation Commission (MTC)'s condition of the Regional Measure 2 (RM 2) funding allocation request. She stated that STA is required to adopt Resolution No. 2009-06 which indicates that STA approves the Initial Project Report (IPR) for RM 2 Project 7 and cash flow plan and that STA authorizes the Executive Director to submit an allocation request with MTC for RM 2.

Board Comments:

None presented.

Public Comments:

None presented.

Recommendation:

Approve Resolution 2009-06 and Funding Allocation Request from Metropolitan Transportation Commission (MTC) for \$20.7 million for final design and right-of-way acquisition for the I-80 Eastbound Cordelia Truck Scales Relocation Project.

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

IX. ACTION NON-FINANCIAL ITEMS

A. Updating STA's Joint Powers Agreement

Legal Counsel Charles Lamoree gave a brief history of STA's Joint Powers Agreement (JPA). He reviewed the amendment process of the JPA and listed the suggested revisions of STA's Powers, proposed amended, existing JPA, and the JPA with proposed changes. Board Member Patterson suggested that language be included to address SB 375 and other regional planning issues. At that time, further discussions were opened up amongst the Board Members leading to the approval of the draft amended JPA with the following additional language added to the Planning Section:

“STA will work to integrate local and regional land use and transportation planning initiatives. In addition to STA's role in helping the Metropolitan Transportation Commission develop the Regional Transportation Plan for Solano County, the STA will coordinate the development of a Sustainable Community Strategy or Alternative Planning Strategy for Solano County as appropriate in partnership with the Solano City County Coordinating Council. The STA will also work to periodically produce statistical information needed to analyze progress towards implementing such regional programs.”

Public Comments:

Kurt Hahn, City of Fairfield Resident, voiced his concern about the General Powers segment of the JPA.

Vern VanBuskirk, City of Fairfield Resident, addressed his opposition to the provisions of the Authority's JPA related to eminent domain authority. He state STA is too far removed from voters and citizens will have difficulty understanding what is exactly happening.

Recommendation:

Approve the following:

1. Revisions to the STA's Joint Powers Agreement as specified in Attachment A (Exhibit A); and
2. Authorize the Executive Director to seek approval of the JPA Amendment by all member agencies.

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

X. INFORMATIONAL ITEMS

A. Update on the I-80/I-680/I-780 Corridors Highway Operations Implementation Study

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

B. Discussion of Draft STA Overall Work Plan for Fiscal Year (FY) 2009-10 and FY 2010-11

Daryl Halls reviewed STA's Draft OWP for FY 2009-10 And FY 2010-11. He indicated staff intends to request adoption by the STA Board at the May 13, 2009 Board Meeting. He indicated that once adopted, the OWP will guide the development of the STA's budget priorities for FY 2009-10 and FY 2010-11.

NO DISCUSSION

C. Legislative Update

D. 2009 Congestion Management Program (CMP) Update

E. Comprehensive Transportation Plan (CTP) Update

F. Local Streets and Roads (LS&R) Biennial Needs Revenue and Performance Survey

G. Project Delivery Update

H. Funding Opportunities Summary

I. STA Board Meeting Schedule for 2009

X. BOARD MEMBER COMMENTS

XI. ADJOURNMENT

The STA Board meeting was adjourned at 7:00 p.m. The next regular meeting of the STA Board is scheduled for **Wednesday, May 13, 2009, 6:00 p.m., Suisun City Hall Council Chambers.**

Attested by:

_____/_____
Johanna Masiclat **Date**
Clerk of the Board

THIS PAGE INTENTIONALLY LEFT BLANK



TECHNICAL ADVISORY COMMITTEE
Minutes for the meeting of
April 29, 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:

Dan Schiada	City of Benicia
Royce Cunningham	City of Dixon
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
Jayne Bauer	STA
Robert Guerrero	STA
Sam Shelton	STA
Liz Niedziela	STA
Kenny Wan	STA
Sara Woo	STA
Karen Koelling	STA

Others Present:

(In Alphabetical Order by Last Name)

Birgitta Corsello	County of Solano
Ed Huestis	City of Fairfield
Wayne Lewis	City of Fairfield
Alysa Majer	City of Suisun City
Matt Tuggle	County of Solano

II. APPROVAL OF THE AGENDA

On a motion by Royce Cunningham, and a second by Gene Cortright, the STA TAC unanimously approved the agenda.

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: None presented.

MTC: None presented.

STA: Daryl Halls informed the TAC regarding STA process for submitting possible priority projects to be added to the current Overall Work Plan (OWP) list that STA will submit to the STA Board for direction for the FY 2009-10 and FY 2010-11. He also discussed the STA process for establishing legislative policies and taking positions on legislations.

Solano County's Paul Wiese requested Peabody Road be added to the OWP.

Janet Adams provided an update of potential TEA-21 and IS TEA federal earmark recessions.

V. CONSENT CALENDAR

On a motion by Royce Cunningham, and a second by Gene Cortright, the STA TAC approved Consent Calendar Items A thru C.

A. Minutes of the TAC Meeting of March 25, 2008

Recommendation:

Approve TAC Meeting Minutes of March 25, 2008.

B. Intercity Transit Funding Agreement Fiscal Year (FY) 2009-10

Recommendation:

Forward a recommendation to the STA Board to:

1. Approve the RM 2 Funding Plan for FY 2009-10 as shown on Attachment A;
2. Approve the FY 2009-10 Cost-Sharing Intercity Transit Funding Agreement as shown on Attachment B; and
3. Authorize the Executive Director to enter into a funding agreement with the six local funding partners.

C. Fiscal Year (FY) 2009-10 Transportation Development Act (TDA) Matrix –May 2009 version

Recommendation:

Forward a recommendation to the STA Board to approve the May 2009 TDA matrix for Fiscal Year (FY) 2009-10.

VI. ACTION FINANCIAL ITEMS

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

Sam Shelton reviewed the Local Streets and Roads (LS&R) Shares which compares the previously approved Tier 1 and Tier 2 funding amounts, the future redistribution of funding based on ARRA Tier 1 advances to Solano County, Vacaville, and Vallejo, and the larger \$1.87 M Tier 2 program recently released by MTC.

Recommendation:

Forward a recommendation to the STA Board to approve the American Recovery and Reinvestment Act (ARRA) Tier 2 as shown in Attachment C.

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

B. **STA Safe Routes to School (SR2S) Radar Speed Sign Program**

Sam Shelton summarized the recommendation made by the STA's Safe Routes to School (SR2S) Advisory Committee to recommend to the STA Board to approve funding for 28 radar speed sign locations and approve swapping \$40,000 of Transportation Enhancements (TE) funding with \$40,000 of FY 2009-10 TDA Article 3 funding for SR2S Radar Speed Signs.

Recommendation:

Forward a recommendation to the STA Board to approve the following:

1. Approve funding for 28 radar speed feedback signs as shown in Attachment A; and
2. Approve swapping \$40,000 of Transportation Enhancements funding with \$40,000 of FY 2009-10 TDA Article 3 funding for SR2S Radar Speed Signs.

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

C. **Initiation of Solano County's Priority Express Lanes Network**

Janet Adams reviewed the STA's combined request of \$31.98 million to MTC for conversion of the new HOV lanes between Red Top Road and Air Base Parkway to Express Lanes and the new Express Lanes between Air Base Parkway and I-505. Janet Adams stated that to use the Express Lane for a single driver you would need to have a Fast Track device and current HOV eligible vehicles would not pay a toll. STA TAC members were invited to tour Alameda and Santa Clara in early June with the STA Board to tour their Express Lanes projects.

Recommendation:

Forward a recommendation to the STA Board to request funds to initiate the priority Express Lanes in Solano County as shown in Attachments C and D.

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

VII. ACTION NON-FINANCIAL ITEMS

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

Daryl Halls reviewed STA's Draft OWP for FY 2009-10 And FY 2010-11 recommended for adoption by the STA Board at the May 13, 2009 Board Meeting. He indicated that once adopted, the OWP will guide the development of the STA's budget for FY 2009-10 and FY 2010-11.

Solano County's Paul Wiese requested Peabody Road be added to the OWP. This addition was concurred with by the TAC.

Recommendation:

Forward a recommendation to the STA Board to approve the STA's Overall Work Program for Fiscal Year (FY) 2009-10 and FY 2010-11.

On a motion by Paul Wiese, and a second by Rod Moresco, the STA TAC unanimously approved the recommendation to include Solano County's request to add Peabody Road to the OWP as noted above.

B. Access Improvements to the Solano County Fairground

Janet Adams reviewed the next step process to begin the environmental document for the High Occupancy Vehicle (HOV) Lanes and for the access improvements to the Solano County Fairgrounds. She added that prior to initiating the environmental document work, a funding agreement between the agencies will be required, including identification of matching funds to the federal earmark, a cooperative agreement with Caltrans has to be signed, and obtaining an authorization from Caltrans for the federal earmark funds is also required.

Recommendation:

Forward a recommendation to the STA Board to approve the following:

1. Authorize the STA to be the lead agency for the environmental document for the Access Improvements (Redwood Interchange and Highway 37) to the Solano County Fairgrounds;
2. Authorize the Executive Director to initiate a funding agreement between Solano Transportation Authority, the City of Vallejo, and the County of Solano for the environmental document for the Access Improvements to the Solano County Fairgrounds; and
3. Authorize the Executive Director to initiate a cooperative agreement with Caltrans for the environmental document and project approval for the Access Improvements to the Solano County Fairgrounds.

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

C. Solano Paratransit Transitional Plan

Liz Niedziela reviewed the Transitional Plan options for Solano Paratransit (SP) Service as outlined by HDR, the consultant for the Solano Paratransit Assessment Study. She stated that STA holds the title for the nine vehicles Fairfield and Suisun Transit (FAST) uses for the Solano Paratransit operation. She added that STA will work with the operators to reassign the vehicles to maximize their usage in Solano County.

Birgitta Corsello stated the County's concern about dissolving Solano Paratransit and that a transitional plan has not been developed for SP riders in the unincorporated areas. Paul Wiese asked Vacaville if they would be willing to pick-up the service for the County unincorporated areas as most of their riders are located adjacent to and travel to Vacaville. Rod Moresco indicated they would look into it but his staff was concerned about the potential impact this would have on the overall performance of City Coach.

Birgitta Corsello requested STA assistance in helping the County develop a transitional plan for their riders. Daryl Halls indicated that STA staff would assist the County in this effort and would continue to assist the other agencies impacted by Fairfield's discussion to opt out of SP. He notified the TAC that a public hearing on the item is required and that will take place at the STA Board meeting on May 13th. He also indicated STA would take the lead in providing public notices of the proposed service change and will work with Fairfield staff to notify SP riders.

Recommendation:

Forward a recommendation to the STA Board to:

1. Receive the Draft Summary of Potential Service Strategies and Preliminary Transition Plan as shown in Attachment C;
2. Dissolve the Solano Paratransit service and transfer the responsibility for the passengers served by Solano Paratransit to the local transit operators where one exist serving the communities in which they reside;
3. Authorize STA to with the County of Solano to develop a transitional plan.
4. Authorize the Executive Director to send out notification of the dissolution of Solano Paratransit to all registered Solano Paratransit passengers providing contact information for each transit agency to address questions and for clarification.

On a motion by Paul Wiese, and a second by Gene Cortright, the STA TAC unanimously approved the recommendation with the addition of authorizing the STA to work with the County to develop a transitional plan.

D. Legislative Update

Jayne Bauer introduced the Assembly Bill (AB) 1414 which would reform the current process (established by Senate Bill (SB) 45 in 1997) for programming transportation funds through the State Transportation Improvement Program (STIP), including more decision-making control by regional agencies. She stated that staff recommends a support position on AB 1414, based on Funding Platform #VII.3 of the 2009 STA Legislative Priorities and Platform.

Recommendation:

Forward a recommendation to the STA Board to support AB 1414 (Hill).

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

VIII. INFORMATIONAL ITEMS

DISCUSSION

A. **Transit Consolidation Study Status**

Elizabeth Richards provided a status report of the Transit Consolidation Study and recommended options. She stated that the analysis and evaluation of the Consolidation Options are in development to prepare for review by the Transit Consolidation Steering Committee. She added that the next Transit Consolidation Steering Committee is scheduled for Monday, May 4, 2009. Daryl Halls commented that based on the direction provided by the Steering Committee, the recommendations would be agendaized for the June STA Board.

B. **Update on the I-80/I-680/I-780 Corridors Highway Operations Implementation Study**

Sam Shelton provided an update of the I-80/I-680/I-780 Corridors Highway Operations Implementation Study. He reviewed the scope of work tasks focus on the "Operational Improvement Analysis", "Landscape and Hardscape Recommendations" and "Public Outreach" tasks.

C. **Development of Sustainable Communities Strategy for SB 375**

Robert Macaulay provided a report on the development of Sustainable Communities Strategy (SCS) for SB 375. He indicated that the STA and the other Bay Area CMAs are working with the JPC member agencies to develop an effective plan for implementation of SB 375, including meaningful local participation in the development of the SCS. He added that the TAC and the STA Board will be briefed as major milestones are reached.

D. **Transportation for Livable Communities (TLC)/ American Recovery and Reinvestment Act (ARRA) TE Funding Status Update**

Robert Guerrero cited that upon approval by MTC, the County and the City of Vallejo will receive advanced TE funding. He indicated that Solano County's future TE allocations will be given to other Bay Area counties that did not take advantage of the advancement of TE funding at this time.

E. **Water Emergency Transportation Authority (WETA) Transition Plan Status**

Elizabeth Richards reviewed the transition plan that will guide the consolidation of the Vallejo Baylink, Alameda/Oakland and Harbor Bay ferries under WETA. She stated that Vallejo staff is working closely with WETA on this transition.

NO DISCUSSION

- F. 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. I-80 HOV Lanes Vallejo/Fairground Access**
 - 6. Jepson Parkway**
 - 7. State Route 12 (Jameson Canyon)**
 - 8. State Route 12 East SHOPP Project**
 - 9. I-80 SHOPP Rehabilitation Projects**
- G. Regional Transportation Plan (RTP) Update**
- H. Comprehensive Transportation Plan (CTP) Update**
- I. Model Technical Advisory Committee (TAC) Status Update**
- J. Disadvantaged Business Enterprise – Race Conscious**
- K. Project Delivery Update**
- L. Bike to Work Week May 11-15, 2009**
- M. Funding Opportunities Summary**
- N. STA Board Meeting Highlights of April 8, 2009**
- O. STA Board and Advisory Committee Meeting Schedule for 2009**

ADJOURNMENT

The meeting was adjourned at 3:45 p.m. The next meeting of the STA TAC is scheduled at 1:30 p.m. on Wednesday, May 27, 2009.

THIS PAGE INTENTIONALLY LEFT BLANK



DATE: April 24, 2009
TO: STA Board
FROM: Susan Furtado, Financial Analyst/Accountant
RE: Continuation of Administrative Services Contract with the City of Vacaville

Background:

Since 1996, Solano Transportation Authority (STA) has contracted with the City of Vacaville to provide administrative support for its accounting and personnel services. In July 2006, the STA signed a three-year agreement for the continuation of these services through the end of the Fiscal Year (FY) 2008-09.

Discussion:

The City of Vacaville continues to provide STA with quality accounting and personnel support services. These accounting and personnel services costs have been reduced with several actions, a direct computer link to the City of Vacaville's financial system and the hiring of a part-time Human Resource Consultant for in-house personnel services. In the future, STA is preparing in its long-term budget plan for an in-house accounting system.

With the current budget constraints, the continuation of an agreement for the administrative services with the City of Vacaville needs to extend beyond the current contract term. Therefore, STA staff recommends renewal of the administrative services contract with the City of Vacaville for Accounting and Personnel Services at the reduced level for another three-year contract beginning FY 2009-10 through 2011-12 or until an in-house accounting system is in place.

Fiscal Impact:

The contract has a total annual cost of \$50,300 for the first year, thereafter; the annual rate for this service agreement will increase by 2%. This contract continuation is a two percent (2%) reduction from the previous year with a total three-year savings of \$9,382. This expense is allocated to STA Operation & Management 70% (\$35,210) and Transit & Rideshare Services/SNCI 30% (\$15,090) and is included in the proposed budget revision for FY 2009-10 budget to be submitted to the STA Board in June 2009.

Recommendation:

Authorize the Executive Director to renew the Administrative Services Contract with the City of Vacaville for Accounting and Personnel Services for an additional three-year contract term for FY 2009-10 through 2011-12 for \$153,900.

THIS PAGE INTENTIONALLY LEFT BLANK



DATE: May 4, 2009
TO: STA Board
FROM: Susan Furtado, Financial Analyst/Accountant
RE: Fiscal Year (FY) 2008-09 Third Quarter Budget Report

Background:

In March 2009, the Solano Transportation Authority (STA) Board adopted the FY 2008-09 Mid-Year Budget Revision. The STA staff regularly provides the STA Board with budget updates on a quarterly basis. In February 2009, the STA Board was presented with the Second Quarter Budget Report for FY 2008-09.

Discussion:

The attached financial report shows the revenue and expenditure activity of the STA for the Third Quarter of FY 2008-09. STA's total program administration and operation expenditures for the Third Quarter are at 47% with total revenues at 50% of the FY 2008-09 budgets.

Revenues:

Revenues received through the Third Quarter of the fiscal year primarily consist of annual fund advances or quarterly reimbursements. Total revenue of \$13,580,433 (50%) has been billed and received for the third quarter ending March 31, 2009. This revenue amount represents reimbursements of program expenditures and other fund source advances received year-to-date.

Expenditures:

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

1. **STA's Management and Operations expenditure is at \$1,035,635 (65%) of budget.** The STA's Management and Operation budget ratio is within the 3rd Quarter budget projection.
2. **Transit and Rideshare Services/Solano Napa Commuter Info (SNCI) expenditure is at \$708,277 (52%) of budget.** The Bike to Work Campaign program activity is scheduled to begin in May 11th through May 15th and expenditures for this activity will be reflective by the end of the fiscal year. The Bike Links Maps, Community Based Transportation Plan, and the Solano Paratransit Review are programs underway and expenditures will be reflected within budget projections by the end of the fiscal year.
3. **Project Development expenditure is at \$10,356,738 (46%) of budget.** The Safe Route to School Program, the I-80/I-680/I-780 Implementation Plan, and Jepson Parkway Project are ongoing projects with consultants billing not reflective in the third quarter expenditures. All the Regional Measure 2 (RM 2) funded projects, such as the North Connector Project, the I-80/I-680/State Route 12 (SR 12) Interchange Project, the I-80 High Occupancy Vehicle (HOV) Lanes/Ramp Metering Project, and the I-80 East Bound (EB) Truck Scales Relocation are within budgets, but most recent consultants invoices are not reflective in this third quarter report. The Regional Transportation Impact Fee (RTIF) Feasibility Study is underway with the hiring of the new consultant, Economics & Planning Systems, Inc. in March 2009. The SR 12 Jameson Canyon Project is also ongoing and expenditures should be within budget ratio by the end of the fiscal year.

4. **Strategic Planning expenditure is at \$712,486 (54%) of budget.** The originally anticipated new program studies for the Strategic Planning Department, such as the Solano Senior and Disable Transit Plan Update, Safe Route to Transit, Rail Station and Service Plan Update and Implementation Plan, and the Rail Crossing Plan are part of the studies that was affected by the State Transportation Assistance Fund (STAF) funding cuts and reduction. These studies are now incorporated as part of the Comprehensive Transportation Plan (CTP). The SR 12 Jameson Canyon Ridge Trail Study is still waiting for a notification from the California Coastal Conservancy for the continuation of its funding allocation.

In aggregate, the STA Budget expenditures are within budget and revenues have been received and reimbursed at a rate to cover STA expenditures.

Fiscal Impact

The Third Quarter Budget for FY 2008-09 is within budget projections for Revenue received of \$13.58 Million (50%) and Expenditures of \$12.81 Million (47%).

Recommendation

Review and file.

Attachment:

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



THIRD QUARTER BUDGET REPORT
July 1, 2008 through March 31, 2009
FY 2008-09

REVENUES			
Description	FY 08-09 Budget	Actual Received YTD	%
STA Fund			
Members Contribution (Reserve Accounts)	108,801	108,801	100%
Interest	0	13,273	0%
Members Contribution/Gas Tax	205,785	172,345	84%
Transportation Dev Act (TDA) Art. 4/8	406,282	338,570	83%
State Transit Assistance Fund (STAF)	327,378	327,378	100%
Surface Transportation Program (STP)	753,045	510,835	68%
State Planning & Research (SP&R)-SR 113 MIS	51,729	46,612	90%
SP&R - Operation/Implementation Plan	170,000	0	0%
State Transportation Improvement Program (STIP)/Planning, Programming and Monitoring (PPM)	773,990	386,478	50%
State Transportation Improvement Program (STIP)	42,098	19,574	46%
Regional Measure (RM) 2- North Connector Design	25,394	19,445	77%
RM 2 - I-80 HOV Lanes	7,440	5,244	70%
RM 2 - I-80 Interchange Project	25,106	17,152	68%
RM 2 - I-80 East Bound (EB) Truck Scales Relocation	26,135	18,096	69%
Transportation for Clean Air (TFCA)	426,650	223,402	52%
Eastern Congestion Mitigation & Air Quality (ECMAQ)-STA	251,080	48,261	19%
Transit Marketing - RM 2	99,500	52,274	53%
Regional Rideshare Program (RRP)	240,000	115,107	48%
Community Based Transit Study (CBTP)	120,000	0	0%
City of Fairfield (swap) Transportation Dev. Act (TDA)	400,000	400,000	100%
Bay Area Ridge Trails	55,000	0	0%
AVA Program/DMV	11,100	5,196	47%
Local Funds - Cities/County	103,495	51,845	50%
Sponsors	18,250	12,245	67%
Subtotal	4,648,258	2,892,133	62%
TFCA Programs			
Transportation for Clean Air (TFCA)	409,857	164,082	40%
Interest	0	10,595	0%
Subtotal	409,857	174,677	43%
Abandoned Vehicle Abatement			
Department of Motor Vehicle (DMV)	358,900	168,007	47%
Interest	0	1,058	0%
Subtotal	358,900	169,065	47%
I-80 East Bound (EB) Truck Scales Relocation			
RM 2 Funds	3,547,648	2,003,384	56%
Interest	0	2,245	0%
Subtotal	3,547,648	2,005,629	57%
Jepson Parkway Project			
State Transportation Improvement Program (STIP)	1,115,087	297,559	27%
Interest	0	(987)	0%
Subtotal	1,115,087	296,572	27%
SR 12/Jameson Canyon Project			
State Transportation Improvement Program (STIP)	3,500,000	1,478,415	42%
Interest	0	1,796	0%
Subtotal	3,500,000	1,480,211	42%
I-80/I-680/SR 12 Interchange EIR/EIS			
RM 2 Funds	6,479,033	1,273,803	20%
Interest	0	8,134	0%
Subtotal	6,479,033	1,281,937	20%
North Connector East (Chadbourne Rd/Right of Way)			
RM 2 - Preliminary Engineering	5,625,382	4,425,741	79%
Interest	0	3,268	0%
Subtotal	5,625,382	4,429,009	79%
I-80 High Occupancy (HOV) Lane/Ramp Metering			
RM 2 - PA/ED Design	997,224	708,479	71%
Interest	0	2,627	0%
Subtotal	997,224	711,106	71%
I-80 HOV/Turner Parkway Overcrossing			
Federal Earmark	205,216	71,577	35%
Local Funds - Solano County/City of Vallejo	51,303	29,932	58%
Subtotal	256,519	101,509	40%
Rio Vista Bridge Realignment			
Federal Earmark	60,000	30,868	51%
City of Rio Vista	15,000	7,717	51%
Subtotal	75,000	38,585	51%
TOTAL REVENUES	\$ 27,012,908	\$ 13,580,433	50%

EXPENDITURES			
Description	FY 08-09 Budget	Actual Spent YTD	%
Operations			
Operations Management/Administration	1,436,884	1,000,376	70%
STA Board of Directors	43,300	35,259	81%
Expenditure Plan	0	0	0%
Contribution to STA Reserve	108,801	0	0%
Total Operations	\$ 1,588,985	\$ 1,035,635	65%
Transit and Rideshare/Solano Napa Commuter Info (SNCI)			
Transit/SNCI Administration	480,656	332,075	69%
Employer/Van Pool Outreach	12,200	7,819	64%
SNCI General Marketing	114,872	27,439	24%
Commute Challenge	16,000	15,148	95%
Bike to Work Campaign	28,000	0	0%
Bike Links Maps	15,000	0	0%
Incentives	25,000	15,236	61%
Emergency Ride Home (ERH) Program	5,000	905	18%
Solano Express	35,000	4,313	12%
Transit Management Administration	219,066	168,030	77%
Community Based Transportation Plan (CBTP)	120,000	78	0%
Lifeline Program	22,709	13,731	60%
Paratransit Coordinating/PCC	45,000	31,435	70%
Solano Paratransit	60,000	1,872	3%
Transit Marketing - RM 2	99,500	64,516	65%
Transit Consolidation Feasibility Study	71,200	25,680	36%
Total Transit & Rideshare/SNCI	\$ 1,369,203	\$ 708,277	52%
Project Development			
Project Management/Administration	109,223	78,041	71%
Safe Route to School Program	147,135	23,076	16%
I-80/I-680/I-780 Operation/Implementation Plan	232,500	10,928	5%
Project Study Report (PSR)/SR 12/Church	19,307	16,254	84%
SR 12 Median Barrier Study (MBS)/PSR	127,188	125,581	99%
Jepson Parkway	1,115,087	301,921	27%
I-80/I-680/SR 12 Interchange PA/ED	6,479,033	1,278,425	20%
SR 12 Jameson Canyon Project	3,500,000	1,205,917	34%
North Connector East (Chadbourne Rd/Right of Way)	5,625,382	4,358,018	77%
I-80 East Bound (EB) Truck Scales Relocation	3,547,648	2,005,704	57%
I-80 HOV Lane/Ramp Metering	997,224	708,629	71%
I-80 HOV/Turner Parkway Project	256,519	92,303	36%
Regional Transportation Impact Fee (RTIF) Feasibility Study/AB 1600	150,000	39,353	26%
SR 12 Bridge Realignment Study	75,000	37,719	50%
DMV Abandoned Vehicle Abatement	358,900	74,869	21%
Total Project Development	\$ 22,740,146	\$ 10,356,738	46%
Strategic Planning			
Planning Management/Administration	76,469	73,983	97%
SR 113 MIS/Corridor Study	64,624	17,396	27%
SR 12 MIS/Corridor Study	265,000	8,936	3%
Events	11,250	10,462	93%
Model Maintenance	75,000	0	0%
Solano County TLC Program	150,982	111,613	74%
Comprehensive Transportation Plan (CTP)/EIR	206,392	99,135	48%
Solano Senior & Disable Transit Plan Update	0	0	0%
TFCA Programs	409,857	390,961	95%
SR 12 Jameson Canyon Ridge Trail Study	55,000	0	0%
Safe Route to Transit	0	0	0%
Alternative Fuel Study	0	0	0%
I-80/I-680/I-780 Transit Corridor Study (Operational Plan)	0	0	0%
Rail Station and Service Plan Update and Implementation Plan	0	0	0%
Rail Crossing Plan	0	0	0%
Water Transit Plan	0	0	0%
Total Strategic Planning	\$ 1,314,574	\$ 712,486	54%
TOTAL EXPENDITURES	\$ 27,012,908	\$ 12,813,136	47%



2009 Budget and Fiscal Reporting Calendar

STA Board Meeting Schedule:

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



DATE: May 5, 2009
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Fiscal Year (FY) 2009-10 Regional Measure 2 (RM 2) Transit Operating Funding Plan

Background:

In June 2006, the Solano Transportation Authority Board authorized the development of an Intercity Transit Funding Agreement for Fiscal Year (FY) 2006-07. This agreement was the result of the work of the Intercity Transit Funding (ITF) Working Group comprised of representatives from STA, Solano County, and each city in Solano County.

The FY 2006-07 ITF Agreement assumed the streamlining and transfer of Rt. 90 from Vallejo Transit to Fairfield and Suisun Transit effective October 1, 2006. One of the issues that needed to be resolved with this transfer was the distribution of Regional Measure 2 (RM 2) funds between Vallejo Transit and Fairfield and Suisun Transit (FAST) routes that were RM 2 eligible. RM 2 funds are generated from bridge tolls and these transit operating funds must be used for new express bus services that reduce single occupant trips over the bridges. Although RM 2 funding for FY 2006-07 had been agreed upon, there was interest to clarify RM 2 funds beyond that one fiscal year. The Metropolitan Transportation Commission (MTC) requested that the STA take the lead on facilitating the resolution of this issue.

After many weeks of negotiation among FAST, Vallejo Transit and the STA, a resolution was reached. With the agreed upon resolution, additional Northern County STAF funds were assumed to make up for funding shortfalls identified by the two transit operators.

RM 2 funding claims are submitted to the Metropolitan Transportation Commission (MTC) by transit operators as the first step towards allocating and receiving RM 2 transit operating funds. After discussions with the transit operators and MTC in FY 2006-07, the direction was to have STA submit a coordinated RM 2 funding plan for transit operating for Solano County. The claims submitted by the operators would need to be consistent with the STA approved RM 2 transit operating plan.

Discussion:

In FY 2009-10, seven intercity routes are included in the proposed Intercity Transit Funding (ITF) Agreement. Overall, the seven routes are projected to cost \$9,750,239. Passenger fares are projected to cover \$3.3 million of the costs.

Four major intercity routes cross the bridges and are recommended for RM 2 funding: FAST operated Routes 40 and 90, Vallejo Transit operated Routes 78 and 80. RM 2 transit operating funds available for FY 2009-10 remain at the FY 2008-09 level of \$1,928,500. Staff recommends distributing the RM 2 transit operating funds as they were distributed in

FY 2008-09 as shown on Attachment A. This distribution has been assumed in the FY 2009-10 Intercity Transit Funding Agreement. At this time, staff is seeking the STA Board's approval of the FY 2009-10 Solano RM 2 transit operating funding plan. This item was agendaized and approved by both the Transit Consolidation and STA TAC.

Fiscal Impact:

The RM 2 Solano Transit Operating Plan for FY 2009-10 specifies how \$1,928,500.00 in RM 2 transit operating funds will be distributed to Solano County's major intercity services in FY 2009-10.

Recommendation:

Approve the RM 2 Solano Transit Operating Funding Plan for FY 2009-10 as shown on Attachment A.

Attachments:

- A. FY 2009-10 RM 2 Solano Transit Operating Funding Plan

**Solano Transportation Authority
Regional Measure 2 Transit Operating Assistance**

FY 2009-10

Transit Operating Plan

	FAST			Vallejo Transit			Total
	Route 40	Route 90	Total	Route 78	Route 80	Total	
Total Operating Cost	\$ 777,045	\$ 2,087,941	\$ 2,864,986	\$ 1,522,306	\$ 2,940,501	\$ 4,462,807	\$ 14,655,586
-- Fare Revenue	\$ 235,411	\$ 941,885	\$ 1,177,296	\$ 304,000	\$ 1,140,000	\$ 1,444,000	\$ 5,242,592
-- RM 2 Operating Assistance Request	\$ 184,072	\$ 526,963	\$ 711,035	\$ 600,527	\$ 616,938	\$ 1,217,465	\$ 1,928,500

THIS PAGE INTENTIONALLY LEFT BLANK



DATE: May 5, 2009
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Intercity Transit Funding Agreement Fiscal Year (FY) 2009-10

Background:

In June 2006, the Solano Transportation Authority Board authorized the development of an Intercity Transit Funding Agreement for Fiscal Year (FY) 2006-07. This agreement was the result of the work of the Intercity Transit Funding (ITF) Working Group comprised of representatives from STA, Solano County, and the Cities of Benicia, Dixon, Fairfield, Suisun City, Vacaville, and Vallejo. The City of Rio Vista opted to drop out.

Initially the ITF Working Group focused on development of a uniform methodology for shared funding of intercity transit services. However, rising costs and potential service changes broadened the scope of the ITF Working Group to include service coordination and streamlining services along parallel routes. Service changes to the intercity route structure and operation were agreed upon and implemented in early FY 2006-07. In the FY 2007-08 ITF Agreement further service changes were proposed and were fully implemented in FY 2008-09.

The FY 2007-08 and FY 2008-09 ITF Agreements addressed funding for seven major intercity routes. Meetings have been held to work on the FY 2009-10 ITF Agreement in order to have it in place prior to the beginning of the fiscal year and to guide the preparation of Transportation Development Act (TDA) claims.

Given the projected declining TDA funds in FY 2009-10 and the suspension of State Transit Assistance Funds (STAF) in FY 2009-10 which have helped support intercity routes, concerns were raised about how much intercity transit service the county can afford. As discussed at the January Consortium meeting, some service reductions have been made on intercity routes this fiscal year already. Some operators expressed concern about their ability to maintain their level of contribution.

Discussion:

In preparation for the FY 2009-10 Intercity Transit Funding Agreement, STA staff and the transit operators met in March and April 2009. The two intercity transit operators (Fairfield and Vallejo) prepared their Cost Allocations Models and their FY 2008-09 monitoring reports. These have been reviewed by the Intercity Transit Funding Working Group along with the FY 2007-08 year-end data that is used to reconcile that year in conjunction with FY 2009-10.

Overall, the seven routes covered by the agreement are projected to cost \$9,750,239. Passenger fares are projected to cover \$3.3 million of the costs. Other sources of revenue have typically included STAF, but this was eliminated in the February State Budget for FY

2009-10 and resulted in a \$395,000 loss of STAF for the intercity routes. Regional Measure 2 (RM 2) funds (\$1,928,500) have remained flat from year to year. The RM 2 funds are applied to four routes that are eligible; this year's allocation is the same as FY 2008-09.

Costs increased as did ridership and fare revenue but not to the same level as the cost increases. The saving grace for FY 2009-10 were the new funds from the Federal ARRA (Americans Recovery and Reinvestment Act) for preventive maintenance (PM) received by the two intercity transit operators. These were applied proportionally to reduce the TDA contributions required from all the funding partners. In total, the intercity routes benefited from the PM funds by the amount of \$1,153,568. The group recognizes that these are short-term, and not on-going, funds that will stabilize intercity service for now but there remains concern on how the current level of intercity service can be funded in the long-term. The STA and funding partners will continue to monitor the performance of these seven routes under the ITF Agreement. These intercity routes have continued to show strong performance with a 14% increase in ridership for the period July through January.

Despite the financial gains and losses in FY 2009-10, the local jurisdictions' contributions calculated by this year's cost-sharing formula are fairly equal to last year's contributions. The initial FY 2009-10 contributions are calculated by an agreed upon formula: 20% population share and 80% ridership by residence. The only exception to this is the County which is based on a baseline amount that is indexed by CPI each year. For FY 2009-10, the county contribution is \$138,051. The total contributions for all jurisdictions take into account reconciliation of the FY 2007-08 ITF Agreement. See Attachment A for a summary of the proposed contributions. These have been reflected in the proposed May 2009 TDA matrix in a separate Board agenda item. This item was recommended for STA Board approval by both the Transit Consortium and STA TAC at their meetings in April.

Fiscal Impact:

The Intercity Transit Funding Agreement specifies funding for the seven major intercity transit routes in Solano County in FY 2009-10.

Recommendation:

Approve the following:

1. The FY 2009-10 Cost-Sharing Intercity Transit Funding Agreement as shown on Attachment A; and
2. Authorize the Executive Director to enter into a funding agreement with the seven local funding partners.

Attachments:

- A. Proposed FY 2009-10 Intercity Transit Funding Agreement Cost-Sharing

**SOLANO TRANSPORTATION AUTHORITY
FY 09-10 SOLANO EXPRESS COST SHARING**

Comparison of FY 08-09 and FY 09-10 Funding Contributions

	FY 08-09	FY 08-09	FY 09-10	FY 09-10
	Baseline	Net Due With Reconciliation	Baseline	Net Due With Reconciliation
Benicia	\$ 318,653	\$ 307,724	\$ 242,777	\$ (49,151)
Dixon	\$ 104,879	\$ 87,023	\$ 100,382	\$ 87,571
Fairfield	\$ 873,728	\$ 869,786	\$ 768,862	\$ 749,861
Rio Vista	\$ -	\$ -	\$ -	\$ -
Suisun City	\$ 217,678	\$ 217,678	\$ 193,695	\$ 145,323
Vacaville	\$ 548,086	\$ 322,825	\$ 540,743	\$ 452,870
Vallejo	\$ 1,583,654	\$ 1,583,654	\$ 967,955	\$ 945,209
Balance of County	\$ 133,900	\$ 94,173	\$ 138,051	\$ 138,051

THIS PAGE INTENTIONALLY LEFT BLANK



DATE: May 5, 2009
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Fiscal Year (FY) 2009-10 Transportation Development Act (TDA)
Matrix – May 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 share in the cost of various transit services (e.g., Solano Paratransit and major 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 first draft of the FY 2009-10 TDA Matrix is being presented to the Board. The attached matrix (Attachment A) includes the initial TDA revenue estimates approved by MTC for FY 2009-10 in February. This includes funds estimated to be carried over from FY 2008-09 as well as the new TDA revenue that is expected to be generated. Combined, these create the TDA funds available for allocation for each jurisdiction. In total, \$19.8 million is available for allocation in FY 2009-10, \$14.6 million new and \$5.2 million carryover. The Cities of Fairfield and Vacaville have the largest TDA carryovers of \$2.8 million and \$1.5 million respectively.

This initial TDA matrix for FY 2009-10 shows local jurisdictions contribution to the STA; the amounts were approved previously. Intercity transit contributions for FY 2009-10 are

proposed for action in a separate agenda item are also included. Vacaville and Vallejo have submitted their FY 2009-10 TDA claims. These have been added to the matrix and are consistent.

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

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 May 2009 TDA matrix for Fiscal Year (FY) 2009-10.

Attachment:

- A. May 2009 Solano TDA Article 4/8 Matrix for FY 2009-10 (An enlarged version of this attachment has been provided to the STA Board under separate enclosure. A copy may be requested by contacting the STA at (707) 424-6075).

THIS PAGE INTENTIONALLY LEFT BLANK



DATE: May 4, 2009
TO: STA Board
FROM: Sam Shelton, Project Manager
RE: STA Safe Routes to School (SR2S) Radar Speed Sign Program

Background:

In the fall of 2008, the STA was awarded a \$400,000 Bay Area Air Quality Management District (BAAQMD) Transportation for Clean Air (TFCA) Regional Grant for the Safe Routes to School Program. \$235,000 of this grant funding plus an additional \$40,000 from STA Transportation Enhancements (TE) funding was dedicated to build 28 radar speed signs.

On March 10, 2009, the SR2S Advisory Committee (AC) approved the STA SR2S Radar Speed Sign Program Guidelines for Project Recommendations, which detailed how much radar speed sign funding would be allotted to the cities of Benicia, Fairfield, Suisun City, and Vallejo. The radar speed sign location recommendations would be made by each city's local SR2S working group for the STA SR2S-AC to consider as they recommend projects for funding to the STA Board.

Discussion:

The SR2S Radar Speed Sign funding comes from a BAAQMD grant (\$400,000) of which the STA pledged \$40,000 in state TE funding as a match. However, after speaking with Caltrans staff, it was determined that TE funding cannot build radar speed signs but it can build bike and pedestrian projects. STA staff proposes to swap the \$40,000 of TE funding intended for the SR2S Radar Speed signs' match with \$40,000 in TDA-Article 3 funding. This proposal with regard to Transportation Development Act (TDA)-Article 3 funding will also require concurrence from the BAC and the PAC.

At the April 9, 2009 SR2S-AC meeting, local SR2S Working Groups from Benicia, Fairfield, Suisun City, and Vallejo, provided radar speed feedback sign location recommendations (Attachment A). The SR2S-AC reviewed the recommended sign locations with project sponsors.

On April 9, 2009, the STA SR2S-AC recommended that the STA Board approve funding for 28 radar speed sign locations and approve swapping \$40,000 of TE funding with \$40,000 of FY 2009-10 TDA Article 3 funding for SR2S Radar Speed Signs. On April 29, 2009, the STA TAC made the same recommendation to the STA Board.

Fiscal Impact:

\$235,000 of BAAQMD TFCA Regional grant funding plus an additional \$40,000 from FY 2009-10 TDA Article 3 funding will be spent on 28 radar speed signs. The STA is expecting to have a funding agreement with BAAQMD for the \$400,000 TFCA Regional grant by May 2009.

Recommendation:

Approve the following:

1. Funding for 28 radar speed feedback signs as shown in Attachment A; and
2. Swapping \$40,000 of Transportation Enhancements funding with \$40,000 of FY 2009-10 TDA Article 3 funding for SR2S Radar Speed Signs.
3. Resolution No. 2009-09, requesting \$40,000 from MTC for SR2S Radar Speed Signs as shown in Attachment B.

Attachment:

- A. FY 2008-09 STA SR2S Radar Speed Feedback Sign Program, Recommended Locations
- B. Resolution No. 2009-09, "Request to the Metropolitan Transportation Commission for the allocation of fiscal year 2009-10 Transportation Development Act Article 3 Pedestrian/Bicycle project funding" (Provided under separate cover)

Solano Transportation Authority
 Safe Routes to School Program, Radar Speed Feedback Sign
 FY 2008-09 Recommended Project Locations

City	School	Project Location
Benicia	Robert Semple Elementary School	East Second Street corridor between Tennys Drive and East O Street
Benicia	Benicia Middle School	Southampton Road corridor between O'Farrell Drive and the Southampton Shopping Center
Fairfield	Rolling Hills Elementary School	Eastbound and Westbound Hilborn Road bracketing Fieldcrest Ave
Fairfield	Cleo Gordon Elementary School	Southbound Dover Ave
Fairfield	Bransford Elementary School	Southbound Fairfield Avenue Westbound Travis Blvd
Fairfield	Anna Kyle Elementary School	Eastbound and Westbound East Travis Blvd, bracketing Kidder Ave.
Fairfield	David A. Weir Elementary School	Southbound Pennsylvania Ave
Fairfield	Laurel Creek Elementary School	Eastbound and Westbound Gulf Drive bracketing school site
Suisun City	Suisun Elementary	Pintail Avenue
Suisun City	Dan O. Root Elementary	Pintail Avenue
Vallejo	Springstowne Middle School	Springs Road between Rollingwood Dr. and Oakwood Dr.
Vallejo	Springstowne Middle School	Tennessee Street between Rollingwood Dr. and Oakwood Dr
Vallejo	Wardlaw Elementary School and Jesse Bethel High School	Ascot Parkway between Sterling St. and Sunrise Way
Vallejo	Solano Middle School and Loma Vista Elementary School	Fairgrounds Drive between Corcoran St. and Gateway Dr
Vallejo	St. Patrick/St. Vincent High School, a training route for Hogan High School athletics	Benicia Road between Rollingwood Dr. and Columbus Pkwy

THIS PAGE INTENTIONALLY LEFT BLANK



DATE: May 4, 2009
TO: STA Board
FROM: Robert Guerrero, Senior Planner
RE: State Route (SR) 113 Major Investment and Corridor Study

Background:

In 2006, the Solano Transportation Authority (STA), in partnership with the Metropolitan Transportation Commission (MTC), submitted an application for a Partnership Planning Grant from Caltrans. The purpose of the grant is to develop a Major Investment and Corridor Study for State Route (SR) 113 in Solano County. On May 19, 2006, Caltrans approved the award of a \$250,000 Grant to MTC and STA to complete the project. A local match of 20% (\$62,500) was provided, split equally between STA, Solano County and the City of Dixon. This was one of only four statewide grants approved by Caltrans that year.

The purposes of the project, as identified in the grant award, are:

1. Form a multi-jurisdictional partnership with Caltrans, MTC, the Sacramento Area Council of Governments (SACOG), STA and other agencies.
2. Identify and study SR 113 alignment alternatives.
3. Identify funding options to improve SR 113 (including the investigation of a toll lane option).
4. Implement an extensive public outreach to those potentially affected by operational and safety improvements to SR 113.
5. Deliver results based on an aggressive planning implementation schedule.
6. Create Planning deliverables beneficial to Caltrans and other members of the SR 113 Corridor Partnership.

The study recommends short, medium and long range safety improvements along the SR 113 Corridor and describes four (4) potential alternatives for realigning SR 113 to I-80 away from the Dixon downtown area. STA staff presented these alternatives at several public input meetings in August and September 2008, including Davis and Dixon City Councils, Solano County Board of Supervisors, and the Yolo County Transportation District.

Discussion:

On February 11, 2009, the STA Board authorized the STA Executive Director to distribute the final draft SR 113 Major Investment and Corridor Study (SR 113 MIS) for public comment. The STA Board's action reflected the support from the SR 113 MIS Steering Committee and STA Technical Advisory Committee.

The SR 113 Steering Committee reviewed comments received as well as STA staff responses to them at their March 23, 2009 meeting. In addition, Caltrans submitted follow-up comments just prior to the Steering Committee meeting which STA staff presented. STA staff also described to the committee how Caltrans' comments would be addressed in the final document. The Committee agreed with STA staff's responses and unanimously recommended the final draft SR 113 MIS for approval with the changes presented by STA

staff. The Steering Committee's recommendation was presented to the STA TAC at their March 25, 2009 meeting along with STA staff's response to comments received. The STA TAC unanimously recommended the SR 113 MIS for approval with the changes presented by STA staff.

Since the March SR 113 MIS Steering Committee and the March TAC meeting, STA staff worked to incorporate Caltrans's comments in the final document. In addition, other comments received by outside agencies were in regards to environmental concerns along the corridor and the "S-curve" project recommendation. The City of Davis also commented on concerns with potential impacts to land use, farmland, traffic, transportation and noise, and biological resources. These environmental concerns will be addressed at a project level when funding is available to pursue SR 113 corridor improvements. They do not preclude the need for addressing the safety and operational improvements identified in the Study. Another comment received was in regards to an additional alternative alignment option for SR 113. A similar option was discussed during the initial the early phase of the Study's development. It was determined that the options currently being presented were more feasible. The final SR 113 Major Investment and Corridor Study includes a brief section that provides more details regarding other alternatives considered and why they were determined to be infeasible.

Lastly, the STA received a comment regarding how members of the public were invited to participate. STA staff provided several opportunities for public participation including providing presentations during the months of August and September 2008. Upon approval by the STA Board in February 2009, STA staff distributed the final draft SR 113 MIS was subsequently sent to the Cities of Vacaville, Rio Vista, Dixon, Davis, and the County of Solano for their agency's posting and availability for public comment. The Study was also added to the STA website to view and download.

A complete list of comments received with STA staff's response is included as Attachment A. The list of comments is included as an appendix in the final SR 113 MIS document. Copies of the final SR 113 MIS are available for download on the STA's website at <http://www.solanolinks.com/studies.html#SR113MIS> . With support from the SR 113 MIS Steering Committee and the STA TAC, STA staff is recommending the final SR 113 MIS for Board approval at this time. Caltrans' has reviewed STA staff's response to their comments and has prepared a letter of acceptance from District IV Director Bijan Sartipi. The Caltrans letter is included as Attachment B.

Fiscal Impact:

The SR 113 Major Investment and Corridor Study was funded through a Partnership Planning Grant provided by Caltrans. A local match of \$62,500 was provided by Solano County, the City of Dixon and STA.

Recommendation:

Approve the SR 113 Major Investment and Corridor Study.

Attachments:

- A. SR113 MIS Comments and Responses
- B. Caltrans Letter of Acceptance for SR113 MIS
- C. SR 113 Major Investment Study (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.)

STA			Codes		
Final MIS Report Response to Comments			1. Added, Corrected or Resolved		
Project Name: SR 113 MIS			2. Clarify or Evaluate		
PROJ. NO. 097398000			3. Additional Info Needed		
			4. Not Cost Effective/Pref.		
			5. Disagree		
			6. Delete Comment		
			7. Comment Noted		
Consultant: Kimley-Horn & Associates			Note: Pages referenced in original comments may have been updated to reflect where the comment was addressed as part of the revised draft Final MIS report.		
Item No.	Source Name	Page or Sheet	Comments	Code	Response/Clarification
1	Caltrans	Ch 4, Page 10, Table 4.6	Except for I-80-Vaughn and North Adams the no-build alternative seems to be working fine. Hence all improvements, other than rehabilitating the existing pavement and providing safety improvements (if needed), should focus on upgrading these two segments only	5	However this would not address the desire to reroute SR 113 out of the Dixon City limits.
2	Caltrans	Ch 5, Page 4, Section 5.2.2	No median barriers should be provided without first providing proper inside shoulders (5' minimum) and not clear what a three-lane facility is.	1	Section 5.2.2. was revised. Shoulder width had been adjusted and three-lane facility has been removed.
3	Caltrans	Ch 5, Page 5	If highway is to be divided should provide minimum 5' paved inside shoulders.	1	Figure 5.2 was revised to include the minimum 5' paved inside shoulders.
4	Caltrans	Ch 5, Page 4	Diagram shows median area sloping upward. If proposed median is un-surfaced it should slope at 10:1 or flatter to form a shallow valley in the center.	7	Proposed median assumed to be surfaced. Language added to ch 5 page 4.
5	Caltrans	Ch 5, Page 7, Section 5.2.5	Access control should be obtained only if SR 113 is designated as an Expressway facility	1	Added
6	Caltrans	Ch 5, Page 10, Section 5.4	These alternatives introduce horizontal curves to an existing alignment that is on tangent. How will that help upgrade the design speed to 65mph?	1	Added note regarding horizontal design speed.
7	Caltrans	Ch 5, Page 10, Section 5.4.1	How far will the Kidwell Road Interchange be from the existing I-80/SR113 Interchange? Interchange spacing should be a minimum of 2 miles.	7	Distance between Kidwell and I-80/SR 113 (Davis) is 1.5 miles. Additional study needed if Kidwell is determined to be the preferred realignment alternative.
8	Caltrans	Ch 5, Page 13, Section 5.4.1	Why doesn't (Robben Road A, B, Pedrick A, B) also go through intersections?	2	
9	Caltrans	Ch 5, Page 36, Section 5.6	What is basis for environmental mitigation costs assumed to be 5%	1	Assumption basis is from prior studies for similar projects.
10	Caltrans	Ch 5, Page 36, Section 5.6	Mobilization costs should be 10% of work not 5%	1	
11	Caltrans	Ch 5, Page 38, Section 5.6	Are grade separations and interchanges costs included in the construction costs provided in table 5.17?	1	yes
12	Caltrans	Ch 5, Page 38, Section 5.6	Are utility relocation costs included in the R/W cost provided for each alternative?	1	Added utility relocation cost as a line item
13	Caltrans	Ch 6, Page 7, Section 6.2.16	Is Aerially Deposited Lead (ADL) present within limits of project? This potential issue should be noted in this section.	1	Added
14	Caltrans	Ch 7, Page 11	NB SR 113 to WB I-80 connector missing	1	
15	Caltrans	Ch 2	Delete "and" in Traffic Accident and Surveillance and Analysis System on all tables	1	
16	Caltrans	General	It should be noted that any proposed improvements on State Route 113 shall conform to Caltrans Standard Design which would include and not limit to the latest edition of Caltrans HW design manual (HDM) and the California Manual on Uniform Traffic Control Devices (MUTCD)	1	This statement has been added to Ch 5, Page 3 in the first paragraph.
17	Caltrans	Ch 5, Page 5	Proposed left shoulders shall be 5' wide. See table 302.1 in section 302.1 of Caltrans Highway Design Manual (HDM).	1	
18	Caltrans	Ch 5, Page 5	Is there any proposed improvements such as sidewalk, curb ramp, crosswalk, striping and bike path etc. for the alternatives and within the City limit of Dixon?	1	Proposed Dixon sidewalks, curb ramps, crosswalks, striping and bike paths are not scoped to be a part of this study.
19	Caltrans	Ch 5, Page 5	Median width should be increased whenever possible, and where is appropriate. (see HDM section 305.1)	1	Added
20	Caltrans	Ch 5, Page 6, Section 5.2.4	Design speed of 65 mph would not conform to table 101.2 of highway design manual for conventional highway rural rolling terrain.	1	Noted and changed
21	Caltrans	Ch 7, Page 2	It should be noted that a traffic and capacity analysis shall be conducted for the modification of existing interchanges	1	Added to ch 7 page 2 section 7.2.
22	Caltrans	Ch 7, Page 8-11	For proposed turning lanes it should be noted that future designs shall accommodate the need for truck turning movements.	1	
23	Caltrans	Ch 7, Page 8-11	Double turn lanes should be provided to accommodate turning demand traffic volumes which are 300 vph or more.	1	
24	Caltrans	Ch 7, Page 8-11	Study should note that proposed improvements and changed of access points on Interstate 80 shall be reviewed by FHWA.	1	
25	Caltrans	Ch 4, Section 4.2.1	3% annual growth is on the high side of the historical traffic growth range, (this results in 2030 volumes 91% greater than 2008's). Although 3% could be used as a more cautious estimate, a median rate of 2.5% is acceptable (resulting in a 72% volume increase in 2030 from 2008).	5	Kimley-Horn and Associates recommends a more cautious estimate for the MIS given the travel demand analysis and City of Dixon growth cap of 3%.
26	Caltrans	Ch 3, Page 34	6th bullet, "... for future mixed-use residential." Comment: Suggest providing a clear definition of "mixed-use" residential.	1	
27	Caltrans	Ch 3, Page 31	9th bullet, "Future development at the I-80/Midway Road interchange will depend on infrastructure improvements." Comment: The beginning of this section states major future land use developments "proposed" in the SR 113 corridor. Is development currently planned at or around the I-80/Midway Road interchange? If not, this bullet should be removed because it does not fit the reasoning for this section.	1	

Item No.	Source Name	Page or Sheet	Comments	Code	Response/Clarification
28	Caltrans	Ch 3, Page 13	Statement, "...will contribute to a higher rate of growth in the manufacturing, wholesale, and transportation sectors than in other industry sectors." Comment: Please clarify what is meant by "transportation" sectors. Transportation meaning Goods Movement?	1	Yes. Good movement was added to clarify statement.
29	Caltrans	Ch 3, Page 13	Section 3.3, Regional Economic Trends Comment: May also want to review or cross evaluate this section with the Market Study produced for the Smarter Growth Along the I-80/Capitol Corridor Study.	1	
30	Caltrans	Ch 3, Page 14	Top paragraph, "...as goods movement from distribution centers along I-80 will continue to become less efficient." Comment: Please clarify the reasoning behind why this statement was made.	1	Clarified.
31	Caltrans	Ch 5, Page 1-35	Highway Capacity and Cross Section and Figure 2 and 3 Comment: Alternative options dealing with projected increases in traffic and resulting capacity related improvements should include the full gamut of options and associated costs including a 2-lane conventional highway, a 4-lane conventional highway and a 4-lane expressway/freeway with or without medians, shoulders and barriers.	1	
32	Caltrans	Ch 5, Page 6, Section 5.2.4	Accident Information, 2nd paragraph Comment: The Solano Transportation Authority will soon begin an SR-12 median barrier PSR. How will the barrier study possibly effect the proposed improvements at the SR-12/113 intersection?	3	Median barrier PSR will need to be taken into account during the preliminary phases on the SR 113/SR 12 improvements. SR 12 PSR is needed.
33	Caltrans	Ch 5, Page 7, Section 5.2.5	Highway Access Control Comment: It is good to see Highway Access Control mentioned in this working paper. Any new alignments and facility upgrades may require the State to enter into Freeway Agreements between the City of Dixon and Solano County. Additional language on Freeway Agreements should be provided in this section. For more information please see Chapter 24 of the Caltrans Project Development Procedures Manual on Freeway Agreements - http://www.dot.ca.gov/hq/oppd/pdpm/pdpmn.htm	1	
34	Caltrans	Ch 5, Page 39	Cost Estimate Option 1 and Cost Estimate Option 2 Comment: Various improvements for either option should be listed and prioritized based on their operational benefit.	1	Improvement listed as pro's and con's on table 5.20
35	Caltrans	General	Future No Build Traffic Conditions, 1st and 2nd paragraphs, "This analysis, referred to as the No Build Scenario, represents the existing transportation system plus the specific committed future projects in the corridor and region. These committed projects include programmed projects expected to be funded and built by 2030 in the corridor, Solano County, the Bay Area, Central Valley, and Sacramento regions. In addition, the No Build Scenario includes the widening of the existing SR-113 from SR-12 to I-80 to a four-lane facility with a new speed limit of 65 mph, raised from 55 mph, outside of Dixon city limits, with the existing facility's speed limits maintained within the City of Dixon." Comment: It is crucial that a true no-build alternative reflecting the existing SR-113 facility be included and analyzed in the Future Conditions Report. Questions concerning the validity of the study may arise as a result of the no-build alternative not being included. Comment: It is unclear why a 4-lane SR-113 between SR-12 and I-80 is being assumed when there does not seem to be any a recognized plan or commitment to do this. Additionally, justification for the 4-lane facility should be provided in the Future Conditions Report. Comment: Wording choice, "...programmed projects expected to be funded..." seems to be a contradiction. Programmed projects normally refer to projects that are approved, at least at the PID level, and have a dedicated funding source identified.	1	No Build scenarios is discussed in detail in Section 4 and described briefly in Section 5.5.1. Section Section 4.2. Wording choice, "...programmed projects expected to be built..." the word "programmed" has been removedd from 1st paragraph in last sentence of section 4.2, Ch 4, Page 3.
36	Caltrans	Ch 2, Page 2	Section 2.1, 1st paragraph, "Figures 2.1, 2.2 and 2.3 display Daily and AM and PM peak-hour bi-directional traffic flows on SR-113 for 2008 and 2030." Comment: Peak-hour bi-direction traffic flows are missing for 2008, only 2030 figures provided.	1	2030 Daily, AM and PM data was separated from 2008 figures and is provided in Section 4.2, Pages 5-7

STA
Final MIS Report Response to Comments
Project Name: SR 113 MIS
PROJ. NO. 097398000

Consultant: Kimley-Horn & Associates

Codes
1. Added, Corrected or Resolved
2. Clarify or Evaluate
3. Additional Info Needed
4. Not Cost Effective/Pref.
5. Disagree
6. Delete Comment
7. Comment Noted

Note: Pages referenced in original comments may have been updated to reflect where the comment was addressed as part of the revised draft Final MIS report.

Item No.	Source Name	Page or Sheet	Comments	Code	Response/Clarification
<p>STA Final MIS Report Response to Comments Project Name: SR 113 MIS PROJ. NO. 097398000</p> <p>Consultant: Kimley-Horn & Associates</p> <p>Codes 1. Added, Corrected or Resolved 2. Clarify or Evaluate 3. Additional Info Needed 4. Not Cost Effective/Pref. 5. Disagree 6. Delete Comment 7. Comment Noted</p> <p>Note: Pages referenced in original comments may have been updated to reflect where the comment was addressed as part of the revised draft Final MIS report.</p>					
37	Caltrans	Ch 4, Page 4	<p>Section 2.1, Future Traffic Volumes, 1st paragraph, last sentence, "... traffic volumes in the SR-113 would increase three percent annually from 2008 to 2030," and Page 2-2, 2nd paragraph, "Traffic volumes from 2008 to 2030 are expected to increase by about 100 percent on average..."</p> <p>Comment: Does the 3% annual increase equal the 100% average increase? If not, clarification is needed.</p>	1	
38	Caltrans	Ch 4, Page 19	<p>Section 2.4, Trucks, last sentence, "The proportion is lower than that of SR-12, which has 11 percent of its traffic classified as trucks."</p> <p>Comment: Please clarify which segment of SR-12 is being referred to.</p>	1	
39	Caltrans	Ch 5, Page 40	<p>Section 3.0, Preliminary Toll Analysis, 2nd paragraph, "However, the sharp turns at Hastings Road and Cook Lane were realigned and improved for alternatives analysis purposes."</p> <p>Comment: If the comparison is between the existing SR-113 facility and a new tolled facility, it is unclear why the sharp turns at Hastings and Cook Lane were realigned and improved for analysis purposes.</p>	1	This paragraph was revised.
40	Caltrans	Ch 5, Page 41	<p>Estimated Toll Free Traffic, Table 5.21</p> <p>Comment: While it is understood the toll analysis involves a comparison between the existing two-lane SR-113 and a new tolled facility, Table 5.21 reflects a header of, "SR 113 No-Build," which is confusing to the reader since other sections of the report refer to the No-Build Scenario as a 4-lane SR-113 facility.</p>	1	No Build scenarios was classified in Section 4 and briefly in Section 5.5, Page 30 in the draft Final MIS document.
41	Caltrans	Ch 5, Page 41	<p>Estimated Toll Traffic And Revenue, 1st paragraph, "Table 5.23 and Table 5.22 show the potential revenue generated by a parallel toll facility in the SR-113 corridor."</p> <p>Comment: Suggest adding, "...show the potential "gross" revenue generated by a parallel toll facility..." This suggested text should be added at any location where gross revenues are being discussed instead of potential net revenues where operational related costs are factored in.</p>	1	
42	Caltrans	Ch 5, Page 42	<p>Section 5.62, Estimated Toll Traffic And Revenue, 1st bullet, "The average household income for Solano County was obtained from the 2000 U.S. Census (\$54,099) and inflated by CPI to 2008 (\$69,758)."</p> <p>Comment: Looking at the 2006 American Community Survey (ACS) for the San Francisco Bay Area which compares data from the ACS with that from Census 2000, both of which data sources are produced by the U.S. Census Bureau, on Page 32 - Table C.4 - Mean and Median Household Income by County of Residence: 2000 & 2006, Solano County's Average (Mean) income for 2000 is shown as \$64,228 while their Median income is shown as \$54,099. A copy of the ACS can be provided upon request.</p> <p>Comment: CPI should be spelled out once before abbreviating.</p>	1	
43	Caltrans	Ch 5, Page 43	<p>Section 5.62, Estimated Toll Traffic And Revenue, 4th bullet, "Based on the travel demand analysis, 50 percent of 2030 estimated average weekday traffic occurs during peak periods (congested speeds), while the other 50 percent occur during nonpeak periods (uncongested speeds)."</p> <p>Comment: Word choice, isn't the Project expected to be LOS A for all time periods? That does not suggest "congested speeds."</p>	1	deleted "conged speeds"
44	Caltrans	Ch 5, Page 44	<p>middle paragraph, "A toll rate of \$0.18 per mile was estimated to maximize revenue potential for the toll road, and to provide additional capacity to increase tolling rates."</p> <p>Comment: What is meant by "additional capacity"?</p>	1	
45	Caltrans	Ch 3, Page 5	<p>2nd paragraph, "Assuming the revenues increase on a straight line from 2012 to 2030 from \$5.9 million to \$9.8 million, and also assuming a discount rate of 7 percent..."</p> <p>Comment: It is unclear what "discount rate" means.</p>	1	
46	Caltrans	Ch 3, Page 5	<p>2nd paragraph, "Based on the construction cost of \$548 million, as reported in the Potential Alternative Alignments Interim Report produced for this study, the revenues generated by the toll facility are low relative to the cost of the project."</p> <p>Comment: Suggest adding statements concerning annual operational costs including expenses for toll equipment maintenance, roadway maintenance, communications, administration (toll processing) and enforcement.</p>	1	

Item No.	Source Name	Page or Sheet	Comments	Code	Response/Clarification
47	Caltrans	General	General comment: At the last SR-113 Corridor Study TAC Meeting staff from Solano County requested that in addition to the estimated cost of realigning SR-113, the costs to upgrade the existing SR-113 facility, where it is understood that ownership would eventually be transferred to the county and the City of Dixon, also be shown in the study report. The Department agrees and also requests that procedures concerning the highway relinquishment process be summarized and included in the study report. Attached below is a link to the Caltrans Project Development Procedures Manual where the relinquishment process is outlined in Chapter 25 (http://www.dot.ca.gov/hq/oppd/pdprm/pdpmn.htm).	1	
48	Caltrans	General	It is very strange that the "no-build alternative includes widening Route 113 from two to four lanes.	1	The no-build alternative no longer includes widening.
49	Caltrans	General	This document presents the results of a traffic forecasting, but provides almost no background concerning how these forecasts were accomplished. The methods used to forecast the traffic should be documented so that the methods used can be evaluated. All steps in the forecasting process should be documented. The methods and results of the project level validation as well as any post-processing of the modeling results are two of the most critical areas that should be documented.	1	This study traffic forecast was delivered from the Solana Travel Demand Model and is noted in Ch 4, Page 3, Section 4.21
50	Caltrans	Ch 4, Page 3	Includes the statement, "The City of Dixon's traffic growth cap rate of three percent also was integrated into this analysis." The memorandum needs to summarize what the City of Dixon's traffic growth cap rate of three percent is and how it was integrated into this analysis.	1	
51	Caltrans	Ch 5, Page 43	States a vehicle operating cost of 17¢/mile was used for the toll analysis and cites the American Automobile Association's publication Your Driving Costs. This is the figure given for the average sedan cost, but does not take into account Sport Utility Vehicles or mini-vans which have a considerably higher cost per mile. It also does not take into account certain expenses that are not included operating costs which do increase with increasing mileage. Additional mileage will increase the depreciation on a vehicle so some allowance in the cost per mile should be included for increased depreciation brought about by additional miles driven. Additional miles driven can also increase insurance costs.	1	
52	Caltrans	Ch 5, Page 43	Also states that, "Based upon travel demand analysis, 50 percent of 2030 estimated average weekday traffic occurs during peak periods (congested speeds), while the other 50 percent occur during nonpeak periods (uncongested speeds). More explanation is needed about how this finding was reached.	1	
53	Caltrans	General	There are insufficient details in the Draft Technical Memorandum for us to review the Traffic Safety aspect of the proposed improvements. However, proposed improvements of Route 113 shall conform to Caltrans Standard Design. Design exception request for Nonstandard Design features shall be reviewed and approved by Office of Design or Advance Planning.	1	
54	Caltrans	General	Existing affected Interchanges as indicated in the Alternatives shall be upgraded to meet the projected traffic demand.	3	
55	Caltrans	General	If new Interchanges are proposed, it shall conform to the following Mandatory Design Standard: "The minimum interchange spacing shall be one mile in urban areas, two miles in rural areas, and two miles between freeway-to-freeway interchanges and local street interchanges". Design of Interchange not meeting the above Mandatory Design Standard shall obtain Approval for Design Exception as mentioned in note 1.	1	New interchanges are not proposed however existing freeway interchanges could become freeway to freeway connectors (Kidwell) and would then be below the minimum spacing per the design standard. A design exception would be needed if this alternative is selected. Language added to Robben Road Alternative A on Ch 5, Page 13 and Pedrick Road A on Ch 5 page 24.
56	Caltrans	General	Proposed signalized intersections must meet warrants and shall be reviewed by Signal Operations when more details are available.	3	Warrant analysis needed
57	Caltrans	General	It appears that additional Right of Way will be needed for the proposed improvements.	1	R/W will be needed for widening
58	Caltrans	General	Alignment improvement for the 90 degree turns at Hastings Road and Cook Lane on Route 113 shall be included in all Alternatives.	1	Included in all but no-build alternative
59	Caltrans	Ch 7, Page 12	Two separate exits in the eastbound direction should not be allowed.	1	Removed eastbound local street exit (Figure 7.4)
60	Davis City Council	General	SR113 northern corridor concerns. Underestimated negative impacts to agricultural, habitat, and transportation facilities beyond Solano County.	7	

STA
Final MIS Report Response to Comments
Project Name: SR 113 MIS
PROJ. NO. 097398000

Codes

1. Added, Corrected or Resolved
2. Clarify or Evaluate
3. Additional Info Needed
4. Not Cost Effective/Pref
5. Disagree
6. Delete Comment
7. Comment Noted

Consultant: Kimley-Horn & Associates

Note: Pages referenced in original comments may have been updated to reflect where the comment was addressed as part of the revised draft Final MIS report.

STA			Codes		
Final MIS Report Response to Comments			1. Added, Corrected or Resolved		
Project Name: SR 113 MIS			2. Clarify or Evaluate		
PROJ. NO. 097398000			3. Additional Info Needed		
			4. Not Cost Effective/Pref.		
			5. Disagree		
			6. Delete Comment		
			7. Comment Noted		
Consultant: Kimley-Horn & Associates			Note: Pages referenced in original comments may have been updated to reflect where the comment was addressed as part of the revised draft Final MIS report.		
Item No.	Source Name	Page or Sheet	Comments	Code	Response/Clarification
61	Davis City Council	General	Providing access to the agricultural areas east of Dixon may encourage conversion to urban uses and induce growth within the Dixon/Davis greenbelt area.	7	
62	Davis City Council	General	Possible impact from reducing farming access, fragmentation of existing farming parcels or parcels becoming unsuitable for farming because of roadway changes.	7	
63	Davis City Council	General	How will the alternatives would affect traffic and noise beyond the Solano County line, such as CR 98 (Pedrick), or State Route 113 north of Interstate 80.	7	
64	Davis City Council	General	Alternative alignment 2 and its direct component to the eastern I-80/SR113 Interchange (Davis) would require extensive construction at Putah Creek, with likely impacts to sensitive species.	7	
65	Jon Fadhl	General	Concern that having high speed turns on Pedrick (if alternative 5 or 6 is selected) and the City limit adjoining will add the potential of autos wanting to enter 113 from the north if there are any access points from the City.	7	
66	Jon Fadhl	General	How would City traffic entering Pedrick Road (if alternative 5 or 6 is selected) via High School, East 1st Street, Vaughn Road be affected and how would the pedrick road overpass be affected.	7	Access points to Pedrick Road (future SR 113 if alternative 5 or 6 is selected) would need to be examined as part of the EIR traffic analysis. Pedrick road interchange would need to be modified if Pedrick Road Alternative A is selected. See Ch 7, Page 11, Figure 7.3.
67	Jon Fadhl	General	Concern with adding two additional high speed turns to the future SR 113 corridor.	7	High speed curves will be modified to improve safety. Proposed curves are included with several alternative to satisfy the need to reroute SR 113 out of downtown Dixon.
68	Jon Fadhl	General	What other alternatives were examined and eliminated at early stages of the project.	1	Ch 5, Page 9, Figure 5.3 had been modified to include more preliminary alternatives that were eliminated at early stages of the project.
69	LSA	General	Concerned with the short term project ID 1 realignment of the "S" curves. Relocation or construction of the new road segment as shown in the MIS (realigned to the north) would: 1.) violate the terms of the conservation easement (California Department of Fish and Game) for the property; 2.) result in substantial impact/loss of wetlands/vernal pool habitat; 3.) affect federally designated critical habitat for two species (California Tiger Salamander and Delta green ground beetle); 4.) fragment/isolate a substantial portion of the bank rpm the remaining protected habitat; 5.) substantially increase land acquisition cost. Recommend that the MIS be revised to drop the new road segment and confined "S" curves realigned to the areas previously excluded from the Gridley Mitigation Bank conservation easement.	1	The S curves have been moved to the south to the areas previously excluded from the Gridley Mitigation Bank. See figures 5.5-5.9.
70	LSA	General	MIS greatly underestimates the impacts biological resources and ultimate cost of resulting from the proposed actions, particularly the long term widening of the entire roadway to four lanes. The land bordering SR113 from the north of Brown Road south to SR12 contains a high conservation value lands for threatened and endangered species listed in Section 6.2.17 as well as numerous other species of special concern. The proposed ultimate widening to four lanes would cost substantially more than depicted just to address necessary habitat and species mitigation cost. We recommend that the MIS be revised to more provide a more accurate assessment of the true cost and viability for this project	7	A more detailed assessment of the biological cost/impact resulting from roadway widening will be examined as part of the EIR analysis.
71	LSA	Section 6.2.5	Section 6.2.5 concludes that there are no Section 4(f) resources in the study area. Calhoun Cut Wildlife Management Area is owned by the California Department of Fish and Game. The approximate boundaries of Calhoun Cut are depicted on various project alternatives maps as the green, trapezoidal open space/green belt area on the east side of the highway approximately 3 miles north of State Route 12. The green belt area shown in these same figures on the west side of the State 113 is the Jepson Prairie Preserve. The Jepson Prairie Preserve is a University of California Natural Reserve which is owned and operated by the Solano Land Trust. It should also be noted that the Burke Ranch Mitigation Bank borders the west side of SR113 just south of the Hay Road Landfill. Similar to the Gridley Mitigation Bank, the Burke Ranch Mitigation Bank is protected by under conservation easement and agreement with U.S. Fish and Wildlife Service. This most of the highway from Brown Road south to approximately Creed Road is bordered by designated and protected nature preserves/management areas. These need to be evaluated with respect to Section 4(f) requirements.	7	A more detailed assessment of the environmental impacts, including section 4(f), will be examined as part of the EIR traffic analysis. All alternative figures have been modified to call out the Calhoun Cut Wildlife Management Area and the Jepson Prairie Preserve.
72	Caltrans	Table 5.17	Comment: On Table 5.17, "Estimate of Probable costs for prioritized list of improvements," project P7 to Widen SR 113 to 4 lanes from SR 12 to I-80 has an estimate that looks really low. Is it correct? We realize that these are just planning level estimates, but relative to the other projects on the list, this estimate seems questionable. If the highway can be widened to 4 lanes at such a low cost, one might argue that this project could move up in priority to the mid-term category.	1	Estimate has been revised.

Item			Comments	Code	Response/Clarification
No.	Source Name	Page or Sheet			
STA Final MIS Report Response to Comments Project Name: SR 113 MIS PROJ. NO. 097398000 Consultant: Kimley-Horn & Associates Note: Pages referenced in original comments may have been updated to reflect where the comment was addressed as part of the revised draft Final MIS report.					
Codes 1. Added, Corrected or Resolved 2. Clarify or Evaluate 3. Additional Info Needed 4. Not Cost Effective/Pref. 5. Disagree 6. Delete Comment 7. Comment Noted					
73	Caltrans	Ch 5, Page 41	Comment: With regard to the Project P1 to reconstruct S-Curves and the long term realignment projects in the 10 to 15 year category (P6-2 through P6-5), 90 degree turns in the alignment are to be minimized or avoided. Also, for the realignment projects, perhaps an alternative can be considered to connect directly to SR 113 at I-80.	1	Avoiding 90 degree turns conflicts with avoiding SR 113 through downtown Dixon. Comment noted. Alternatives Robben B and Pedrick B offer solutions to connect SR 113 at I-80.
74	Caltrans	General	Including a reference to the project listing in the study appendix would be also beneficial.	1	The following sentence has been added to section 4.2, Ch 4, page 3 "A list of Countywide Transportation Projects is included in Appendix B. This list of projects was included in the latest Solano Napa Travel Demand Model Update and was used to analyze current and future traffic conditions."
75	Caltrans	Ch 5, Section 5.5	Comment not yet resolved. See comment # 2 and 4. No median barriers should be provided without first providing proper inside shoulders (5' minimum).	1	Comment added to section 5.5.5, Ch5, page 4 "In addition, construction of a median barrier should include a 5' minimum inside shoulder."
76	Caltrans	Ch 7, Section 7.2	Comment not yet resolved. See comment # 21-23. It should be noted that a traffic and capacity analysis shall be conducted for the modification of existing interchanges. For proposed turning lanes it should be noted that future designs shall accommodate the need for truck turning movements. Double turn lanes should be provided to accommodate turning demand traffic volumes which are 300 vph or more.	1	Comment added to section 7.2, Ch 7, page 1 "It should be noted that a traffic and capacity analysis shall be conducted for the modification of existing interchanges." Comment added to section 7.2.1 item # 3 Ch 7, page 2 " For proposed turning lanes it should be noted that future designs shall accommodate the need for truck turning movements. Double turning lanes should be provided to accommodate turning demand traffic volumes which are 300 vehicles per hour or more."
77	Caltrans	Ch 5, Section 5.4	Follow up comment to comment 55. The Highway Design Manual (HDM) specifies in bold letters (meaning it is a mandatory requirement): "The minimum interchange spacing shall be one mile in urban areas, two miles in rural areas, and two miles between freeway-to-freeway interchanges and local street interchanges." This is found in section 501.3 of the HDM. This issue should be acknowledged or clarified in the report.	1	Comment added to section 5.4.1, Ch 5 page 14 and section 5.4.4, Ch 5, page 24.
78	Caltrans	Ch 5, Section 5.5	At the last SR-113 Corridor Study TAC Meeting staff from Solano County requested that in addition to the estimated cost of realigning SR-113, the costs to upgrade the existing SR-113 facility, where it is understood that ownership would eventually be transferred to the county and the City of Dixon, also be shown in the study report. The Department agrees and also requests that procedures concerning the highway relinquishment process be summarized and included in the study report. Attached below is a link to the Caltrans Project Development Procedures Manual where the relinquishment process is outlined in Chapter 25 (http://www.dot.ca.gov/hq/oppd/pdpm/pdpmn.htm).	1	Comment has been added to section 5.5.2 Ch 5 page 34, section 5.5.3 Ch 5 page 35, section 5.5.4 Ch 5 page 36, section 5.5.5 Ch 5 page 37, section 5.5.6 Ch 5 page 38.

DEPARTMENT OF TRANSPORTATION

111 GRAND AVENUE
P. O. BOX 23360
OAKLAND, CA 94612
PHONE (510) 286-5900
FAX (510) 286-5903
TTY 711



*Flex your power!
Be energy efficient!*

May 1, 2009

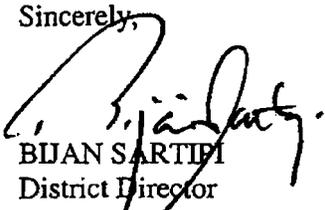
Mr. Daryl Halls
One Harbor Center, Suite 130
Suisun City, CA 94585

Dear Mr. Halls:

The California Department of Transportation (Department) would like to commend the Solano Transportation Authority (STA) for taking a major step towards identifying, prioritizing and developing transportation improvements through the completion of the State Route 113 Major Investment and Corridor Study. We are confident that the State Route 113 Major Investment Study - Final Report will serve as a valuable tool for the identification of future investments and operational strategies between Interstate 80 and State Route 12.

We recognize and accept this Planning study and look forward to working with you and your staff towards developing funding opportunities and advancing the prioritized projects to the next level of analysis. The Department continues to appreciate the strong working relationship we have with the STA and this study product is a result of that.

Sincerely,



BIJAN SARTIPI
District Director

"Caltrans improves mobility across California"

ATTACHMENT C

SR 113 Major Investment Study has been provided to the
STA Board Members under separate enclosure.

Copies of the final SR 113 MIS are available for download on the STA's website at
<http://www.solanolinks.com/studies.html#SR113MIS>
or you may contact the STA at (707) 424-6075.



DATE: May 4, 2009
TO: STA Board
FROM: Sam Shelton, Project Manager
RE: Federal Economic Stimulus Update for Transportation in Solano County

Background:

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

In anticipation of the passage of a federal economic stimulus bill, MTC staff has been working with Congestion Management Agency (CMA) staff in selecting projects able to meet federal stimulus funding delivery deadlines. At the February 11, 2009 STA Board meeting, approximately \$9 M in stimulus projects was recommended to MTC for federal funding.

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 MTC will receive roughly \$150 M through the Surface Transportation Program's Local Streets & Roads program and \$340 M in Federal Transit Administration formula funds for a total regional ARRA formula distribution of roughly \$490 M.

Local Streets & Roads Tier 1 & Tier 2 Project Selection Process

On January 21, 2009, the STA TAC reviewed the preliminary economic stimulus project list which was approved by the STA Board on January 14, 2009. STA staff requested that the TAC further define these projects using the latest guidance from Caltrans and MTC.

Tier One: 120-Day projects (all rehabilitation projects to be on Tier One)

- Projects that can be awarded in 120 days (award date by June 15, 2009)
- Projects that are already or nearly cleared environmentally
- Projects on the STA's Routes of Regional Significance list of projects that help maintain a PCI above 63 for these projects are encouraged.

Tier Two: June 1, 2010 Projects (Non-rehabilitation projects, these projects are expected to be the regional expansion/capacity projects)

- Projects that can be awarded by June 1, 2010

Between February and April, local agency project sponsors have reviewed and revised their stimulus funded projects with the assistance of Caltrans, MTC, and STA, resulting in the attached recommended Transportation Improvement Program (TIP) amendment project listing (Attachment A).

Discussion:

Local Streets and Roads (LS&R) Shares

The table below compares the previously approved Tier 1 & Tier 2 funding amounts, the future redistribution of funding based on ARRA Tier 1 advances to Solano County, Vacaville, and Vallejo, and the larger \$1.87 M Tier 2 program recently released by MTC (Attachment B).

Agency	25/25/ 25/25 Formula %	02-23-09		Future Funding Shift	04-08-09	
		87% Feb Tier 1	13% Feb Tier 2		Formula + \$430k Tier 2	Recommended + \$430k Tier 2
Solano County	20.3	2,000,000	300,000	-20,000	380,000	360,000
Benicia	4.2	400,000	60,000	10,000	79,000	89,000
Dixon	3.7	300,000	50,000	60,000	69,000	129,000
Fairfield	20.2	1,800,000	290,000	160,000	378,000	538,000
Rio Vista	1.0	0*	0*	0*	19,000	0*
Suisun City	7.5	700,000	110,000	30,000	140,000	170,000
Vacaville	15.9	1,910,000	240,000	-360,000	297,000	46,000*
Vallejo	27.2	2,650,000	390,000	30,000	508,000	538,000
TOTAL	100%	9,730,000	1,440,000		1,870,000	1,870,000

*\$90k of Rio Vista shares were redistributed to Vacaville through a funding swap for local funding at \$0.90/\$1.00 (\$81,000 to Rio Vista). An additional \$19k of Rio Vista shares is recommended for a similar funding swap (\$17,100 to Rio Vista). \$27k is recommended for programming directly to Vacaville.

The recommended Tier 2 funding amounts took into consideration previous Tier 1 funding advances approved for Solano County, Vacaville, and Vallejo (as described in the “Future Funding Shift column) as well as preserving Rio Vista’s formula share as part of another recommended funding swap with Vacaville.

The recommended Tier 2 funding amounts can be applied to:

- Existing Tier 1 projects if sponsors are able to meet current Tier 1 ARRA obligation & award deadlines and delay obligation until May 15, 2009 (due to TIP amendment timelines), or
- New Tier 2 projects with an obligation deadline of November 30, 2009 and an award deadline of June 30, 2010. The deadline to amend new Tier 2 projects into the TIP is May 29, 2009.

On April 29, 2009, the STA TAC recommended approval of the attached Tier 2 funding distribution (Attachment C).

Fiscal Impact:

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

Recommendation:

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

Attachments:

- A. April 8, 2009 Federal Economic Stimulus Solano County Project List for Transportation, MTC staff recommended TIP Amendment
- B. Federal Economic Stimulus: Tier 1 7 Tier 2 Targets for Developing Ready-To-Go Local Streets and Roads Projects, 04-14-09
- C. Summary of American Recovery and Reinvestment Act (ARRA) Tier 2 funding distribution for Solano local agencies

THIS PAGE INTENTIONALLY LEFT BLANK

METROPOLITAN TRANSPORTATION COMMISSION
American Recovery and Reinvestment Act (ARRA)
LS&R System Preservation Projects

TIER 1
April 22, 2009

Project Title	Project Type	Implementing Agency	Fund Source	Tier 1 ARRA Funding
SOLANO				
Benicia - East 2nd Street Overlay	Rehab	City of Benicia	STP-ARRA	\$400,000
Benicia - Columbus Parkway Overlay	Rehab	City of Benicia	STP-ARRA	\$0
Dixon - Various Streets and Roads Rehabilitation	Rehab	City of Dixon	STP-ARRA	\$300,000
Fairfield - Gateway Boulevard Resurfacing	Rehab	City of Fairfield	STP-ARRA	\$900,000
Firfield - East Tabor Ave Resurfacing	Rehab	City of Fairfield	STP-ARRA	\$900,000
Solano County - Various Streets Overlay	Rehab	Count of Solano	STP-ARRA	\$2,000,000
Suisun City - Sunset Avenue Road Rehabilitation	Rehab	City of Suisun City	STP-ARRA	\$700,000
Suisun City - Main Street (Gap Closure Phase II) Rehab	Rehab	City of Suisun City	STP-ARRA	\$0
Vacaville - Peabody Road/Marshall Rd Pedestrian Safety Imps	Bike/Ped	City of Vacaville	STP-ARRA	\$260,000
Vacaville - Various Streets Overlay	Rehab	City of Vacaville	STP-ARRA	\$1,330,000
Vacaville - Opticom Pre-emption project	Signal	City of Vacaville	STP-ARRA	\$320,000
Vallejo - Downtown Vallejo Streetscape	Bike/Ped	City of Vallejo	STP-ARRA	\$1,600,000
Vallejo - Various Streets Overlay	Rehab	City of Vallejo	STP-ARRA	\$1,020,000
SUBTOTAL				\$9,730,000
SONOMA				
Cloverdale - Various Streets Rehabilitation	Rehab	City of Cloverdale	STP-ARRA	\$436,000
Cotati - Old Redwood Highway Rehabilitation - South (Seg 1)	Rehab	City of Cotati	STP-ARRA	\$436,000
Santa Rosa - West College Ave and Summerfield Rd Overlay	Rehab	City of Santa Rosa	STP-ARRA	\$3,138,000
Healdsburg - Various Streets Pavement Rehabilitation	Rehab	City of Healdsburg	STP-ARRA	\$436,000
Petaluma - Various Streets Rehabilitation	Rehab	City of Petaluma	STP-ARRA	\$1,109,000
Rohnert Park - Various Streets Rehabilitation	Rehab	City of Rohnert Park	STP-ARRA	\$735,000
Sebastopol - Various Streets Overlays	Rehab	City of Sebastopol	STP-ARRA	\$436,000
Sonoma County - Roadway & Bridge Surface Preservation Program	Rehab	County of Sonoma	STP-ARRA	\$5,218,000
City of Sonoma - 5th Street West Rehabilitation	Rehab	City of Sonoma	STP-ARRA	\$436,000
Windsor - Los Amigos Road Pavement Resurfacing	Rehab	Town of Windsor	STP-ARRA	\$520,000
SUBTOTAL				\$12,200,000
ARRA - LS&R System Preservation Total				\$122,000,000

* NOTE: Funding amounts subject to change based on final FHWA distributions.

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\April PAC\{tmp-3885_Atach-B-1,C-1,B-2,C-2_combined 3-27-09.xls}Attach C-1

**American Recovery and Reinvestment Act of 2009
Federal Economic Stimulus
for Developing Ready-To-Go Local Streets and Roads Projects
April 14, 2009
(in actual \$'s)**

LS&R	LS&R % Share	Previous ARRA Programming	Additional ARRA Programming	Total ARRA
County	100.0%	\$122,000,000	\$23,480,410	\$145,480,410
Alameda	20.2%	\$24,640,000	\$4,740,000	\$29,380,000
Contra Costa	14.6%	\$17,850,000	\$3,440,000	\$21,290,000
Marin	3.9%	\$4,800,000	\$930,410	\$5,730,410
Napa	2.6%	\$3,190,000	\$610,000	\$3,800,000
San Francisco	9.3%	\$11,350,000	\$2,190,000	\$13,540,000
San Mateo	9.1%	\$11,080,000	\$2,130,000	\$13,210,000
Santa Clara	21.7%	\$26,460,000	\$5,090,000	\$31,550,000
Solano	8.0%	\$9,730,000	\$1,870,000	\$11,600,000
Sonoma	10.6%	\$12,900,000	\$2,480,000	\$15,380,000
Total	100.0%	\$122,000,000	\$23,480,410	\$145,480,410

Solano Transportation Authority
Summary of American Recovery and Reinvestment Act (ARRA) Tier 2 funding distribution for
Solano local agencies

<i>Agency</i>	<i>Recommended Tier 2 Funding</i>
Solano County	360,000
Benicia	89,000
Dixon	129,000
Fairfield	538,000
Rio Vista	0*
Suisun City	170,000
Vacaville	46,000*
Vallejo	538,000
TOTAL	1,870,000

*\$90k of Rio Vista shares were redistributed to Vacaville through a funding swap for local funding at \$0.90/\$1.00 (\$81,000 to Rio Vista). An additional \$19k of Rio Vista shares is recommended for a similar funding swap (\$17,100 to Rio Vista). \$27k is recommended for programming directly to Vacaville.

THIS PAGE INTENTIONALLY LEFT BLANK



DATE: May 1, 2009
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: North Connector Project – Contract Amendment for Right of Way Relocation Services

Background:

STA is the lead on implementing the East Segment of the North Connector Project. The Environmental Impact Report (Re-circulated EIR) for the North Connector Project was certified by the Board in May 2008. Final design has been completed and the project is currently being advertised for construction. Right-of-way acquisition is being completed in two phases, with the East Segment proceeding first and the West Segment right-of-way acquisition not proceeding until funding has been secured for construction of the West Segment.

Discussion:

Right of way acquisition for the East Segment is currently underway, with purchases and orders of possession in place to start construction in July 2009. Prior to start of construction, several businesses/tenants that are currently operating from three of the properties will need to be relocated. In July 2008, STA retained Associated Right of Way Services (ARWS) to provide relocation services. The relocation of the various businesses/tenants has proved to be more extensive than originally anticipated. As such, staff is recommending approval of a contract amendment with ARWS in the not-to-exceed amount of \$30,000 to complete the necessary relocations. The additional services are discussed in more detail in the attached letter from ARWS dated April 10, 2009.

Fiscal Impact:

The right-of-way relocation services recommended as part of this staff report are funded with Regional Measure 2 (RM 2) funds already allocated to the Project.

Recommendation:

Approve a contract amendment with ARWS in the not-to-exceed amount of \$30,000 to complete the right-of-way relocation services for the North Connector Project.

Attachment:

- A. Letter from the ARWS dated April 10, 2009

THIS PAGE INTENTIONALLY LEFT BLANK



2300 Contra Costa Blvd.
Suite 525
Pleasant Hill, CA 94523

925.691.8500 *phone*
925.691.6505 *fax*
www.arws.com

Memorandum

To: Janet Adams, Director of Projects
Solano Transportation Authority

From: Larry Castellanos *LC*
Associated Right of Way Services, Inc.

Project: North Connector Project

Subject: Request for Additional Funds

Date: April 10, 2009

Type of Change:

Level of Effort Scope of Services Other

Pursuant to the Professional Services Contract, dated August 7, 2008, the Solano Transportation Authority (STA) retained the services of Associated Right of Way Services, Inc., (AR/WS) to provide relocation assistance services for the North Connector Project. Our proposal for this project was based on the best available information at that time and included relocation assistance services for a total estimated 16 relocations comprised of two businesses, one residential occupant, and 13 personal property only occupants over a nine-month project schedule. It was the understanding of AR/WS and the STA that the actual number of displacees could differ.

AR/WS has been providing on-going relocation assistance services since August 2008. The actual number of relocations has been identified and additional relocation services have been requested to assist in the relocation of personal property from the proposed right of way on two additional properties (Moore Tractor and Valine).

Additional variables that have increased the project scope and level of effort required by AR/WS to complete the relocation assistance services initially budgeted for this project are summarized below. Also indicated is the estimated budget increase for each item based on our experience, past billing history, time already spent and our current understanding of the remaining relocation services necessary for this project.

- A. An increase in the number business relocations from two to four. \$10,000
- B. Increased level of effort to coordinate project services between three public agencies. \$2,500
- C. Additional services provided for the coordination and personal service of the Motion for Order for Prejudgment Possession. \$1,500
- D. An extraordinary level of effort to relocate business and personal property only tenants due to the financial constraints of the occupants to secure replacement locations. \$7,000

- E. An increase in the length of the estimated project schedule and increased level of effort to provide continued relocation assistance services due to a number of project occupants moving into temporary storage and requiring additional relocation assistance services upon their move from temporary storage to a permanent replacement location. \$4,000
- F. The addition of personal property only relocations on the Moore Tractor and Michelle Valine properties. \$5,000

As of March 31, 2009 our original budget has been depleted.

Budgetary Change:

No Change At This Time Additional Funds Needed Reduction of Budget

Although the project occupants are currently vacating, their respective project location's relocation services continue. An additional budget of \$30,000 is requested to provide continued relocation services.

Please provide your approval below and return a signed copy of this memorandum to AR/WS. Thank you.

**Additional Funds Authorized
Solano Transportation Authority**

By: _____

Date: _____

Title: _____

cc: Dale Dennis – STA Project Manager



DATE: May 1, 2009
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: North Connector Project Contract Amendment -BKF Engineers

Background:

STA is the lead on implementing the East Segment of the North Connector Project. The Environmental Impact Report (Re-circulated EIR) for the North Connector Project was certified by the Board in May 2008. Final design has been completed and the project is currently being advertised for construction.

Discussion:

Consistent with STA Board direction, staff has been proceeding with the implementation for the North Connector Project. BKF Engineers (BKF) has been providing design services for the North Connector with the next design effort being the design the mitigation site on the Solano Community College property. This site mitigation is a total of 4 acres, covering impacts from the I-80 High Occupancy Vehicle Lanes Project, the I-80 Eastbound Cordelia Truck Scales Relocation Project and the North Connector Project. The implementation of this mitigation is being lead by the North Connector Project which is currently planned to start construction in July 2009. As such, STA staff is recommending approval of a contract amendment with BKF to cover design related services, including the design of the mitigation site, for an amount not-to-exceed \$417,100. The additional services are discussed in more detail in the attached letter from BKF Engineers dated May 7, 2009.

Fiscal Impact:

The design related services, including the design of the mitigation site, will be funded with Regional Measure 2 (RM 2) funds already allocated to the North Connector and HOV Lanes Project and Bridge Tolls dedicated to the Truck Scales Project.

Recommendation:

Approve a contract amendment for BKF Engineers to cover design related services, including the design of the mitigation site, for an amount not-to-exceed \$417,100.

Attachment:

- A. Letter from the BKF dated May 7, 2009.

THIS PAGE INTENTIONALLY LEFT BLANK



May 7, 2009

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

**Subject: North Connector Project – East Segment
Extra Work Request for Restoration Site Design, Monitoring, and Mitigation
Support Services**

Dear Ms. Adams:

BKF Engineers (BKF) and its Consultant Team is pleased to submit the following proposal to provide Restoration Site Design, Monitoring, and Mitigation Support Services for the North Connector – East Segment Project (Project). BKF is excited to continue its successful relationship with Solano Transportation Authority (STA) through the next phase of the Project. As requested, BKF proposes the following tasks in support of the Project's Mitigation and Monitoring phases of work:

Pre-Construction Environmental Surveys

The BKF Team will provide pre-construction surveys related to addressing environmental mitigation requirements for the project. Various surveys will be conducted by a certified biologist prior to construction in order to determine the habitat of the following animals in the area:

- Survey of trees and potential roost structures for Pallid Bat, Western Red Bat, and Hoary Bat.
- Survey of all trees within 1000 feet of the entire proposed construction corridor for Nesting Raptors.
- Survey of trees that are within a half mile radius around all Project activities for Swainson's Hawks per the CDFG's guidelines.
- Nesting Survey for ground nesting raptors, such as western burrowing owls, short-eared owl and northern harrier within 250 feet of the construction area, per the CDFG's guidelines.
- Nesting Survey for common nesting birds and special-status birds (America robins, scrub jays, and northern mockingbirds) throughout the entire construction corridor.
- Ground Survey for America badger within the sphere of influence of the proposed project.

New Restoration Site Design, and Monitoring

The BKF Team will provide a new construction package for the Valley Elderberry Longhorn Beetle (VELB) restoration site located on the Solano County Community College. This construction package will include the following items:

- Construction Plans for the mitigation of the VELB.
- Plans and Specifications prepared for the work that will be conducted on the Solano Community College Campus (4-acre site along the creek of the College), including a new parking lot and pedestrian pathway.

Resident Engineer (RE) and Staking Needs

BKF will prepare and provide supporting documentation to develop a Resident Engineer File. BKF will also provide construction staking or a Survey File for the North Connector construction project.



BKF will pay for the extraneous items outside of scope such as fronting permit and filing fees, and cover printing costs for reproduction of bid documents in order to facilitate keeping the project on schedule.

BKF proposes to perform these Monitoring and Mitigation Support Services during Construction for a not to exceed time and materials fee of \$417,100.

Extra Work Summary:

Pre-Construction Environmental Surveys	\$ 83,100
New Restoration Site Design and Monitoring	\$190,100
Resident Engineer (RE) and Staking Needs	<u>\$143,900</u>
Total Extra Work Request	\$417,100

Should any additional services be requested or required which are not included in our scope, these services will be considered extra work and will require an amendment for approval and processing prior to executing any out of scope work task.

Please contact me if you have any questions or require additional information. We look forward to continuing to provide services to the STA on this project.

Very truly yours,
BKF Engineers

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

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

cc: Dale Dennis
PDM Group Inc.
1034 Rolling Woods Way
Concord, CA 94521



DATE: May 1, 2009
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Contract Award for Building Demolition for North Connector Project

Background:

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

Discussion:

The North Connector Project will be implemented with one or more construction contracts. The first construction contract was the North Connector Phase 1 (Abernathy/I-80) signalization and roadway improvements. This contract is expected to be completed in June 2009. The second construction contract will be for the demolition of buildings on one of the properties. The demolition plans were prepared by BKF Engineers, STA's design engineering consultant. In accordance with legal requirements, the project was advertised in the Contra Costa Times and Daily Republic.

The STA received a total of eight bids and bids were opened on May 5, 2009 at the STA staff offices at One Harbor Center, Suite 130, Suisun City, CA.

The lowest responsible bidder was Pantano Excavating, Inc. with a bid of \$47,700.00. The final project budget is \$62,000.00, which includes a 30% project contingency of \$14,310.00 for contract change orders. This is below the engineer's estimate of \$100,00.

Once staff has verified that all the contract-related documents, such as bonds and insurance certificates, are in order as required by the contract, Pantano Excavating, Inc. will be given the Notice to Proceed.

Fiscal Impact:

The cost for the construction contract and construction administration for the North Connector building demolition will be funded with Regional Measure 2 (RM2) funds already allocated to this Project.

Recommendation:

Approve the following:

1. Approve Resolution No. 2009-08 for the North Connector Building Demolition Contract; and
2. Authorize the Executive Director to award the Building Demolition Contract to the lowest responsive and responsible bidder.

Attachment:

- A. Resolution No. 2009-08 for the North Connector – Building Demolition Contract

**SOLANO TRANSPORTATION AUTHORITY
RESOLUTION 2009-08**

**RESOLUTION OF THE
SOLANO TRANSPORTATION AUTHORITY
AWARDING THE NORTH CONNECTOR – CONNOR PARCEL DEMOLITION
CONTRACT TO PANTANO EXCAVATING, INC. AND AUTHORIZING
RELATED ACTIONS NECESSARY TO IMPLEMENT THE NORTH
CONNECTOR – BUILDING DEMOLITION CONTRACT**

WHEREAS, on May 14, 2008 the STA Board authorized the Executive Director to advertise the North Connector – Building Demolition Contract; and

WHEREAS, bids were received and opened on May 5, 2009 at the STA offices at One Harbor Center, Suite 130, Suisun City, California; and

WHEREAS, STA received 8 bids for the project ranging in amounts from \$47,700.00 to \$116,500.00; and

WHEREAS, The engineer's estimate for the project was \$100,000.00; and

WHEREAS, Pantano Excavating, Inc. was the lowest responsible and responsive bidder with a bid of \$47,700.00; and

WHEREAS, after adding in project contingency, the final project budget is \$62,000.00; and

WHEREAS, the STA Board certified the Environmental Impact Report (EIR) for the North Connector Project on May 14, 2008; and

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the Solano Transportation Authority hereby:

1. Approves the North Connector – Connor Parcel Demolition Contract, Notice to Contractors and Special Provisions, including issued Addenda Nos. 1 through 3.
2. Determines that the North Connector – Connor Parcel Demolition Contract is in compliance with the California Environmental Quality Act (Public Resources Code §21000, et seq.), and has been fully analyzed in the following documents: North Connector Environmental Impact Report (EIR) certified by the STA Board on May 14, 2008.
3. Awards the contract for furnishing labor, equipment, and materials for the North Connector – Building Demolition Contract to Pantano Excavating, Inc., the lowest responsive and responsible bidder, in the amount of \$47,700.00 and require the contractor to present surety bonds for payment and faithful performance in the amounts of \$47,700.00 and \$47,700.00, respectively.

4. Authorizes the Executive Director or his designee to sign the contract on behalf of the STA Board subject to the Executive Director or his designee having reviewed and found sufficient all required documents, including the contract signed by the contractor and the required surety bonds and certificates of insurance.
5. Directs that, in accordance with the project specifications and/or upon the execution of the contract by the Executive Director or designee, any bid bonds posted by the bidders be exonerated and any checks or cash submitted for bid security be returned.
6. Authorizes the Executive Director or his designee to execute required contract change orders for up to 30% of the bid amount or \$14,310.00.
7. Authorizes the Executive Director or his designee to sign any escrow agreements prepared for this project to permit direct payment of retention into escrow or the substitution of securities for moneys withheld by the STA to ensure performance under the contract pursuant to Public Contract Code Section 22300.
8. Delegates the STA Board's functions under Public Contract Code Sections 4107 and 4110 to the Executive Director or his designee.
9. Pursuant to Section 6705 of the Labor Code, delegate to a registered civil or structural engineer employed by the STA and so designated by the Executive Director, the authority to accept detailed plans showing the design of shoring, bracing, sloping, or other provisions to be made for worker protection during trench excavating covered by that section.
10. Declare that, should the contract award be invalidated for any reason, the STA Board in any event would not have awarded the contract to the second bidder or any other bidder but instead would have exercised its discretion to reject all of the bids received. Nothing herein shall prevent the Board from awarding the contract to another bidder in cases where the successful bidder establishes a mistake, refuses to sign the contract, or fails to furnish required bonds or insurance (see Public Contract Code Sections 5100 et seq.).

I HEREBY CERTIFY that the foregoing resolution was introduced and passed at a regular meeting of the Board of the Solano Transportation Authority, held on the 13th day May, 2009, by the following vote:

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

Attest by: _____
 Johanna Masielat
 Clerk of the Board

James P. Spering, Chair
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this the day of May 13, 2009.

Daryl K. Halls, Executive Director
Solano Transportation Authority

THIS PAGE INTENTIONALLY LEFT BLANK



DATE: May 4, 2009
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: I-80 High Occupancy Vehicle (HOV) Lanes Project Mitigation

Background:

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, three projects are being delivered simultaneously, one of which is for the I-80 High Occupancy Vehicle (HOV) Lanes project. The I-80 HOV Lanes will add capacity to I-80 for approximately 8.7 miles from Red Top Road Interchange to just east of Air Base Parkway Interchange. The additional lanes in both west and eastbound directions will primarily be constructed in the existing median. The additional lanes will be enforced for carpools during peak commute periods only. Construction began in 2008 with the lanes expected to open in fall 2009.

Caltrans is the Lead Agency for California Environmental Quality Act (CEQA) compliance for the I-80 HOV Lanes project and Caltrans is the Lead Agency for National Environmental Policy Act (NEPA) compliance. The STA is the project sponsor and will be providing funding for the I-80 HOV lanes project through a Regional Measure (RM) 2 funds, a Federal Earmark, and Proposition 1 B Corridor Mobility Improvement Account (CMIA) funds. As such, the STA is a Responsible Agency under CEQA for this project.

Discussion:

The CEQA and NEPA environmental documents have been approved for the I-80 HOV Lanes project. As analyzed in the environmental document, the project does have impacts, of which all can be mitigated. These impacts are for:

- California Red-Legged Frog (CRLF) Habitat
- Valley Longhorn Elderberry Beetle Habitat
- Seasonal Wetland Waters of the U.S
- Riparian Habitat

As discussed in the Biological Opinion from the US Fish and Wildlife Service, the project will result in impacts to California red-legged frog (CRLF) habitat as well as valley longhorn elderberry beetle habitat.

There will be a permanent loss of .002 acre and temporary disturbance of .10 acre of California red-legged frog habitat. Mitigation for the impacts to CRLF habitat will include the riparian enhancement of an area of Suisun Creek on the Solano Community College property as part of a three-project mitigation site.

Mitigation for the impacts to the valley longhorn elderberry beetle habitat will consist of purchasing conservation credits for 88 elderberry seedlings and 142 associated native plants from the River Ranch Conservation Bank at a cost of \$80,400. This mitigation has been completed.

Mitigation for 0.2 acres of wetland impacts are required for this project by the U.S. Army Corps of Engineers (USACE) Permit Number 2006-400193N. As a result this mitigation fulfillment will be done at the Elsie Gridley Mitigation Bank located in Solano County at a cost of \$25,000.

Fiscal Impact:

The I-80 HOV Lanes Project environmental document, including all required environmental mitigation, is being funded with Regional Measure 2 (RM 2) funds.

Recommendation:

Authorize the Executive Director to execute an agreement with Elsie Gridley Mitigation Bank for the purchase of conservation credits for mitigation to impacts to the wetlands in the amount of \$25,000.00.



DATE: May 4, 2009
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Environmental Mitigation for the North Connector and Other I-80 Projects

Background:

STA is the lead on implementing the East Segment of the North Connector Project. The Environmental Impact Report (Re-circulated EIR) for the North Connector Project was certified by the Board in May 2008 and final design is being completed.

Discussion:

Consistent with STA Board direction, staff has been proceeding with the implementation for the North Connector Project. Now that the EIR for the North Connector has been certified, environmental mitigation is required to be implemented. As analyzed in the environmental document, the project impacts riparian habitat and Valley Longhorn Elderberry Beetle (VELB) habitat, all of which all can be mitigated.

The North Connector Project will result in a permanent loss of 0.3 acres riparian habitat and 11 elderberry plants, with 26 stems greater than 1.0 inch at ground level. The project's riparian and VELB habitat impacts will be mitigated through a combination of planting in a mitigation area (discussed below) and the purchase of 13 VELB mitigation credits at the off-site French Camp Conservation Bank.

With respect to the mitigation area, STA consultants have identified a 1-acre site approximately 350 ft upstream of the impacts site. The property is currently owned by the Solano Community College. STA staff has developed an implementation plan, in conjunction with the Solano Community College, to construct the 1-acre riparian/VELB mitigation site. The area would remain a mitigation site in perpetuity.

In consideration for using Solano Community College land for mitigation, STA will construct a commensurate amount of additional parking or pathway improvements on Solano Community College property. These improvements are currently estimated to cost \$80,000. It also may be possible to provide riparian mitigation for the I-80 High Occupancy Vehicle (HOV) Lanes and the I-80 EB Cordelia Truck Scales Relocation projects at this location as well. Staff is recommending the Board authorize the Executive Director to enter into an agreement with the Solano Community College for implementation of a mitigation site on Solano Community College property to address impacts from the North Connector project and potentially the I-80 HOV Lanes and the I-80 EB Truck Scales Relocation projects as well.

Fiscal Impact:

The environmental mitigation for the North Connector, I-80 HOV Lanes and the I-80 EB Cordelia Truck Scales Relocation projects are being funded with Bridge Toll funds.

Recommendation:

Approve the following authorizing the Executive Director to:

1. Enter into an agreement with the Solano Community College for implementation of the mitigation site for the North Connector and other projects on Solano Community College property, with the construction of commensurate amount of additional parking and/or pathway improvements on Solano Community College property; and
2. Enter into an agreement to purchase 13 Valley Longhorn Elderberry Beetle (VELB) mitigation credits at the off-site French Camp Conservation Bank in the amount of \$45,000.00.



DATE: May 1, 2009
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Redwood Parkway – Fairgrounds Drive Improvement Project

Background:

In July 2004, the Solano Transportation Authority (STA) completed the I-80/I-680/I-780 Major Investment and Corridor Study. This Study identified several improvements along I-80 between the Carquinez Bridge and State Route (SR) 37. Specifically, the Study identified a westbound and eastbound High Occupancy Vehicle (HOV) Lane between SR 37 and the Carquinez Bridge, improvements to the Redwood Parkway/I-80 Interchange, a new Turner Parkway Extension Overcrossing, direct HOV Lane connections from a new Turner Parkway Overcrossing and an adjacent park-and-ride lot.

In September 2006 the STA Board approved a funding agreement between the County of Solano, the City of Vallejo, and STA to complete a Project Study Report (PSR) to study the I-80 HOV Lanes and access to the Solano County Fairgrounds. A PSR is an engineering report, the purpose of which is to document agreement on the scope, schedule, and estimated cost of a project so that the project can be included in a future State Transportation Improvement Program (STIP). The California Transportation Commission (CTC) requires a completed PSR for projects before being added into the STIP. The CTC intends that the process and requirements for PSR's be as simple, timely, and workable as practical, given that a PSR must be prepared at the front end of the project development process, before environmental evaluation and detailed design, and that it must provide a sound basis for commitment of future state funding. A PSR also provides a key opportunity to achieve consensus on project scope, schedule, and proposed cost among Caltrans and involved regional and local agencies.

In March 2009, the PSR for this project was signed by Caltrans. The PSR recommended improvements to the Redwood Parkway/I-80 Interchange, widening of Fairgrounds Drive and improvements to Fairgrounds Drive/State Route (SR) 37 as an independent component as a result of the potential development of the Solano County Fairgrounds. These major street improvements are necessary to move projected traffic to and from the highway system to and from the Solano County Fairgrounds.

Discussion:

With the completion of the PSR, the next step is to begin the environmental document for the HOV Lanes and for the access improvements to the Solano County Fairgrounds. Prior to initiating the environmental document work, a funding agreement between the agencies will be required, including identification of matching funds to the federal earmark, a cooperative agreement with Caltrans has to be signed, and obtaining an authorization from Caltrans for the federal money is also required.

At the County Fairgrounds Visioning Committee Meeting on April 2, 2009, STA made a presentation on the results on the PSR with specific focus on the recommendations for improving access to the Fairgrounds, should the property be developed. At that meeting, discussion on the next steps occurred, of which STA being the lead agency for the environmental document was proposed, as STA is an independent agency with strong familiarity to Caltrans procedures. For STA to be the lead agency for this work, approval from the Board to enter into discussions with the County Fairgrounds Visioning Committee is being sought.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act, A Legacy for Users (SAFETEA-LU) transportation bill into law on August 10, 2005 included a \$2.8 million federal earmark entitled "I-80 HOV Lanes/Interchange Construction in Vallejo." The remaining amount of this earmark will be the primary source of funding for the environmental document, along with a required 20% local match funds. The PSR utilized \$960,000 of the earmark, which leaves \$1,560,000 of the earmark for the next phase of work, once the obligation authority amount is considered.

While approval by the STA Board is sought for this STA to be the lead agency on the environmental document some other critical steps are needed. These include initiating a cooperative agreement with Caltrans and a funding agreement with the City of Vallejo and the County of Solano. Follow-up actions by the City of Vallejo and County of Solano will be required prior to the STA proceeding with the project.

At the April 29, 2009 Technical Advisory Committee (TAC), this proposed action received unanimous support to send a recommendation to the STA Board to approve the recommendations as stated for the Redwood Parkway – Fairgrounds Drive Improvement Project.

Fiscal Impact:

While the requested action does not impact the STA budget, the action authorizes STA to serve as the lead agency for the environmental document. This would maintain the STA role as project funding partner with the County and Vallejo for the federal match funds. The 20% local match source remains to be resolved with the three agencies. A follow-up action by the STA Board would be required should STA program manager funds be recommended to be used as part of this local match requirement. Previously, the local match has been split equally between STA, the County and the City. The total match funds required are estimated to be \$300,000.

Recommendation:

Approve the following:

1. Authorize the STA to be the lead agency for the environmental document for the Redwood Parkway – Fairgrounds Drive Improvement Project;
2. Authorize the Executive Director to initiate a funding agreement between Solano Transportation Authority, the City of Vallejo, and the County of Solano for the environmental document for the Redwood Parkway – Fairgrounds Drive Improvement Project; and
3. Authorize the Executive Director to initiate a cooperative agreement with Caltrans for the environmental document and project approval for the Redwood Parkway – Fairgrounds Drive Improvement Project.



DATE: May 1, 2009
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Initiation of Solano County's Priority Express/High Occupancy Toll (HOT) Lanes Network

Background:

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

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

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

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

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

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

Potential benefits of a Regional Express Network include:

- Reductions in congestion and emissions, including carbon dioxide, by making more efficient use of the freeway system;
- Providing a reliable travel option for express bus and carpools via the HOV network and use of the HOT lanes for those who choose to pay the toll;
- Completing the HOV/Express Network ten to forty years sooner than if relying upon traditional state and local funding mechanisms.

As part of the Metropolitan Transportation Commission (MTC) Transportation 2035 Plan: Change in Motion, it includes a vision for a Bay Area HOT Lane Network. In July 2008, MTC approved a set of HOT Network Principles to mark the region's commitment to pursuing a regional network of HOT lanes in conjunction with the long-range transportation plan update. The MTC HOT lane principles (Attachment A) reflect a commitment by MTC, Caltrans, the California Highway Patrol (CHP) and the county Congestion Management Agencies to work collaboratively to deliver a regional Express Lanes network. On April 22, 2009, MTC approved a revised set of Legislative Principles pertaining to the introduction of AB 744 which has introduced by MTC to authorize the establishment of a Bay Area HOT Lanes Network.

MTC and Caltrans have been undertaking a series of technical studies of a regional network of Express Lanes. The Phase 1 and Phase 2 effort, completed fall 2007, found a regional Network is feasible financially and operationally. It estimated Network costs and revenues and outlined a series of technical and policy issues for further exploration. Further analysis by MTC suggested there may be ways to accelerate delivery of some portions of the HOT network and reduce costs through a "Rapid Delivery Design" approach that seeks to fit Express Lanes within existing right-of-way. Phase 3 of the study, starting summer 2008, will further explore Express Lane design trade-offs, in particular where a Rapid Delivery approach might be acceptable, and refine system cost estimates. MTC has completed a report titled "Bay Area High Occupancy Toll (HOT) Network Study"

Discussion:

On February 11, 2009, the STA Board identified the Express Lanes priority network for Solano County (Attachment B) along the I-80 and I-680 corridors. Constructing HOV/Express Lanes in Solano County provides an opportunity for the construction of segments of these lanes within 5 to 10 years. Without the availability of the financing that is provided by the Bay Area Express Lanes Network approach, these improvements will be long range, so long range they are not part of the region's 2035 transportation plan adopted this month by MTC, due to state and federal funding limitations. Funds generated would provide first for the operating and maintenance of the corridor HOV/Express Lanes and build out of the corridor network.

The STA's first priority is to convert the HOV lanes currently under construction on I-80 between Red Top Road and Air Base Parkway which will be open by the fall 2009. An additional priority is to construct new Express Lanes on I-80 between Air Base Parkway and I-505. To operate HOV/Express Lanes, legislation is required. MTC has initiated this required legislation, with the intent to have consensus on the language during the current legislative session. MTC staff has been collaborating with the Congestion Management Agencies (CMAs) to develop a governance model that insures counties have the option to participate and are part of the governance system.

To initiate these priorities in Solano County, STA staff is recommending funding is being sought from MTC to complete the Project Approval/Environmental Document (PA/ED) for the two projects. By utilizing an expedited process whereas the project initiation document would be the reports and studies already completed by MTC, and detailed preliminary engineering would proceed concurrently with the environmental document 2 to 2 ½ years can be gained. Attachment C and D are the estimated schedule and cost for the two priority segments of the proposed Express Lanes on I-80 in Solano County. The attachments provide a comparison between a traditional delivery and expedited delivery approach.

The request to complete the PA/ED for this work is \$9.75 million for the conversion of the new HOV lanes between Red Top Road and Air Base Parkway to Express Lanes and \$22.23 million for the new Express Lanes between Air Base Parkway and I-505.

At the April 29, 2009 Technical Advisory Committee (TAC), this proposed action received unanimous support to send a recommendation to the STA Board to request funds from MTC to complete the environmental document and detailed preliminary engineering for the priority Express Lanes in Solano County.

Fiscal Impact:

This combined request of \$31.98 million is to MTC/BATA to complete the PA/ED of these two priority projects. This request does not impact the STA budget. Should the request for funds be granted, the STA budget would be adjusted to include these additional funds.

Recommendation:

Authorize the Executive Director to forward a letter to the MTC/Bay Area Toll Authority (BATA) requesting funds to complete the environmental document and detailed preliminary engineering for the priority Express/High Occupancy Toll (HOT) Lanes on I-80 in Solano County as shown in Attachments C and D.

Attachments:

- A. MTC HOT Lane Principles
- B. Solano County HOV/HOT Corridor Priorities
- C. Solano Express Lanes Red Top to Airbase Parkway
- D. Solano Express Lanes Air Base Parkway to I-505

THIS PAGE INTENTIONALLY LEFT BLANK

Date: July 23, 2008
W.I.: 1121
Referred by: PC

Attachment B
Resolution No. 3868
Page 1 of 3

High-Occupancy Toll (HOT) Network Implementation Principles

OBJECTIVES

Development and implementation of a Bay Area Express/High-Occupancy Toll (HOT) Network has five primary objectives:

- More effectively manage the region's freeways in order to provide higher vehicle and passenger throughput and reduce delays for those traveling within each travel corridor;
- Provide an efficient, effective, consistent, and seamless system for users of the network;
- Provide benefits to travelers within each corridor commensurate with the revenues collected in that corridor, including expanded travel options and funding to support non-highway options that enhance effectiveness and throughput;
- Implement the Express/HOT Lane Network in the Bay Area, as shown in Exhibit 1 and as amended from time to time, using a rapid delivery approach that takes advantage of the existing highway right of way to deliver the network in an expedited time frame; and
- Toll revenue collected from the HOT network will be used to operate the HOT network; to maintain HOT system equipment and software; to provide transit services and improvements in the corridors; to finance and construct the HOT network; and to provide other corridor improvements.

IMPLEMENTATION

1. Collaboration and Cooperation. To accomplish the objectives requires collaboration and cooperation by numerous agencies at several levels of government, including the Congestion Management Agencies (CMA), Caltrans, California Highway Patrol (CHP) and the Bay Area Toll Authority (BATA). This collaborative process shall establish policies for implementation of the HOT network including, but not limited to, (a) phasing of HOV conversion and HOT construction, (b) phasing of corridor investment plan elements, and (c) occupancy and pricing policies for HOT network operations.
2. Corridor-Based Focus & Implementation. Utilize a corridor-based structure that recognizes commute-sheds and geographic communities of interest as the most effective and user-responsive models for Bay Area Express/HOT Lane facilities implementation.

Date: July 23, 2008
W.I.: 1121
Referred by: PC

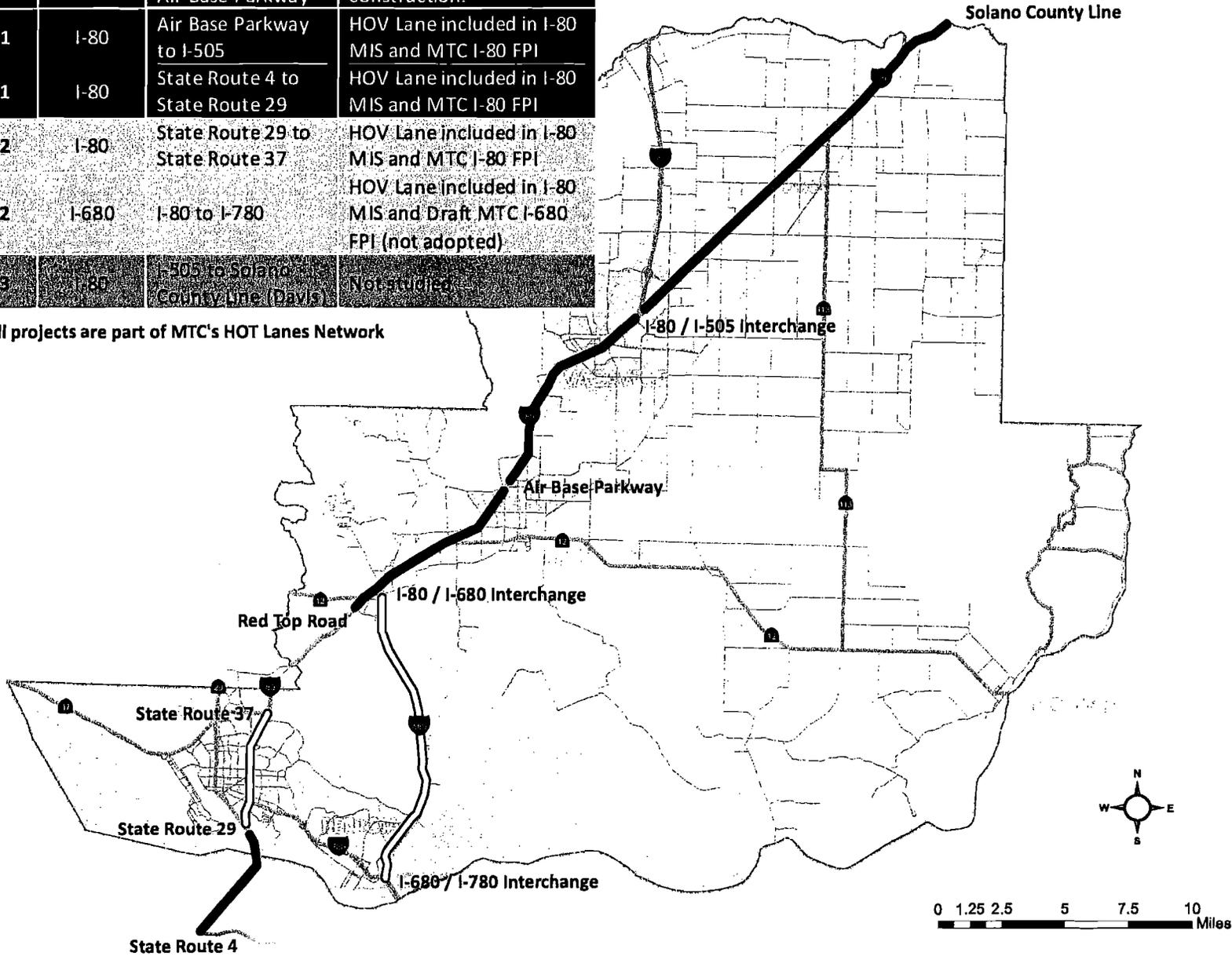
Attachment B
Resolution No. 3868
Page 2 of 3

3. Reinvestment within the Corridor. Recognize that popular, political and legislative support will rest on demonstrating that the revenues collected in a corridor benefit travelers – including the toll payers – in the corridor through a variety of mechanisms, including additional capital improvements on the freeway and parallel arterials, providing support for transit capital and operations that increase throughput capacity in the corridor, and providing funds for enhanced operations and management of the corridor.
4. Corridor Investment Plans. Corridor Investment Plans, developed by stakeholder agencies within the corridor, will direct reinvestment of revenues to capital and operating programs serving the corridor, commensurate with the revenue generated by each corridor.
5. Simple System. Users deserve a simple, consistent and efficient system that is easy to use and includes the following elements: (a) consistent geometric design; (b) consistent signage; (c) safe and simple operations; (d) common technology; and (e) common marketing, logo and terminology.
6. Toll Collection. BATA shall be responsible for toll collection.
7. Financing. A collaborative process will determine the best financing mechanism, which could include using the state owned toll bridge enterprise as a financing pledge to construct the network.

THIS PAGE INTENTIONALLY LEFT BLANK

Tier	Highway	Project Scope	Status*
1	I-80	Red Top Road to Air Base Parkway	HOV Lane under construction.
1	I-80	Air Base Parkway to I-505	HOV Lane included in I-80 MIS and MTC I-80 FPI
1	I-80	State Route 4 to State Route 29	HOV Lane included in I-80 MIS and MTC I-80 FPI
2	I-80	State Route 29 to State Route 37	HOV Lane included in I-80 MIS and MTC I-80 FPI
2	I-680	I-80 to I-780	HOV Lane included in I-80 MIS and Draft MTC I-680 FPI (not adopted)
3	I-80	I-505 to Solano County Line (Davis)	Not studied

* All projects are part of MTC's HOT Lanes Network



P 91



Express Lanes (HOV Conversion) - Red Top Road to Airbase Parkway

Project Delivery Schedule

Estimated Costs

(Dollars x 1000)

Standard Process	YEAR										
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Phase	1	2	3	4	5	6	7	8	9	10	11
PSR (No Mapping)	1 year										
PA/ED (1.5%)		2 years									
Design (10%)											
R/W Acquisition											
Utility Relocation											
Construction (3.5% Escalation)											
Construction Mgmt (12%)											
TOTAL											

\$	500
\$	2,400
\$	16,000
\$	-
\$	-
\$	160,000
\$	19,200
\$	198,100

Expedited Process	YEAR										
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Project/Phase	1	2	3	4	5	6	7	8	9	10	11
PSR (No PSR)											
PA/ED (1.5%) - PSR/PR		2 years									
Design (10%)											
R/W Acquisition											
Utility Relocation											
Construction (3.5% Escalation)											
Construction Mgmt (12%)											
TOTAL											

\$	2,250
\$	15,000
\$	-
\$	-
\$	150,000
\$	18,000
\$	185,250

Notes:

- (1) Assumes no right-of-way acquisition required
- (2) Assumes escalation rate of 3.5%

Recommendation: \$2,250
 + 1/2 \$15,000
 \$9,750

Express Lanes - Airbase Parkway to I-505 Project Delivery Schedule

Estimated Costs

(Dollars x 1000)

Standard Process	YEAR										
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Phase	1	2	3	4	5	6	7	8	9	10	11
PSR (No Mapping)	1 yr 6 mos										
PA/ED (1.5%)	2 yrs 6 mos										
Design (10%)											
R/W Acquisition											
Utility Relocation											
Construction (3.5% Escalation)											
Construction Mgmt (12%)											
TOTAL											

\$	600
\$	4,320
\$	28,800
\$	-
\$	-
\$	288,000
\$	34,560
\$	356,280

Expedited Process	YEAR										
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Project/Phase	1	2	3	4	5	6	7	8	9	10	11
PSR (No PSR)	2 yrs 6 mos										
PA/ED (1.5%) - PSR/PR	2 yrs 6 mos										
Design (10%)											
R/W Acquisition											
Utility Relocation											
Construction (3.5% Escalation)											
Construction Mgmt (12%)											
TOTAL											

\$	3,975
\$	26,500
\$	-
\$	-
\$	265,000
\$	31,800
\$	327,275

Notes:

- (1) Assumes no right-of-way acquisition required
- (2) Construction Costs based on MIS/Corridor Study (escalated to 2007 based on Caltrans cost index and 3.5% per year from 2007 to year of construction)

Recommendation: \$3,975 + 1/2 \$26,500 \$22,230

THIS PAGE INTENTIONALLY LEFT BLANK



DATE: May 4, 2009
TO: STA Board
FROM: Daryl K. Halls, Executive Director
Elizabeth Richards, Director of Transit and Rideshare
RE: Public Hearing on Proposed Changes in the Provision of Paratransit Services:

- Receive the Solano Paratransit Transitional Plan, and
- Approval of Proposed Dissolution of Solano Paratransit

Background:

The Americans for Disabilities Act (ADA) was approved in 1990 and set basic standards on how transit services would accommodate the disabled. In the beginning, countywide intercity paratransit services for the elderly and disabled were operated by a non-profit organization – Solano County Economic Opportunity Council (SCEOC). SCEOC operated this service under contract with the County of Solano when the STA was part of the County. In 1995, SCEOC was suddenly unable to provide the service. The County of Solano/STA maintained the Solano Paratransit service through a contract with Fairfield and Suisun Transit. That same year, Vallejo decided to operate a similar service directly with the City of Benicia and thus Solano Paratransit became a north county intercity paratransit service.

CURRENT SOLANO PARATRANSIT SERVICE ARRANGEMENT/ROLE OF THE STA

Solano Paratransit is the ADA-Plus (meaning it exceeds the service area required by ADA) paratransit service that currently provide this service in eastern Solano County. It operates Monday – Saturday providing seamless intercity paratransit service for the disabled between the cities of Dixon, Fairfield, Suisun City, Vacaville and the unincorporated areas of central and eastern Solano County. Paratransit has been primarily funded by Transportation Development Act (TDA) funds from the cities of Dixon, Fairfield, Suisun City, Vacaville and the County of Solano as well as Rio Vista until FY 2008-09.

As the countywide transportation agency for Solano County, STA is primarily focused on intercity transit services. Since 1995, the Solano Transportation Authority (STA) has provided oversight and contracted with Fairfield and Suisun Transit (FAST) to operate Solano Paratransit intercity ADA-plus service through an agreement with STA. Working with FAST and the funding partners, STA has coordinated the operating and capital funding for Solano Paratransit. Solano Paratransit is operated by FAST in conjunction with their local paratransit service (DART). STA owns the paratransit vehicles utilized by FAST to operate Solano Paratransit and they are leased to FAST and maintained and operated as part of their DART fleet. STA developed the current funding methodology Solano Paratransit service, updates the cost-sharing subsidies annually and monitors the service. Annual reports regarding Solano Paratransit are provided to the Transit Consortium, Technical Assistance Committee (TAC) and STA Board. Day-to-day operations such as eligibility determinations, dispatching, and vehicle usage are integrated with DART by FAST staff and their transit provider, MV Transportation.

SOLANO PARATRANSIT SERVICE COSTS AND FUNDING

The total cost for Solano Paratransit service in FY 2008-09 was budgeted at \$792,849. This was an annual total cost increase of 31% as compared to FY 2007-08 total cost of \$605,397. The increase in cost was cited by the FAST as resulting from a new operator contract and increased fuel and maintenance costs. The higher cost of operating Solano Paratransit has been a concern for the funding partners for the past two years. During this process, the Solano Paratransit funding partners' expressed concern that FAST's costs for operating Solano Paratransit were increasing at a significant rate. This was the second double digit increase in the past five years. Due primarily to the recent economic downturn, local TDA fund revenues, the primary source of funding for Solano Paratransit, has recently been flat or decreased, making it increasingly more difficult to fund this service within the transit budgets of the local agencies (Attachment A, Cost-Sharing History). As part of the FY 2008-09 Solano Paratransit funding plan, the STA Board approved a one-year allocation of \$192,000 of State Transit Assistance Funds (STAF) towards Solano Paratransit to bring the cost down to the FY 2007-08 level so the funding partners would not be significantly impacted by the substantial increase. In July 2008, the STA Board agreed to fund a study to review how Solano Paratransit delivers service and to look at alternative options to provide Solano Paratransit service. Due to the State's recent zeroing out of STAF funds beginning in FY 2009/2010, there are no STAF funds available for the STA to allocate to the Solano Paratransit service for the forthcoming fiscal year.

SOLANO PARATRANSIT REVIEW AND SERVICE DELIVERY ALTERNATIVES STUDY

The primary purpose for this Solano Paratransit Review and Service Delivery Alternatives Study has been to review how service has been delivered and evaluate alternative methods of delivery to control or reduce costs while meeting ADA requirements and maximizing mobility for ADA-eligible individuals (Attachment B, Scope of Work). It was anticipated that a new delivery model would be needed to deliver consistent, sustainable service to ADA-eligible individuals.

The study was to review options of modifying or reducing service and/or the service area and the consequential impact on ADA passengers, review the option for each city to provide their own paratransit service similar to Solano Paratransit but with transfers of passengers between cities, and review policies and the practice of how services are delivered that may also impact the increasing cost of paratransit service. The funding partners expressed the need for this study to take place as soon as possible to allow time to review the study in order to plan and prepare to make budget adjustments and/or implement a different service before FY 2009-10. The STA Board authorized the selection of a consultant to complete this study.

HDR was selected to conduct the study. The STA staff provided the consultant with numerous reports and documents concerning Solano Paratransit in November. In December 2008, HDR met with FAST staff that operates Solano Paratransit to gather information on how the system works and what types of reports may be accessed. HDR also interviewed Dixon, Fairfield, and Vacaville transit managers to discuss the study's objectives and Solano Paratransit's strengths, and shortcomings, as well as to gather suggestions on policy and operational comments and insights.

An important part of this assessment is to gather current passengers' profile data to assess their needs for this type of service. Data was collected by the consultant and it is included in the Profile of Existing Services (Attachment C). In summary, several hundred individuals use the Solano Paratransit annually. Solano Paratransit provides over 6,000 trips annually. The majority of the trips (over 90%) are between Fairfield/Suisun and Vacaville. Other than trips to

Solano Community College/Main Campus, the vast majority of trips are for non-dialysis, medical appointments or services. Passengers with wheelchairs constitute 47% of the rides, while 53% are ambulatory.

The Profile of Existing Conditions was in draft stage when STA received a letter from the City of Fairfield notifying the STA that FY 2008-09 is the last year that City of Fairfield will operate and participate in Solano Paratransit due to financial constraints for their transit operations (Attachment D).

Discussion:

On March 19, 2009, the STA received a letter from the Fairfield City Manager notifying the STA that FY 2008-09 is the last year that the City of Fairfield will operate and participate in Solano Paratransit due to financial constraints for their transit operations.

During the first week of April, the STA staff and the consultant met with the remaining Solano Paratransit participants (City of Dixon, City of Vacaville, and the County of Solano) to discuss development of a transitional plan. At the request of the remaining Solano Paratransit participants, the consultant, HDR, who was in the process of wrapping of the Solano Paratransit Service Review and Alternatives Study was tasked to develop a draft Potential Solano Paratransit Service Strategies and Preliminary Transition Plan based upon the discussions at the meeting.

PROPOSAL TO DISSOLVE SOLANO PARATRANSIT

Concurrently, the transit staff from FAST, Vacaville, Dixon, and Vallejo have met to discuss a service option that would involve transferring intercity paratransit passengers between City transit operators. The agreement among the transit operators is a proposal to deliver required ADA services in their own service area and to discontinue Solano Paratransit. This is consistent with Alternative 4 in the Transition Plan (Attachment E).

This decentralization would mean the end of Solano Paratransit as currently configured. Solano Paratransit's intercity seamless travel will be replaced with each transit agency establishing transfer locations to transfer the ADA passenger from one paratransit system to the next paratransit system.

IMPACT ON INDIVIDUAL AGENCIES

Dixon Read-Ride is currently a general public dial-a-ride system within Dixon city limits. Read-Ride is preparing to expand their service to connect Dixon to Vacaville. Dixon Read-Ride's new service will be beyond what is required by ADA. The City of Dixon previously has dedicated \$39,718 in local TDA funds for Solano Paratransit and it is expected that these funds will be dedicated to Dixon's service connecting with Vacaville.

FAST's DART paratransit service will continue with the complementary paratransit service to the residents in their fixed route system service area. DART will connect Fairfield and Vacaville with service transferring between the two systems at Ulatis Community Center in Vacaville. Fairfield's ADA residents living beyond three-quarter mile of FAST's fixed system will not be served (Attachment F.1 Service, Attachment F.2 – Transfers, and Attachment F.3 - Fare Proposal). DART will transfer its ADA riders to Vallejo through a transfer point at Solano College. DART service will still be required to service the ADA riders within ¾ of a mile of Route 20, which covers about 50% of the City of Vacaville and the cities of Fairfield and Suisun City. Fairfield (\$273,113) and Suisun City (\$62,863) dedicated a combined total of \$336,036 in local TDA for Solano Paratransit in FY 2008-09, which will be available to fund their modified paratransit service at the local level.

Vacaville's Special Services will be responsible for the remaining ADA eligible riders residing in the City of Vacaville, not located within ¾ of a mile of Route 20 that will be served by DART. Vacaville riders will be connected to Dixon and Fairfield from the transfer point at the Ulatis Community Center. Vacaville contributed \$213,543 in local TDA to Solano Paratransit this year and can dedicate these funds for their modified service.

The County of Solano does not currently operate transit service and has not operated paratransit service since 1995. How to provide paratransit service for the ADA residents living in the unincorporated area of the County has not yet been determined at the time of the writing of this report. The ADA passengers currently using Solano Paratransit that reside in the unincorporated areas appear to be located in, travel primarily within the vicinity of Vacaville, and are relatively few in number. The County of Solano contributed \$24,484 of their local TDA funds toward Solano Paratransit service.

County of Solano staff expressed concern with the passengers living in the unincorporated area losing paratransit service at both the Transit Consortium and TAC meetings in April. During the Consortium meeting, County staff inquired if Vacaville City Coach would be interested in paratransit service to the County residents that use Solano Paratransit through a funding agreement with the County. Vacaville transit staff indicated that they did not want to provide service to the unincorporated area because it would affect their systems' performance measures. During the TAC meeting, following a similar request from County staff, the City of Vacaville staff stated that they may consider providing service to the unincorporated area residents. Since the County of Solano does not operate transit service, they requested STA to assist in the transitional plan for the Solano Paratransit riders living in the unincorporated areas of the County and to forward this request to STA Board. Subsequent to the TAC meeting, Vacaville staff has forwarded a proposal to the County for a limit service within one mile of their borders. STA staff is currently working with the County of Solano staff to consider their potential options for providing paratransit service, either through a public agency or a private contractor.

STA's current Solano Paratransit agreement with FAST expires June 30, 2009. The new arrangement of paratransit services will begin July 1, 2009. STA holds title and is responsible for the nine of the vehicles FAST uses for the Solano Paratransit/DART operation. STA will work with the operators to reassign the vehicles to maximize their usage in Solano County and bring back a recommendation to the STA Board at a future meeting.

IMPACT ON SOLANO PARATRANSIT RIDERS

At the time this staff report was drafted, STA staff was still waiting to receive information from the individual transit operators regarding the details of how the proposed intercity ADA service will be provided. The current Solano Paratransit service picks up an eligible rider and transports them directly to the destination of the trip (usually a medical appointment or shopping for groceries) and then picks up the rider at the location and provides a direct return trip to location of origin. This riders pays one fare for the round trip (Attachment F.3).

Based on a map (Solano County Paratransit Connections) provided at the Transit Consortium and conversations with individual transit staff, under this decentralized approach, ADA eligible riders taking a trip between cities will be picked up by their local transit provider and transported to a transfer location either within the city or at an adjacent city. The rider will then be picked up and transported to their destination by the transit operator providing the service where the destination is located. On the return trip, the rider will be picked up at their destination by the transit operator serving this area, transported to the transfer point, then picked up by the transit

provider for the city in which they reside and then transported to the location where the trip originated. The rider will be required to pay the fares for both operators that provide the service for the trip. For example, a rider from Suisun City traveling to Vacaville will pay the DART fare and the Vacaville Special Services. An example of fares is Attachment F.3.

ROLE OF THE STA AND NEXT STEPS

Under this recommendation, the STA will assist the County of Solano to identify service and funding options for paratransit services in the County unincorporated area, continue to monitor the performance of intercity paratransit services in the role of providing staff support for the Paratransit Coordinating Council, and updating the Solano County Senior and Disabled Transit Study. The STA Board role in providing policy oversight and funding support for the intercity ADA plus paratransit service for Solano Paratransit would cease beginning July 1, 2009.

NOTIFYING SOLANO PARATRANSIT RIDERS AND THE PUBLIC

In preparation for the public hearing for this proposed service change, the STA has prepared public notices that have been submitted to newspapers for the cities of Dixon, Fairfield and Vacaville. Notices will be distributed to each transit operators to be distributed to their riders and residents. The STA will also add the notice of the hearing to the STA website and will be informing members of the Paratransit Coordinating Council (PCC).

The proposal to dissolve Solano Paratransit and transfer the responsibility for intercity paratransit to the individual agencies was discussed at both the Transit Consortium and TAC on April 29, 2009. Both committees recommended forwarding the recommendation to the STA Board to dissolve Solano Paratransit and transfer the responsibility for the passengers served by Solano Paratransit to the local operators, authorize the STA to work with the County of Solano to develop a transitional plan for Solano County riders residing in the County unincorporated area, and authorize the Executive Director to send out notification of the Solano Paratransit riders.

Fiscal Impact:

This Solano Paratransit Review and Service Delivery Alternatives Study was funded with State Transit Assistance Funds for \$60,000 provided by the STA. The funding for Solano Paratransit service and the service proposed to be provided specified local transit operators is primarily funded by local TDA funds.

Recommendation:

CONDUCT a Public Hearing to consider changes in the provision of Paratransit services:

1. Staff Presentation of the Summary of Potential Service Strategies and Preliminary Transition Plan as shown in Attachments C and E to the staff report;
2. Open Public Hearing and receive public comment;
3. Close Public Hearing;
4. Board Consideration of the following proposed actions
 - a. Dissolve the Solano Paratransit service and transfer the responsibility for the passengers served by Solano Paratransit to the local transit operators serving the communities in which they reside;
 - b. Authorize the STA to work with the County of Solano to develop a transitional plan for Solano Paratransit riders residing in the County unincorporated area; and
 - a. Authorize the Executive Director to send out notification of the dissolution of Solano Paratransit to all registered Solano Paratransit passengers providing contact information for each transit agency to address questions and for clarification.

Attachments:

- A. Solano Paratransit Cost Sharing History
- B. Solano Paratransit Study Scope of Work
- C. **Solano Paratransit: Profile of Existing Services*
- D. Letter from the City of Fairfield received March 25, 2009
- E. **Draft of the Summary of Potential Solano Paratransit Service Strategies and Preliminary Transition Plan*
- F.1 Proposed Service
- F.2 Proposed Transfers
- F.3 Proposed Fare
- F.4 Solano County Paratransit Connections Diagram

**Attachments C & E will be provided to the STA Board Members under separate enclosure. Copies may be requested by contacting the STA office at (707) 424-6075.*

Solano Paratransit Budgets and Cost-sharing History

		FY2005-06	FY2006-07	FY2007-08	FY2008-09
Operating Cost		\$ 499,453	\$ 615,784	\$ 605,397	\$ 792,849
Operating Revenue					
	Farebox Revenue	\$ 21,098	\$ 21,520	\$ 39,966	\$ 35,659
	TDA Contributions				
	Dixon	\$ 29,180	\$ 36,484	\$ 36,781	\$ 39,718
	Fairfield	\$ 191,151	\$ 231,925	\$ 222,828	\$ 273,153
	Rio Vista ¹	\$ 9,615	\$ 9,691	\$ 12,367	\$ 1,030
	Suisun City	\$ 45,683	\$ 65,430	\$ 66,950	\$ 62,863
	Vacaville	\$ 175,126	\$ 218,331	\$ 202,938	\$ 213,543
	County of Solano	\$ 27,601	\$ 22,403	\$ 23,567	\$ 24,484
	STA	\$ -	\$ 10,000	\$ -	\$ 192,000

¹ Rio Vista opted out of Solano Paratransit in FY2008-09 and contributed for 1 month to transition service

THIS PAGE INTENTIONALLY LEFT BLANK

SCOPE OF WORK

INTRODUCTION

The Solano Transportation Authority (STA) is a joint powers authority with members including the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and Vallejo and the County of Solano. The STA serves as the Congestion Management Agency for Solano County and is responsible for countywide transportation planning and programming of State and Federal funding for transportation projects within the county and through its SolanoExpress Intercity Transit Consortium, coordinates the SolanoExpress intercity routes and Solano Paratransit services.

BACKGROUND

Public entities that operate fixed route transportation services for the general public are required by the U.S. Department of Transportation (DOT) regulations implementing the Americans with Disabilities Act of 1990 (ADA) to provide ADA Complementary Paratransit service for persons who, because of their disability, are unable to use the fixed route system. These regulations (49 CFR Parts 27, 37, and 38) include six service criteria, which must be met by ADA Complementary Paratransit service programs.

The intercity paratransit service in northern Solano County is provided by the Solano Transportation Authority through an agreement with Fairfield and Suisun Transit (FAST). STA owns nine wheelchair-lift equipped accessible vans that it leases to FAST to operate the service. This service is known as Solano Paratransit. These vehicles are part of an integrated fleet that also delivers DART (local paratransit service serving Fairfield and Suisun City). The DART fleet consists of five (5) vehicles. FAST contracts with MV Transportation to deliver both DART and Solano Paratransit service.

Solano Paratransit is an intercity origin to destination transportation service for residents of Dixon, Fairfield, Suisun City, Vacaville and the unincorporated county areas surrounding these cities. Until July 2008, Solano Paratransit served Rio Vista residents as well and may in the future if Rio Vista chooses to participate in Solano Paratransit again. Service is provided Monday through Friday from 7:00 am to 7:30 pm and on Saturday from 8:00am to 5:00pm. Service is currently not restricted by the distance of a pick-up relative to fixed-route service. Fixed-route service is provided by FAST in Fairfield and Suisun City, and by Vacaville City Coach in Vacaville. Vacaville City Coach also operates ADA paratransit service (Special Services) for trips within Vacaville. Dixon Read-Ride is a general public dial-a-ride service that operates only within the city limits of Dixon. All three transit services are housed within the local City government. Solano Paratransit annual ridership is approximately 8,500.

The cost of operating Solano Paratransit has increased significantly in the past several years. The primary purpose for this Solano Paratransit Review and Service Delivery Alternatives Study is to review how service is being delivered and evaluate alternative methods of delivery to control or reduce costs while meeting ADA requirements and maximizing mobility for ADA-eligible individuals. It is anticipated that a new delivery model is needed to deliver consistent, sustainable service to ADA-eligible individuals.

WORK TASKS

The purpose of the review is to clarify for the STA and Solano Paratransit funding partners how Solano Paratransit ADA complementary paratransit services meet and exceed requirements and to identify alternative service models to delivery ADA complementary paratransit service. The review shall examine service standards, policies, and practices related to ADA compliance such as geographic area served, paratransit eligibility standards and process, denials, no shows, and other issues associated with ADA requirements.

The work shall be conducted in close coordination with STA and FAST staff. Initial findings will be reviewed with STA staff prior to release of draft documents.

Specifically, the work tasks may include but are not limited to:

1. Finalize Scope of Services and Work Plan

Meet with STA to finalize the scope of services and work plan. Identify data needs, interview requirements, meetings, draft deliverables, and final deliverables. Establish the project schedule and communications protocols.

2. Identify ADA Complementary Paratransit Requirements

Summarize the key requirements that Solano Paratransit must meet under 49 CFR Parts 27, 37, and 38. Identify the standards Solano Paratransit has adopted relative to the ADA requirements. Identify and summarize where Solano Paratransit services meet or exceed the ADA Complementary Paratransit requirements.

3. Collect Data and Conduct Interviews

Determine how many people live beyond the ADA corridor, where they travel, how often, if there are any other transit alternatives for them. Service data showing trips provided, destinations, service hours, and miles.

This information may include but is not limited to:

- Copies of the contract with the service provider
- Interviews with FAST and contractor staff
- Information provided to riders
- Operator handbooks
- Written Policies and Procedures
- Drivers manifests
- Revenue Hours/ Miles Reports
- Service Area Map
- Information about fixed route services in the area
- Passenger Surveys
- Denial and No Show Records and Procedures
- Eligibility List and Procedures
- Solano Paratransit Assessment Study

4. Determine the Cost Driving Factors

Review operational cost, policies and procedures, operational system, eligibility determination, etc. to determine cost driving factors in the existing Solano Paratransit budget.

5. Prepare Preliminary Analysis of Results

Based on the determination of where service requirements are exceeded, the consultant shall identify alternative delivery options to meet ADA requirements, maintain as much mobility as possible for ADA-eligible riders, and control costs with minimal impact to the existing paratransit riders. Each option will include estimated operating cost.

6. Review Initial Findings

Meet with STA staff to review initial findings. Where the minimum requirement is exceeded, potential alternative plans shall be discussed with STA and SP funding partners' staff. Determine which findings require further investigation and review to result in conclusions and recommendations to be included in a written report.

7. Prepare Draft and Final Reports

A draft report of findings and recommendations shall be presented to staff for review and comment. The draft report will be revised to reflect the staff comments.

THIS PAGE INTENTIONALLY LEFT BLANK



CITY OF FAIRFIELD

Founded 1856

Incorporated December 12, 1903

Home of
Travis Air Force Base

COUNCIL

Mayor
Harry T. Price
707.428.7395

Vice-Mayor
John Mraz
707.429.6298

Councilmembers
707.429.6298

Chuck Timm
Catherine Moy

Rick Vaccaro

...

City Manager
Sean Quinn
707.428.7400

...

City Attorney
Greg Stepanich
707.428.7419

...

City Clerk
Arietta Cortright
707.428.7384

...

City Treasurer
Oscar G. Reyes, Jr.
707.428.7496

DEPARTMENTS

Community Services
707.428.7465

...

Finance
707.428.7498

...

Fire
707.428.7375

...

Human Resources
707.428.7394

...

Community
Development
707.428.7461

...

Police
707.428.7551

...

Public Works
707.428.7485

March 19, 2009

Daryl Halls
Solano Transportation Authority
1 Harbor Center, Ste 130
Suisun City, CA 94585

Subject: Paratransit Operating Agreement for FY 2008-2009

Please find enclosed one signed copy of the fiscal year (FY) 2008-2009 "Agreement Between the Solano Transportation Authority and the City of Fairfield Concerning Operation of Paratransit Services in Northern Solano County and the Provision of Paratransit Buses and Other Equipment" including the Exhibit A as submitted. Also enclosed are updated versions of Exhibit B and Exhibit C, which are referenced but not attached to the agreements sent over for signature.

At this time, the City of Fairfield is notifying the Solano Transportation Authority (STA) that FY 08-09 is the last year the City of Fairfield will operate and participate in this service. Reduced State support for transit operations has forced us to reconsider what level of transit operations are sustainable in an economic environment that is not expected to improve significantly for several years.

Solano Paratransit is one of the most expensive and least efficient transit programs in Solano County. Solano Paratransit currently serves only those trips that are outside the legally required Americans with Disabilities Act (ADA) complementary requirement. Because of the extraordinary service area which is above the ADA legal requirement, Solano Paratransit is characterized as "ADA-Plus" service. Unfortunately, the largely rural character of the service area and long, dispersed trips results in a grossly inefficient and expensive service. Current FY 08-09 estimates place the taxpayer subsidy per trip (one way) at \$100.92 or, if expressed as a cost per service hour, \$137.94.

The City of Fairfield' transit operating dollars have been reduced by the State budget that eliminates State Transit Assistance 50% this FY and eliminates the program for the foreseeable future. In addition, the contracting economy has reduced Transportation Development Act funds as well. The City of Fairfield simply cannot afford to dedicate scarce transit operating funds to operate and/or participate in an optional service that costs \$201.84 for a single person to make a single round trip.

RECEIVED

MAR 25 2009

SOLANO TRANSPORTATION
AUTHORITY

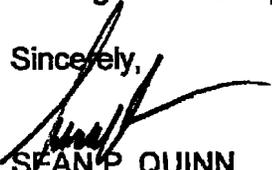
To: Solano Transportation Authority March 19, 2009
Subject: Paratransit Operating Agreement for FY 2008-2009 Page 2

The City of Fairfield would continue to operate our legally required ADA complement paratransit service – DART. The City will also pursue coordinated transfers and transfer agreements with our neighbors to facilitate basic intercity travel.

The City will also continue to support reduced fare taxi service and a volunteer driver program. Both of these services provide more cost effective transportation options for older residents that need assistance when regular fixed route buses cannot meet their needs for mobility and access.

The decision to withdraw from Solano Paratransit is probably only the first of many difficult transportation related decisions jurisdictions in Solano County will have to confront in the near term. Even though federal stimulus funding will provide a needed capital boost for both transit and roads, that funding can not be used for transit operations. State cuts and the poor economy have reduced funding for transit operations and we are faced with these difficult decisions.

Sincerely,



SEAN P. QUINN
City Manager

Enclosures

c: Suzanne Bragdon, City Manager, City of Suisun City
Joseph Tanner, City Manager, City of Vallejo
Laura Kuhn, Interim City Manager, City of Vacaville
Michael Johnson, County Administrator, Solano County
Jim Erickson, City Manager, City of Benicia
Nancy Houston, City Manager, City of Dixon ✓
Hector De La Rosa, City Manager, City of Rio Vista
Gene Cortright, Public Works Director, City of Fairfield
Wayne Lewis, Assistant Public Works Director, City of Fairfield
George Fink, Transit Manager, City of Fairfield

**Summary of Proposed Paratransit Services
In
Eastern Solano County
(Effective July 1, 2009)**

Resident of	Local paratransit service	Policy Contact	Service Contact	Intercity Travel Destinations	Transfer locations for intercity service
County of Solano	TBD	Paul Wiese, Engineering Manager	TBD		TBD
Dixon	Dixon Read-Ride	Jeff Matheson, Community Services Director	Dixon Read-Ride @ (707) 678-5020	Vacaville	Dixon will transport to Vacaville
				Fairfield and points west of Vacaville	Ulati Community Center in Vacaville, transfer to DART
Fairfield	DART	George Fink, Transit Manager	FAST/DART @ (707) 429-2400	Vacaville and points east ¹	Ulati Community Center in Vacaville, transfer to VV Special Services or Dixon Read-Ride
				To Vallejo and points west	Solano Community College, transfer to Vallejo RunAbout
				To Rio Vista	Solano Mall & FTC, transfer to Rio Vista Delta Breeze
Suisun City	DART	George Fink, Transit Manager	FAST/DART @ (707) 429-2400	To Vacaville and points east	Ulati Community Center in Vacaville, transfer to VV Special Services or Dixon Read-Ride
				To Vallejo and points west	Solano Community College, transfer to Vjo RunAbout
				To Rio Vista	Suisun Amtrak Station, transfer to Rio Vista Delta Breeze
Vacaville	VV Special Services	Brian McLean, Transit Manager	VV/Special Services @ (707) 649-2400	To Fairfield and points west	Ulati Community Center, transfer to FAST/DART
				To Dixon and points east	Ulati Community Center, transfer to Dixon Read-Ride

Passengers will pay paratransit local fares on each system.

¹ Will directly pick-up and drop-off within ¼ mile of FAST Rt. 20 service in Vacaville and to VV Kaiser Medical Center.

P109

ATTACHMENT F.1

PROPOSED INTERCITY PARATRANSIT TRANSFERS

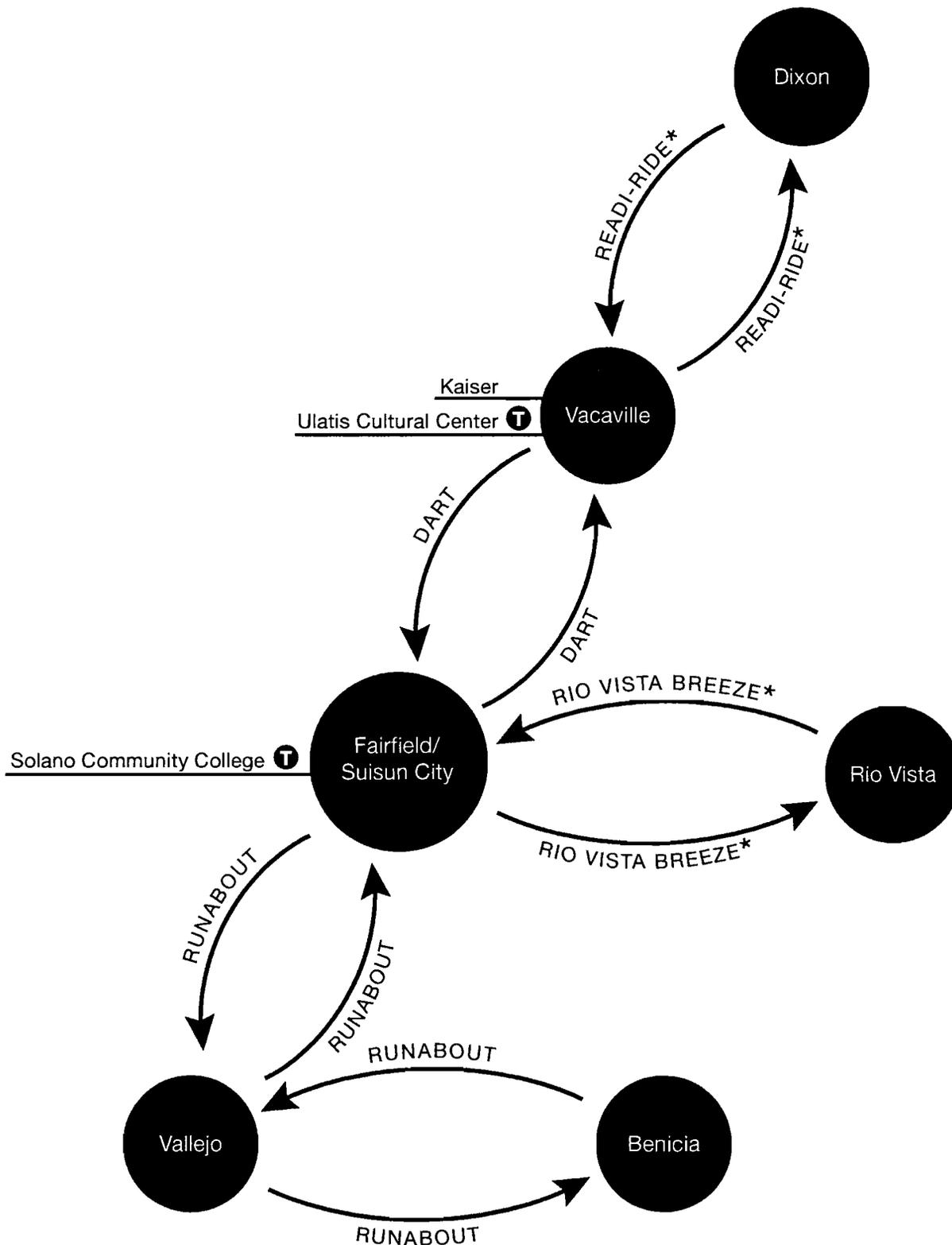
	EXISTING SOLANO PARATRANSIT	PROPOSED INTERCITY PARATRANSIT STRUCTURE
DIXON RESIDENTS		
To Vacaville	Solano Paratransit	Dixon Read-Ride to/from Vacaville location
To Fairfield/Suisun City	Solano Paratransit	Dixon Read-Ride to Vacaville Ulatis Cultural Ctr Transfer to DART; DART to destination
To Vallejo	Solano Paratransit	Dixon Read-Ride to VV Ulatis Cultural Ctr Transfer to DART; DART to SCC/Transfer Pt Transfer to Vallejo RunAbout to Vjo destination
To Davis	n/a	Dixon Read-Ride to/from Davis location
FAIRFIELD/SUISUN CITY RESIDENTS		
To Vacaville: within 3/4 mile of Rt. 20 route or VV Kaiser	Solano Paratransit	DART
To Vacaville: beyond 3/4 mile of Rt. 20 route or VV Kaiser	Solano Paratransit	DART to Vacaville Ulatis Cultural Ctr Transfer to VV Special Services to destination
To Vallejo	Solano Paratransit	DART to SCC/Transfer Pt Transfer to Vallejo RunAbout to Vjo destination
VACAVILLE RESIDENT		
To Dixon	Solano Paratransit	Dixon Read-Ride will pick-up from Ulatis Cultural Ctr
To Fairfield/Suisun City (from VV: within 3/4 mile of Rt. 20 route or VV Kaiser)	Solano Paratransit	DART
To Fairfield/Suisun City (from VV: beyond 3/4 mile of Rt. 20 route or VV Kaiser)	Solano Paratransit	VV Special Services to Ulatis Cultural Ctr Transfer to DART
To Vallejo (From VV: within 3/4 mile of Rt. 20 corridor or VV Kaiser)	Solano Paratransit	DART to SCC/Transfer Pt Transfer to Vjo RunAbout to Vjo destination
To Vallejo (from VV: beyond 3/4 mile of Rt. 20 route or VV Kaiser)	Solano Paratransit	VV Special Services to Ulatis Cultural Ctr DART to SCC/Transfer Pt Transfer to Vjo RunAbout to Vjo destination
UNINCORPORATED RESIDENTS		
To be determined		

ATTACHMENT F.3

PROPOSED INTERCITY TRANSIT FARES

EXISTING SOLANO PARATRANSIT SERVICE		PROPOSED INTERCITY PARATRANSIT STRUCTURE		FARE
DIXON RESIDENTS		(Effect. 4/1/09)		
To Vacaville	\$5.50	Dixo Read-Ride to Vacaville destination		Unknown
To Fairfield/Suisun City	\$7.50	Dixon Read-Ride to Vacaville Ulatis Cultural Ctr Transfer to DART; DART to destination		Unknown \$5.50
To Vallejo	\$13.50	Dixon Read-Ride to VV Ulatis Cultural Ctr Transfer to DART; DART to SCC/Transfer Pt Transfer to Vallejo RunAbout to Vjo destination		Unknown \$5.50 \$6.00
To Davis	n/a	Dixon Read-Ride to/from Davis location		Unknown
FAIRFIELD/SUISUN CITY RESIDENTS				
To Vacaville: within 3/4 mile of Rt. 20 route or VV Kaiser	\$5.50	DART		\$5.50
To Vacaville: beyond 3/4 mile of Rt. 20 route or VV Kaiser	\$5.50	DART to Vacaville Ulatis Cultural Ctr Transfer to VV Special Services to destination		\$5.50 \$2.00
To Vallejo	\$7.50	DART to SCC/Transfer Pt Transfer to Vallejo RunAbout to Vjo destination		\$3.00 \$6.00
VACAVILLE RESIDENTS				
To Dixon	\$5.50	Dixon Read-Ride will pick-up from Ulatis Cultural C		Unknown
To Fairfield/Suisun City (from VV: within 3/4 mile of Rt. 20 route or VV Kaiser)	\$5.50	DART		\$5.50
To Fairfield/Suisun City (from VV: beyond 3/4 mile of Rt. 20 route or VV Kaiser)	\$5.50	VV Special Services to Ulatis Cultural Ctr Transfer to DART to FF/SSC destination		\$2.00 \$5.50
To Vallejo (From VV: within 3/4 mile of Rt. 20 corridor or VV Kaiser)	\$9.50	DART to SCC/Transfer Pt Transfer to Vjo RunAbout to Vjo destination		\$5.50 \$6.00
To Vallejo (from VV: beyond 3/4 mile of Rt. 20 route or VV Kaiser)	\$9.50	VV Special Services to Ulatis Cultural Ctr DART to SCC/Transfer Pt Transfer to Vjo RunAbout to Vjo destination		\$2.00 \$5.50 \$6.00
UNINCORPORATED RESIDENTS				
	See above	TBD		TBD

Solano County Paratransit Connections



T Indicates transfer point to local paratransit provider

* General Public Services – Eligibility not Required.



DATE: May 1, 2009
TO: STA Board
FROM: Janet Adams, Deputy Executive Director and Director of Projects
Charles Lamoree, Legal Counsel
RE: Regional Transportation Impact Fee (RTIF) Stakeholders Committee and Governance

Background:

One of the tasks identified by the Solano Transportation Authority (STA) Board as a priority project in the STA's Overall Work Plan (OWP) for Fiscal Year (FY) 2008-09 and 2009-10 is the initiation of a Regional Impact Fee Feasibility Study. Regional Transportation Impact Fees (RTIF) are used in a variety of counties throughout the State of California. A transportation impact fee is established by a local or regional government (and usually collected during issuance of the building permit) in connection with approval of a development project for purpose of defraying all or a portion of the cost of particular public facilities. The legal requirements for enactment of a traffic impact fee program are set forth in the California "Mitigation Fee Act", which was adopted in 1987 under AB 1600, and thus these fees are commonly referred to as "AB 1600" fees. An impact fee is not a tax or a special assessment so, by definition, a fee must be reasonably related to the cost of the facility or service provided by the local agency. On July 9th, the STA Board authorized the Executive Director to begin the Regional Transportation Impact Fee (RTIF) Feasibility Study.

Discussion:

On May 4, 2009 the RTIF Policy Committee was convened, Attachment A is the agenda for this meeting. At the meeting, the Policy Committee reviewed the RTIF Nexus Study Work Plan previously approved by the STA Board, the formation of a Stakeholder Committee and Governance options for the RTIF. Below provides an overview of the Stakeholder Committee and Governance issue.

Stakeholder Committee

The RTIF Stakeholder Committee is designed to provide public input from a wide variety of interested parties on the RTIF development process. The proposed makeup of the Stakeholder Committee includes local and regional representatives, including residential and commercial builders, environmental groups, civil engineers and architects, agricultural and land trust representatives, taxpayers, business groups, and elected officials, not on the STA Board.

The total committee size is recommended to be 29, with eight elected representatives and the others being business and advocacy group representatives. A membership of 29 will allow for a broad representation of interests at each meeting, but still be small enough to be manageable (Attachment B).

Elected Representation – 8 representatives

Each of the 7 City Councils and Solano County Board of Supervisors would have 1 elected member on the Stakeholder Committee. These are intended to be members who are not STA Board Members or Alternates.

Residential Builders – 5 representatives

Residential development typically bears a substantial proportion of the cost of a development impact fee. In addition, there are a variety of sizes and locations for residential developers. It is recommended that one regional single family builder, one regional multi-family builder, one low-income residential builder, and two local builders.

Agricultural, Business, Environmental and Taxpayers Groups – 6 representatives

This is the broadest grouping of stakeholders, with a wide variety of interests and representation. Groups would include agricultural and business representatives, and representatives of advocacy groups representing environmental, taxpayer and environmental justice organizations.

Commercial and Industrial Developers – 4 representatives

Commercial and industrial builders face different financial and market issues than do residential developers, so they are impacted differently by a new fee than are residential developers. Because of the size of some commercial or industrial projects, this category may pay the largest proportion of fees in some areas.

Engineers and Brokers – 3 representatives

Civil engineers are more likely to be local business owners than many developers. Brokers, like some developers, often work in a region rather than a single city.

Additional Representatives – 4 representatives

The RTIF Policy Committee also recommended inclusion of a transit operator, a mixed use developer and a representative from Environmental Justice/Disadvantaged Persons Representative.

STA staff will work with the technical RTIF Working Group, City Managers Group, and STA Board Executive Committee to identify a list of stakeholders in each category, and to invite participants to join the Stakeholder Committee. STA Board members will be asked to provide a member from each of the 7 cities and from the unincorporated county.

Governance

There are three components to this issue: who establishes the fee; who collects the fee and who administers the fee. The RTIF Steering Committee considered various options and unanimously recommended the already existing Solano Transportation Improvement Authority (STIA) which was created to collect and administer the proposed transportation sales tax measures. That Authority is still in place and an existing mechanism for independent administration of a regional transportation impact fee, with representation from each of the seven cities and the County of Solano, since that would be its function were a transportation sales tax approved by the voters (Attachment C).

If the STIA is selected, a formal joint powers agreement would have to be adopted by the participating agencies. The RTIF Steering Committee recommended this occur after the completion of the RTIF Nexus Study when the implementing ordinance is ready adoption.

Fiscal Impact:

No impact to the STA budget, as the RTIF Nexus Study work is already included in our budget and these recommendations are part of the process to implement a countywide RTIF.

Recommendation:

Approve the following:

1. The formation of a RTIF Stakeholder Committee as specified in Attachment B, and authorize the STA Executive Director to work with the RTIF Working Group and STA Board Executive Committee to identify and invite interested participants; and
2. Designate the Solano Transportation Improvement Authority (STIA) as the recommended governance body to develop, approve and administer the proposed Regional Transportation Impact Fee (RTIF);

Attachments:

- A. Economic Planning Systems (EPS) Regional Transportation Impact Fee (RTIF) Nexus Study Work Plan (as included in STA's agreement with EPS).
- B. Regional Transportation Impact Fee Stakeholder Committee Membership
- C. RTIF Steering Committee Staff Report dated May 4, 2009 on RTIF Governance

THIS PAGE INTENTIONALLY LEFT BLANK



Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

Area Code 707
424-6075 • Fax 424-6074

**REGIONAL TRANSPORTATION IMPACT FEE (RTIF)
POLICY COMMITTEE**

**12:00 p.m. – 1:00 p.m.
Monday, May 4, 2009
(Lunch will be provided.)**

Members:

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

**Solano County Government Center
675 Texas Street, 6th Floor, Room 6004
Fairfield, CA 94533**

MEETING AGENDA (REVISED)

- I. CALL TO ORDER/INTRODUCTIONS** Chair Spring
(12:00 – 12:05 p.m.)
- II. APPROVAL OF THE AGENDA**
(12:05 – 12:10 p.m.)
- III. OPPORTUNITY FOR PUBLIC COMMENTS**
(12:10 – 12:15 p.m.)

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

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

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

- A. RTIF Steering Committee Meeting Minutes of February 20, 2009** Johanna Masielat
Recommendation:
Approve the RTIF Committee Meeting Minutes of February 20, 2009.

COMMITTEE MEMBERS

City of Benicia	City of Dixon	City of Fairfield	City of Rio Vista	City of Suisun City	City of Vacaville	City of Vallejo	County of Solano
Elizabeth Patterson Jim Erickson	Jack Batchelor, Jr. Nancy Huston	Harry Price Sean Quinn	Jan Vick Hector de la Rosa	Pete Sanchez Suzanne Bragdon	Len Augustine Laura Kuhn - Interim	Osby Davis Joseph Tanner	Jim Spering Michael Johnson

V. ACTION ITEMS

A. Nexus Study Work Plan

Walter Kaiser, EPS

Recommendation:

Forward a recommendation to the STA Board to approve the Nexus Study Work Plan for the Solano Regional Transportation Impact Fee.

B. RTIF Stakeholder Committee

Robert Macaulay, STA

Recommendation:

Forward a recommendation to the STA Board to approve the formation of a RTIF Stakeholder Committee as specified in Attachment A, and direct the STA Executive Director to work with the RTIF Working Group to identify and invite interested participants.

Charles Lamoree, STA

C. Solano County RTIF Governance

Recommendation:

Forward a recommendation to the STA Board to approve the following:

- 1. Designate the Solano Transportation Improvement Authority (STIA) as the recommended governance body to develop, approve and administer the proposed Regional Transportation Impact Fee (RTIF);*
- 2. Authorize STA Legal Counsel to develop a draft Joint Powers Agreement for the STIA to become the RTIF Authority for Solano County; and*
- 3. Authorize the Executive Director to forward the draft JPA designating the STIA as the governing authority for the proposed RTIF to the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo, and the County of Solano for their consideration*

VI. INFORMATION ITEMS

Sam Shelton, STA

A. Updated RTIF FAQs

X. CLOSING COMMENTS FROM COMMITTEE MEMBERS

Committee Members

(12:55 – 1:00 p.m.)

XI. ADJOURNMENT

The next Regional Traffic Impact Fee (RTIF) Policy Committee Meeting will be in July at a time and date to be determined.

Regional Transportation Impact Fee Stakeholder Committee Membership

1. *Elected Representatives (8 representatives)*:*

Benicia City Council	(1 voting member)
Dixon City Council	(1 voting member)
Fairfield City Council	(1 voting member)
Rio Vista City Council	(1 voting member)
Solano County Board of Supervisors	(1 voting member)
Suisun City Council	(1 voting member)
Vacaville City Council	(1 voting member)
Vallejo City Council	(1 voting member)

*non-STA Board members or alternates as a priority.

2. *Residential Builders (5 representatives):*

Regional Single Family Developer	(1 voting member)
Regional Multi-Family Developer	(1 voting member)
Low-Income Residential Developer	(1 voting member)
Local Developers	(2 voting members)

3. *Agriculture, Business, Environmental and Taxpayers Groups (6 representatives)*
(Membership To Be Determined)

4. *Commercial and Industrial Developers (4 representatives)*
(Membership To Be Determined)

5. *Engineers and Brokers (3 representatives)*
(Membership To Be Determined)

6. *Mix Use/In-Fill Developer (2 representatives)*

7. *Environmental Justice Representative (1 representative)*

8. *Transit Provider (1 representative)*

THIS PAGE INTENTIONALLY LEFT BLANK



DATE: April 27, 2009
 TO: RTIF Policy Committee
 FROM: Charles Lamoree, STA Legal Counsel
 RE: Solano County RTIF Governance

Background:

The legal authority for creating, imposing and administering a development impact fee arises from the general police power to provide for the health, safety and welfare of the citizens within the boundaries of a particular governmental agency. In addition, in California, the State Legislature has adopted statutes that reflect the various court cases which upheld the Constitutional right of a city, county or special district to address the impacts from new development by imposing an impact fee. Those statutes were contained in AB1600 and are found in Government Code Sections 66,000 et seq.

Discussion:

Creating an RTIF

There are three components to this issue: who establishes the fee; who collects the fee and who administers the fee.

- **Adopting and Imposing the RTIF**

Under AB1600 a development impact fee can be created by a city, a county or special district as well as through an “authority” or “agency.” There are several different models within the 17 existing RTIFs in California. Some are created and imposed by the County; others have the fee adopted and imposed by the county and the participating cities; and others have the RTIF adopted and imposed by an “agency” or “authority.”

- **Collecting the RTIF**

Impact fees are collected at the time building permits are issued or when an occupancy permit is issued at the completion of construction. Collection is done by the member agencies covered by the RTIF—the cities and the county—along with the other applicable development impact fees. This is the most efficient way to collect the RTIF although, theoretically, a county could collect an RTIF itself although that would mean creating and staffing a collection system.

- **Administering the RTIF**

When creating a regional or sub-regional transportation impact fee there are two basic forms of governance that could serve to establish and administer such a regional fee.

1. **A County**

A County can create county-wide fees and could also establish impact fees on a sub-regional basis. Thus, Solano County could be the vehicle for imposing, collecting and allocating a regional transportation fee. The local example of a regional fee would be Solano County’s Public Facilities Fee which was created several years ago.

2. **A Joint Powers Authority or Multi-Agency Organization (COGs; Transit Districts under the Public Utilities Code; a joint powers authority such as the Solano Transportation Authority)**

While a county could adopt, collect and administer a RTIF, of the 17 RTIF's in California the vast majority do not use the county to administer regional transportation fees. Instead, virtually every RTIF is administered by a joint powers organization either through an existing agency or an agency specially created to administer the RTIF and in several cases it is the joint powers agency that does everything: adopts, imposes, collects and administers the RTIF.

AB1600 recognizes that agencies with police powers can delegate that authority to a specially created "authority" or "agency" to exercise certain powers that are common the member agencies through the adoption of a joint powers agreement or creation of a formal "council of governments" or "association of governments" that is authorized to exercise the police power.

Solano County does not have a Council of Governments. However, for transportation matters, the STA was created by the County and the seven cities in Solano County and included a list of some of their common powers to be exercised by the STA. For example, cities and counties can operate transit systems. The existing JPA for the STA does not include the authority to create a regional or sub-regional transportation impact fee. However, the JPA is presently undergoing the amendment process (amendments need the unanimous approval of the eight member agencies) and one readily available means to create and administer a regional transportation impact fee is to include that power within the JPA amendments.

A Recommendation: Build Upon the Existing STIA as the Structure for a New Joint Powers Authority

One approach may be to utilize the already existing Solano Transportation Improvement Authority (STIA) which was created to collect and administer the proposed transportation sales tax measures. That Authority is still in place and an existing mechanism for independent administration of a regional transportation impact fee, with representation from each of the seven cities and the County of Solano, since that would be its function were a transportation sales tax approved by the voters.

If the STIA is selected, a formal joint powers agreement would have to be adopted by the participating agencies

Recommendation:

Forward a recommendation to the STA Board to approve the following:

1. Designate the Solano Transportation Improvement Authority (STIA) as the recommended governance body to develop, approve and administer the proposed Regional Transportation Impact Fee (RTIF);
2. Authorize STA Legal Counsel to develop a draft Joint Powers Agreement for the STIA to become the RTIF Authority for Solano County; and
3. Authorize the Executive Director to forward the draft JPA designating the STIA as the governing authority for the proposed RTIF to the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo, and the County of Solano for their consideration

Attachments

- A. Joint Powers Agreement Solano Transportation Improvement Authority



DATE: May 6, 2009
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Adoption of STA Overall Work Plan (OWP) for Fiscal Year (FY) 2009-10 and FY 2010-11

Background:

Each year, the Solano Transportation Authority (STA) Board identifies and updates its priority projects. These projects provide the foundation for the STA's overall work plan for the forthcoming two fiscal years. In July 2002, the STA Board modified the adoption of its list of priority projects to coincide with the adoption of its two-year budget. This marked the first time the STA had adopted a two-year overall work plan. The most recently adopted STA Overall Work Plan (OWP) for FY 2008-09 and FY 2009-10 included a list of 40 priority projects, plans and programs.

On March 25, 2009, STA staff provided the Technical Advisory Committee (TAC) with a status and progress report of the current OWP and the initial draft OWP for the forthcoming two fiscal years. At their meeting of March 30, 2009, the STA Board's Executive Committee reviewed the draft OWP and requested that staff reformat the OWP into categories of STA lead projects, co-lead projects, and projects being monitored by STA, rather than divided by department. This revised version of the draft OWP was presented to the STA Board as an informational item on April 8, 2009.

Discussion:

Attached is the revised draft STA Overall Work Plan for FY 2009-10 and FY 2010-11. This draft OWP contains a total of 41 staff recommended projects, plans and programs/services that would cover the range of current and proposed activities of the STA for the next two fiscal years.

SUMMARY OF THE OWP

The draft OWP includes a total of 26 tasks in which STA serves as the lead for the project, program or plan, 8 tasks where STA serves as co-lead with another agency, and 7 tasks where STA serves in a monitoring role. Several of these work tasks are a combination of projects, plans and/or programs and several items contain components in which STA serves as lead, co-lead and/or a monitoring role. In addition, the different work tasks have been identified as projects, plans or programs.

STA LEAD AGENCY TASKS

The draft OWP contains a total of 7 projects, 6 plans and 13 programs with the STA serving in the role of lead agency. The STA serves as lead agency for the following projects:

1. I-80/I-680/SR 12 Interchange
2. North Connector
3. I-80 HOV Lane Projects
4. Express Lanes (HOT Lanes)
5. Jepson Parkway Project
6. SR 12 East Projects
7. I-80 East Bound Cordelia Truck Scales

The Express Lanes (Hot Lanes) project on I-80 is a new project identified by the STA Board earlier this year.

STA serves as the lead agency for the following studies:

8. I-80 Corridor Management Policies
9. Regional Traffic Impact Fee (RTIF) Study
10. SR 113 Major Investment Study Implementation
11. Comprehensive Transportation Plan Update
12. Countywide Transit Consolidation Study
13. Community Based Transportation Planning (CBTP)

The update of the STA's Comprehensive Transportation Plan (CTP) is expected to be a large undertaking with a number of individual studies and plan updates grouped under the CTP.

STA serves as the lead agency for the following programs:

14. Safe Routes to School Program
15. Abandoned Vehicle Abatement Program
16. Congestion Management Program
17. Countywide Traffic Model and Geographic Information System
18. Transportation for Livable Communities (TLC) and T-Plus Programs
19. Implementation of Countywide Bicycle Plan Priority Projects
20. Countywide Pedestrian Plan and Implementation Plan
21. Clean Air Fund Program and Monitoring
22. STA Marketing/Public Information Program
23. Paratransit Coordinating Council
24. Intercity Transit Coordination
25. Lifeline Program Management
26. Solano Napa Commuter Information (SNCI)

The STA partners with Caltrans, the Metropolitan Transportation Commission (MTC) and local agencies project sponsors to develop projects, plans, and funding. STA serves as the co-lead agency for the following projects:

27. Travis AFB Access Improvements
28. SR 12 Jameson Canyon

STA serves as the co-lead for the following plans:

- 29. SR 29 Major Investment Study
- 30. SR 12 Major Investment Study
- 31. Ten Year Transit Capital Funding Plan

STA serves as the co-lead for the following programs:

- 32. Regional Measure (RM) 2 Implementation (Capital)
- 33. Solano Climate Action Program
- 34. SolanoExpress Route Management
- 35. Solano Paratransit Management

The STA serves in a monitoring role for the following projects and programs:

Projects:

- 35. Benicia-Martinez Bridge Project
- 36. I-80 SHOPP Rehabilitation Projects
- 37. Capitol Corridor Rail Stations/Service
- 38. Baylink/WETA Ferry Support and Operational Funds
- 41. Peabody Road

Programs:

- 39. Monitor Delivery of Local Projects/Allocation of Funds
- 40. Federal Economic Stimulus Project Monitoring

Since the last Board meeting, staff has updated the draft OWP to reflect the recommendation to dissolve Solano Paratransit and a request from the County of Solano to add Peabody Road as a new project. Both items were recommended for support by the STA TAC at its meeting of April 29, 2009. Once adopted, the STA's OWP will guide the development of the STA's budget for FY 2009-10 and FY 2010-11.

Recommendation:

Approve the STA's Overall Work Program for Fiscal Year (FY) 2009-10 and FY 2010-11.

Attachment:

- A. STA's Draft Overall Work Plan (Priority Projects) for FY 2009-10 and FY 2010-11 – dated April 2, 2009 and revised April 29, 2009

THIS PAGE INTENTIONALLY LEFT BLANK



**SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR
FY 2009-10 & FY 2010-11
Last Updated: April 2, 2009 REVISED 04/29/09**

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

P127

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2009-10	FY 2010-11	EST. PROJECT COST	DEPT LEAD STAFF
STA Lead - Projects	1.	<p><u>I-80/680/SR 12 Interchange</u> A. Interchange EIR/EIS > Alt B and Alt C B. Breakout Logical Components</p> <p>Status: Environmental studies are underway. Draft EIR/EIS to be circulated mid 2009. STA to identify next construction packet for construction. Detailed preliminary engineering and R/W activities to begin for next construction package.</p> <p>Estimated Completion Date (ECD): Draft Environmental Document Late Summer 2009 Final Environmental Document Spring 2010</p>	STA	\$9M TCRP \$50M RM2 \$50.7 M AB 1171 Current Shortfall in funding \$1B	X	X	\$9.6 M for EIR/EIS \$12 M Prelim Engineering \$1 B to 1.2 B (Capital Cost)	Projects Janet Adams
STA Lead - Projects	2.	<p><u>North Connector</u> A. East Segment (STA) B. Central Segment (Fairfield) C. West Segment (STA)</p> <p>Status: Advanced Construction package for Chadbourne signals to be completed Spring 2009. Construction East End to begin Summer 2009. STA to develop funding plan for West End.</p> <p>ECD: Plans, Specification & Estimate (PS&E): 8/08 Right-of-Way (R/W): 5/09 Advance Construction Package: 6/08 Construction East Segment: 10/10</p>	STA (East and West Segments) City of Fairfield (Central Segment)	\$3M TCRP (environmental) \$21.3M RM2/STIP East Section \$20M City of Fairfield \$2M County of Solano Central Segment Current Shortfall in funding \$32M	X	X	\$2.7 M EIR \$81.6 M (Capital Cost)	Projects Janet Adams

ATTACHMENT A



**SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR
FY 2009-10 & FY 2010-11
Last Updated: April 2, 2009 REVISED 04/29/09**

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

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

P128



**SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR
FY 2009-10 & FY 2010-11
Last Updated: April 2, 2009 REVISED 04/29/09**

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

P129

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2009-10	FY 2010-11	EST. PROJECT COST	DEPT LEAD STAFF
STA Lead - Projects	4.	<p><u>Express Lanes (HOT Lanes)</u></p> <p>A. I-80 Convert Existing HOV Lanes to Express Lanes B. I-80 Air Base Pkwy to I-505 C. I-80 SR 29 to SR 4 D. I-80 SR 37 to SR 29</p> <p>Status: Seek funding for PA/ED from MTC/BATA for Priority Express Lanes. Develop Coop with Caltrans.</p>	STA PA/ED Design	Potential: Advance Bridge Tolls	X	X		Projects Janet Adams
STA Lead - Projects	5.	<p><u>Jepson Parkway Project</u></p> <p>A. Vanden Rd. B. Leisure Town Rd C. Walters Rd</p> <p>Status: FEIR March 2009 Board, EIS by Caltrans Spring 2009. STA to work with Partners to develop corridor funding agreement and finalize priority implementation schedule. Design and R/W for priority phase.</p> <p>ECD: PA/ED: 6/09 PS&E: 12/10 R/W: 6/11 Beg Con: 6/11</p>	STA Partners: Vacaville Fairfield County Suisun City	<p>STIP 2006 STIP Aug Fed Demo Local</p> <p>Current Shortfall in funding \$59 Regional \$98 Local</p>	X	X	\$135 M (Capital Costs)	Projects Janet Adams



**SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR
FY 2009-10 & FY 2010-11
Last Updated: April 2, 2009 REVISED 04/29/09**

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

Category	Pro- ject #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2009- 10	FY 2010- 11	EST. PROJECT COST	DEPTLEAD STAFF
STA Lead - Projects	6.	<u>State Route (SR) 12 East</u> A. <u>SR 12/Church Road PSR</u> a. 1-STA Lead, final summer 2009 b. Initiate PA/ED for SR 12/ Church Rd. with 2010 SHOPP/STIP B. <u>Rio Vista Bridge Study</u> a. 1-STA Lead, draft study fall 2009 C. \$46 M in rehabilitation improvements to begin construction in 2009 (Suisun City to SR 113) D. Shoulder widening near Rio Vista segment to begin construction in 2010 1-STA Lead	 STA STA CT CT	 STA PSR Funds Rio Vista – Fed Earmark SHOPP SHOPP Potential STIP	X	X	 \$ 2.5 M – (Capital Cost) \$ TBD – Capital Cost \$ 35 M – Capital Cost	 Projects Janet Adams

P130



**SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR
FY 2009-10 & FY 2010-11
Last Updated: April 2, 2009 REVISED 04/29/09**

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

P131

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2009-10	FY 2010-11	EST. PROJECT COST	DEPTLEAD STAFF
STA Lead Projects	7.	<p><u>I-80 EB Cordelia Truck Scales</u> Awarded Proposition 1B Trade Corridor Improvement Fund (TCIF) funds by California Transportation Commission (CTC) in April 2008.</p> <p>Status: EIR/EA Final expected by Spring 2009. The design and R/W activities will be on-going. Construction planned to begin as early as 2011.</p> <p>ECD: PA/ED 5/09 PS&E 12/10 R/W 6/11 Begin Con 6/11 End Con 12/13</p>	STA • PA/ED • Design Caltrans • R/W • Con	\$1.3 M RRM 2 \$49.3 M Bridge Tolls \$49.3 M TCIF	X	X	\$100.9 M	Projects Janet Adams
STA Lead – Studies	8.	<p><u>I-80 Corridor Management Policy(s)</u> This includes, but is not limited to ITS Ramp Metering Policy and Outreach tools, HOV Definition, and Visual Features (landscaping and aesthetic features)</p> <p>Status: STA to contract with consultant (Kimley-Horn) for study, draft scheduled for summer 2009.</p>	STA	\$250,000 SP&R \$62,500 STAF Local Match	X	X	N/A	Projects Sam Shelton
STA Lead – Studies	9.	<p><u>Regional Traffic Impact Fee (RTIF) Nexus Study</u></p> <ul style="list-style-type: none"> • Public Outreach • Technical Study • Options/Scenarios 	STA	PPM	X	X	\$300,000	Projects Sam Shelton



SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR
FY 2009-10 & FY 2010-11
 Last Updated: April 2, 2009 REVISED 04/29/09

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

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2009-10	FY 2010-11	EST. PROJECT COST	DEPTLEAD STAFF
STA Lead - Studies	10.	<u>SR 113 Major Investment Study (MIS)</u> Status: Report has been completed, and public comment period has closed. Plan will be adopted by STA Board in May 2009. SHOPP eligible projects need to be added to Solano list. Develop work plan for selecting preferred realignment alternative and advancing projects. ECD: May 2009	STA STA STA/Dixon	Funded -- Partnership Planning Grant Joint STA/Dixon funding needed	X X X	 X	\$315,000	Planning Robert Guerrero

P132



**SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR
FY 2009-10 & FY 2010-11
Last Updated: April 2, 2009 REVISED 04/29/09**

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

P134

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2009-10	FY 2010-11	EST. PROJECT COST	DEPTLEAD STAFF
STA Lead - Studies	12.	<p><u>Countywide Transit Consolidation Study</u> Status: A. Phase II, Recommend option(s); B. Implementation of recommended option.</p> <p><u>ECD</u>: Phase II Recommendation: Summer 2009; Implementation of option – ongoing</p>		TDA	X	X	\$175,000	Transit/Rideshare Elizabeth Richards
STA Lead - Studies	13.	<p><u>Community Based Transportation Planning (CBTP)</u> A. Vacaville FY 2009-10 B. East Fairfield/TAFB FY 2009-10</p> <p><u>Status</u>: . Vacaville and East Fairfield study to be completed in FY 2009-10.</p>	STA/MTC	MTC/CBTP STAF	X X	X X	\$120,000	Transit/Rideshare Liz Niedziela
STA Lead - Programs	14.	<p><u>Solano Countywide Safe Routes to Schools (SR2S) Program</u> Status: 1. Education 2. Enforcement 3. Encouragement 4. Engineering 5. Funding of Program 6. Update of Plan</p> <p><u>Status</u>: Programs being initiated. Over \$1 million obtained to date. Three-Year Work Plan approved. STA to continue to seek additional grant funds. SR2S coordinators to be hired.</p>	STA	STP Planning Gas Tax ECMAQ TFCA (pending) Yolo/Solano (pending) BAAQMD (pending)	X	X	Total cost \$32 M Engineering \$1 M/year Encouragement, Education and Enforcement (29 schools out of 100 schools in Plan)	Projects Sam Shelton



SOLANO TRANSPORTATION AUTHORITY
 PRIORITY PROJECTS FOR
 FY 2009-10 & FY 2010-11
 Last Updated: April 2, 2009 REVISED 04/29/09

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

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2009-10	FY 2010-11	EST. PROJECT COST	DEPT LEAD STAFF
STA Lead - Programs	15.	<u>Abandoned and Vehicle Abatement Program</u> Status: Ongoing – 739 vehicles abated in the first 6 months of FY 2008-09.	STA	DMV	X	X	08/09 \$350,000 county wide distribution	Projects/Finance Susan Furtado
STA Lead - Programs	16.	<u>Congestion Management Program (CMP)</u> A. 2009 CMP bi-annual update	STA	STP Planning	X			Planning Robert Macaulay

P135



**SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR
FY 2009-10 & FY 2010-11
Last Updated: April 2, 2009 REVISED 04/29/09**

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

P136

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



**SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR
FY 2009-10 & FY 2010-11
Last Updated: April 2, 2009 REVISED 04/29/09**

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

P138

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2009-10	FY 2010-11	EST. PROJECT COST	DEPT LEAD STAFF
STA Lead - Programs	19.	Implementation of Countywide Bicycle Plan Priority Projects		TDA-Art 3 TLC	X	X		Planning Robert Guerrero Sara Woo
		A. Solano Bikeway Phase 2 McGary Road (Vallejo- Hiddenbrook to Fairfield) – funding agreement complete, construction in FY 09.	City of Fairfield	STIP CMAQ Regional Bike/Ped. Program			\$2-\$3 M	
		B. Jepson Parkway Bikeway (next phase) – Roadway design to include TLC components.	Vacaville/ Fairfield, County, STA				\$3.2M	
		C. Benicia Bike Route: State Park/ I-780 – Funding plan complete, construction in FY 09	City of Benicia	SR2S	X	X		
		D. Central County Bikeway gap closure (Marina Blvd.-Amtrak Station on SR 12 in Suisun City) Construction underway	City of Suisun City				\$543,000	
		E. Vacaville – Dixon Bike Route Phase 2 – Ongoing	Solano County STA	TDA Art 3/ Bay Ridge Trail (TBD)	X			
		F. Jameson Canyon path/trail study; funded and consultant selected; work pending state bond funds			X			
		G. North Connector TLC elements; Plan adopted, elements incorporated in plans as opportunity arises	County/STA /Fairfield	T-PLUS	X	X		
		Update Solano Bicycle Master Plan	STA/ NCTPA/ Ridge Trail				X	
		Status: A and C securing funding; E building in segments; G part of North Connector						
ECD: Ongoing	STA/ Fairfield		X					
		STA						



**SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR
FY 2009-10 & FY 2010-11
Last Updated: April 2, 2009 REVISED 04/29/09**

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

P139

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2009-10	FY 2010-11	EST. PROJECT COST	DEPT LEAD STAFF
STA Lead – Programs	20.	<p><u>Countywide Pedestrian Plan and Implementation Plan</u></p> <p>A. Vacaville Creekwalk Extension B. Union-Main Street Pedestrian Enhancement – Funded, Fairfield ready to build. C. Fairfield Linear Park East D. SR 12 Jameson Canyon Trail Study E. Old Town Cordelia Ped Plan F. Develop Ped Project Implementation Plan</p> <p>Status: Update of Ped plan, including PDA and SR2T, planned for end of CY 09.</p> <p>ECD: Vacaville Creekwalk construction in 2009 Ongoing –</p>	<p>STA Solano County</p> <p>Vacaville Fairfield</p> <p>Fairfield</p> <p>STA County County</p>	<p>State TEA Bay Trails TDA-ART3</p> <p>Regional Bike/Ped Program RM 2 Safe Routes to Transit</p> <p>Bay Ridge Trail Grant (pending)</p>	<p>X</p> <p></p> <p></p> <p>X</p> <p>X</p> <p></p> <p>X</p>	<p></p> <p>X</p> <p>X</p> <p>X</p> <p>X</p> <p></p> <p></p>	<p>\$3-\$5M (Capital Cost)</p> <p>\$1 million</p> <p>\$100,000 Bay and Delta Trail Planning Grants TDA – Art 3</p>	<p>Planning Robert Guerrero Sara Woo</p>
STA Lead – Programs	21.	<p><u>Clean Air Fund Program and 3-Monitoring</u></p> <p>A. BAAQMD/TFCA B. YSAQMD</p> <p>Five year funding plan and project 3-Monitoring completed for BAAQMD; pending for YSAQMD Status: allocated annually</p>	<p>STA YSAQMD</p>	<p>TFCA Clean Air Funds</p>	<p>X</p>	<p>X</p>	<p>\$300,000 Annually (TFCA) \$420,000 CY2008 (YSAQMD Clean Air)</p>	<p>Planning Robert Macaulay Robert Guerrero</p>



SOLANO TRANSPORTATION AUTHORITY
 PRIORITY PROJECTS FOR
 FY 2009-10 & FY 2010-11
 Last Updated: April 2, 2009 REVISED 04/29/09

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

P140

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2009-10	FY 2010-11	EST. PROJECT COST	DEPT/LEAD STAFF
STA Lead - Programs	22.	<u>STA Marketing/Public Information Program</u> A. Website B. Events C. STATUS D. Project Fact Sheets and Public Outreach 1. I-80 STATUS E. Annual Awards Program F. Legislative Booklets and Lobby Trips G. Legislative Advocacy <u>Status:</u> SR 12 STATUS and STA STATUS Newsletter; individual project sheets published;; 2008annual awards held in Rio Vista; state and federal legislative books prepared and delivered; 2009 lobbying trips conducted;. Production of most materials moved in-house. Annual report modified to bi-annual time period	STA	TFCA Gas Tax Sponsors	X	X		Planning Jayne Bauer
STA Lead - Programs	23.	<u>Paratransit Coordinating Council</u> A. Manage committee B. Follow up to Senior Summit focused on transportation C. Assist with implementation of Senior and Disabled Transportation Plan update D. Monitor performance of paratransit services <u>Status:</u> PCC Work Plan was updated and includes making recommendations for 5310 funding, TDA claim review, additional outreach, and other items.	STA	TDA	X	X	\$40,000	Transit/Rideshare Liz Niedziela
STA Lead	24.	<u>Intercity Transit Coordination</u>		TDA	X	X		Transit/Rideshare



**SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR
FY 2009-10 & FY 2010-11
Last Updated: April 2, 2009 REVISED 04/29/09**

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

P142

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2009-10	FY 2010-11	EST. PROJECT COST	DEPT LEAD STAFF
		F. HOV Opening Incentives G. Coordination with Napa H. Campaigns/Events <u>Status:</u> Second year of Employer Commute Challenge implemented. Staffed 23 events in six months. Marketing and Incentives implemented. Updated Bikelinks, Commuter Guide, and other materials.						
STA Co-Lead Projects	27.	<u>Travis Air Force Base Access Improvement Plan (North & South Gates)</u> A. South Gate Access (priority) B. North Gate Access <u>Status:</u> Travis AFB identified the South Gate as the priority gate for improvements. County lead working with STA, City of Suisun City, and Travis AFB for South Gate implementation. Funding agreement pending w/County/STA/Suisun City for South Gate. STA to seek additional federal funds for North Gate Improvements. EDC (South Gate): PA/ED: 6/10 PS&E: 6/10 R/W: 12/11 Beg Con: 4/12	STA Funding lead County Implementing lead	\$3.2M Federal Earmark South Gate Fully Funded North Gate Funding Short Fall \$5 M	X	X	South Gate \$ 3 M North Gate \$7.6 M	Projects Janet Adams



**SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR
FY 2009-10 & FY 2010-11
Last Updated: April 2, 2009 REVISED 04/29/09**

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

P143

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



**SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR
FY 2009-10 & FY 2010-11
Last Updated: April 2, 2009 REVISED 04/29/09**

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

P144

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



**SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR
FY 2009-10 & FY 2010-11
Last Updated: April 2, 2009 REVISED 04/29/09**

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

P145

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



SOLANO TRANSPORTATION AUTHORITY
 PRIORITY PROJECTS FOR
 FY 2009-10 & FY 2010-11
 Last Updated: April 2, 2009 REVISED 04/29/09

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

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

P 146



**SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR
FY 2009-10 & FY 2010-11
Last Updated: April 2, 2009 REVISED 04/29/09**

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

P147

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



**SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR
FY 2009-10 & FY 2010-11
Last Updated: April 2, 2009 REVISED 04/29/09**

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

P148

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



**SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR
FY 2009-10 & FY 2010-11
Last Updated: April 2, 2009 REVISED 04/29/09**

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

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2009-10	FY 2010-11	EST. PROJECT COST	DEPTLEAD STAFF
STA Monitoring Project	41.	<u>Peabody Road</u> Work with County to develop a funding strategy for improvements to the roadway in unincorporated County.	County	Unfunded	X	X		Projects

P149

Completed Work FY 2008-09:

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

I-80 Red Top Slide Repair – Completed 2008

THIS PAGE INTENTIONALLY LEFT BLANK



DATE: May 5, 2009
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Water Emergency Transportation Authority (WETA) Transition Plan Status

Background:

Senate Bill (SB) 976 was authored by State Senator Tom Torlakson with strong support from former Senate President Pro Tem Don Perata and signed by Governor Schwarzenegger on October 15, 2007. SB 976 replaced the Water Transit Authority (WTA) with a new entity, the San Francisco Bay Area Water Emergency Transportation Authority (WETA) effective January 1, 2008. The intention of the bill was to improve the ability of ferries to respond in the event of an emergency. WETA, as a new agency, has authority and control of all public transportation ferries in the Bay Area region, except those owned and operated by the Golden Gate Bridge and Transit District. All existing contracts and funding are to be transferred from WTA, Vallejo Ferry, and Alameda Ferry to WETA.

There were a number of outstanding issues concerning the implementation of SB 976. This bill unintentionally left Vallejo vulnerable to large financial losses, and it did not specifically address the impact on the existing ferry service. The City of Vallejo has invested hundreds of thousands of dollars on redevelopment projects designed around the existing ferry terminals. Under SB 976, these investments may have been compromised. State Senator Patricia Wiggins introduced SB 1093 to clarify and expand on the planning, management, and operations responsibilities of the water transportation services vested in the WETA that were established by SB 976 with the passage of SB 1093, WETA is required to prepare and adopt a Transition Plan to govern the consolidation of publicly operated ferry services and adopt an emergency water transportation system management plan by July 2009 and to take public comment prior to adoption of these plans. It also provides the City of Vallejo some protections and standing as part of the transition of the service from Vallejo to WETA.

Discussion:

WETA has been holding Public Hearings/Special Board Meetings to present the Draft Transition Plan and accept public input on the Plan and the Draft Emergency Water Transportation System Management Plan. Comments on the draft plans were accepted in writing at the three public hearings. One of the April hearings was held in Vallejo. Comments will continue to be accepted by mail and via e-mail until the close of business on May 18, 2009 (see Attachment A).

The Transition Plan (Attachment B) will guide the consolidation of the Vallejo Baylink, Alameda/Oakland and Harbor Bay ferries under WETA. Vallejo staff is working closely with WETA on this transition.

The Plan includes the following financially constrained elements.

- A five-year Operating Plan describing existing services and planned service expansions including South San Francisco and Berkeley ferry service
- A five-year Capital Improvement Program identifying all assets required to maintain, and sustain, and expand the system as planned.

The issues to be addressed in the Ferry Transition Plan include:

- Service Delivery through Existing Contracts: The Baylink ferry service contract is currently proposed to be transferred January 2010
- Fare and Transfer Policies: Currently proposed to maintain existing fares and transfer agreements
- Asset Transfers and Use Agreements: Currently proposed that the vessels and floats would be transferred to WETA. The landside assets would be leased to WETA.
- System Communication and Marketing: The plan's goal is to ensure customers remain aware of changes and provide them stability. How WETA and Baylink branding will be combined needs to be determined.
- Management oversight and staffing details need to be determined.

The City of Vallejo has reviewed the Transition Plan and the Vallejo City Council has established an overall goal for the transition plan from Vallejo's point of view:

“To ensure this transition results in the preservation of a viable ongoing ferry service for Vallejo as well as preserving financial, commercial and development opportunities for the City of its stakeholders.”

Vallejo staff has also identified eight outstanding issues (see Attachment D) that were discussed with the Vallejo City Council in April in preparation for the submittal of a comment letter. In summary, these concerns are as follows:

- Detailed inventory of assets to be included in the Transition Plan for the purpose of negotiating their transfer;
- Vallejo proposes to retain control of Rt. 200 which is their existing bus service between Vallejo Ferry Terminal and San Francisco Ferry Building which complements the ferryboat service;
- Transfer of real estate property rights to WETA involving Ferry Terminal and parking facilities;
- Transfer of real estate property rights concerning Vallejo's Ferry Maintenance Facility on Mare Island;
- Transfer of 'waterside' assets to WETA such as vessels and floating gangways.
- Vallejo requests WETA's cooperation and assistance in fully funding Vallejo Station Ferry Parking Structure
- Vallejo requests WETA address financial obligations generated from the existing ferry operations;
- Identify a specific process and schedule for negotiating a formal transfer agreement and method for arriving at compensation by the January 1, 2010 deadline.

Vallejo staff will be returning to Council on May 12 to have the Council approve the official comment letter to WETA and to submit it by the May 18 deadline.

Fiscal Impact:

None to STA.

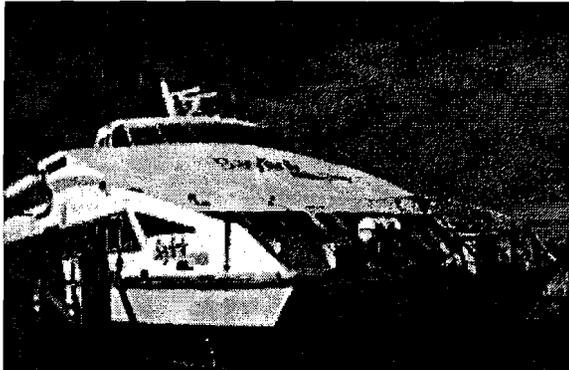
Recommendation:

Authorize the STA Chair to forward a letter on behalf of the STA requesting WETA's consideration of ferry transitional issues as specified in Attachment D.

Attachments:

- A. WETA Public Hearing Brochure
- B. WETA Draft Transition Plan Executive Summary
- C. WETA PowerPoint Presentation
- D. Vallejo Comments on Transit Plan

THIS PAGE INTENTIONALLY LEFT BLANK



About WETA

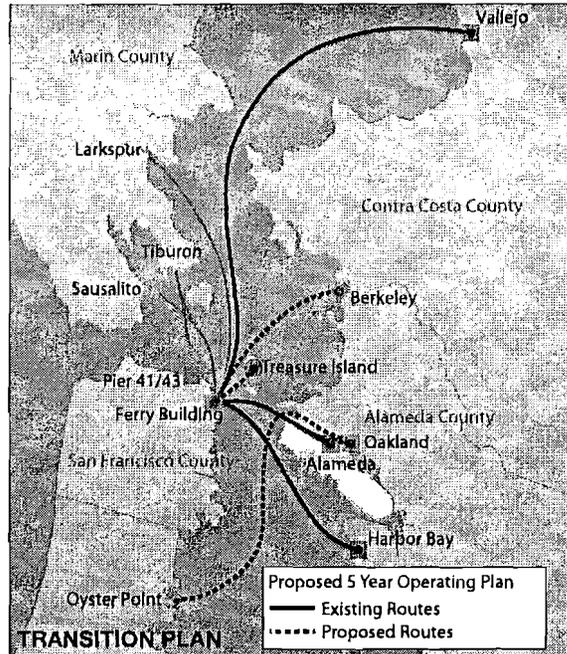
Ferries have a long history in the Bay Area of helping to increase regional mobility and providing vital transportation support in the event of a natural or manmade disaster. Effective, January 1, 2008, state law SB 976 dissolved the San Francisco Bay Area Water Transit Authority (WTA), and replaced it with the San Francisco Bay Area Water Emergency Transportation Authority (WETA).

This new regional agency is responsible for consolidating City of Alameda and City of Vallejo ferry services under WETA and operating public ferry services in the Bay Area; planning new service routes; and coordinating the ferry transportation response to emergencies or disasters affecting the Bay Area transportation system.

As WETA assumes the operation of the City of Alameda and City of Vallejo ferry services, it will provide dedicated, focused management of the system, initiate a long-term capital improvement program, and access additional revenue sources such as Regional Measure 2 funds and Proposition 1B funds to support these systems.

In addition, WETA will work to incrementally expand its network of regional ferry services and work in partnership with the cities of Alameda and Vallejo to: ensure continued transit access and connectivity for our patrons; coordinate ferry transit services with local development and emergency response plans; and enhance public awareness of ferry services.

P155



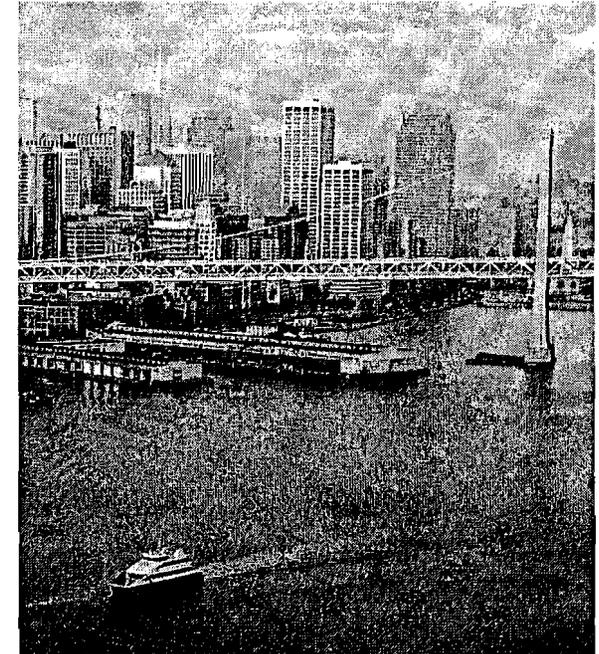
WETA is required to create and adopt the Transition Plan and the Emergency Water Transportation System Management Plan by July 1, 2009 and to take public input prior to adopting the plans.

WETA invites the public to any of three Public Hearings/ Special Board Meetings to provide oral input on the Draft Transition Plan and the Draft Emergency Water Transportation System Management Plan. More information may be found at www.watertransit.org

Public Comment Period: April 2-May 18, 2009

The hearings will be accessible to persons with disabilities. If special translation, signing services or other special accommodations are needed, please contact Shirley Douglas at (415) 364-3191 at least 48 hours before the meeting.

Questions may be directed to:
 Shirley Douglas, WETA Manager of Community and Government Relations
 415-364-3191 (office); 415-321-0874 (cell)
 E-Mail: douglas@watertransit.org www.watertransit.org



WETA invites the public to any of three Public Hearings/ Special Board Meetings to provide oral input on the Draft Transition Plan and Draft Emergency Water Transportation System Management Plan.

Drafts of both plans can be downloaded beginning April 2 at www.watertransit.org

ATTACHMENT A

WATER EMERGENCY TRANSPORTATION AUTHORITY

WETA

Transition Plan

The Transition Plan will guide the consolidation of the Vallejo, Alameda/Oakland and Harbor Bay ferries under WETA. The Golden Gate Ferry service will continue to be operated by the Golden Gate Bridge, Highway and Transportation District.

The Plan also includes the following financially constrained elements:

- A five-year Operating Plan describing existing services and planned service expansions including South San Francisco and Berkeley ferry service; and
- A five-year Capital Improvement Program identifying all assets required to maintain, sustain and expand the system as planned.

It is anticipated that during the 5-year Transition Plan period WETA will begin designing new terminals for future use, locating and building maintenance and operations facilities, purchasing a new fleet of modern vessels and continuing to plan activities associated with further expanding regional ferry services beyond the five year period.

P 156

WETA:
Committed to building
a comprehensive
and sustainable ferry
transportation network
in the San Francisco Bay
that serves everyday
travel and emergency
response needs.

How will these changes affect me?

WETA is committed to ensuring continuity in the programs, services and activities of existing ferry services. You will likely not notice changes to your daily ferry ride as current Vallejo, Alameda/Oakland and Harbor Bay Ferry Services seamlessly transition to WETA by January 2010.



Emergency Water Transportation System Management Plan

WETA is mandated to develop an Emergency Water Transportation System Management Plan (EWTSMMP), for the San Francisco Bay Area.

The EWTSMMP will complement and reinforce other transportation emergency plans that will enable the Bay Area to restore mobility after a regional disaster. The Plan will set a framework for coordination of response and recovery efforts using passenger ferries. The Plan will provide a detailed definition of WETA's roles and responsibilities for incident planning, response and recovery, and restoration of normal operations.

Comments on the Draft plans will be accepted in writing at the public hearings and by mail and via e-mail during the public comment period from April 2 through the close of business on May 18, 2009. Written comments should be sent to Plan Comments, WETA, Pier 9, Suite 111, The Embarcadero, San Francisco, CA 94111. The public is also invited to provide comments via e-mail to contactus@watertransit.org.

Public Hearings/ Special WETA Board Meetings

SAN FRANCISCO: Wednesday, April 15 Noon
BCDC Offices
50 California Street, Suite 2600
San Francisco

VALLEJO: Wednesday, April 15 6:30pm
Vallejo City Hall
555 Santa Clara Street

ALAMEDA: Thursday, April 16 7:30pm
Alameda City Hall
2263 Santa Clara Avenue



Executive Summary

IN CONJUNCTION WITH:

CITY OF ALAMEDA

CITY OF VALLEJO

METROPOLITAN TRANSPORTATION COMMISSION

Water Emergency Transportation Authority | Draft Transition Plan

4 / 2 / 2009

A Message From the Chair of the WETA Board of Directors

This promises to be a watershed year for ferry transportation on San Francisco Bay, as we cement a partnership of our city-owned water transit agencies, plan for service expansion, and coordinate ferry-based emergency response through the new Bay Area Water Emergency Transportation Authority. It has been a long time coming. Now, a critical public policy goal is within our grasp.

In 1999, the state Legislature created the Bay Area Water Transit Authority (WTA) to plan, new and expanded environmentally friendly ferry service and related ground facilities. An Implementation and Operation Plan delivered four years later by the WTA identified seven new potential ferry routes linking Oakland, South San Francisco, Berkeley-San Francisco, Richmond-San Francisco, Hercules-San Francisco, Antioch-San Francisco, Redwood City-San Francisco and Treasure Island-San Francisco.

In 2007, with the aftermath of Hurricane Katrina still fresh, the governor signed SB 976, which created the Bay Area Water Emergency Transportation Authority (WETA) as successor to the WTA. It directed WETA take over ownership of local ferry services (except those operated by the Golden Gate Bridge, Highway and Transportation District) to not only run a consolidated regional ferry system but also prepare the system to respond to a natural or man-made disaster, in particular a major earthquake that disrupts bridge traffic in and out of San Francisco.

The public interest requires swift action and steadfast resolve to prepare for the coming earthquake. The legislature stated, "In order to protect the lives and livelihoods of the Bay Area, the Legislature in this act establishes a new governmental entity specifically charged and empowered with responsibility to plan, implement and manage these critical services and facilities, as a matter of utmost urgency."

A year later, responding to the respective concerns of Vallejo and Alameda over the loss of control over the Vallejo Baylink and the Alameda-Oakland and Alameda Harbor Bay Ferry services, the legislature passed SB 1093. It required that the transfer of the boats, terminals and other equipment and facilities to the WETA be negotiated between the agency and those cities that it be subject to public hearings and review, and that a transition plan laying out the WETA's plans for operating and financing current and expanded ferry service first be approved by the state.

It is with pride that the Board of Directors of the WETA issues this Transition Plan, which was prepared by WETA staff in a spirit of cooperation with city-owned ferry services to ensure continuity of service and respect for local development goals for ferry terminal property and nearby lands.

Under separate cover, the board also is submitting a mandated Emergency Water Transportation System Management Plan, prepared in cooperation with state emergency officials and the U.S. Coast Guard. It lays out how WETA will prepare for, respond to, and recover from disasters impacting public health, welfare and transportation across the Bay Area.

In accepting responsibility for the city-owned ferry systems, WETA is putting forth commitments to the cities. WETA's new customers and the community at large that it will work to maintain the services as they are today and strive to make improvements as opportunities arise.

Commitment to the cities - WETA will work in partnership to serve its constituents and coordinate ferry transit services with local development and emergency response plans and concerns.

Commitment to the customers - WETA will continue existing service routes through a five-year transition period, retain existing revenue streams to individual services and seek to bring in additional operating and capital money needed to maintain, sustain and improve existing services at levels that match system demand.

Commitment to the community - WETA will work with surrounding communities to build system partnerships and coordinate service and funding needs. This includes working with connecting local transit providers to coordinate system schedules, transfers and marketing activities, and working with city, county, regional and state agencies to coordinate project funding and emergency response activities and needs.

The expansion of ferry service on San Francisco Bay, as envisioned by our predecessor agency, the WTA is already underway. Earlier this year we received two new state-of-the-art ferry vessels that we have chartered to the City of Alameda for use to support its ferry service. Later this year we will break ground on a new ferry terminal in South San Francisco, which will be the last terminal providing ferry transportation to the South Bay. This terminal will support Oakland to South San Francisco service beginning in 2011. New Berkeley to San Francisco service is scheduled to begin in 2012. Additionally, WETA will continue to partner with interested cities and communities, such as Hercules, Richmond, Redwood City, Antioch and Mariposa to plan, develop and seek funds for other new ferry services over the next five years.

As we move forward to implement this transition over the next 12 months, and settle into our new role as service operator over the next five years, we look forward to working with our many stakeholders to build upon this plan and provide a regional ferry service that people can be proud of, can count on to meet their daily needs and that stands at the ready in the event of an emergency.

Sincerely,

Charlene Haught Johnson

Executive Summary

Established in January 2008, the San Francisco Bay Area Water Emergency Transportation Authority (WETA) was created to consolidate public ferry service on San Francisco Bay, plan new ferry service routes and coordinate ferry transit emergency response activities across the region. Consistent with state law, the regional system to be operated by WETA will include the Alameda-Oakland and Harbor Bay services currently managed by the City of Alameda, the Vallejo Baylink system currently managed by the City of Vallejo, and expanded services previously planned for implementation by WETA's predecessor agency, the Water Transit Authority. It excludes the Golden Gate Bridge, Highway and Transportation District's ferry system serving Larkspur and Sausalito.

Pursuant to state legislation passed in 2008, SB-1093, consolidation of city-owned ferry service under WETA management would occur through a negotiated process that would result in asset transfers and lease agreements that respect prior local commitments made by the cities and provide for continued local support by the cities for the services and its passengers into the future.

DESCRIPTION OF EXISTING SERVICES: The Alameda-Oakland and Harbor Bay services to San Francisco and Vallejo Baylink service to San Francisco are owned and managed by the cities of Alameda and Vallejo, respectively. Collectively, they provided 1.96 million passenger trips in FY 2007/08.

Alameda-Oakland initiated in 1989 in response to damage to the Bay Bridge caused by the Loma Prieta earthquake, Alameda-Oakland ferry service (AQS) is carried out by private contractor Blue & Gold Fleet under contract to the city of Alameda. Utilizing two 25-knot vessels, AQS serves four terminals on a daily basis: Main Street in Alameda ("Gateway"), the foot of Clay Street in Oakland, the San Francisco Ferry Building and Pier 41 at Fisherman's Wharf (during midday and weekends). In addition, limited seasonal service is provided to Alcatraz Park for selected Giants games and to Angel Island State Park. AQS patronage has varied from year-to-year over the past ten years, dropping slightly overall, from 179,680 passengers in FY 1998/99 to 466,820 passengers in FY 2007/08. AQS experienced a 15 percent decline in ridership in the first half of FY 2008/09. It is due to the economic recession. AQS's FY 2008/09 operating budget is \$4.17 million, funded with 76% fares and other local contributions and 25% regional toll subsidies.

Harbor Bay Begun in 1992, the Alameda Harbor Bay ferry service (A-HBB) was launched and initially funded by Harbor Bay Isle Associates, the Master Developer of the Harbor Bay project in Alameda, as a traffic mitigation element for the Harbor Bay development. Today it is managed by the City of Alameda and operated as a peak-period complimentary service under

contract by Harbor Bay Maritime between terminals on Harbor Bay in the southeastern portion of Alameda and the San Francisco Ferry Building. Service is provided with one 25-knot vessel, and one back-up vessel. Annual patronage has increased over the past ten years from 104,040 passengers in FY 1998/99 to 148,600 passengers in FY 2007/08. Ridership levels increased a slight 2.6% during the first half of FY 2008/09, making A-HBB the only route considered for transition that has not experienced ridership decreases in recent months. A-HBB's FY 2008/09 operating budget is \$1.68 million, funded with 73% fares and other local contributions and 27% regional toll subsidies.

Vallejo Baylink Started in 1980 by private Red & White Fleet to serve a then newly opened Marine World amusement park, the service was taken over a year later by the City of Vallejo to serve its growing population and saw a sizeable jump in use following the Loma Prieta Earthquake in October 1989. In 1994, the City of Vallejo purchased its first high-speed ferryboat. Service is provided today with four 34-knot vessels providing 60 minute crossings between the Vallejo Ferry Terminal located at Mare Island Way and Georgia Street to the San Francisco Ferry Building, with select trips departing Pier 41 adjacent to Fisherman's Wharf. The service is currently operated under contract by Blue & Gold Fleet. Exceeded only by Golden Gate Ferry's Larkspur route, Vallejo Baylink has the second largest ferry transit ridership in the Bay Area. Baylink patronage has increased over the past ten years from 613,080 passengers in FY 1998/99 to 743,480 passengers in FY 2007/08. Baylink ridership dropped almost 20% in the first half of FY 2008/09, likely due to the large fare increase instituted in June 2008 and overall travel reductions associated with the recession. Baylink's FY 2008/09 operating budget is \$14.66 million, funded with 47% fares and other local contributions, 31% regional toll subsidies, 7% federal subsidies and 15% one-time subsidies provided by the Solano County Transportation Authority and WETA. This high operating expense is reflective of the high-speed, joint-haul nature of the Vallejo services and the robust operating schedule currently provided.

PUBLIC FERRY SERVICE EXPANSION: WETA's predecessor agency, the San Francisco Bay Area Water Transit Authority (WTA), was charged with preparing and applying the implementation and Operations Plan (OP) for new and expanded water transit and related landside services in the Bay Area. The State approved the OP in 2003; the document provided a blueprint of how regional ferry service could be expanded beyond the existing services.

Since the adoption of the OP, WTA and successor WETA aggressively pursued new funding sources to build and operate the recommended new and expanded regional ferry system. Successful passage of regional

Measure 2 (RM2) in 2004 provided local toll bridge funds for regional ferry system expansion, including \$84 million in capital funds and \$18.3 million in annual operating subsidies. These funds, along with approximately \$20 million federal dollars, \$15 million Measure A sales tax funds made available from the San Mateo County Transportation Authority, and the promise of \$250 million Proposition 13 bond, have enabled the following public ferry expansion projects, included in the OP, to move forward:

- **Spore Vessel Construction:** Two spare vessels have been constructed and funded with RM2 funds. These will be used to augment existing Alameda services and expand emergency response capabilities.
- **South San Francisco Ferry Service:** This project consists of two 199-passenger 20-knot vessels and a new ferry terminal in Oyster Point to provide access to hotel jobs in South San Francisco from the East Bay. It is anticipated that this service will cost \$3.2 million annually (FY 2011/12), funded with 71% RM2 and 29% fare revenues.
- **Berkeley/Albany Ferry Service:** Environmental review of a proposed Berkeley/Albany Ferry terminal (four sites are considered) and service is under way. Service could feature 30-minute peak service and 60-minute mid-day service between Berkeley/Albany and San Francisco, operated with two vessels. It is anticipated that this service will cost approximately \$5.3 million annually, funded with 71% RM2 and 29% fare revenues.
- **Treasure Island Ferry Service:** The San Francisco Treasure Island Development Authority (TIDA), Mayor's Office of Economic and Workforce Development and the prospective developer are proceeding to develop plans for the Treasure Island redevelopment project, which includes new ferry service between Treasure Island and San Francisco. While WETA would operate the ferry service, the Treasure Island developer would fund the terminal and vessels and the service's operating cost.
- **San Francisco Ferry Building Docking Facility Expansion:** WETA is working closely with the Port of San Francisco to prepare environmental and design documents related to the development of three new ferry-docking facilities at the downtown San Francisco terminal. One of these new terminals is critical to the operation of the Treasure Island service, while the other two would be needed to support other future expansion projects and expanded capacity for emergency response services.

Future Service Expansion Planning to meet its mandate of expansion of water transit services for both regular commuting and disaster recovery

needs. WETA must also continue to consider and develop projects requiring planning for implementation beyond the five-year period. In support of this effort, WETA will continue preliminary environmental and conceptual design work associated with development of ferry services between San Francisco and the cities of Antioch, Hercules, Martinez, Redwood City and Richmond over the next five years. These services all have varying degrees of financial commitments for construction and operation. However, none have sufficient funding to date to support full implementation, and would require the support of new funding commitments to be fully implemented.

Additional notable future and ongoing waterfront developments that could support terminals and service are the Alameda Point redevelopment project at the Alameda Navy station, which would support the Alameda Main Street terminal once constructed, "Oak-to-9th", a residential project along the Embarcadero in Oakland, Mission Bay, the San Francisco home to the new UCSF campus, and Port Soloroma developments in the North Bay. WETA will continue to monitor these developments and provide support as needed.

SERVICE TRANSITION PLAN: Transitioning to Regional Management
WETA's approach to system consolidation and transition emphasizes a commitment to ensure continuity in programs, services and activities. Of the existing ferry services, as WETA moves from a planning to an operating agency, it will assume responsibility for existing services and associated contracts, and management and maintenance functions. The changeover will be carried out so existing services continue as they've been operated and patrons see no discernable differences or disruptions. Key transition elements include:

- WETA to continue service provision through contract operators. Initial contract transfer scheduled for January 1, 2010, with a new single operating contract to be awarded and in effect January 1, 2011.
- Existing fare structures to be adopted by WETA to ensure continuity for passengers and systems.
- WETA to secure similar passenger transfer discount agreements with connecting transit systems.
- WETA support staff and contractors to be secured to manage system operation, maintenance and administrator activities.
- Emergency response training and coordination activities to continue, and all staff to participate.
- Marketing plan and branding efforts to be initiated to ensure customer awareness.
- Capital asset transfer use and compensation agreements to be finalized between cities and WETA, with vessels, water-side terminals

and related spare parts transferring to WETA, and inside terminal and maintenance facilities being made available through lease agreements;

- Ongoing city participation as a system partner, providing land-side planning and management support and advocating for local funds to support system needs.

Five-Year Financial Plan The five-year financial plan is required in order to ensure that WETA can both maintain and sustain existing services and fund planned expansion within its existing system revenues. A key component of the five-year financial plan is the establishment of an operating reserve to support core WTA business functions. This reserve would serve to ensure that sufficient funds are available to WETA to float cash flow needs associated with operating and construction projects, support emergency response needs as they arise, and weather sharp, unexpected increases in operating costs, such as was experienced in 2008 when fuel prices spiked.

The budget is expected to support five services - Alameda-Oakland, Harbor Bay Vallejo, Baylink and Berkeley to San Francisco routes, and South San Francisco to East Bay service - with a fleet of 14 vessels providing 94 ferry trips per weekday and carrying 1.73 million passengers per year by Year 5. Although WETA projects balanced budgets through the five-year transition, culminating in a Year Five operating budget of \$36.3 million, and total spending over the period of \$155.2 million, this projection is based upon several factors that may change as the transition is implemented, as discussed in the body of the plan. These include:

- Current local funding subsidies provided by the City of Alameda and Port of Oakland which are under discussion and may be phased out over time.
- Potential fare revenue reductions associated with ridership losses seen over the past year.
- Potential future costs for the Vallejo services as the result of new expenses associated with the long-standing Vallejo Station Project which will replace existing surface parking spaces with an underground garage that will require new levels of operating and maintenance subsidies by the City.
- Development of final asset transfer and lease agreements with the cities.

It should also be noted that by Year 5, initial operating expenses are almost on par with annual revenues, indicating a need to consider options for reducing expenses or raising revenues. WETA should plan to pro-actively review service levels, local subsidies and system performance and take actions to address this shortfall in advance of its arrival.

Capital Improvement Plan A five-year program of capital improvements running from FY 2009/10 through FY 2013/14, the CIP supports WETA's regional public transit and emergency response service through one-time expansion and cyclical rehabilitation and replacement programs prepared in consultation with cities of Alameda and Vallejo.

Over five years, total CIP spending on vessel maintenance and acquisition, ferry facility rehabilitation, replacement and dredging, and new construction of terminals and maintenance and operations facilities is \$218.4 million.

Highlights include acquisition of four vessels - two a piece for Berkeley and South San Francisco service - and corresponding new terminals. And two new operations and maintenance facilities are proposed for the North and Central Bay.

A variety of federal, state and local funding sources are programmed and available to support the CIP, including the Regional Measure 2 levy on state-owned bridges in the Bay Area approved by voters in 2004, Federal formula funds for rehabilitation projects and Ferry Boat Discretionary funds for expansion projects, Proposition 13, the state Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act, approved by voters in 2006, and the San Mateo sales tax approved by county voters in 2004.

NEXT STEPS: Following the adoption of the Transition Plan, WETA will have six months to complete a number of work activities associated with service transition in the following areas:

- Developing service delivery contracts
- Developing asset transfer and use agreements with cities, funding agencies and regulators
- Preparing fare policies and securing passenger transfer agreements with connecting operators;
- Developing ticketing and fare collection agreements;
- Developing and implementing marketing and communications plan
- Instituting management oversight plans and programs; and
- Securing additional staff to support system management.

With the support of the cities, this work will be completed in December and service transition will take place as planned on January 1, 2010.

THIS PAGE INTENTIONALLY LEFT BLANK

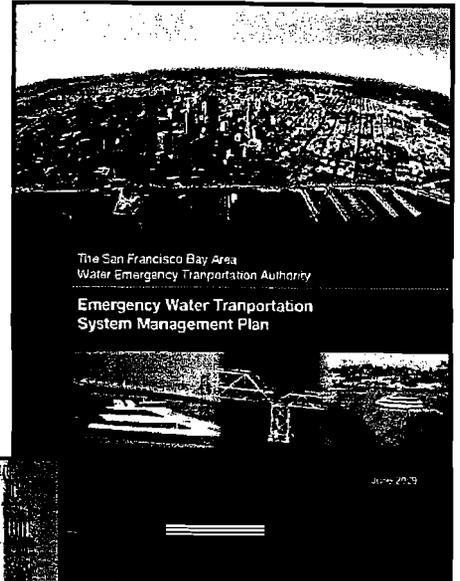
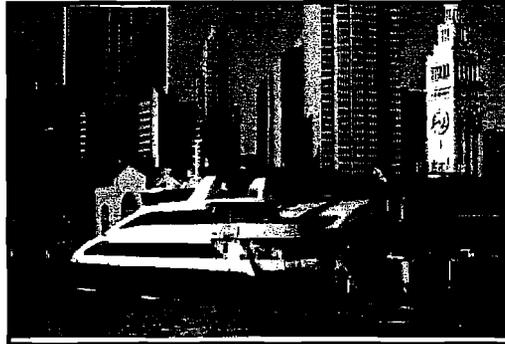
Water Emergency Transportation Authority Draft Transition Plan



WETA Public Hearings April 2009

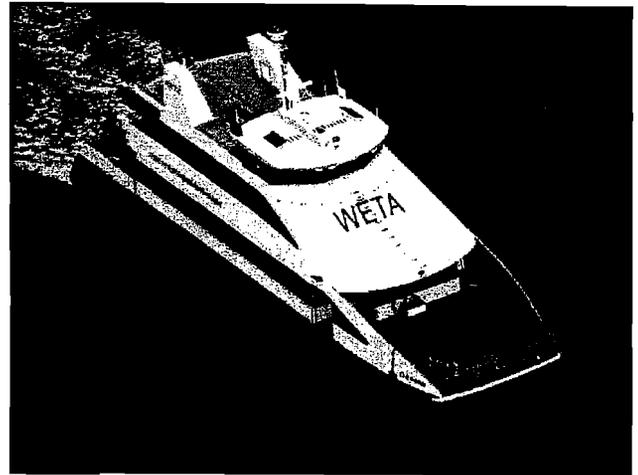
WTA Transitions to WETA

- Senate Bill 976, January 2008
- Senate Bill 1093, January 2009



Transition Plan Purpose

- Provide a mechanism for an open and collaborative transition process
- Identify key transition components and work efforts required
- Provide a financially constrained operating/business plan for existing and expansion services given existing funding



Existing Ferry Services

- **Alameda/Oakland Service**

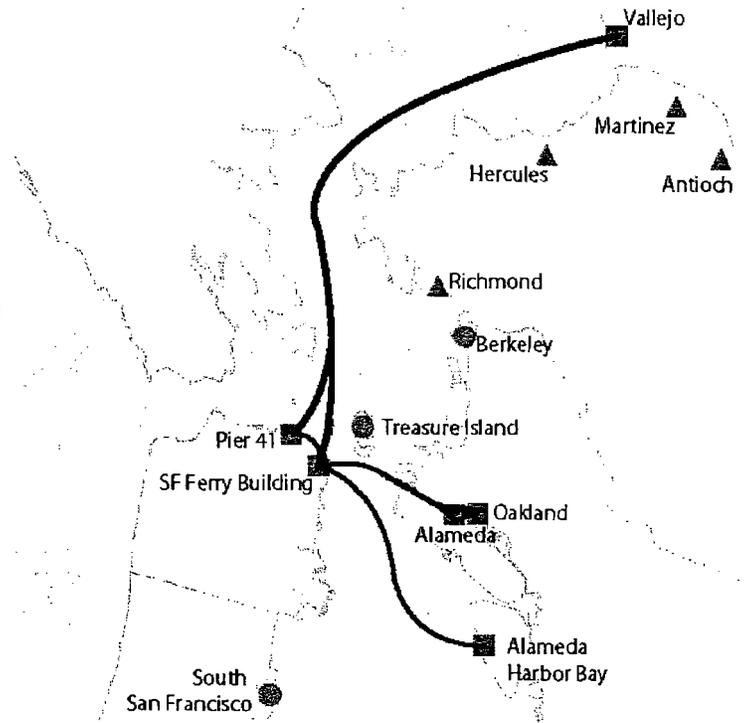
- Since 1989 - Loma Prieta
- 450,000 passenger trips
- \$4.2 million annually
- 25 minutes/25 knots

- **Alameda Harbor Bay Service**

- Since 1992
- 148,000 passenger trips
- \$1.7 million annually
- 25 minutes/25 knots

- **Vallejo Baylink Service**

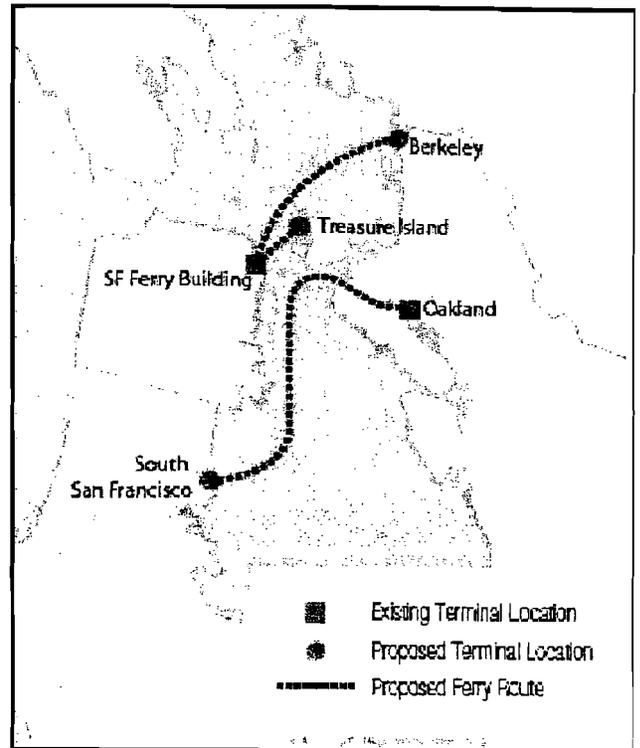
- Since 1986
- 743,000 passenger trips
- \$14.7 million annually
- 60 minutes/34 knots



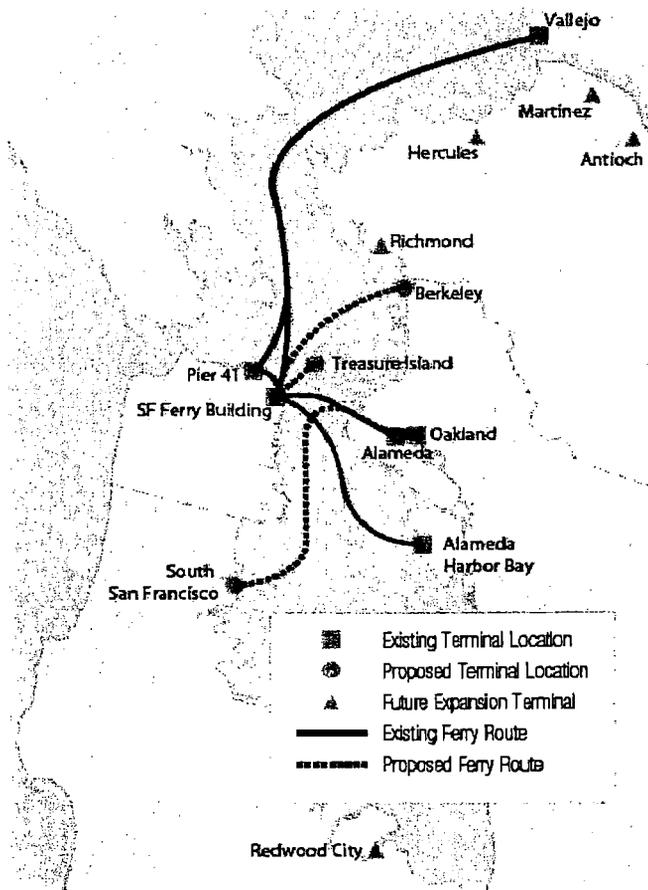
WATER EMERGENCY TRANSPORTATION AUTHORITY

Expansion Services

- WTA IOP - 7 new routes
- New Service Implementation
 - South San Francisco to Oakland
 - Berkeley/Albany to San Francisco
 - Treasure Island-to-San Francisco
- Service Planning & Development
 - Environmental Review for Antioch, Hercules, Martinez, Richmond, Redwood City
 - Investigation of other terminal sites



WETA's Regional System



- 5 Routes (+ Treasure Island)
- 14 Vessels
- 94 ferry trips per weekday
- 1.7 m passenger trips per year

Five Year Financial Plan

- **Balanced and Sustainable Over Five Years**
 - \$36.3 m annual operating cost by Year 5
 - Funded with 46% fares and local contributions, 54% Bridge Tolls
- **Key Assumptions Under Discussion**
 - No new service cost items
 - Local fund contributions remain with services
 - Establishment of an operating reserve

WATER EMERGENCY TRANSPORTATION AUTHORITY

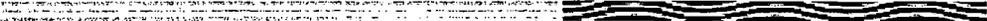
Capital Improvement Plan

\$218.4 Million Total

- **Rehabilitation and Replacement - \$35.4 million**
 - Vessel -Rehabilitation, Refurbishment and Repowers
 - Facilities - Dredging, Floats, Gangways and Terminals Rehabilitation and Replacement

- **Expansion - \$183 million**
 - Vessels - Spares, SSF and Berkeley Vessels
 - Facilities – SSF, Berkeley and Downtown SF Terminals, Maintenance and Operations Facilities
 - Other – Expansion Studies and Equipment

WATER EMERGENCY TRANSPORTATION AUTHORITY





COUNCIL COMMUNICATION	Agenda Item No.
	Date: April 28, 2009

TO: Honorable Mayor and Members of the City Council

FROM: Gary A. Leach, Public Works Director

SUBJECT: DISCUSSION OF THE WATER EMERGENCY TRANSPORTATION AUTHORITY (WETA)'s DRAFT TRANSITION PLAN AND APPROVAL OF A RESOLUTION AUTHORIZING STAFF TO COMMENT AND NEGOTIATE ISSUES RELATED TO THE TRANSITION OF THE BAYLINK FERRY SERVICE

BACKGROUND

Senate Bill 976, the San Francisco Bay Area Water Emergency Transportation Response and Disaster Recovery Act (The Act), was signed into law on January 1, 2008. This legislation created the Water Emergency Transportation Authority (WETA). Its purpose is to transform current water transportation services in the Bay Area into a primary emergency response provider, to provide the Authority with the ability to obtain available transit funds, and to expedite the expansion of the ferry service on the San Francisco Bay. The new law, among other things, gave WETA specified powers and duties, including but not limited to, taking over the City of Vallejo's Baylink ferry service operation and related facilities.

The primary purpose of the authority is to operate a comprehensive a San Francisco Bay Area regional public water transit system. In this capacity, the new authority plans to acquire, own, lease, construct and operate water transit vessels and equipment, including but not limited to, real and personal property, and equipment, and any facilities of the authority (excepting those under the direction of the national parks system and the Golden Gate Ferry System).

Senate Bill 976 left many questions unanswered and unaddressed. The City of Vallejo and other stakeholders recognized "clean-up" legislation would be needed to protect the City of Vallejo's interests. Senate Bill 1093 was introduced by Senator Wiggins as the legislative vehicle to clarify and amend Senate Bill 976. The new bill, which clarified the planning, management and operational responsibilities of the water transportation services vested in the San Francisco Bay Area Water Emergency Transportation Authority, was approved by the Governor on September 27, 2008.



This clean up legislation extended the date by which the WETA must adopt a transition plan for existing ferry services from January 1, 2009 to July 1, 2009.

SB 1093 accomplishes the following:

- Provides WETA more flexibility in using Regional Measure 2 operating funds.
- Requires a public hearing process for approval of the Transition Plan and future rate and ferry service modifications.
- Protects the bargaining rights of existing employees.
- Requires all ferry services and facilities be transferred to WETA in accordance with the Transition Plan, subject to formal agreement by the Cities.
- Requires the Cities and WETA to negotiate and agree on fair terms, including just compensation, prior to any transfer of assets.
- In accepting these transfers, WETA shall commit to maintaining the same level of service for five years and accepting all financial obligations related to these services.

SB 1093 requires that WETA adopt a Transition Plan (TP). The statute requires the Transition Plan to include the following:

- An inventory of the ferry and ferry related assets to be transferred to WETA.
- Descriptions of the existing and proposed ferry services, duties, functions, responsibilities and liabilities of WETA and other agencies/ contractors providing services for WETA.
- Description of how existing and expanded water transportation services, will provide seamless connections to other transit providers in the bay area region. (Including Vallejo Transit's Route 200 supplemental bus service).
- To the extent the TP includes proposed changes to water transportation services or related facilities related to Vallejo's Baylink Ferry System, the proposed changes are to be consistent with the City's General Plan, the redevelopment plan for the City's downtown and waterfront, and its development and disposition agreements.
- Priority ensuring continuity in the programs, services and activities of existing ferry services (i.e. Vallejo and Alameda Services).
- A five year operating plan and initial five-year CIP with sources of revenue identified.



- The date on which these ferry services are to be transferred to WETA.

Since the adoption of SB 1093 in September of 2008 WETA has been actively trying to comply with the new law by addressing various issues that include, but are not limited to, the administrative change over from the Water Transit Authority (WTA) to the Water Emergency Transportation Authority (WETA), staffing/personnel issues and assisting the Baylink ferry operation in seeking additional funding for Baylink's FY 2008/2009 budget.

Transition Plan development began with the hiring of the TP consultant team on September 17, 2008 and conducting stakeholder meetings, which were initiated in November of 2008. This core transition team was comprised of staff from the City of Alameda, City of Vallejo, MTC, WETA and their consultants. WETA staff has also been meeting individually with the City of Alameda and Vallejo staff to further define transition implementation details unique to the transition of their respective ferry operations. The last stakeholder meeting was on January 6, 2009. Portions of the draft TP were provided to the city on March 12th and a preliminary draft copy of the TP was sent to the city staff for internal review on March 19, 2009, just prior to the WETA Board action on April 2, 2009 approving the release a Draft Transition Plan (DTP) for public review.

A Public Hearing in Vallejo was held on Wednesday April 15, 2009 at 6:30 pm in the Vallejo City Council Chambers. Written comments on the DTP are due to WETA by May 18, 2009. The final adoption of this plan by the WETA Board is scheduled for Thursday June 18, 2009.

DISCUSSION

As noted above, SB 1093 provides that any transfers of Baylink services or assets belonging to the City of Vallejo are subject to negotiation and agreement by the City. Thus, the statute provides that WETA and the City of Vallejo negotiate and agree on the transition terms, including just compensation, prior to any transfer authorized by The Act. Additionally, the Transition Plan is intended to "facilitate the transfer of existing public transportation ferry services within the bay area region to the authority..."

The Act requires that no transfer of property, contracts, services or any other asset may take place without the "negotiation and agreement" with the City of Vallejo. The Act also requires that all transfers must be consistent with the Transition Plan. Accordingly it is imperative that the adopted TP not preclude any negotiated terms that the City wishes to incorporate into the Transition Agreement. Formal written comments during the public hearing process on the Draft Transition Plan is the only formal vehicle by which the City of Vallejo may officially influence the Final TP. The purpose of tonight's action is to get



official City Council authorization to enter into negotiations with WETA as well as obtaining policy direction for the City's comments on the Draft Transition Plan and the transfer agreement issues to be negotiated with WETA. Final City comments will be approved by the City Council at their May 12, 2009 meeting and transmitted to WETA prior to the May 18, 2009 public comment period. It should also be noted that the DTP anticipates that the terms of a transfer agreement between the City & WETA will be finalized by July 1, 2009 (DTP pg 29).

With this in mind, City staff has identified the following major issues that need to be addressed both in the City's comments on the Draft Transition Plan (DTP) as well as during our negotiations with WETA on the Transfer Agreement.

1. Issue: As required by the statute, the Transition Plan must include a detailed inventory of assets to be transferred to WETA.

Recommendation: City's comment letter to WETA on the DTP should point out this deficiency and ask for a detailed inventory to be attached to the Transition Plan prior to adoption, as this will be the starting point for any meaningful negotiations on the Transfer Agreement.

2. Issue: Vallejo to retain control of Route 200 supplemental bus service to the ferry.

Recommendation: Adopt this position via the City's comment letter. Negotiate with WETA for control over and funding of Route 200, as well as transfer arrangements between ferry and other feeder bus routes.

3. Issue: Vallejo's transfer to WETA of real property rights involving Ferry Terminal & Parking facilities ("landside" reference in the DTP pg 18).

Recommendation: Real property interests and identification of specific parcels need to be defined in an inventory before any negotiations. Any transfer of interests is subject to negotiation and agreement with the City. WETA and the City will work cooperatively to identify land and the appropriate agreement to allow WETA's use of said properties without interfering with current Disposition and Development Agreements or other existing commitments. Staff will meet with the City Council in closed session to discuss any proposal regarding the lease or transfer of any real estate. If agreement is reached, Council would then consider/ approve the terms of the lease or use agreement.

4. Issue: Vallejo's transfer to WETA of real estate property rights concerning "Ferry Maintenance Facility" ("landside") located on Mare Island, which involves Lennar Mare Island.



Recommendation: Staff will meet with the City Council in closed session to discuss any proposal regarding the lease, use or transfer of real estate rights to WETA. These negotiations will include both the existing temporary Ferry Maintenance Facility located at Building 471 on Mare Island as well as the proposed new permanent location at Building 165.

5. **Issue:** Vallejo's transfer to WETA of vessels, floating gangways and other 'waterside' assets. (On Page 18 of the DTP it indicates that WETA intends to only consider compensating the City for assets purchased with local "non-transportation" funds).

Recommendation: Since the DTP does not include an inventory of assets nor any method of determining 'fair compensation' of these assets staff thinks it is premature for the City to agree with WETA's position and will request that this conclusion be omitted from the Transition Plan.

6. **Issue:** Vallejo requests WETA's cooperation and assistance in fully funding Vallejo Station Ferry Parking Structure.

Recommendation: Adopt this position via Vallejo's 'official comment' letter. Staff recommends that both the Transition Plan and applicable agreements with the City of Vallejo satisfactorily address this issue. At a minimum this project should be included in the 5-year CIP contained in the Transition Plan, as has been done for the Ferry Maintenance Facility.

7. **Issue:** WETA must address financial obligations generated from the existing ferry operations (Section 66540.11).

Recommendation: The TP should acknowledge WETA's obligation to Vallejo's general fund for any documented financial liabilities associated to Baylink Ferry Service.

8. **Issue:** The Draft Transition Plan does not identify a specific process and schedule for negotiating a formal transfer agreement with the City of Vallejo nor the method or vehicle for arriving at just compensation, all of which are necessary prior to the transfer currently scheduled for January 1, 2010.

Recommendation: Note these deficiencies via Vallejo's Official Comment letter on the Draft Transition Plan, and ask that a detailed schedule for the negotiations of actual transfer of assets and of lease or use agreements be included in the Final Transition Plan, so that Vallejo can devote sufficient time and resources to facilitate this process. Given the amount of effort necessary to



negotiate and prepare the Transfer and Use Agreements, we suggest that the date of transfer for the Baylink system be extended to July 1, 2010.

NEXT STEPS

May 12, 2009- An official City comment letter on the Draft Transition Plan will be brought back to the City Council for approval.

May 13, 2009- STA Board comments on the Draft Transition Plan.

May 18, 2009- Written Comments on the Draft Transition Plan due to WETA.

June 4, 2009- WETA Board reviews public comments and directs staff to prepare the final Transition Plan.

June 18, 2009- WETA Board adopts the final Transition Plan.

Fiscal Impact

City's negotiations with WETA will seek to ensure this transfer results in a financially neutral position or better for the City of Vallejo as well as preserving a viable ongoing ferry service for the City. Staff will endeavor to bring back a negotiated "package" to the Council that, to the best of our ability, meets both of these objectives, recognizing that Vallejo's Baylink ferry service has a significant indirect property tax and development potential benefit to the community.

RECOMMENDATION

Staff recommends approving the resolution.

PROPOSED ACTION

Approve the resolution authorizing staff to comment on the Draft Transition Plan and to negotiate on issues related to ferry services transfer to WETA.

DOCUMENTS ATTACHED

- a. A resolution.
- b. WETA's Draft Transition Plan



CONTACT PERSONS

Gary A. Leach, Public Works Director
648-4315
garyl@ci.vallejo.ca.us

Crystal Odum Ford, Transportation Superintendent
648-5241
codumford@ci.vallejo.ca.us

April 28, 2009
K:\PUBLICA\PW\2009\Transportation\PWSR4316.doc

THIS PAGE INTENTIONALLY LEFT BLANK

RESOLUTION NO. 09-_____ N.C.

BE IT RESOLVED by the Council of the City of Vallejo as follows:

WHEREAS, Senate Bill 976 was approved by the Governor on October 14, 2007, and became law on January 1, 2008; and

WHEREAS, Senate Bill 976 created the San Francisco Bay Area Emergency Transportation Authority (WETA) with powers and duties to take over all of the funding and assets related to the operation of the City of Vallejo's Baylink Ferry Service; and

WHEREAS, City Transportation staff has been working and continues to work with consultants, legislators and various stakeholders to address the City of Vallejo's concerns regarding requirements contained in Senate Bill 976; and

WHEREAS, California State Senator Patricia Wiggins introduced clean-up legislation (SB1093) meant to address the concerns of the various stakeholders, including the City of Vallejo, with regard to Senate Bill 976; and

WHEREAS, Senate Bill 1093 has passed and does address most of the City of Vallejo's concerns, specific issues with the transfer must still be addressed and negotiated with WETA; and

WHEREAS, It is desirable to have the City of Vallejo's Council provide policy direction and authority to the City Manager or his designee to carry forth their wishes and/or negotiate with WETA; and

WHEREAS, it is in the best interest for the City of Vallejo given the financial state of the City and the escalating cost to operate the Baylink Ferry Service, to facilitate the transfer of this service to WETA while retaining control over various aspects of the downtown and waterfront areas; and

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Vallejo does hereby authorize the City Manager or his designee to:

-DRAFT an Official Comment letter to WETA concerning their proposed Draft Transition Plan consistent with the recommendations contained in the staff report and comments approved by Council and bring back to the Council on May 12, 2009 for final approval.

-NEGOTIATE with WETA regarding the transfer of City-owned ferry-related assets and lease or use agreements for real property rights, consistent with the recommendations contained in the staff report and comments approved by Council.

APRIL 28, 2009

K:\PUBLIC\A\PW2009\Transportation\PWSR4316.doc

DISCUSSION OF THE WATER EMERGENCY TRANSPORTATION AUTHORITY (WETA)'s DRAFT TRANSITION PLAN AND APPROVAL OF A RESOLUTION AUTHORIZING STAFF TO COMMENT AND NEGOTIATE ISSUES RELATED TO THE TRANSITION OF THE BAYLINK FERRY SERVICE

RECOMMENDATION: Approve the resolution authorizing staff to comment and negotiate issues related to the transition of the Baylink Ferry Service to the Water Emergency Transportation Authority (WETA)

APRIL 28, 2009

K:\PUBLIC\A\PW2009\Transportation\PWSR4316.doc



DATE: May 4, 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. Attachments B and C are legislative updates from our state and federal legislative advocates, respectively.

Discussion:

State:

Assembly Member Ammiano introduced Assembly Bill (AB) 277 regarding local retail transaction and use taxes for transportation. 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. The bill is currently scheduled to be heard by the Committee on Local Government on May 6, and is still skeletal in nature. Staff recommends a watch position on AB 277 (Attachment D) as it develops more substance through the legislative process, based on Funding Platform #VII.19 of the 2009 STA Legislative Priorities and Platform:

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

After approval by the Technical Advisory Committee on April 29th to forward to the Board a recommendation of support for Assembly Member Hill's Assembly Bill (AB) 1414, the bill was amended by the Author to relate to an entirely different subject matter. AB 1414 would have reformed the current process (established by Senate Bill (SB) 45 in 1997) for programming transportation funds through the State Transportation Improvement Program (STIP), including more decision-making control by regional agencies. Staff has tabled the bill, but will continue to monitor the topic of STIP reform.

Senator Wolk introduced Senate Bill (SB) 716, which would authorize transportation planning agencies to allocate funds from the 1/4% local sales and use tax for vanpool service operation expenditures and capital improvement expenditures, including for vanpool services for purposes of farmworker transportation to and from work. The text of the bill (Attachment E), the bill analysis by the Senate Transportation and Housing Committee staff (Attachment F) and a letter of opposition from the California Transit Association (Attachment G) are included for information. Staff is polling the Transit Consortium to gage if they concur with the CTA position of opposition.

The STA-sponsored AB 1219 (Evans) legislation enabling the STA to directly claim up to 2% of TDA funds from MTC as a transit planning agency passed out of the Assembly Transportation Committee on April 20, and is waiting for the third hearing on the Assembly floor.

Federal:

STA staff has submitted requests to Solano County's congressional delegates for new transportation reauthorization. The project submittals are as follows:

- I-80/I-680/SR 12 Interchange Project - \$45 M
- Travis Air Force Base (AFB) North Gate Access Improvements - \$5 M
- Alternative Fuel SolanoExpress Bus Replacement - \$2 M
- Vacaville Intermodal Station Phase 2 - \$1.5 M

The House Transportation and Infrastructure Committee is drafting its surface transportation bill with the intention of marking it up in Committee in May and considering it on the House in June. Chairman Oberstar has stated that he wants to draft a bill that provided around \$450-500 billion over six years for highway and transit programs. He has not stated how the bill will be financed, but indicated that fuel taxes and a fee on vehicle miles travel (VMT) should be considered.

Several documents relative to the surface transportation bill are attached for your information: Provisions of House vs. Senate Budget Resolutions re Surface Transportation Authorization (Att. H), and Comparisons of House and Senate Budget Resolutions List (Att. I) and Graph (Att. J).

Recommendation:

Approve the following positions:

- AB 277 (Ammiano) - Watch
- SB 716 (Wolk) - Polling

Attachments:

- A. STA Legislative Matrix
- B. State Legislative Update (Shaw/Yoder)
- C. Federal Legislative Update (Akin Gump)
- D. Assembly Bill (AB) 277
- E. Senate Bill (SB) 716 – Wolk
- F. SB 716 Bill Analysis
- G. CTA Letter re SB 716 Opposition
- H. Provisions of House vs. Senate Budget Resolutions re Surface Transportation Authorization
- I. Comparisons of House and Senate Budget Resolutions List
- J. Comparisons of House and Senate Budget Resolutions Graph



Solano Transportation Authority

LEGISLATIVE MATRIX

2009-2010 State and Federal Legislative Session

May 4, 2009

Solano Transportation Authority

One Harbor Center, Suite 130

Suisun City CA 94585-2427

Telephone: 707-424-6075

Fax: 707-424-6074

<http://www.solanolinks.com/programs.html#lp>

STATE Legislation:

Bill Number/Topic	Location	Summary	Position
AB 277 <u>Ammiano</u> (D) Transportation: local retail transaction and use taxes: Bay Area.	Committee on Local Government 05/06/2009	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.	
AB 744 <u>Torrico</u> (D) Transportation: Bay Area high-occupancy vehicle network.	Passed 12-1 from ASMBLY TRANS 04/27/09; refer to 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 <u>Evans</u> (D) Public transportation: Solano Transportation Authority.	Passed 10-1 from ASMBLY TRANS 04/20/09; to ASMBLY third reading 05/04/09.	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

P183

ATTACHMENT A

Bill Number/Topic	Location	Summary	Position
<u>AB 1414 Hill (D)</u> Transportation planning. Health & Safety: Controlled Substances	Assembly Transportation Com 04/27/2009; hearing cancelled at author's request. 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.	
<u>ACA 9 Huffman (D)</u> Local government bonds: special taxes: voter approval.	Amended 04/27/09; Wolk added as co-author; Re-referred to ASM Local Govt Com for 05/06/09	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
<u>SB 205 Hancock (D)</u> Traffic congestion: motor vehicle registration fees.	Passed 8-4 from SEN Approps Com 04/27/09; to third SEN reading 04/29/09	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.	Support
<u>SB 716 Wolk (D)</u> Local transportation funds.	SEN Transp Com 04/21/09; hearing cancelled at author's request. Amended 04/30/09; to SEN T&H Com.	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.	

FEDERAL Legislation:

Bill Number/Topic	Location	Summary	Position
<p><u>HR 1571</u> Tauscher (D) 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>	

P185

THIS PAGE INTENTIONALLY LEFT BLANK



SHAW/YODER, inc.
LEGISLATIVE ADVOCACY

April 30, 2009

To: Board Members, Solano Transportation Authority

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

RE: STATE LEGISLATIVE UPDATE- APRIL

State Budget Update

On March 13th, less than one month after Gov. Arnold Schwarzenegger signed a budget aimed at closing a massive \$42 billion gap between revenues and spending commitments, the state's still deteriorating economy will add another \$8 billion to the state's revenue hole between now and June 30, 2010, according to the Legislative Analyst's Office (LAO).

The LAO's assessment of the state's fiscal outlook also mentions that because several of the key provisions of the recently enacted budget are short term, budget gaps will continue, growing to \$12.6 billion in the fiscal year beginning July 1, 2010 and climbing to \$26 billion in the fiscal year starting July 1, 2013.

Personal income will stay stagnant this year and begin to increase slightly in 2010 but is expected to climb slowly over the subsequent five years. Employment numbers won't go up until 2011.

At risk in the current budget is another \$6 billion in savings which won't appear if voters reject three of six measures on the May 19 special election ballot — Propositions 1C, 1D and 1E. This includes the following 2009–10 solutions—\$5 billion from the borrowing of future lottery profits (Proposition 1C), about \$600 million by redirecting dedicated childhood development funds (Proposition 1D), and about \$230 million by redirecting dedicated mental health funds (Proposition 1E). If these measures were to fail, the LAO states that the Legislature would need to quickly develop even more solutions before the start of the fiscal year as alternatives.

The LAO goes on to mention that in future years, if all six measures on the special election ballot were to pass, the state's finances would be affected in a number of ways. Propositions 1D and 1E would provide General Fund relief for a limited number of years. On the other hand, under our projections, Proposition 1B (education supplemental payments) and Proposition 1C would drive up General Fund costs by more than \$1 billion annually by 2013–14. The fiscal effect of Proposition 1A, dealing with the Budget Stabilization Fund (BSF) "rainy day" reserve, is the

most uncertain. While the measure would help balance future state budgets by extending recent tax increases for up to two years, it could also take billions of dollars “off the table” by requiring their deposit into the BSF. If the state is not always able to access these funds under Proposition 1A’s rules, the state’s budget shortfalls would grow even further in future years.

As a result, the LAO recommends that the Legislature take a two-pronged approach in addressing the projected \$8 billion drop in revenues:

Optimize the Use of Federal Funds. With the drop in revenues, the minimum guarantee for K–14 education under Proposition 98 will also drop. This will allow the state to use billions of additional federal dollars to offset General Fund education costs currently budgeted. The Legislature should take advantage of this opportunity to lower General Fund spending to the minimum guarantee while preserving the level of support for these educational programs envisioned in the enacted budget package. While seeking to offset 2009–10 General Fund costs is the most immediate concern for the use of federal funds, the Legislature should also seek to preserve as many federal dollars as possible to help balance the budget in future years—as opposed to committing them now for augmentations.

Continue Work on More Solutions. The Legislature should use the spring budget process to continue developing programmatic solutions. We provide a list of options from our recent publications to reduce spending and increase revenues (without additional rate increases).

Echoing the LAO’s findings, State Controller John Chiang’s monthly cash report, issued March 12, showed revenue collected in February was \$1 billion below estimates. Rumors abound that the budget deficit could reach at least \$16 billion and upwards of \$25 billion if the ballot measures are unsuccessful.

State Legislative Update

AB 1219 (Evans) is an STA –sponsored bill which would streamline the Transportation Development Act (TDA) by authorizing the Solano County Transportation Authority (STA) to file a claim with the transportation planning agency for up to 2% of local transportation funds available to the county and city members of the authority for countywide transit planning and coordination relative to Solano County.

This bill is currently on the Assembly Floor pending a vote.

AKIN GUMP
STRAUSS HAUER & FELD LLP
Attorneys at Law

MEMORANDUM

May 4, 2009

To: Solano Transportation Authority
From: Akin Gump Strauss Hauer & Feld LLP
Re: April Report

We worked with Solano Transportation Authority staff during the month of April to submit applications for funding of STA's priority projects for the surface transportation reauthorization to Congressman Miller and Congresswoman Tauscher. The House Transportation Committee has asked Members of Congress to submit their priority projects to the Committee by May 8. The Senate has not requested projects at this time. We will keep STA apprised of the schedule in the Senate for submitting project requests.

Congressional Budget Resolution

On April 29, 2009, Congress approved its fiscal 2010 Budget Resolution (S. Con. Res. 13), which includes \$325 billion in surface transportation spending for fiscal years 2009-14. While funding in the Budget Resolution for surface transportation is a 13 percent increase over the \$286.6 billion authorized under *The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)*, it is far short of the \$450-\$500 billion that the leadership of the House Transportation and Infrastructure Committee and industry advocates are seeking in the next transportation bill.

The Budget Resolution also creates reserve funds that may allow Congress to increase transportation spending above the baseline for: 1) surface transportation reauthorization; 2) infrastructure investment; and 3) multimodal infrastructure projects. Under the surface transportation reauthorization provision, any authorization bill approved by the House must maintain the solvency of the Highway Trust Fund in fiscal years 2010-2015. It allows transfers from the general fund, but the transfers must be offset. Under the Senate language, spending must remain deficit neutral and cannot be increased unless revenues to the Trust Fund are increased. The resolution precludes spending that would increase the federal deficit over either the fiscal 2009-14 or fiscal 2009-19 periods.

Under the Senate provisions, spending allocations may also be increased to provide for "a robust federal investment in America's infrastructure," which may include projects for public housing, energy, water, transportation, freight and passenger rail, or other infrastructure projects. This could allow Congress to establish a national infrastructure bank that has been proposed by key lawmakers and the Obama Administration. Spending also could increase for multimodal

Solano Transportation Authority
May 4, 2009
Page 2

transportation projects that include performance measures, mandatory cost-benefit analyses of projects, and allow flexibility for states and localities. Both the infrastructure and multimodal reserve funds must remain deficit neutral in fiscal years 2009-14 and fiscal year 2009-19

The Resolution also creates a new point of order in the Senate against any surface transportation authorization that draws funding from outside the Highway Trust Fund's highway account. The Senate could consider a reauthorization bill that exceeds available funding in the Trust Fund; however, any Senator opposed to the use of general funds for surface transportation spending may raise a point-of-order against the proposal. If a point of order is raised, 60 votes (three-fifths of the Senate) would be required to support the transfer.

Now that the Budget Resolution has passed, the Appropriations Committee will allocate funding amount the subcommittees and the subcommittees will begin drafting appropriations bills. We will keep you apprised of the schedule for marking up the transportation appropriations bills.

SAFETEA-LU Reauthorization

Much of the debate at an April 28 Senate Commerce Committee hearing on surface transportation reauthorization focused on funding issues. Testifying at the hearing, Department of Transportation (DOT) Secretary Ray LaHood reiterated Administration opposition to any increase in the gasoline tax, but also stated that the Administration would leave the detailed policy choices to the Congress on how funding for transportation infrastructure might be increased, as well as the distribution of the funds. DOT has prepared a set of principles for the reauthorization that are currently under review by the Administration, which are expected to be released shortly. Sec. LaHood stated that the Administration would look toward innovative funding mechanisms that will include public private partnerships, tolling and a mix of resources.

At the hearing, Sen. Kay Bailey Hutchison (D-TX), the Committee's Ranking Minority Member, announced that she is proposing legislation (*The Highway Fairness and Reform Act*, S. 903) that would allow donor states, such as Texas, Arizona, Utah, and Florida, to withdrawal from the federal transportation program and retain any revenue from the gas tax collected within their borders. States would make the determination on how to spend the funding and would also be freed from the federal regulation. Senators Mel Martinez (R-FL), John Cornyn (R-TX), and Jon Kyl (R-AZ) cosponsored Sen. Hutchison's bill and Rep. Jeff Flake introduced a companion bill in the House (H.R. 2144).

House Transportation and Infrastructure Committee Chairman James Oberstar (D-MN) has announced that he will mark up a bill in May, with the intention of enacting legislation before September 30, when SAFETEA-LU will expire. However, it appears that the May date will slip. Senate Environment and Public Works Committee staff has begun drafting the highway title of

Solano Transportation Authority
May 4, 2009
Page 3

the bill, but Committee Chair Barbara Boxer has not announced plans for marking up a bill. The Senate Banking Committee, which has jurisdiction over the transit title, and the Senate Commerce Committee, which has jurisdiction over the trucking and highway safety components of the bill have not begun work on their sections.

Climate Legislation

In April, the House Energy and Commerce Committee began consideration of a draft bill (*The American Clean Energy and Security Act*) to establish a cap-and-trade program that seeks to reduce greenhouse gas emissions from electric utilities, oil companies and large industrial sources. The target under the bill would reduce carbon emissions by 3 percent below 2005 levels in 2012, 20 percent below 2005 levels by 2020, 42 percent below 2005 levels in 2030, and 83 percent below 2005 levels in 2050. The bill provides for use of carbon offset credits to help meet the emission reduction targets, allowing for offsets of up to 2 billion tons per year, coming from both qualifying domestic and international projects.

The provisions of the bill require State and large metropolitan areas to address emissions from the transportation sector through land-use management and increased use of public transit. It would require States and metropolitan planning organizations (MPOs) with populations exceeding 200,000 to develop a plan establishing goals for progressive reduction in transportation-related greenhouse gas emissions within 3 years of enactment. The States, in consultation with the MPOs, would be required to update the plan every 4 years. The strategies are expected to 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 and telecommuting; adoption of pricing measures and parking policies; and intermodal freight system planning. The bill establishes a competitive grant programs for MPOs that would prioritize awards on the basis of the amount of greenhouse gas emissions to be reduced on a total or per capita basis.

The bill does not contain any allocations to offset the required emissions reductions. Transit supporters were expected to support an amendment to the bill that would direct part of the auction proceeds to support clean transportation infrastructure, similar to a proposal by Rep. Earl Blumenauer (D-OR). *The Clean Low-Emissions Affordable New Transportation Equity (CLEAN TEA) Act* (H.R. 1329) would designate 10 percent of the revenue generated from an annual auction of greenhouse gas emissions allowances under the climate change legislation. The revenue from the cap-and-trade auction would finance projects that reduce emissions through the "Low Greenhouse Gas Transportation Fund," with the funds allocated to states based on the expected reduction in emissions that would be realized from the clean transportation infrastructure projects.

AKIN GUMP
STRAUSS HAUER & FELD LLP

Attorneys at Law

Solano Transportation Authority

May 4, 2009

Page 4

Chairman Henry Waxman (D-CA) had planned to report the bill to the House floor by the Memorial Day recess. However, it became apparent during Subcommittee hearings held during the week of April 20 that moderate Democrats had concerns about the cost of the bill and its impact on coal producing and industrial states and would not vote the bill out of Subcommittee without concessions. Chairman Waxman and Subcommittee Chairman Edward Markey (D-MA) are expected to release allocations this week, in an effort to win the support of Democrats from these States, but it is unclear when the Subcommittee and full Committee will proceed to mark-up.

ASSEMBLY BILL**No. 277**

Introduced by Assembly Member AmmianoFebruary 12, 2009

An act to amend Section 131241 of the Public Utilities Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 277, as introduced, Ammiano. Transportation: local retail transaction and use taxes: Bay Area.

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.

Vote: majority. Appropriation: no. Fiscal committee: no.
State-mandated local program: no.

The people of the State of California do enact as follows:

1 SECTION 1. Section 131241 of the Public Utilities Code is
2 amended to read:

3 131241. (a) The county transportation authority shall consist
4 of the members who are elected officials as specified in the county
5 transportation expenditure plan ~~or in the retail transactions and~~
6 ~~use tax ordinance~~, and shall be appointed by each constituent local
7 government within 45 days after the authority is created.

8 (b) At the first meeting of the county transportation authority,
9 one-half of the members, and the odd-numbered member if the
10 membership of the county transportation authority is
11 odd-numbered, shall be selected by lot to serve terms consisting
12 of the remaining months of the current calendar year, if any, plus
13 two years, and the remaining members shall be selected by lot to
14 serve a term consisting of the remaining months of the current
15 calendar year, if any, plus three years. Thereafter, appointments
16 for all members shall be for two-year terms, beginning on January
17 1.

18 (c) If any member or alternate member ceases to be an elected
19 official, that member shall cease to be a member of the county
20 transportation authority, and another member shall be appointed
21 for the remainder of the term by the constituent local government
22 that that member represents.

23 (d) An alternate may be designated for each regular member.
24 A regular member who, pursuant to the county transportation
25 expenditure plan, serves by virtue of holding a specified public
26 office, may designate a person to serve as his or her alternate. In
27 the case of any other regular member, the appointing constituent
28 local government may designate an alternate to the regular
29 appointed member. The alternate's term of office shall be the same
30 as that of the regular member. When the regular member is not
31 present at the meeting of the authority, the alternate may act as the
32 regular member and shall have all the rights, privileges, and
33 responsibilities of the regular member.

O

SENATE BILL

No. 716

Introduced by Senator Wolk

February 27, 2009

An act to add Section 99233.6 to the Public Utilities Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 716, as introduced, Wolk. Local transportation funds.

Existing law requires that $\frac{1}{4}\%$ 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.

Vote: majority. Appropriation: no. Fiscal committee: no.
State-mandated local program: no.

The people of the State of California do enact as follows:

1 SECTION 1. Section 99233.6 is added to the Public Utilities
2 Code, to read:
3 99233.6. Any county, city, county transportation commission,
4 or operator may file claims with the transportation planning agency
5 for vanpool service operation expenditures and capital

Vote: majority. Appropriation: no. Fiscal committee: no.
 State-mandated local program: no.

The people of the State of California do enact as follows:

1 SECTION 1. Section 99400 of the Public Utilities Code is
 2 amended to read:

3 99400. Claims may be filed under this article with the
 4 transportation planning agency by counties and cities for the
 5 following purposes and by transit districts for the purposes
 6 specified in subdivisions (c) to ~~(e)~~ (f), inclusive:

7 (a) Local streets and roads, and projects which are provided for
 8 use by pedestrians and bicycles.

9 (b) Passenger rail service operations and capital improvements.

10 (c) Payment to any entity which is under contract with a county,
 11 city, or transit district for public transportation or for transportation
 12 services for any group, as determined by the transportation planning
 13 agency, requiring special transportation assistance.

14 If the county, city, or transit district is being served by an
 15 operator, the contract entered into by the county, city, or transit
 16 district shall specify the level of service to be provided, the
 17 operating plan to implement that service, and how that service is
 18 to be coordinated with the public transportation service provided
 19 by the operator. Prior to approving any claim filed under this
 20 section, the transportation planning agency, or the county
 21 transportation commission in a county with such a commission,
 22 shall make a finding that the transportation services contracted for
 23 under subdivision (c) are responding to a transportation need not
 24 otherwise being met within the community or jurisdiction of the
 25 claimant and that, where appropriate, the services are coordinated
 26 with the existing transportation service.

27 (d) Payments to counties, cities, and transit districts for their
 28 administrative and planning cost with respect to transportation
 29 services under subdivision (c).

30 (e) Notwithstanding any other provision of this chapter, a
 31 claimant for funds pursuant to subdivision (c) may also receive
 32 payments for capital expenditures to acquire vehicles and related
 33 equipment, bus shelters, bus benches, and communication
 34 equipment for the transportation services.

1 *(f) Acquisition or lease of vans and related equipment, but not*
2 *for operating costs, for a farmworker vanpool program for*
3 *purposes of farmworker transportation to and from work.*

4 *SEC. 2. Section 99401.6 of the Public Utilities Code is amended*
5 *to read:*

6 99401.6. Upon adoption of a finding, pursuant to subdivision
7 (d) of Section 99401.5 that there are no unmet transit needs or that
8 there are no unmet transit needs that are reasonable to meet, the
9 transportation planning agency may allocate funds for local streets
10 and roads *or for a vanpool program as specified in subdivision (f)*
11 *of Section 99400.* The allocation shall not become effective until
12 20 days after acknowledgment of receipt by the Department of
13 Transportation of documents of the agency's finding. The
14 transportation planning agency shall, in any case, submit the
15 documentation before August 15 of the fiscal year of the allocation
16 or within 10 days after the adoption of the finding, whichever is
17 later. The documentation shall include all of the following:

18 (a) A copy of the notice of hearing and proof of publication and
19 a description of the actions taken to solicit citizen participation
20 pursuant to Section 99238. 5.

21 (b) A copy of the resolution or minutes documenting the
22 transportation planning agency's definitions of "unmet transit
23 needs" and "reasonable to meet," as determined pursuant to
24 subdivision (c) of Section 99401.5.

25 (c) A copy of the resolution adopting the unmet needs finding
26 described in subdivision (d) of Section 99401.5.

27 ~~SECTION 1. Section 99233.6 is added to the Public Utilities~~
28 ~~Code, to read:~~

29 ~~99233.6. Any county, city, county transportation commission,~~
30 ~~or operator may file claims with the transportation planning agency~~
31 ~~for vanpool service operation expenditures and capital~~
32 ~~improvement expenditures, including for vanpool services for~~
33 ~~purposes of farmworker transportation to and from work.~~

O

THIS PAGE INTENTIONALLY LEFT BLANK

SENATE TRANSPORTATION & HOUSING COMMITTEE
SENATOR ALAN LOWENTHAL, CHAIRMAN

BILL NO: SB 716
AUTHOR: WOLK
VERSION: 2/27/09
FISCAL: NO

Analysis by: Art Bauer
Hearing date: April 21, 2009

SUBJECT:

Local transportation funds

DESCRIPTION:

This bill would authorize the use of Transportation Development Act (TDA) funds to acquire vans for farm worker vanpools and to subsidize the operations of such vanpools.

ANALYSIS:

The Legislature enacted the Transportation Development Act (TDA), Senate Bill 325, Chapter 1400, Statutes of 1971, in order to ensure “the efficient and orderly movement of people and goods in the urban areas of the state.” The TDA authorized the boards of supervisors in each county to impose a ¼-percent local sales tax for transportation purposes. All counties imposed the tax in 1972, because if they had not, the state, under the state’s uniform tax law would not have collected the one-percent local sales that supports the general funds of cities and counties. Although the focus of the law is the provision of transit services in urban areas, it recognizes that rural areas have a different mix of transportation needs. To this end, general revenues from the tax must be used for public transit purposes in counties with a population greater than 500,000 as of the 1970 census. Counties with a population under 500,000 as of 1970 may use the revenues for transit and for local streets and roads.

TDA funds are allocated by regional transportation planning agencies, which in the urban areas are often multicounty entities, but in rural areas are generally single counties. Before funds can be used for local streets and roads, the regional transportation planning agency in a rural county must hold public hearings and make a finding that all reasonable unmet transit needs have been met. This process determines the split between funds for transit and streets and roads. In 2007, \$1.4 billion was generated by the statewide local ¼-percent sales tax for transportation. About 11 percent of the funds were used for local street and road purposes. California’s TDA program is the only permanent, statewide transit funding program in the country.

This bill authorizes a county, city, county transportation commission, or transit operator to file a claim with a transportation planning agency to use TDA revenues to purchase vans and to subsidize the operations of vanpools used to transport agricultural workers to and from work.

COMMENTS:

1. Purpose. The purpose of this bill is to provide safe and reliable vanpool services to agricultural workers employed in the fields and in food processing plants.
2. Background. In 1999, a van transporting agricultural workers collided with a tractor semi-trailer at Five Points, a rural community in Fresno County, resulting in the loss of 13 lives. Several reforms were enacted almost immediately after the accident regarding the process for inspecting farm worker vans. In addition, in 2000 a federal demonstration program was established to underwrite farm worker transportation projects. The most significant program was established in 2006 with the enactment of SB 1135 (Budget and Fiscal Review Committee Bill), Chapter 516.

SB 1135 established the Agricultural Worker Transportation Program (AWTP) to be administered by the Department of Transportation (Caltrans). The program was funded by an appropriation of \$20 million from the Public Transit Account (PTA). The funds had to be encumbered by June 30, 2009 and expended by January 1, 2011, when the AWTP sunsets. According to Caltrans, the intent of the AWTP "is to provide safe, efficient, reliable and affordable transportation services, utilizing vans and buses, to agricultural workers commuting to/from worksites in rural areas statewide."

After three rounds of AWTP funding, \$605,552 has been awarded for planning grant and \$19 million for in-service implementation grants to 10 agencies. Among the 10 agencies are the Kings County Area Public Transit Agency, the City of Greenfield, the Santa Barbara County Department of Public Works, the San Luis Obispo County Council of Governments, the Napa County Transportation Planning Agency, the Ventura County Transportation Commission, and the Sacramento Area Council of Governments.

The AWTP is modeled on the Agricultural Industries Transportation Services (AITS) program operated by the Kings Area Rural Transit, the transit provider for Kings County. The AITS is a vanpool program for agricultural workers. This program was established using federal, state, and local funds in 2002 when 123 fifteen-passenger vans were deployed. The program now operates approximately 200 vans throughout the southern San Joaquin Valley and is widely considered a success.

3. Why are the vanpools being organized by public agencies? Vans used in providing vanpool services may not have more than fifteen seats; otherwise they would come under the regulatory jurisdiction of the Public Utilities Commission. In urban settings, vanpools are usually organized by one of two national firms that market this service across the country. The vehicles are leased, a member of the vanpool drives the vehicle, and the charge to the riders covers the leasing cost, insurance, fuel, and other costs. Public agencies or large employers may provide services that find riders who live in close proximity that desire to participate in a vanpool.

Agricultural vanpools operate in a different environment where market rate services appear to be difficult to provide. To begin with, the vans are purchased and maintained by public agencies. Because the workers are very low paid, they are charged only for the cost of fuel and maintenance. The cost of vehicle acquisition or lease is not included in the charge to users. The driver is a volunteer and is legally an independent contractor who

collects the weekly payments from the riders. (All drivers must have a good driving record and pass an alcohol and drug test.) In the case of AITS, the drivers do not have to pay for using the van and can use the van for incidental trips such as taking their children to and from child care. The use of the van is monitored via a GPS system. AITS establishes a fee schedule based on miles traveled during the week. For example, under 300 miles, the fee to the rider is \$25 per week. Between 601 and 700 miles, the weekly fee is \$40. Its top fee for weekly miles of between 901 and 1,000 miles is \$55. According to the general manager of the service, there is no operating subsidy for the service, as the fee revenues cover the operating cost. The only direct public cost is for the vans.

4. TDA is stable and predictable/state transit assistance is exactly the opposite. The TDA program has been a stable program over its nearly forty years of existence. It is the foundation of all transit funding in the state. Because the revenue is derived from the sales tax, the growth of funds mirrors the performance of the economy. While the Legislature has amended the law to adjust to changing circumstances, it has not tampered with the funds, or redirected them to other local purposes. With the expenditure of the \$20 million in the state grant program for farm worker vanpools, the TDA program is a potential source of revenue to continue funding the program.

Over many years the state has endeavored to create its own transit assistance program to complement the TDA by using sales tax related to gasoline sales. The state's efforts have been unreliable from the perspective of the public transit sector. For example, over the last three fiscal years, approximately \$4.3 billion have been diverted to the General Fund from the state programs that assist public transit. In fiscal year 2008, public transit received \$306 million for operations and in fiscal year 2009, the amount of state assistance was reduced to \$150 million. In the next fiscal year, no state funds are available for transit and under existing law no funds may be made available until after 2013.

5. Farm worker vanpools and the TDA program. To date, the farm worker transportation program has been operating as a pilot program and relying on the \$20 million dedicated stream of revenue established in the 2006 budget process. The purpose of this bill is to take advantage of the TDA program to continue the services created by the demonstration efforts. The TDA funds, though, are fully subscribed. In the urban counties, the allocation of the revenues is essentially done by formula to well-established transit providers, and serves as their baseline revenue. In rural counties, if the revenues are not entirely committed to public transit services, there is competition between transit and local street and road needs, which is resolved through the unmet needs process.
6. Possible amendments. Should this bill be enacted, the farm worker program would become another claimant for TDA revenue, without any reference to the process for allocating the revenues to claimants. It would have a claim to the revenues ahead of any other claimant. This could dislocate long-term existing programs. The committee may wish to consider three amendments that integrate the farm worker vanpool program into the existing TDA process.
 - a. **Limit the farm work vanpool program to counties under 500,000 as of the 1970 census.** This essentially captures the rural counties of the state. A large county, such as Ventura, with a large agriculture industry, today that had a population under

500,000 persons in 1970, but well above that today, would be eligible to receive funding. Other counties well above the 1970 threshold, but with a large agricultural sector such as San Diego and Riverside, would be unable to take advantage of this program. In both counties, however, local sales tax revenues may be available to provide a farm worker vanpool program. This, of course, would depend on the needs of existing public transit, which are substantial during the current recession.

- b. **Limit the farm worker vanpool program to the acquisition or lease of vans and related equipment.** According to the largest provider of farm worker vanpools, AITS in Kings County, the operating cost of the program is covered by the user fees collected from the riders. Because there is no driver cost as there is with the typical public transit service or with the usual paratransit service for the elderly and handicapped, the single largest unit of operating cost is removed from the ledger, and providing the service without operating subsidy appears reasonable. Farm worker vanpool programs would be ineligible for transit operating subsidies.
- c. **Require that the decision by a regional transportation planning agency to fund farm worker vanpool services be an outcome of the unmet needs process.** The unmet needs process is a means in counties below the 500,000 threshold to resolve competing claims for TDA revenues. To circumvent this process would create a special class of claimant, and bypass its public outreach and public hearing processes.

POSITIONS: (Communicated to the committee before noon on Wednesday, April 15, 2009)

SUPPORT: California Rural Legal Assistance Foundation (Sponsor)
Environmental Defense Fund

OPPOSED: None received.



**CALIFORNIA
TRANSIT
ASSOCIATION**

1415 L Street, Suite 200 • Sacramento, CA 95814

Phone (916) 446-4656 • FAX (916) 446-4318

E-Mail: info@caltransit.org

www.caltransit.org

April 16, 2009

The Honorable Alan Lowenthal
Chair, Senate Transportation & Housing Committee
State Capitol, Room 2209
Sacramento, CA 95814

RE: SB 716 (Wolk) Transportation Development Act Expenditures- OPPOSE

Dear Chairman Lowenthal,

On behalf of the California Transit Association, I write to inform you of our **OPPOSITION to SB 716 (Wolk)**, which 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 farm worker transportation to and from work under the Transportation Development Act (TDA).

The TDA was established in 1971 as a **local revenue stream** to support public transportation statewide. State law specifies that these dollars are to be used for transportation planning and transit services, financial assistance for public transportation, including transit planning, operations and capital acquisition projects. This bill sets up a dangerous precedent of diluting the last remaining source of funding for public transportation.

Furthermore, this bill is being proposed on the heels of the last two budget cycles that have diverted more than \$3.3 billion in funding-without repayment- and eliminated state funding for public transportation through 2013. Transit operators statewide have already instituted fare increases, cut routes, and have cut jobs as a result of the legislature's actions. This proposal will severely compromise existing service to seniors, the disabled, and children in communities statewide.

For these reason, we urge you to **OPPOSE SB 716 (Wolk)**. Thank you for your consideration.

Respectfully,

Joshua W. Shaw
Executive Director

Cc: The Honorable Lois Wolk
Members of the Senate Transportation & Housing Committee
Art Bauer, Staff Director, Senate Transportation & Housing Committee
Ted Morley, Transportation Consultant, Senate Republican Caucus

THIS PAGE INTENTIONALLY LEFT BLANK

HOUSE VS. SENATE BUDGET RESOLUTIONS
PROVISIONS RELATED TO SURFACE TRANSPORTATION AUTHORIZATION
April 23, 2008

BASELINE FUNDING LEVELS

- **The House Budget Resolution provides a baseline level of \$324 billion** for the authorization of highway, highway safety, and transit programs over the next six years (FY2010 – FY2015).
- **The Senate Budget Resolution provides a baseline level of only \$242 billion** for the authorization bill. The Senate Resolution does not restore highway contract authority to the current program level. Rather, it assumes that FY 2009 contract authority rescissions (i.e., the \$8.7 billion SAFETEA rescission and \$3.2 billion in FY 2009 omnibus appropriations act rescissions) recur each year in the future.
- **Over six years, the difference between the House and Senate Budget Resolutions is \$82 billion.**
- **Adoption of the House baseline funding level is critical to achieving a \$450 billion authorization bill.** The multi-year authorization bill will be judged by how much it increases funding over the "baseline". While a \$450 billion bill is an acceptable 39 percent increase over the House resolution base of \$324 billion, it is a whopping 86 percent increase over the Senate resolution base of \$242 billion. Therefore, regardless of any Reserve Fund, **the baseline funding level included in the Budget Resolution will affect our ability to get a \$450-500 billion bill.**

RESERVE FUNDS

- The House Budget Resolution allows the Chairman of the House Budget Committee to increase funding allocations above the \$324 billion if the surface transportation authorization bill establishes or maintains a solvent Highway Trust Fund (HTF) over fiscal years 2009 through 2015. "Solvency" is defined as a positive cash balance.
- The Senate Budget Resolution allows the Chairman of the Senate Budget Committee to increase funding allocations above the \$242 billion provided that: (1) new budget authority is offset by an increase in receipts to the HTF; and (2) the legislation does not increase the deficit.

- **Short-Term Extension Implications:** Under the Senate Budget Resolution, if a short-term extension of the programs becomes necessary, we could not extend the programs at current funding levels without increasing revenues. We would have to either cut highway funding levels by about 35 percent, or raise the gas tax. Under the House resolution, we could do a short-term extension of the programs at current funding levels without needing to trigger the Reserve Fund.

- **Multi-Year Authorization Implications:** Under the Senate Budget Resolution, for every \$1 increase in our contract authority allocation above the \$242 billion “baseline”, we would have to increase receipts to the Highway Trust Fund by \$1. Because of the time lag between when highway funds are made available for obligation, and when those funds are expended from the Trust Fund to reimburse States, the Resolution would cause the Trust Fund cash balance to grow. In other words, we would be forced to “over-achieve” the amount of Trust Fund revenue that we raise, just to get the contract authority levels up to where we want them to be.

CONCLUSION

The terms of the Senate resolution are unworkable and will not allow successful completion of a surface transportation authorization bill, or any short-term extension of the highway, highway safety, and transit programs that may be necessary.

Conferees should:

1. Adopt the House baseline funding level (\$324 billion); and
2. Adopt the House Reserve Fund.

FY 2010 Federal-aid Highway Contract Authority
Comparison of House Budget Resolution and Senate Budget Resolution

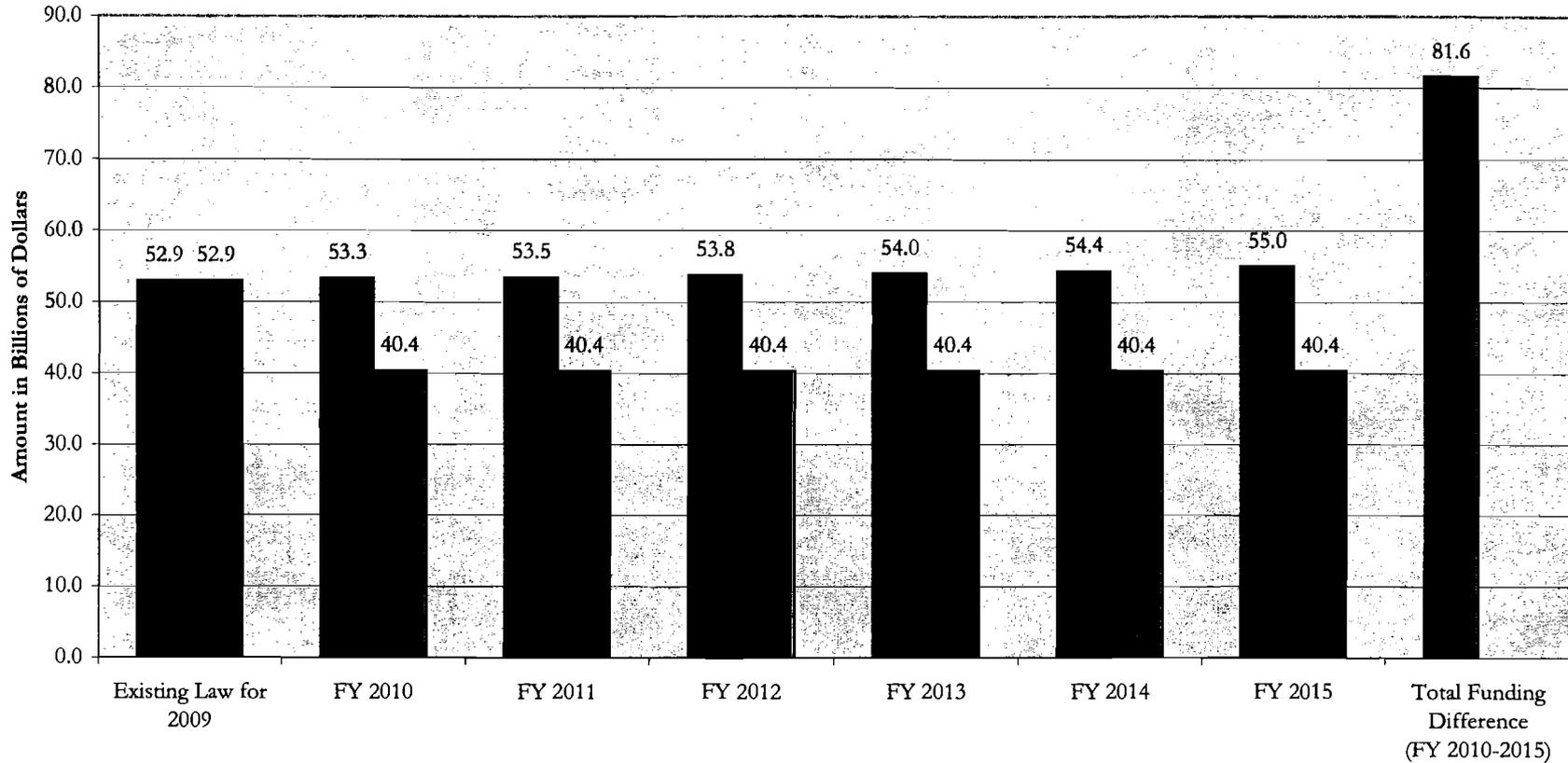
State	House Budget Resolution (H. Con. Res. 85)	Senate Budget Resolution (S. Con. Res. 13)	Difference
Alabama	\$750,502,172	\$516,451,803	-\$234,050,368
Alaska	\$439,554,461	\$302,479,599	-\$137,074,861
Arizona	\$734,391,521	\$505,364,622	-\$229,026,899
Arkansas	\$491,318,142	\$338,095,044	-\$153,223,098
California	\$3,429,330,000	\$2,359,845,892	-\$1,069,484,108
Colorado	\$519,743,051	\$357,654,101	-\$162,088,950
Connecticut	\$488,622,768	\$335,995,383	-\$152,627,385
Delaware	\$163,152,846	\$112,271,703	-\$50,881,142
Dist. of Col.	\$145,767,381	\$100,307,258	-\$45,460,123
Florida	\$1,895,296,186	\$1,304,234,359	-\$591,061,827
Georgia	\$1,279,712,245	\$880,623,534	-\$399,088,711
Hawaii	\$166,547,342	\$114,523,644	-\$52,023,698
Idaho	\$285,381,912	\$196,383,095	-\$88,998,817
Illinois	\$1,296,279,966	\$892,020,673	-\$404,259,294
Indiana	\$951,906,101	\$655,046,481	-\$296,859,621
Iowa	\$451,070,541	\$310,397,616	-\$140,672,924
Kansas	\$376,911,793	\$259,176,473	-\$117,735,320
Kentucky	\$652,507,863	\$449,017,053	-\$203,490,810
Louisiana	\$657,198,643	\$452,242,292	-\$204,956,351
Maine	\$174,639,887	\$120,551,562	-\$54,088,325
Maryland	\$596,761,038	\$410,652,679	-\$186,108,360
Massachusetts	\$604,230,800	\$415,488,222	-\$188,742,578
Michigan	\$1,037,618,157	\$713,504,389	-\$324,113,768
Minnesota	\$625,566,887	\$430,476,787	-\$195,090,100
Mississippi	\$466,071,827	\$320,721,163	-\$145,350,663
Missouri	\$889,273,176	\$611,943,309	-\$277,329,867
Montana	\$366,277,284	\$252,050,954	-\$114,226,329
Nebraska	\$286,487,562	\$197,142,114	-\$89,345,448
Nevada	\$311,525,651	\$214,373,365	-\$97,152,286
New Hampshire	\$166,488,270	\$114,483,223	-\$52,005,047
New Jersey	\$972,008,432	\$668,876,265	-\$303,132,167
New Mexico	\$364,249,524	\$250,653,966	-\$113,595,557
New York	\$1,660,321,081	\$1,141,694,643	-\$518,626,438
North Carolina	\$1,039,925,752	\$715,614,469	-\$324,311,283
North Dakota	\$241,653,208	\$166,290,394	-\$75,362,815
Ohio	\$1,321,137,088	\$909,125,872	-\$412,011,216
Oklahoma	\$570,787,695	\$392,779,712	-\$178,007,984
Oregon	\$456,610,251	\$314,209,806	-\$142,400,446
Pennsylvania	\$1,623,581,576	\$1,116,433,610	-\$507,147,966
Rhode Island	\$193,230,364	\$135,659,996	-\$57,570,368
South Carolina	\$620,987,972	\$427,326,829	-\$193,661,143
South Dakota	\$268,773,569	\$184,953,497	-\$83,820,072
Tennessee	\$824,732,715	\$567,531,810	-\$257,200,905
Texas	\$3,168,619,579	\$2,180,458,508	-\$988,161,071
Utah	\$313,958,483	\$216,047,035	-\$97,911,448
Vermont	\$168,547,458	\$115,983,429	-\$52,564,030
Virginia	\$976,733,110	\$672,128,732	-\$304,604,378
Washington	\$633,569,542	\$435,980,466	-\$197,589,075
West Virginia	\$416,728,500	\$286,769,231	-\$129,959,270
Wisconsin	\$734,296,976	\$505,300,612	-\$228,996,364
Wyoming	\$257,349,706	\$177,091,532	-\$80,258,174
TOTAL	\$37,527,938,057	\$25,824,428,808	-\$11,703,509,249

*This table is based on Federal Highway Administration (FHWA) technical assistance, and illustrates the estimated distribution of FY 2010 contract authority under the House and Senate budget resolutions (assuming current law programs and formulas). To have sufficient funds to meet all criteria of the Equity Bonus calculation, as in effect in FY 2009, an estimated \$39 billion in contract authority would be required for apportioned programs. To perform the calculations with the amounts provided by the House and Senate budget resolutions, FHWA altered the funding floor element of the Equity Bonus calculation by lowering the 121 percent floor that is in effect for FY 2009 to 117.5 percent for the House resolution, and 80.8 percent for the Senate resolution.

Comparison of House and Senate Budget Resolutions

Funding for Highway, Highway Safety, and Transit Programs*

April 22, 2009



House Budget Resolution Total: \$323.9 billion (FY 2010-FY 2015)

Senate Budget Resolution Total: \$242.3 billion (FY 2010-FY 2015)

■ House Budget Resolution ■ Senate Budget Resolution

* Contract authority plus general fund share of transit.



DATE: May 1, 2009
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Development of Sustainable Communities Strategy for SB 375

Background:

SB 375 (Steinberg) was passed at the end of the last legislative session and signed into law by Governor Schwarzenegger. SB 375 is one of the most comprehensive land use/transportation bills in the last 20 years, and attempts to tie together land use planning, transportation planning and funding, and the Regional Housing Needs Assessment (RHNA). SB 375 is in part a follow-up to the 2006 passage of AB 32, the California Global Warming Solutions Act. Where AB 32 attempts to deal broadly with emissions of greenhouse gasses (GHG), SB 375 only deals with transportation related emissions.

In the Bay Area, SB 375 gives primary responsibility for implementation of SB 375 in the Bay Area Region to the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG). MTC and ABAG are working together with the Bay Conservation and Development Commission (BCDC) and the Bay Area Air Quality Management District (BAAQMD) as the Joint Policy Committee (JPC). ABAG and MTC are recommending that all Bay Area decisions on SB 375 be vetted through the JPC.

Discussion:

SB 375's requirements can be grouped into 5 broad goals:

1. Create regional targets for GHG emissions reduction tied to transportation and land use.
2. Require regional planning agencies such as MTC and ABAG create a plan to meet those targets, even if that plan is in conflict with local plans.
3. Require regional transportation funding decisions, such as the adoption of the Regional Transportation Plan (RTP) be consistent with this new plan.
4. Tie the RHNA and RTP processes together.
5. Provide for additional CEQA exemptions and streamlining for projects conforming to the new regional plan.

SB 375 requires the California Air Resources Board (ARB) to set regional targets for the purpose of reducing greenhouse gas emissions from passenger vehicles, for 2020 and 2035. This process is being guided by the Regional Targets Advisory Committee (RTAC), which must provide recommendations on factors to be considered and

methodologies to be used in the ARB target setting process, as required under SB 375. The Committee must provide its recommendations in a report to ARB by September 30, 2009). RTAC membership includes 6 northern California representatives from government and advocacy groups.

Once the regional goals are established, the next major goal is the development of a Sustainable Communities Strategy (SCS). In January 2009, the JPC published a memo outlining proposed steps for implementation of SB 375, including the development of an SCS for the Bay Area. STA and the other CMAAs are concerned that MTC and ABAG will do much of this work in a vacuum, asking for local engagement but not creating a regional partnership that will include CMAAs and local governments. In response to the January JPC memo, STA sent a letter to the staff of the JPC and other agencies expressing initial concerns and recommended changes in the implementing policies. The JPC memo and the STA comment letter are both attached to this staff report (Attachments A and B).

Once a Bay Area SCS is adopted, the next RTP must be consistent with the SCS; in short, the SCS will provide the land use and development assumptions that the RTP investment strategy is based upon. This will provide one of the most critical links between transportation funding and land use. However, given the large proportion of transportation funding that goes to operations and maintenance of the existing system, and the local control over self-help sales tax measures, and the fact that the SCS focuses on new development rather than existing land uses, it is unclear how much impact implementation of SB 375 will actually have on travel demand.

Finally, the RHNA process will occur immediately after adoption of the new RTP, and cities and the county will receive their allocation of the region's anticipated housing growth. Cities and the county must then adopt new General Plan Housing Elements to show the capacity to build their share of the RHNA allocation.

STA and the other Bay Area CMAAs are working with the JPC member agencies to develop an effective plan for implementation of SB 375, including meaningful local participation in the development of the SCS. Members of the TAC and the STA Board will be briefed as major milestones are reached. In addition, the county Planning directors have been involved in ABAG's periodic development of Projections documents and the RHNA, and will be involved in tracking SB 375 implementation.

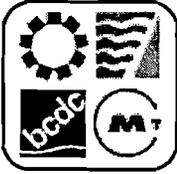
The STA Technical Advisory Committee (TAC) discussed this issue at its meeting of April 29, 2008. On May 6th, the City County Coordinating Council hosted a meeting with ABAG's Executive Director Henry Gardner to discuss ABAG's implementation of SB 375 and its potential partnership with STA and Solano's City County Coordinating Council.

Recommendation:

Informational.

Attachment:

- A. Draft JPC Implementing Policies for SB 375
- B. STA Letter to JPC on Draft Implementing Policies



Association of Bay Area Governments
Bay Area Air Quality Management District
Bay Conservation and Development Commission
Metropolitan Transportation Commission

Joseph P. Bort MetroCenter
101 Eighth Street
P.O. Box 2050
Oakland, CA 94607-4756
(510) 464-7942
fax: (510) 433-5542
tedd@abag.ca.gov
www.abag.ca.gov/jointpolicy

JOINT POLICY COMMITTEE — REGIONAL PLANNING PROGRAM

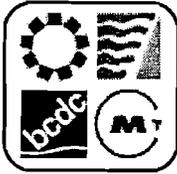
Date: January 23, 2009
To: Joint Policy Committee
From: Ted Droettboom, Regional Planning Program Director
Subject: Policies for the Bay Area's Implementation of Senate Bill 375

Attached is a draft set of policies to guide the process through which the Bay Area's regional agencies will implement SB 375 (Steinberg). These policies will be on the agenda for the JPC's meeting on March 20th. They are being distributed well in advance of that meeting so that JPC members and interested stakeholders will have ample opportunity to consider the draft policies before they are proposed for adoption.

The draft policies were developed by senior staff from all four of the JPC member agencies and are supported by the Executive Directors/Officers of each.

We believe the policies require your thorough review and very careful consideration. They will have fundamental implications not just for the implementation of SB 375 but also for the manner in which the agencies deliver their present regional planning responsibilities. Our approach to SB 375, as guided by these policies, will significantly change how we prepare the Regional Transportation Plan (RTP) and how we develop the Regional Housing Needs Allocation (RHNA). It will also affect the planning activities of the Air District and influence the way BCDC prepares for change on the Bay's shoreline. In addition, the approach requires that the JPC play a considerably enhanced role in all regional planning products. SB 375 and our preparation of a Sustainable Communities Strategy (SCS) clearly bring *joint* policy to the forefront and require that the JPC and its regional-agency members engage in an unprecedented partnership with local governments, congestion management agencies, transit providers and other stakeholders.

We look forward to a productive discussion on March 20th and ultimately to a confident and managed transition from our past practices to the new requirements of SB 375.



Association of Bay Area Governments
Bay Area Air Quality Management District
Bay Conservation and Development Commission
Metropolitan Transportation Commission

Joseph P. Bort MetroCenter
101 Eighth Street
P.O. Box 2050
Oakland, CA 94607-4756
(510) 464-7942
fax: (510) 433-5542
tedd@abag.ca.gov
www.abag.ca.gov/jointpolicy

JOINT POLICY COMMITTEE

Policies for the Bay Area's Implementation of Senate Bill 375

Introduction

SB 375¹ (Steinberg) was passed by the California State Assembly on August 25th, 2008, and by the State Senate on August 30th. The Governor signed it into law on September 30th, 2008.

The bill mandates an integrated regional land-use-and-transportation-planning approach to reducing greenhouse-gas (GHG) emissions from automobiles and light trucks, principally by reducing vehicle miles traveled (VMT). Within the Bay Area, automobiles and light trucks account for about 26 percent of our 2007 GHG inventory² and about 64 percent of emissions from the transportation sector.

SB 375 explicitly assigns responsibilities to the Association of Bay Area Governments (ABAG) and to the Metropolitan Transportation Commission (MTC) to implement the bill's provisions for the Bay Area. Both agencies are members of the Joint Policy Committee³ (JPC). The policies in this document were approved by the JPC and provide guidance to the two lead regional agencies in fulfilling their responsibilities in collaboration with their JPC partners, the Bay Area Air Quality Management District (Air District) and the San Francisco Bay Conservation and Development Commission (BCDC).

Bay Area Climate-Protection Context

On July 20th, 2007, the JPC approved a *Bay Area Regional Agency Climate Protection Program*⁴. This program has as a key goal: "To be a model for California, the nation and the world." Following from this key goal is a supporting goal: "Prevention: To employ all feasible, cost-effective strategies to meet and surpass the State's targets of reducing greenhouse-gas emissions to 1990 levels by 2020 and to 80% below 1990 levels by 2050." In pursuit of these goals, MTC's current Regional Transportation Plan (RTP) update, *Transportation 2035*⁵, has evaluated transportation strategies and investment programs relative to a target of reducing GHG emissions from on-road vehicles in the year 2035 by 40 percent compared to 1990 levels. ABAG has established the same target for assessing alternative land-use scenarios in the

¹ http://www.leginfo.ca.gov/pub/07-08/bill/sen/sb_0351-0400/sb_375_bill_20080930_chaptered.html

² Bay Area Air Quality Management District, *Source Inventory of Bay Area Greenhouse Gas Emissions*, December 2008 (http://www.baaqmd.gov/pln/documents/regionalinventory2007_003_000.pdf)

³ The Joint Policy Committee (JPC) is a regional planning consortium of the Association of Bay Area Governments (ABAG), the Bay Area Air Quality Management District (BAAQMD or the "Air District"), the San Francisco Bay Conservation and Development Commission (BCDC), and the Metropolitan Transportation Commission (MTC)

⁴ <http://www.abag.ca.gov/jointpolicy/JPC%20Action%20on%20Climate%20Protection.pdf>

⁵ http://www.mtc.ca.gov/planning/2035_plan/index.htm

development of the latest iteration of the region's policy-based forecast of population and employment: *Projections 2009*⁶.

The Bay Area's regional agencies have clearly recognized the primacy of the climate-change challenge as a driver of public transportation and land-use policy, and we have embraced the urgency of GHG reduction. The momentum established by our policies and actions to date will carry over into our implementation of SB 375. We do not regard SB 375 as a vexatious new requirement, but rather as an instrument to assist us in continuing and accelerating the climate-protection journey upon which we have already embarked. We are genuinely concerned with making real and measurable progress in reducing the impact which motor-vehicle travel has on the global warming problem. That concern will be paramount in our approach to SB 375 and is reflected in the policies which follow.

Policy Subject 1: Setting Targets

SB 375 requires that the California Air Resources Board (CARB) set GHG-reduction targets for cars and light trucks in each California region for the years 2020 and 2035. CARB must release draft targets by June 30, 2010 and adopt targets by September 30, 2010.

To assist in establishing these targets, CARB is required to appoint a Regional Targets Advisory Committee (RTAC) composed of representatives of Metropolitan Planning Organizations⁷ (MPOs), affected air districts⁸, the League of California Cities (the League), the California State Association of Counties (CSAC), local transportation agencies⁹, and members of the public—including homebuilders, environmental organizations, environmental-justice organizations, affordable housing organizations, and others. The Advisory Committee is tasked with recommending factors to be considered and methodologies to be used in establishing the targets, not recommending the targets themselves—though MPOs are explicitly permitted to recommend targets for CARB's consideration.

In recommending factors to be considered and methodologies to be used, the Advisory Committee may consider any relevant issues, including, but not limited to, data needs, modeling techniques, growth forecasts, the impacts of regional jobs-housing balance on interregional travel and GHG emissions, economic and demographic trends, the magnitude of GHG-reduction benefits from a variety of land use and transportation strategies, and appropriate methods to describe regional targets and to monitor performance in attaining those targets. The advisory committee shall provide a report with its recommendations to CARB no later than September 30, 2009, and CARB must consider the report before setting the targets. After the publication of the Advisory Committee Report, MPOs are required to hold at least one public workshop in their region. In establishing the targets, CARB is also required to exchange technical information with MPOs and associated air districts.

The prescribed target-setting process, including the multi-sector RTAC, creates a dynamic between *need* (i.e., the reduction required to contribute to the state's overall greenhouse-gas-reduction targets) and *feasibility* (i.e., the perceived probability of satisfying that need through

⁶ <http://www.abag.ca.gov/planning/currentfcst/news.html>

⁷ In the Bay Area, the Metropolitan Planning Organization is MTC.

⁸ In the Bay Area, the Bay Area Air Quality Management District.

⁹ In the Bay Area, this might include Congestion Management Agencies (CMAs), transit providers, and the transportation planning/streets-and-roads arms of local governments.

available regional planning and implementation mechanisms.) That dynamic may be premature and limiting. Until one goes through the actual process of producing and evaluating a target-based plan, the feasibility of that plan, and the target to which it responds, is mostly just conjecture. The necessity to limit the target based on an *a priori* judgment of feasibility is also obviated by the legislation's provision of an escape valve, the Alternative Planning Strategy (APS), which provides a mechanism to identify additional measures if target achievement proves not to be feasible in the initial plan, the Sustainable Communities Strategy (SCS).

In the 2009 RTP update and in the *Projections 2009* process, ABAG and MTC have established very aggressive GHG-reduction targets, based on the transportation sector's large contribution to the region's GHG inventory and on the science-based need to reduce GHGs to 80 percent below 1990 levels by the year 2050. The Bay Area's regional agencies are committed to achieving a significant reduction in transportation-related GHGs and are opposed to constraining that reduction by setting targets that are too low and that do not provide sufficient challenge to business as usual. We also want to ensure our efforts are rewarded with observable progress, not just with well-intentioned but unimplemented plans.

Policy 1:

The Bay Area regional agencies will fully participate in CARB's regional target-setting process. This participation will occur, to the extent possible, through the RTAC process, through the exchange of data and information with CARB, and through the authority given MPOs to independently recommend targets for their regions.

In their participation, the Bay Area regional agencies will seek factors, methodologies, and targets that *do not* limit this region's ability to achieve significant GHG reductions and that *do* provide significant challenges to current trends and habits.

The regional agencies will also seek unambiguous and accurate metrics of target achievement, so that performance relative to the targets can be confidently and unarguably assessed.

Policy Subject 2: Modeling the Relationship between Transportation and Land Use

Travel models (mathematical simulations of travel behavior relative to the regional transportation system and the distribution of land uses) are used to compare the impact of alternative transportation strategies, alternative investment packages and alternative land-use patterns. The land-use patterns that are fed into the travel models are also, in part, generated by mathematical models of economic and demographic trends.

SB 375 requires that the California Transportation Commission (CTC), in consultation with the California Department of Transportation (Caltrans) and CARB, maintain guidelines for travel models. The guidelines must, to the extent practicable within resource constraints, account for:

- The empirical relationship among land-use density, automobile ownership, and vehicle miles traveled (VMT);
- The impact of enhanced transit service on vehicle ownership and VMT;
- Induced travel behavior and land development likely to result from highway or rail expansion;

DRAFT 2/5/2009

- Mode splits between automobile, transit, carpool, bicycle, and pedestrian trips;
- Speed and frequency, days, and hours of operation of transit service.

SB 375 also requires that MPOs disseminate the methodology, results, and key assumptions of their travel models in a way that would be usable by and understandable to the public.

Models will be key tools in developing and assessing the alternative transportation and land-use strategies required to implement SB 375. MTC is currently replacing its travel model with a new instrument more attuned to the CTC guidelines. ABAG is about to update its land-use forecasting models.

This is an opportune time to ensure that the region's models are integrated and can be used in an iterative manner, with not only the land-use models feeding into the travel model but with the travel model also feeding back into the land-use models so that the development impacts and requirements of various transportation measures and investments can be more confidently evaluated and so that a mutually reinforcing land-use *and* transportation strategy can be constructed. At present, the relationship is very linear and one-way, with the land-use forecast informing the travel model but the travel model only indirectly influencing how we forecast land use. Achieving two-way integration will require a much closer working relationship between ABAG and MTC staff engaged in modeling and forecasting than has heretofore been the case.

While the models are very technical and complex, it is also a worthy and responsible objective to aim for more public transparency of model methodologies, assumptions and particularly limitations.

Policy 2:

The Bay Area regional agencies will work together to construct an integrated and transparent modeling system which facilitates technical, decision-maker and public understanding of how land-use and transportation decisions can be coordinated so as to reduce GHG emissions.

Policy Subject 3: Preparing a Sustainable Communities Strategy and an Alternative Planning Strategy

SB 375 requires that each MPO (MTC and ABAG in the Bay Area) prepare a sustainable communities strategy (SCS). This strategy is to, among other things, constitute the land-use forecast for the Regional Transportation Plan (RTP) and must comply with federal requirements for that forecast, including most importantly that it be judged to be realistically attainable during the twenty-five-year period of the RTP. One criterion for judging realistic attainability is congruence with local-government general plans, specific plans and zoning.

The SCS shall be adopted as part of the RTP¹⁰ and shall:

- Identify the general location of uses, residential densities, and building intensities within the region;
- Identify areas within the region sufficient to house *all* the population of the region, including all economic segments of the population, over the course of the planning period of the RTP

¹⁰ The next RTP update, and the first to which SB 375 will apply, is scheduled to be adopted in March 2013.

(i.e., 25 years), taking into account net migration into the region, population growth (presumably referring to natural increase), household formation, and employment growth;

- Identify areas within the region sufficient to house an eight-year projection of the regional housing need;
- Identify a transportation network to service the transportation needs of the region;
- Gather and consider the best practically available scientific information regarding resource areas and farmland in the region;
- Consider state housing goals;
- Forecast a development pattern for the region, which when integrated with the transportation network and other transportation measures and policies, will achieve, to the extent practicable, the targeted greenhouse-gas emission reduction from automobiles and light trucks, while also permitting the RTP to comply with the Clean Air Act;
- In doing all of the above, consider spheres of influence that have been adopted by LAFCOs.

Some believe that the SCS is just ABAG's *Projections* under another name and with slightly different prescriptions and constraints. It is much more than that. While the SCS will, in part, play a role similar to *Projections* in the RTP, it is not just a land-use forecast, but a preferred development pattern *integrated* with the transportation network and with transportation measures and policies. It approaches in intent and content a comprehensive land-use and transportation plan for the region. As such, it should play a more fundamental guiding role for the RTP than does *Projections*, which is mostly used now for the Environmental Impact Report (EIR) and for air quality conformity analysis accompanying the RTP.

Before adopting the SCS, we will be required to quantify the reduction in greenhouse gas emissions projected to be achieved by the SCS and identify the difference (if any) between that reduction and the CARB targets for the region.

If the SCS is unable to reduce greenhouse gas emissions to the targeted levels, then we must prepare an Alternative Planning Strategy (APS) showing how the greenhouse-gas targets would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies. The APS is a separate document from the RTP but may be adopted at the same time as the RTP. In preparing the APS, we are required to:

- Identify the principal impediments to achieving the targets through the SCS;
- Describe how the GHG targets would be achieved by the alternative strategy and why the development pattern, transportation measures and transportation policies in the APS are the most practicable choices for the achievement of those targets;
- Ensure that the APS complies with all the federal requirements for an RTP "except to the extent that compliance with those requirements would prevent achievement of the GHG targets" (i.e., the APS is essentially exempted from the criterion of realistic attainability);
- Develop the APS in the same manner and consider the same factors as we would to develop an SCS.

DRAFT 2/5/2009

The APS is essentially a more aggressive GHG-reduction strategy than would be permissible under the federal requirements for an RTP—i.e., financially constrained and with a realistic land-use forecast.

As the SCS is an official part of the RTP, it is required by federal law to be internally consistent with the other parts of the RTP, including the financially constrained transportation investment package. This is what gives the SCS its power: transportation projects identified for funding in the RTP investment package must be consistent with the SCS¹¹.

As the APS is not included in the RTP and therefore does not influence transportation investment, its potential impact is much more limited. It serves essentially two purposes, the first explicit in the legislation, the second implicit: (1) to provide access to some California Environmental Quality Act (CEQA) concessions for qualifying development projects¹², and (2) to provide a means through which the state can be informed of additional powers, authorities or resources required to meet regional GHG-reduction targets.

The Bay Area's regional agencies are committed to making a real difference in reducing GHGs. Therefore, it is in our interest to achieve as much progress toward this region's targets in the SCS as possible. Those land-use changes, transportation measures and transportation policies which can only be identified in the APS are essentially those that we have conceded cannot be implemented; that is, we cannot provide the required assurances to the federal government that those changes, measures, and policies meet the realism test—at least not within the current distribution of authorities. If the changes, measures and policies are not real, then the GHG reductions are also not real. We will not attain the on-the-ground improvement we desire and need.

Meeting the realism test for the SCS requires two preconditions: (1) alignment of local land-use policy with the preferred land-use pattern in the SCS¹³ and (2) authority and resources to undertake the required transportation policies and measures. To maximize our probability of success, we need to be acquiring those preconditions now, building upon the momentum that we have established with the target driven RTP, *Transportation 2035*, with the performance-based

¹¹ The legislation specifically excludes a subset of investment projects from this requirement, including those contained in the 2007 or 2009 Federal Statewide Transportation Program (STP), those specifically listed in a sales tax ballot measure approved before the end of the 2008, and arguably those funded through Proposition 1-B (2006). Further the legislation does not require a sales tax authority to change the funding allocations approved by voters for categories in a sales tax measure adopted before the end of 2010.

¹² CEQA concessions are extended to two potentially overlapping types of development projects: (1) a residential or mixed-use project consistent with an SCS or APS; and (2) specifically defined "transit priority projects" (TPPs). Subject to incorporating mitigation measures from previous reviews, the EIRs for SCS- or APS-consistent projects will not be required to address growth-inducing impacts, global warming impacts, or regional transportation network impacts. Further SCS- or APS-consistent development projects will not have to prepare a reduced-density alternative to address local traffic impacts. TPPs will be exempt from CEQA review if they are consistent with an SCS or APS and comply with a long list of other mandatory and optional criteria.

¹³ SB 375 explicitly provides that neither the SCS nor the APS will regulate the use of land or supersede the exercise of the land-use authority of cities and counties. It further stipulates that there is no requirement that a city's or county's land-use policies and regulations, including its general plan, be consistent with the RTP (including the SCS) or with the APS. Therefore, alignment of local land-use policy with the SCS will have to be voluntary.

Projections 2009 and with the Bay Area's voluntary development and conservation strategy, *FOCUS*¹⁴.

Transportation 2035 has been instrumental in introducing climate protection as a core regional transportation planning objective to the CMAs and to other transportation planning and operating agencies. The *Projections 2009* process has initiated a productive discussion with local-government officials on the impact that land-use and development has on transportation GHGs. *FOCUS* has provided mechanisms, priority development areas (PDAs) and priority conservation areas (PCAs), through which the regional agencies and local governments can partner on achieving a land-use pattern that contributes to lower VMT and hence fewer GHG emissions.

To enable the region to prepare a genuinely effective SCS in association with the 2013 RTP, the cooperative policy discussions begun with the 2009 RTP and with *Projections 2009* need to continue and accelerate over the next few years and into the formal beginning of the SCS process. A successful SCS will not be proposed and imposed by the regional agencies, but will be built and owned cooperatively at all levels by all the transportation and land-use authorities in the Bay Area.

We also need to make substantial progress on the implementation of the PDAs and PCAs, so that local governments have concrete examples upon which to draw when constructing local plans that are consistent with the SCS. And we need to establish trust among local governments that substantial regional and state assistance to PDAs and PCAs is truly forthcoming. Full local-government participation in the *FOCUS* PDA and PCA initiatives is conditioned on the provision of incentive funding. In *Transportation 2035* MTC established a \$2.2-billion¹⁵ Transportation for Livable Communities (TLC) account to, in part, assist PDAs and transit-oriented development. Early programming of dollars in the TLC account can set a positive stage for an SCS that enjoys local-government support and, therefore, is more likely to be realistically attainable.

Policy 3

The Bay Area regional agencies are committed to achieving the region's GHG-reduction targets through the SCS and will prepare an APS only as a last resort.

To assist in the preparation of a realistic and attainable SCS, the regional agencies will:

- Form a partnership with local transportation and land-use authorities and with other relevant stakeholders to cooperatively prepare an SCS, beginning no later than the end of 2009;
- Begin programming and allocating funds from the \$2.2 billion TLC account no later than fiscal year 2010-11 so as to demonstrate a tangible commitment to priority development areas that assist in reducing GHGs;
- Initiate joint programming of regional-agency funding (e.g., MTC and BAAQMD grants) to achieve synergies and maximize combined impact.

¹⁴ <http://www.bayareavisioin.org/initiatives/index.html>

¹⁵ As a federal requirement, enumerated in escalated dollars of the day.

Policy 3 continued

- Give priority consideration to SCS-supportive incentives in the allocation and programming of new funding (e.g., the federal stimulus package) as it becomes available to the regional agencies;
- Advocate for early and appropriately directed incentives for PDAs and PCAs from existing state programs and for the creation of additional incentive mechanisms through new state legislation in advance of the SCS;
- Work with federal agencies to ensure that fiscal constraints and realism tests account for reasonable and probable changes in policy and financial capacity between plan initiation and the RTP horizon year;
- Advocate for road pricing and other transportation measures and authorities that can contribute to reducing VMT and hence GHGs.

Policy Subject 4: Achieving Consistency with Adjacent Regions

As referenced under Policy Subject 3, the SCS will be required to identify areas within the region sufficient to house all the population of the region, including all economic segments of the population, taking into account net migration into the region, natural increase, household formation, and employment growth.

This is a substantial departure from present regional-planning practice, which has assumed some spillover of Bay-Area-generated housing and transportation demand into adjacent regions, particularly into the Central Valley. We can plan to accommodate all our population growth, but our plans are unlikely to be realized if they are not consistent with those of our neighboring regions, who may continue to plan on the basis of accommodating exogenous demand from the Bay Area. Early and frequent discussions with surrounding regions to coordinate assumptions and policies is, therefore, required.

Policy 4:

The Bay Area regional agencies will initiate discussions and consult with our neighboring regions throughout the model-development and SCS planning processes to facilitate consistency in assumptions and policies.

Policy Subject 5: Synchronizing and Conforming the SCS and the RTP with the Regional Housing Needs Allocation (RHNA)

SB 375 requires that the RHNA/housing element cycle will be synchronized and coordinated with the preparation of every other RTP update, starting with the first update after 2010 (i.e., 2013). RTP updates occur every four years, and housing elements must be adopted by local governments eighteen months after the adoption of the RTP. With a few exceptions, the region will now be on an eight-year RHNA cycle and local governments will be on eight-year housing-element cycles. In addition to synchronizing with the preparation of the RTP and the SCS contained therein, the RHNA allocation must be consistent with the development pattern included in the SCS, and the resolution approving the RHNA shall demonstrate that it is

consistent with the SCS. Housing elements and associated local zoning adopted pursuant to the RHNA may be among the most important means for making the SCS real.

The 2008 ABAG RHNA process was the first in the state to explicitly connect the regional housing allocation to the sort of focused-growth and transit-oriented development principles which are likely to be central to the SCS. We, therefore, have a head start on the consistency requirements of SB 375. However, many of jurisdictions that received higher RHNA numbers as the result of the newly applied principles also persuasively argued that they required additional resources to respond to the infrastructure and service requirements of more housing and population. A more intimate connection with the RTP will be required to assist resources to flow in the same direction as housing requirements.

Existing law makes MTC responsible for the RTP and ABAG responsible for the RHNA. SB 375 makes both agencies jointly responsible for the SCS, though the SCS will also be adopted as part of the RTP. To ensure coordination and complementarity and to ensure that both agencies are fully cognizant of their commitments to each other and of their joint commitments to other partners and the region, all three instruments—the RTP, the RHNA and the SCS—should be developed and adopted together as a regional-agency partnership.

Policy 5:

The SCS, RTP and RHNA will be developed together through a single and integrated cross-agency work program.

Progress and interim products in the cross-agency work program will be reported *first* to the JPC, and through the JPC to the committees, boards, and commission charged with making draft and final decisions on each of three policy instruments: MTC for the RTP, ABAG for the RHNA, and both for the SCS.

The JPC may, from time to time, form subcommittees, including additional representatives from each of the agencies, to facilitate broadened vetting of significant draft documents.

To the extent feasible, policy reports and adopting resolutions for each of policy instruments will reference implications for the other instruments so that all decisions are cognizant of interdependencies.

Policy Subject 6: Providing CEQA Assistance

SB 375 provides various levels of CEQA assistance to housing and mixed-use development projects based on their conformity with a number of criteria, including consistency with an SCS or APS. However, the legislation only vaguely defines “consistency” and then in manner which may not be compatible with current Bay Area regional land-use planning practice. One approach to clarifying “consistency” is the preparation of a programmatic environmental impact review (EIR) for the SCS (and for the APS, if required). Development projects, as well as infrastructure projects, might also be able to “tier off” this EIR, and thus become eligible for additional CEQA assistance in addition to that provided through SB 375. The feasibility of this approach, and of alternatives, requires the resolution of a number of technical and legal issues, including the relationship to the EIR presently prepared for the RTP. Work to resolve these issues needs to occur as soon as possible as it will clearly affect the manner in which we prepare the SCS/APS.

DRAFT 2/5/2009

Policy 6:

In consultation with appropriate CEQA authorities, the regional agencies will develop and finalize, no later than June 2010, a functional design for the structure and content of the SCS, the APS and associated environmental impact review documents sufficient for these to be confidently employed as the basis for determining eligibility for CEQA assistance as contemplated in SB 375 and, if feasible, to provide additional CEQA assistance for projects which contribute positively to environmental objectives for the region.

Policy Subject 7: Aligning Regional Policies

While ABAG and MTC develop the region's first SCS, the Air District and BCDC will also be putting together policies and regulations that will affect the region's distribution of land uses and the placement of public infrastructure. Both agencies may, as well, propose projects which could be included in the RTP.

In its effort to control criteria pollutants (e.g. ozone precursors and particulate matter), the Air District may, under existing authority, consider an indirect source rule (ISR) that regulates the construction and long-term transportation impacts of land development and requires mitigation or payments in lieu for development which does not meet established standards. Of particular concern is development which is deemed to increase automobile travel and hence vehicle emissions. The Air District may also seek to limit development in certain areas so as to reduce exposure to noxious particulate matter and other localized air toxins.

BCDC will be preparing an adaptation plan to prepare for inevitable sea-level rise and storm surges affecting areas on and near the Bay shoreline. This will have implications for the location of future development and perhaps for the relocation of present development and infrastructure.

It is essential that both the Air District's work and BCDC's be aligned with the SCS so that the regional agencies complement and do not contradict one another. Confusion will not contribute to the multi-level collaboration required to achieve a sustainable communities strategy that works.

Policy 7:

Starting immediately, all regional-agency policies affecting the location and intensity of development or the location and capacity of transportation infrastructure will be vetted through the JPC and evaluated against the filter of the emerging SCS.

THIS PAGE INTENTIONALLY LEFT BLANK



Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

Area Code 707
424-6075 • Fax 424-6074

Members:

Benicia	March 20, 2009
Dixon	
Fairfield	
Rio Vista	Ted Droettboom
Solano County	Joint Policy Committee
Suisun City	101 Eighth Street
Vacaville	P.O. Box 2050
Vallejo	Oakland, CA 94607-4756

RE: Comments on the Proposed Joint Policy Committee (JPC) Policies for Implementation of SB 375

Dear Mr. Droettboom:

Thank you for the opportunity to provide comment on the draft policies the JPC is proposing to guide the process for implementing SB 375 in the San Francisco Bay Area. The Solano Transportation Authority (STA) is one of the nine Bay Area Congestion Management Agency (CMAs) and collectively represents Solano County's seven cities and the County of Solano. STA and the other CMAs are in an ideal position to link transportation investment decisions with land use decisions of our local jurisdictions, of which have sole authority over the land use decisions critical to the implementation of SB 375. In fact, under state law, the congestion management programs developed by the CMAs have as one their objectives the coordination of land development and transportation.

STA agrees with and strongly supports the overall intent of the draft SB 375 implementation policies, we also recognize the extraordinary efforts it will take to implement them. Therefore, the STA believes it is crucial that the greenhouse gas (GHG) reduction targets be realistic and that the process to determine those goals be inclusive of those responsible for implementing the programs that will lead to achieving those targets. With this perspective, STA has reviewed the draft policies and submit the following comments and requests:

Expand the JPC Partnership

The JPC partnership needs to be expanded to more clearly define a way for the Bay Area's nine CMAs and the cities, towns and counties they represent to provide input. In order to successfully implement SB 375, we must be directly involved early-on in the process of crafting the solutions that we will ultimately be responsible for implementing. We recommend that the phrase "Bay Area regional agencies" in all policies be modified to include representation from the CMAs from each of the nine counties, transit districts, and local agencies.

Identify a Process for Review and Input

The JPC needs to spell out a process for how CMA, transit district and local input will be obtained. This should be done as soon as possible, since decisions are already being made

and processes solidified without adequate local input. In fact, the California Air Resources Board Regional Technical Advisory Committee (CARB RTAC) and working groups have already met twice about defining recommendations on factors, methodologies, and metrics. We recommend that the JPC form subcommittees for the various policy tasks, including representation from the four regional agencies, the CMAs, the local jurisdictions, the transit districts and other groups as appropriate. These sub-committees would report to the JPC at its regular meetings and provide input as well as receive updates from MTC and ABAG about how SB 375 is being implemented. At a minimum the following sub-committees should be formed: (1) Land Use, for developing the Sustainable Community Strategy (SCS) and Alternative Planning Strategy (APS); (2) Modeling, for developing the model and metrics for modeling and to inform the RTAC; and (3) Transportation, for development and implementation of the Climate Change Strategies identified by MTC in its recently developed Regional Transportation Plan, which references Safe Routes to School, Safe Routes to Transit, Transit Corridors, and other programs.

Policy 1: Setting Targets

STA supports vigorous implementation of SB375, with the goal of achieving measurable and significant GHG reductions, but believes that setting reasonable targets is paramount to the success of the program. Unrealistic targets can heighten the risk of litigation if Regional Transportation Plan goals are not achieved. Such litigation could negatively affect our ability to implement Countywide Transportation Plans, and local funding initiatives that are crucial to making progress toward regional climate change targets and goals. It is important that the infrastructure needed to implement the targets be fundable. STA recommends the following edit to the 5th paragraph of text leading up to Policy 1:

~~“The Bay Area’s regional agencies are committed to achieving a significant reduction in transportation-related GHGs and will work with CMAs, transit operators and local agencies to ensure that reduction targets are both aggressive and achievable with the resources committed to that effect.” and are opposed to constraining that reduction by setting targets that are too low and that do not provide sufficient challenge to business as usual.”~~

In addition, it is recommended that the following wording replace the proposed language of Policy 1:

The Bay Area regional agencies will seek factors, methodologies and targets that are feasible and achievable. At the same time, MTC and ABAG, working in partnership with the CMAs, transit districts and local jurisdictions, shall explore various alternative land use and transportation strategies that would take the region beyond the achievement of the ARB targets and further reduce GHG emissions, and work collaboratively towards implementation of those strategies.

Policy 2: Modeling the Relationship between Transportation and Land Use

The STA recommends that this policy be modified to recognize that the model is a tool that has limitations and should be applied in a way that conveys the assumptions made, the outcomes of differing assumptions (e.g., model more than one scenario), and the sensitivity of the model to variations in the assumptions. It should consider other factors that influence where people choose to live, work, shop, and socialize and how they choose to get there. As soon as possible, a process for obtaining input from the CMAs and local jurisdictions should be implemented particularly since decisions in this area are already being formed by the regional agencies and the RTAC. Finally, it

should be noted that a travel model that is transparent and understandable to a lay audience may lack the sophistication to reliably model and predict travel behavior. It is important for the model development *process* to be transparent, but for the model to be as *functional* as is technically achievable.

It is recommended that the following wording replace the proposed language of Policy 2:

The Bay Area regional agencies will work together to construct an integrated regional travel demand model and appropriate sub-regional models, and a transparent system explaining assumptions such as travel choice, vehicle fleet and land use used in the model. The model(s) should facilitate technical, decision-makers and public understanding of existing and projected travel patterns, and show how changes in transportation and transit networks, vehicle fleets, land use and traveler behavior impact congestion and air emissions.

Policy 3: Preparing a Sustainable Communities Strategy and an Alternative Planning Strategy

Because targets set in SB 375 cannot be achieved without a transit component and funding for transit has been drastically cut at the state level, and because taking funding off the top for the FOCUS program could reduce funding available for MTC's adopted "fix it first" maintenance of the existing infrastructure investments in transit and local streets and roads, this policy should be modified to include the following:

- (1) *Actively advocate for a restoration of and new transit funds to contribute to reducing VMT and GHGs.*
- (2) *Work collaboratively through the CMAs and local jurisdictions to identify capital investments that are necessary or can facilitate transit-oriented and "smart growth" development, identify funding needed, and jointly pursue funding packages for them.*
- (3) *Work with the CMAs and transit providers to ensure that adequate operational and maintenance funds are provided for transit service.*

In addition, Policy 3 implies that the regional agencies will be programming Transportation for Livable Communities (TLC) funds. These funds should continue to be programmed at both the regional and CMA level, in order to leverage other regional, CMA and local funds in support of this effort.

The first full paragraph on Page 7 states that "*Transportation 2035 has been instrumental in introducing climate protection as a core regional transportation planning objective to the CMAs and to other transportation planning and operating agencies.*" In reality, a number of CMAs and local agencies have already been working with the MTC and the BAAQMD and through CMA and local agency programs and projects. One particular example is the TLC program, which pre-dates SB375 and is designed to achieve improvements in air quality, reductions in greenhouse gas emissions, and to effectively link transportation investment with land use decisions.

In Solano County, STA and its members participated in the I-80 Smart Growth study, have begun implementing a Safe Routes to School program and projects in partnership with local school districts, have a highly successful rideshare program, have developed countywide bicycle, pedestrian and TLC master plans that have resulted in a number of completed projects, and our member agencies have developed and implemented innovative alternative fuel vehicle programs. In addition, STA has created a successful partnership with the two air districts that cover our county. The first paragraph on Page 7 should reflect that reality.

The second bullet on Page 8 states "Advocate for early and appropriately directed incentives for PDAs and PCAs from existing state programs and for the creation of additional incentive mechanisms through new state legislation in advance of the SCS;" While there will be a clear need to direct funding to PDAs, this bullet raises issues about whether existing programs would be negatively affected. The intent should be further clarified to exclude such an outcome.

A final bullet point should be added to Policy 3 that recognizes transportation funding under the SCS should be directed not only to where housing is planned to go, but also where it actually is developed. This ensures that jurisdictions that have official housing plans but may put up obstacles to the development of that housing are not rewarded for those obstacles.

Policy 5: Synchronization

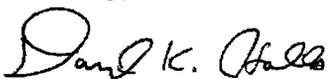
The policy statement only refers to the regional agencies such as ABAG and MTC for the development of the synchronized housing and transportation plans. The policy and supporting text should be re-written to explicitly involve local decision makers, CMAs and transit providers.

Policy 7: Aligning Regional Policies

Policy 7 identifies the need for aligning regional agency policies to achieve a workable SCS. These new regional policies and regulations will affect the region's distribution of land uses, the placement of public infrastructure, and include consideration of an indirect source rule by the Bay Area Air Quality Management District. Because of this, these regional policies need to be vetted through the CMAs and their local jurisdictions as well as the JPC. Because this policy is identified as being implemented immediately, a process for vetting policies through the CMAs and their local jurisdictions needs to be developed as soon as possible. The policy should be modified to reflect CMA and local input.

STA appreciates the opportunity to comment on the JPC's proposed policies and your consideration of our comments and suggested changes. If you have any questions, please contact me at (707) 424-6075.

Sincerely,



Daryl Halls
Executive Director
Solano Transportation Authority

Cc: STA Board Members

Steve Heminger, Executive Director, Metropolitan Transportation Commission (MTC)
Henry Gardner, Executive Director, Association of Bay Area Governments (ABAG)
Jack Broadbent, Executive Director, Bay Area Air Quality Management District (BAAQMD)
Will Travis, Executive Director, San Francisco Bay Conservation and Development Commission
Dennis Fay, Executive Director, Alameda County Congestion Management Agency
Robert McCleary, Executive Director, Contra Costa Transportation Authority
Dianne Steinhauser, Executive Director, Transportation Agency of Marin
Paul Price, Executive Director, Napa County Transportation and Planning Agency
Jose Luis Moscovich, Executive Director, San Francisco County Transportation Authority
Rich Napier, Executive Director, San Mateo City-County Association of Governments
John Ristow, Chief CMA Officer, Santa Clara Valley Transportation Authority
Suzanne Smith, Executive Director, Sonoma County Transportation Authority



DATE: May 4, 2009
TO: STA Board
FROM: Robert Guerrero, Senior Planner
RE: Transportation for Livable Communities (TLC)/ American Recovery and Reinvestment Act (ARRA) TE Funding

Background:

The Metropolitan Transportation Commission (MTC) created the Transportation for Livable Communities (TLC) Program in 1998 to support multimodal travel, livable neighborhoods and the development of jobs and housing in existing town centers. The TLC Program funded capital project through a mix of federal Transportation Enhancement (TE) Funds and Congestion Mitigation and Air Quality (CMAQ) Improvement Program. TLC funded planning activities through Surface Transportation Program (STP) Planning funds. In 2001, MTC expanded the TLC program to include funding for each of the nine Bay Area Congestion Management Agencies, including the STA, to implement their own TLC program and priorities.

The STA developed a TLC Toolkit and TLC Plan to promote the Solano County TLC Program and prioritize potential TLC projects in Solano County. As a result, the STA Board approved \$3.6 million for TLC capital projects in the course of two grant cycles Fiscal Year (FY) 2005-06 and FY 2007-08. A comprehensive list of approved TLC project for Solano County is attached (Attachment A). This list also includes the STA Board approved TLC Capital Projects for the Solano TLC Program.

In March 2009, in response to the nation's economic downturn, MTC began discussions to advance Federal TE funding as part the American Recovery and Reinvestment Act (ARRA) effort to stimulate the Bay Area economy. To be eligible for stimulus funding, projects must be shovel ready and meet the funding program's eligibility criteria. By advancing TE shares, counties that receive advanced TE funding will need to relinquish future allocations to counties that did not receive TE funds at this time.

Discussion:

Solano TLC TE Project Status

Of the \$3.6 million approved for Solano County TLC capital funds, \$1.3 million was provided by TE funds for Suisun City's Driftwood Drive Project (\$372,200) and the City of Benicia's State Park Road Bike/Ped Overcrossing (\$960,000). In preparation for the allocation of County TLC Funds, STA staff developed two separate documents: Solano Countywide TLC Program Guidelines and Solano County TLC Plan. Both TLC documents were developed from input and discussions with the STA Alternative Modes Subcommittee, STA TAC, the Solano County Planners Group, and staff from member agencies.

The Solano TLC Program Guidelines provided criteria for prioritizing Solano County Projects. The Countywide TLC Plan identified approximately \$68 million in TLC projects countywide. STA staff recommended that only projects listed in the TLC Candidate Projects

list from the Countywide TLC Plan be eligible for TLC planning and capital funds. The STA Board approved the Solano TLC Guidelines and Solano Countywide TLC Plan on September 8, 2004 and October 13, 2004 respectively. Suisun City's Driftwood Drive Project and the City of Benicia's State Park Road Bike/Ped Overcrossing TLC/TE projects were identified in the adopted Solano Countywide TLC Plan.

In late 2008, the STA negotiated a swap for Benicia's TE funds for CMAQ funding originally allocated for the City of Fairfield's McGary Road Project. Although Fairfield's McGary Road Project is not identified as TLC project, it is a TE eligible project. The TE requires that the project demonstrate the following in order to be eligible:

1. The enhancement project has a direct relationship to a transportation project/facility.
2. The project enhances or goes beyond a normal transportation project. Typically a normal transportation project includes required mitigation, standard landscaping, other permit requirements and provisions negotiated as a condition of obtaining a permit for a normal [non-enhancement] transportation project. For example, sidewalks that need to be retrofitted for ADA requirements are not eligible.
3. The project can be considered as one of the eligible TE categories (see attachment B for the 12 TE Categories)

The funding swap for McGary Rd. provided the City of Fairfield additional time to fulfill the federal requirements for obligating federal funding. The swap left \$320,000 in TE funding for Benicia's State Park Road Overcrossing project and provided \$640,000 in TE funding for Fairfield's project.

The City of Suisun's Driftwood Drive project was the first of the three TLC/TE funded projects to be completed. The City of Benicia and the City of Fairfield are currently working to meet MTC's obligation deadline to begin construction on their projects this summer.

ARRA/TE Funding Update

STA staff had little time to provide a response to MTC's recent ARRA TE call for projects. In March, MTC requested STA staff provide one TE eligible project that was construction-ready with an initial estimate of approximately \$500,000-\$800,000 in available TE funding. STA staff referenced the adopted Solano Countywide TLC Plan for potential projects. After reviewing potential project, STA staff contacted the County of Solano staff regarding the Old Town Cordelia Improvement Project. This project received \$50,000 TLC planning funds in FY 2002-03 from MTC and \$500,000 in TLC capital funds from the STA in FY 2007-08 to complete phase 1 of the project. This project was environmentally cleared for both phases; however a shortfall of approximately \$800,000 to \$1 million remained to complete phase 2. Given the short timeframe provided by MTC, STA staff determined that the County's project was the most viable project for the following reasons:

1. The project was shovel ready.
2. This project was reviewed and approved by the STA Board for prior TLC funding and is TE eligible.
3. The project's shortfall was close to the estimated TE available amount and if funded would complete another TLC project.

Following STA staff's direction, MTC staff recommended this project to their Programming and Allocation's Committee on April 8th. On April 22nd, the Commission approved the

project. The County of Solano is currently working with Caltrans to begin construction in summer 2009.

Additional ARRA TE Funds

On Friday, April 17th MTC staff sent out a memo to the CMA's indicating that an additional \$2.1 million of TE funding could be potentially available for programming immediately. MTC asked the CMA's to respond by Monday, April 20th if they had any regionally significant TE projects that could spend the funds immediately. STA staff consulted with the City of Vallejo staff regarding their Downtown Streetscape Project. City of Vallejo staff indicated that the project currently has a shortfall of \$2.1 million. City of Vallejo staff also indicated the project is environmentally cleared and can go to construction immediately should funding become available. Given the short timeframe to respond, STA staff recommended this project to MTC with support from City of Vallejo staff. This project is also identified in the Solano Countywide TLC Plan and has received regional TLC funding from MTC.

If the advanced TE funding is approved by MTC, the City of Vallejo can begin construction as early as this summer.

Fiscal Impact

No impact to currently funded TLC TE projects. If approved by MTC, the County and the City of Vallejo will receive advanced TE funding. Solano County's future TE allocations will be given to other Bay Area counties that did not take advantage of the advancement of TE funding at this time.

Recommendation:

Informational.

Attachments:

- A. Solano County TLC Projects
- B. Transportation Enhancement 12 eligible categories

THIS PAGE INTENTIONALLY LEFT BLANK

Regional TLC Program

Solano County TLC Planning Grants

Solano	Rio Vista		Downtown Rio Vista Waterfront Plan	\$15,000.00	99-00	Completed
Solano	Solano Transp. Authority		I-80/Jepson Parkway Concept Plan, Phase 1	\$5,000.00	97-98	Completed
Solano	Solano Transp. Authority		I-80/Jepson Parkway Concept Plan, Phase 2	\$30,000.00	98-99	Completed
Solano	Solano County	Fairfield	Improvements to Old Town Cordelia	\$50,000.00	02-03	
Solano	Vallejo	Citizen's Housing Corp.	Sereno Quadrant Bus Transit Center/Affordable Housing Concept Plan (Vallejo)	\$40,000.00	00-01	Completed
Solano	Fairfield		West Texas Street Master Plan	\$25,000.00	01-02	Completed
				\$165,000.00		

Solano County TLC Capital Grants

SOL99LC01	Solano	Suisun City	Solano Transportation	Main Street Pedestrian and Driftwood Drive	Provides streetscape improvement	\$ 185,000.00	completed
SOL991091	Solano	Rio Vista		Rio Vista Main Street Streetscape Improvement	Streetscape Improvements to e	\$ 650,000.00	completed
SOL010009	Solano	Suisun City	Solano Transportation	Jepson Parkway Bikeway and Transit Conn	Constructs a one-mile Class I r	\$ 500,000.00	completed
SOL010018	Solano	Vallejo		Downtown Vallejo Georgia Street Extension	Provides streetscape improvement	\$ 800,000.00	completed
SOL030004	Solano	Suisun City		Driftwood Drive Pedestrian Way	Constructs a pedestrian walkwa	\$ 350,000.00	completed
SOL030005	Solano	Vacaville	Vacaville Redevelopme	Davis Street Pedestrian and Gateway Impr	Provides wider sidewalks, landsc	\$ 482,000.00	completed
SOL050023	Solano	Vallejo	Vallejo Station	Vallejo Station		\$ 2,070,921.00	In design
						TLC Capital Total	\$5,047,921.00

Solano County HIP Grants

Solano	Vallejo		Sereno Village	382,500	Completed
					not awarded until groundbreaking/ building permits for housing completed
Solano	Vallejo		Vallejo Downtown Specific Plan Improvements	1,192,500	completed
				HIP Total	1,575,000

P231

Solano County TLC Program

Capital	Approved	Funding Source	Fiscal Year	Approved	Complete
Driftwood Drive Project	\$372,200			13-Dec-06	3/31/2007
State Park Road Overcrossing	\$1,000,000			13-Dec-06	Construction expected to begin Summer 2009
Old Town Cordelia Improvement Project	\$500,000			13-Dec-06	Construction expected to begin Summer 2011
Vacaville Intermodal Station	\$900,000			12-Dec-07	under way
Vacaville Creekwalk Extension	\$822,000			13-Sep-07	under way
Total	\$3,594,200				

Planning

Vacaville	Vacaville Creekwalk Extension/Eastern Downton Vision	\$25,000	Completed
Rio Vista	Rio Vista Waterfront Plan	\$50,000	Completed
Fairfield	Allan Witt Park Transportation Linkage Design Project	\$50,000	Completed

Transportation Enhancement Categories

1. Provision of facilities for pedestrians and bicycles.
2. Provision of safety and educational activities for pedestrians and bicyclists
3. Acquisition of scenic easements and scenic or historic sites.
4. Scenic or historic highway programs (including the provision of tourist and welcome center facilities)
5. Landscaping and other scenic beautification.
6. Historic preservation.
7. Rehabilitation and operation of historic transportation buildings, structures or facilities (including historic railroad facilities and canals).
8. Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails).
9. Control and removal of outdoor advertising.
10. Archaeological planning and research.
11. Mitigation of water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity.
12. Establishment of transportation museums.



DATE: May 1, 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.) I-80 HOV Lanes Vallejo/Fairgrounds Access
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. In addition, the STA has submitted the I-80 Eastbound Cordelia Truck Scales Relocation Project for funding 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 late summer 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).

The majority of the technical studies required for this environmental document have been submitted to Caltrans for review. STA held a third public open house on March 17th at Nelda Mundy School in Fairfield to provide an update to the public and show the fundable phase for both alternatives.

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 final environmental document is scheduled for May 2009. Construction will begin by 2011. STA is currently working with Caltrans to complete a cooperative agreement for the right-of-way activities.

3.) North Connector Project

The proposed North Connector Project is a new intra-city/county roadway 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 June 2009. The Right-of-Way acquisition for the East End new 4-lane road and new bridge over Suisun Creek is underway. 13 parcels are required for this East End portion of the project. Construction will begin the summer 2009 with the bids for this project to be opened June 2, 2009. 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.

STA and the City of Fairfield indicated a funding agreement for inclusion of the City's waterline as part of the North Connector East End. In addition, the Solano County Board of Supervisor's approved the naming of this new roadway, it will be named the Suisun Parkway.

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 new lanes are on schedule to be opened the fall 2009.

5.) I-80 HOV Lanes/Fairgrounds Access

The proposed project includes a westbound and eastbound High Occupancy Vehicle (HOV) Lane between SR 37 and the Carquinez Bridge, improvements to the Redwood Parkway/I-80 Interchange, a new Turner Pkwy. Extension Overcrossing, direct HOV Lane connections from a new Turner Pkwy Overcrossing and an adjacent park-and-ride lot. STA initiated the PSR with a primary source of funding from Solano County's federal earmark from the Safe, Accountable, Flexible, Efficient Transportation Equity Act, A Legacy for Users (SAFETEA-LU) transportation bill which was signed into law on August 10, 2005, along with a required 20% local match funds. The consultant, HQE, Inc. began work on the PSR in the spring 2007 and received a signed PSR earlier this year. 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.

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 has been made to the CTC, with a vote expected for June 2009.

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.

In early 2009, the Jameson Canyon Project's Executive Steering Committee concurred with the staff recommendation of constructing the Project with two construction contracts. The Project will have a construction contract for the improvements in each county. In an effort to minimize the utility relocations and environmental impacts from the Project, the alignment of the roadway has been shifted to the north. As a result additional retaining walls will be required to be completed; however a retaining wall adjacent to Jameson Creek has been eliminated.

8.) State Route 12 East Projects

On March 30, 2009, Caltrans hosted a ground breaking for the SR 12 East SHOPP project. This project will begin construction this year and will take two years to complete.

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 is currently under design by the STA. Because of this overlap, the I-80 HOV Lane Project and this segment of the SHOPP Project will stage the work for coordination during construction. The overlay within the limits of the I-80 HOV lanes will occur after the I-80 HOV lanes construction is completed. Caltrans is still on schedule for this rehabilitation work

The roadway rehabilitation projects listed along I-80 in Solano County summary are as follows:

Vallejo

Tennessee to American Canyon	Completed
American Canyon to I-680	Under Construction

Fairfield

SR 12 East to Air Base Pkwy Under Construction
SR 12 East to Leisure Town (Ramps) Pending FY 2009-10

Vacaville

Air Base Pkwy to Leisure Town Under Construction

Recommendation:

Informational.

THIS PAGE INTENTIONALLY LEFT BLANK



DATE: May 1, 2009
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Regional Transportation Plan (RTP) Update

Background:

The Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the 9-county Bay Area. MTC is a major source of regional transportation policy and funding. MTC is required to develop and adopt the Regional Transportation Plan (RTP).

Update of Transportation 2030, the existing RTP, began in February 2007. MTC has worked with Congestion Management Agencies such as STA, with transit providers, and with members of the public over the past two years to develop a draft RTP. The Draft RTP for T2035 was released in December 2008, along with the air quality and environmental analysis.

Discussion:

The MTC Board adopted T2035 at its meeting of April 22, 2009. The next step is for MTC to develop a plan for implementation of the various new and modified existing programs and projects contained in T2035. The Bay Area Congestion Management Agency Directors have initiated discussions with MTC staff regarding the implementation of T-2035. The CMAs have focused on the first six years of the RTP which would coincide with the next federal authorization.

Recommendation:

Informational.

THIS PAGE INTENTIONALLY LEFT BLANK



DATE: May 1, 2009
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Comprehensive Transportation Plan (CTP) Update

Background:

The current adopted Comprehensive Transportation Plan (CTP) for Solano County was adopted by the STA Board in 2005. The 2005 CTP identifies, plans, and prioritizes the transportation needs of Solano County through the year 2030. The STA, as the Transportation Planning and Congestion Management Agency for Solano County, developed the CTP 2030 in collaboration with its many transportation partners and the public.

In September 2007, the STA Board initiated an update of the Solano Comprehensive Transportation Plan (CTP). The CTP is the STA's primary long-range planning document. The CTP consists of three main elements: Alternative Modes; Arterials, Highways and Freeways; and Transit. The STA Board adopted goals and objectives for each of the three elements based on recommendations provided by separate policy committees during the summer and fall of 2008.

Discussion:

The next State of the System reports to be completed relate to Alternative Modes – Bicycle, Pedestrian, and land use issues covered under the Transportation for Livable Communities (TLC) program. The Alternative Fuels section will be completed as a follow-up to the CTP.

STA staff has completed the draft State of the System reports for TLC and Bicycle and Pedestrian portions of the Alternative Modes element, as well as the capital facilities portion of the Arterials, Highways and Freeways State of the System report. The TLC State of the System report has been reviewed by the STA Technical Advisory Committee (TAC). The Bicycle and Pedestrian reports and the finalized Arterials, Highways and Freeways report will go to the TAC in May. Meetings of the 3 CTP steering committees are being scheduled for early June.

As the State of the System reports wrap up, STA will be working with the cities, the county and the citizen advisory committees to review the status of projects identified in the 2005 CTP, and to prepare a request for projects for the new CTP. The development of project lists will occur over the summer, and be presented to the TAC in August.

Recommendation:

Informational.

THIS PAGE INTENTIONALLY LEFT BLANK



DATE: May 5, 2009
TO: STA Board
FROM: Robert Guerrero, Senior Planner
RE: Model Technical Advisory Committee (TAC) Update

Background:

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

On April 8, 2009, the STA Board approved the 2009 Model TAC's Work Plan which included the following tasks:

- | | |
|---|---------------------|
| 1. Formalizing Model TAC Committee | May 2009 |
| 2. Completion of Model Technical Update | February-March 2009 |
| 3. RTIF Nexus Study Traffic Analysis Input and Review | April-August 2009 |
| 4. Traffic Counts | TBD |
| 5. Quarterly land use/development updates | Continuous |
| 6. Tracking STA Model Requests | Continuous |

Discussion:

The Model TAC met two times this year, with the most recent meeting held on April 16th. The Committee's primary focus these past two meetings were on completing the 2009 technical update of the current model and options for formalizing participation on the Model TAC.

2009 Solano Napa Travel Demand Model Technical Update

The Model TAC participants provided current land use data and assumptions in February and March. STA staff and DKS have compiled the data to model 2000, 2010 and 2030 traffic conditions and forecast. On April 16th, the Model TAC reviewed draft traffic screen line reports which indicated assumed average daily traffic for the AM and PM congestion periods for specific segments throughout Solano County. The new screen line reports indicate the change between the traffic forecasts and assumptions from the previous model and the new update that are based on the new land use data provided by the Model TAC participants. STA staff requested the Model TAC review the screen line reports over the next few weeks and provide comments by May 18th. STA staff will finalize the technical update based on the final comments received and will bring the results to the STA TAC for review and approval at the May 27th TAC meeting.

Memorandum of Understanding: Solano Model TAC Participation

The most recent Model Update pointed out the need for a more formal participating process for the Model TAC members. A draft Memorandum of Understanding (MOU) outlining the Model TAC's roles and responsibilities was developed and reviewed by the committee on April 16th. The earlier draft MOU was provided to the STA TAC on March 25th. Highlights of the MOU include:

1. The establishment of a separate Land Use Subcommittee with participants appointed by Planning Directors from STA member agencies. This Subcommittee will be primarily responsible for reporting land use data on a consistent basis.
2. Formal appointments by the Public Works Directors from STA member agencies for model users to participate in administering the current Solano Travel Demand Model and future updates.

The Model TAC, by general consensus, approved the draft MOU distribution for legal counsel review by each city and the County of Solano. STA staff will finalize the MOU for Board approval upon completion of legal review.

Fiscal Impact:

None.

Recommendation:

Informational.



DATE: April 28, 2009
TO: STA Board
FROM: Kenny Wan, Assistant Project Manager
RE: Disadvantaged Business Enterprise – Race Conscious

Background:

Caltrans is required under 49 Code of Federal Regulation, Part 26 to administer a Disadvantaged Business Enterprise (DBE) Program. The DBE Program is intended to remedy past and current discrimination against DBEs, ensure non-discrimination in the execution of federal-aid contracts.

In 2007, the California Department of Transportation (Caltrans) released a Disparity Study and found underutilization of the four ethnic groups namely Asian Pacific American, African American, Native American and Women. These four groups together are referred to as Underutilized Disadvantage Business Enterprises (UDBEs).

In February 2009, the Federal Highway Administration (FHWA) authorized Caltrans return to a Race Conscious DBE program to address the underutilization. On March 4, 2009, Caltrans received conditional approval from FHWA to immediately implement its Federal Fiscal Year 2009 Disadvantaged Business Enterprise (DBE) Goal and Methodology. The 2009 Goal and Methodology provides for a 6.75 percent race-conscious (RC) goal and a 6.75 percent race-neutral (RN) goal for an overall 13.5 percent program goal.

Effective immediately, Caltrans and local agencies receiving federal-aid funds must transition to the new RC DBE Program and implement RC DBE provisions. After June 2nd, all agencies DBEs must be race conscious. Contracts awarded after June 2, 2009 must include RC DBE requirements or will be ineligible to obligate federal funding.

Discussion

Local agencies will have until June 2, 2009 to transition to the newly approved RC DBE Program. This allows local agencies until June 2, 2009, to adopt and execute the new RC DBE Program and allows projects authorized to proceed under the old Race Neutral (RN) DBE program to proceed to contract award.

As soon as possible but before June 2, 2009, local agencies must adopt and execute a new *California Department of Transportation DBE Program Implementation Agreement*. Upon execution of the new DBE Implementation Agreement, local agencies shall proceed under the new RC DBE Program. Under the new RC DBE Program, local agencies must incorporate the new race conscious contract specifications into all federal-aid consultant and construction contracts.

Below are a few important reminders of this rapid transition.

Impact to Federal- Aid Projects

- All contracts awarded after June 2, 2009 shall include RC DBE requirements (ie: contract goals, good faith efforts)

- Any project that receives Authorization to Proceed (E-76) under the old RN DBE requirements must award the contract by June 2, 2009 or before your agency turn into RC DBE program. Otherwise, the project will need to be re-advertized for bidding.
- Once agency has filed to be Race Conscious (disregarding the June 2 deadline), all projects not yet awarded must be Race Conscious.
- RC Goal limited to UDBEs
- Local agencies must resubmit their projects to Caltrans for approval to ensure compliance with the new RC DBE requirement prior to bid opening. Authorizations to Proceed will be withdrawn if projects do not comply with the new RC DBE requirements.
- Local agencies' Requests for Authorization to Proceed for projects under the old RN DBE Program will continue to be received and processed subject to the preceding conditions.
- Requests for Authorization to Proceed with the new RC DBE requirements may be submitted for processing and have funds obligated/authorized before the District Local Assistance Engineer (DLAE) receives the new DBE Implementation Agreements; however, projects shall not be awarded prior to the approval of the new DBE Implementation Agreement by the DLAE.
- New UDBE Implementation Agreement, PS&E Checklists, new DBE and ARRA boilerplate specifications are available online: www.dot.ca.gov/hq/LocalPrograms/DBE/forms/forms.htm
- Existing federal-aid project contracts awarded with race neutral requirements shall continue under the old RN DBE Program.

Impact to ARRA Funded Projects

MTC wants to alert local sponsors that they must now pursue a race conscious DBE program for their ARRA and STP/CMAQ projects **even prior to the June 2 date**. It appears that Caltrans is not processing E-76 requests for local ARRA projects until the sponsor has their race conscious DBE program approved. Caltrans cannot force the sponsor to adopt a race conscious program prior to June 2, but by holding up the E-76, Caltrans has effectively mandated the program adoption. This includes any ARRA and STP/CMAQ projects with pending E-76 approvals.

Fiscal Impact:

None.

Recommendation:

Informational.



DATE: April 20, 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.

Projects included in FY STP/CMAQ 2008-09 Federal Obligation Plan			
<ul style="list-style-type: none"> - \$8.7 M in Federal funding - Submit E76 Request by February 1, 2009 - 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) On July CTC agenda for allocation. Will receive E76 in a month.
Dixon	SOL070046	SR-113 Pedestrian Improvements	\$90,000 for CON. E76 for CON received on April 20.
Fairfield	SOL070027	W. Texas St. Gateway Project Phase I & II	\$85,000 for CON Field review to be scheduled. Design underway.
Fairfield/ Solano County	SOL070012	"Cordelia Hill Sky Valley Enhancement Project" (McGary Road)	\$640,000 in STIP-TE between FY 2008/09 & 2009/10. Complete funding identified.
Solano County	SOL050024	Vacaville - Dixon Bike Route Phase II and III	\$337,000 for CON. E76 for CON received on Jan. 16, 09. Phase 3 under construction.

Agency	TIP ID	Project	Status/Deadlines
Solano County	SOL050046	Old Town Cordelia Enhancements	\$500,000 for CON. Resend E76 for extra ARRA Fund.
Vacaville	SOL050013	Vacaville Intermodal Station	\$3,028,000 for CON. Requested E76 for CON.
Vacaville	SOL070028	Downtown Creekwalk	\$53,000 for PS&E \$694,000 for CON E76 for CON submitted on Feb 1 st .
Vacaville	SOL070029	Ulatis Creek – Allison to I-80	\$169,000 for ENV. E76 Received. Waiting for Field Review day. Field Review forms submitted in December.
Vacaville	SOL070047	Peabody & Marshall Road Pedestrian Improvements	\$152,000 CMAQ for CON. and \$260,000 ARRA Fund. Requested E76 for CON.
Vallejo	SOL010027	Vallejo – Lemon St. Rehabilitation	\$672,000 for CON. E76 received on March 18 for CON. Will Award Contract by May 19
Vallejo	SOL050048	Downtown Vallejo Pedestrian Enh. - Phase I	\$1,600,000 ARRA Fund and \$580,000 CMAQ for CON. Currently in PS&E. Field Review part of economic stimulus process.

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	Last Billed, 10/06/06. No documentation rec'd; submit invoice or justification form by 5/22/09.	Justification form was sent on 3/2/ 09. Will submit final invoice on May. Unexpended funds will be \$30,362
Projects that will become inactive by June 2009				
Vacaville	Various Locations In Vacaville And Dixon	\$10,000	Authorized 09/08/02	Staff is following up on the alt. fuels projects

Fairfield	Linear Park Between N. Texas St. & Dover Ave.	\$330,000	Authorized 04/18/07	Progress payment was paid on April 17, 2009. Staff will send Caltrans invoice at the end of April, 09.
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.	Did not spend all money. Staff is reviewing final paper work.
Fairfield	Woolner Ave. From Enterprise Dr. to Sheldon Elementary School, sidewalk improvement.	\$53,100	Authorized 9/12/2007	Construction recently is complete. Fairfield plans to invoice soon. Staff will follow up.

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) or Caltrans by the end of the fiscal year in which the funds are programmed. For projects programmed in FY 2008-09, and want to receive an allocation at the June 2009 CTC meeting, the deadline to submit allocation request has passed. For projects programmed in FY 2009-10, and want to receive an allocation at the July 2009 CTC meeting, sponsor must submit allocation request to MTC and Caltrans D4 Local Assistance by May 11, 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.

<u>Projects that need allocation by July, 2009</u>			
<u>Submit allocation request by May 11, 2009</u>			
Agency	Project	Unexpended Funds	Status
STA	Jepson Parkway (I-80 reliever)	\$2,400,000	Project will be reviewed on May CTC meeting
Vacaville	Jepson Pkwy Gateway Enhancement	\$120,000	Allocation request submitted on April 13, 09
Benicia	State Park Overcrossing, Rt 780	\$320,000	To obligate ARRA-TE
MTC	TE reserve	\$381,000	Had been programmed for McGary Road (ARRA- TE)

4. 2009 TIP Revisions/Amendment

The federally required Transportation Improvement Program (TIP) is a

comprehensive listing of Bay Area surface transportation projects that receive federal funds or are subject to a federally required action, or are regionally significant. The Metropolitan Transportation Commission (MTC) prepares and adopts the TIP every two years, with scheduled amendment. Only projects consistent with the Regional Transportation Plan (RTP) were included in the 2009 TIP as required by federal law. Newly proposed projects are reviewed for consistency with the RTP, as they are submitted for various funding programs. Only projects programmed in the current TIP are fundable and able to receive federal funds.

From time to time circumstances dictate that changes be made to the TIP following its adoption. In order to ensure adequate time to review the amendments, deadlines have been established for submitting amendment requests to MTC. Failure to submit TIP Amendment on time will delay obligation request until project has been amended into the TIP through the subsequent scheduled amendment. The delay may also jeopardize funding opportunity for time sensitive project. Therefore, it is important for project sponsor to submit TIP amendment in a timely manner. See Attachment A for MTC tentative 2009 TIP Revision Schedule.

5. American Recovery and Reinvestment Act update

On February 17, 2009, President Obama signed into law the American Recovery and Reinvestment Act (ARRA), which enacted a \$787 billion economic recovery package calling for significant new spending as well as tax cuts. Of this funding, \$9,730,000 was programmed for Solano local agency Local Streets and Roads projects.

The field reviews with Caltrans staff in late February and early March has been very efficient and successful. Local agencies have been getting their environmental clearance and receiving their Categorical Exemption/Categorical Exclusion Forms.

Moving forward, Caltrans held PS & E pre-screening meetings on April 17 in STA for three local agencies. Other local agencies are getting close to finish their PS&E packages and are prepared to submit the package directly to Caltrans.

Below is a table summarizing the funded projects and their current status of delivery. Also see Attachment B for the ARRA programming schedule for important deadlines.

PROJECT RECEIVING ARRA FUNDING			
-NEPA Clearance & Final PS&E by April 30, 2009			
-Received E-76 by May 31, 2009			
-Award Contract by September 30, 2009			
Local Agency	Project Title/Description/Location	ARRA \$	Status as of March 18
City of Benicia	Benicia - East 2nd Street Overlay	\$400,000	Revising PS&E package
City of Dixon	Dixon - Various Streets and Roads Rehabilitation	\$300,000	Revising PS&E package
City of Fairfield	Fairfield - Gateway Boulevard Resurfacing	\$900,000	Preparing PS & E package
City of Fairfield	Fairfield - East Tabor Ave Resurfacing	\$900,000	Preparing PS & E package

Local Agency	Project Title/Description/Location	ARRA \$	Status as of March 18
Count of Solano	Solano County - Various Streets Overlay	\$2,000,000	Preparing PS & E package
City of Suisun	Suisun City - Sunset Avenue Road Rehabilitation	\$700,000	Preparing PS & E package
City of Vacaville	Vacaville - Peabody Road/Marshall Rd Pedestrian Safety Imps	\$260,000	E76 has been requested
City of Vacaville	Vacaville - Various Streets Overlay	\$1,330,000	Project Resubmitted to Caltrans
City of Vacaville	Vacaville - GPS EVP System project	\$320,000	Preparing PS & E package
City of Vallejo	Vallejo - Downtown Vallejo Streetscape	\$1,600,000	Preparing PS & E package
City of Vallejo	Vallejo - Various Streets Overlay	\$1,020,000	Preparing PS & E package

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. MTC Tentative 2009 TIP Revision Schedule
- B. American Recovery and Reinvestment Act (ARRA) Programming Schedule

THIS PAGE INTENTIONALLY LEFT BLANK



DATE: May 5, 2009
TO: STA Board
FROM: Judy Leaks, SNCI Program Manager/Analyst
RE: Bike to Work Week May 11-15, 2009

Background:

May 11-15, 2009 marks the fifteenth (15th) annual Bike to Work campaign in the Bay Area. Bike to Work (BTW) Day is Thursday, May 14th. The goal of this campaign is to promote bicycling as a commute option by encouraging individuals to pledge to bike to work (or school, or transit) at least one day during Bike to Work Week. Prizes, energizer stations, and participant rewards are just some of the methods of encouragement. Last year, over 1,100 individuals participated in BTW in Solano and Napa Counties.

In addition, the Energizer Stations on Bike to Work Day, there are two additional activities to honor cyclists. The Team Bike Challenge is a competition where teams compete to see who can travel the most days by bicycling during the month of May. The team with the most points wins a grand prize. The Bike Commuter of the Year Award honors a resident from each county who is committed to biking. This person epitomizes the health, environmental, social, and economic benefits of bicycling.

STA's Solano Napa Commuter Information (SNCI) staff is organizing the campaign in Solano and Napa counties. Staff has been participating in regional Bike to Work Technical Advisory Committee meetings and coordinating locally with the Solano County Bicycle Advisory Committee and the Napa County Bicycle Coalition.

Discussion:

To increase awareness about the BTW campaign, staff outreaches to employers, the bicycle community, and the general public. Regional materials and prizes are being incorporated and localized as needed.

A mailing of BTW campaign materials was sent mid-April to major employers in Napa and Solano Counties. BTW pledge forms are distributed by mail, events, displays, and are available online. Posters are being distributed throughout the community. Web pages were updated on the STA's website so that individuals may register on-line as well as learn where energizer stations will be located. Articles and advertisements for this event will be placed in several community publications.

Staff expanded the sponsorship program from soliciting prizes for our local drawing to a formal sponsorship program. Based on the level of support, sponsors could have their logos printed on coupon books, event posters, local print ads, musette bags and t-shirts. Sponsorship could be in any form, including products and services for our local prizes as well as financial contributions.

2009 Sponsors

Platinum Sponsor - \$1000	Napa Redevelopment Partners
Gold Sponsors - \$500	Authorized Bicycle Shop Bardessono Resort Fisk's Cyclery The Gaia Hotel & Spa Jelly Belly Napa River Velo Ray's Cycle Rockville Bike
Silver Sponsors - \$300	Balzac Communications Bicycle Works The Hub Napa County Office of Education-Safe Routes 2 School Napa Valley Adventure Tours St. Helena Cyclery
Bronze Sponsor - \$100	Calistoga Bike Shop

Team Bike Challenge/Bike Commuter of the Year

The Team Bike Challenge is where teams compete to see who can travel by bicycle the most days during the month of May (which is National Bike Month). Participants in the Team Bike Challenge form teams consisting of 2 to 5 individuals. Six (6) teams from Solano County registered last year, doubling the number of teams that participated the previous year. Our 2009 goal for Solano County is to increase the number of teams by 20% to 8 teams. Staff will encourage employers and the community to promote the Team Bike Challenge during follow-up calls and face-to-face meetings. The SNCI program requested nominations from Solano and Napa Counties for the Bicycle Commuter of the Year. There is a winner selected from each county. All winners are recognized throughout the Bay Area. Nominations were accepted through April 20.

Energizer Stations

Each year, STA's SNCI staff and members of the Bicycle Advisory Committee (BAC) hosts Energizer Stations on Bike to Work Day. These are usually a mix of traditional Energizer Stations operating from 7:00 am to 9:00 am to accommodate bicyclists on their way to work, and local bike shops that are open for business 10:00 am to closing. Bicyclists who stop by an Energizer Station will receive a musette bag (containing a BikeLinks map, Clif Bar, some kind of giveaway like last year's "blinky light," and a coupon book for local bike shops) and refreshments that may include a bottle of water, fruit and a muffin. This year there will be ten (10) Energizer Stations in Solano and at least one in every city.

Solano County Energizer Stations – May 14, 2009

City	Location
Benicia	City Hall
Dixon	Fisk's Cyclery
Fairfield	Ray's Cycle
Fairfield	Solano County Government Center Plaza
Fairfield	Fairfield Transportation Center
Rio Vista	Town Hall

Suisun City	Amtrak Station
Vacaville	Ray's Cycle
Vacaville	VacaValley Pkwy (2 stations)
Vallejo	Vallejo Ferry Terminal

Recommendation:
Informational.

THIS PAGE INTENTIONALLY LEFT BLANK



DATE: May 5, 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
American Recovery and Reinvestment Act (ARRA) – Transit Investments for Greenhouse Gas Energy Reduction*	None available. All questions <i>must</i> be submitted in writing via email to: cleandiesel@epa.gov .	May 22, 2009¹
Federal Transit Administration (FTA) Grant Program – 5310 Elderly and Disabled Specialized Transit Program*	Elizabeth Niedziela, Solano Transportation Authority (STA) (707) 424-6075 -and- Kristen Mazur, MTC (510) 817-5789	May 20, 2009
FTA Grant Program – 5316 Job Access and Reverse Commute (JARC) Program for Small Urban Projects*	Kristen Mazur, MTC (510) 817-5789	June 26, 2009
FTA Grant Program – 5317 New Freedom Program for Small Urban Projects*	Kristen Mazur, MTC (510) 817-5789	June 26, 2009

Fund Source	Application Available From	Application Due
FTA Grant Program – 5316 Job Access and Reverse Commute (JARC) Program <i>for Rural Projects*</i>	Kristen Mazur, Caltrans (916) 654-8222	September 25, 2009
FTA Grant Program – 5317 New Freedom Program <i>for Rural Projects*</i>	Tracey Frost, Caltrans (916) 654-8222	September 25, 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://www.dot.gov/recovery/>, 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)
Transit Investments for Greenhouse Gas and Energy Reduction
Anticipated Application Deadline is May 22, 2009

TO: STA Board
FROM: Sara Woo, Planning Assistant

This summary of the ARRA Transit Investments for Greenhouse Gas and Energy Reduction 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.

Program Description: This program will provide grants to public transit agencies for capital investments that will assist in reducing the energy consumption or greenhouse gas emissions of their public transit agencies.

Funding Available: Approximately \$100 million is available nationwide. Minimum proposal is \$2 million. Award ceiling is \$100 million. Expected number of awards is 150.

Eligible Projects: Examples:

- compact fluorescents/solar panels for reduction of energy use in bus maintenance facility
- replacing 10 buses in a 100 vehicle bus fleet with more energy-efficient buses

Further Details: <http://www07.grants.gov/search/search.do?&mode=VIEW&flag2006=false&oppId=45906>

Program Contact Person: 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

Federal Transit Administration (FTA) Grant

FTA 5310 Elderly and Disabled Specialized Transit Program

Application Due May 20, 2009

TO: STA Board
FROM: Sara Woo, Planning Assistant

This summary of the FTA 5310 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 corporations or public agencies where no private nonprofits are readily available to provide the proposed service or that have been approved by the State of California to coordinate services for elderly persons and persons with disabilities.
- Program Description:** The FTA 5310 Program is designed for meeting the transportation needs of elderly persons and persons with disabilities in areas where public mass transportation services are otherwise unavailable, insufficient, or inappropriate. **Note:** the application for this program is due both to the appropriate County Paratransit Coordinating Council (PCC) and MTC by 5:00 p.m. May 20, 2009.
- Funding Available:** Approximately \$12.6 million is available in the federal fiscal year 2009.
- Eligible Projects:** The program allows for the procurement of accessible vans and buses; communication equipment; mobility management activities; and computer hardware and software for eligible applicants.
- Further Details:** <http://www.dot.ca.gov/hq/MassTrans/5310.html>
- Program Contact Person:** Kristen Mazur, FTA grant staff liaison (MTC), (510) 817-5789, kmazur@mtc.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 5316 Job Access and Reverse Commute Program for Small Urban Projects

Application Due June 26, 2009

TO: STA Board
FROM: Sara Woo, Planning Assistant

This summary of the FTA 5316 – Job Access and Reverse Commute (JARC) program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Private nonprofit organizations, state or local government authority, operators of public transportation services, including private operators of public transportation services, and tribal governments.

Program Description: The JARC Program provides funding for projects designed to transport welfare recipients and eligible low-income individuals to and from employment and employment-related activities.

Funding Available: Approximately \$3 million is available for JARC small urban 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">• 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: Kristen Mazur, FTA grant staff liaison (MTC), (510) 817-5789, kmazur@mtc.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 Urban Projects

Application Due June 26, 2009

TO: STA Board
FROM: Sara Woo, Planning Assistant

This summary of the FTA 5316 – Job Access and Reverse Commute (JARC) program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Private nonprofit organizations, state or local government authority, operators of public transportation services, including private operators of public transportation services, and tribal governments.

Program Description: The 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 required by the Americans with Disabilities Act of 1990.

Funding Available: Approximately \$1.6 million is available for New Freedom Small-Urban projects.

Minimum local match requirements are 20 percent for capital projects and 50 percent for operations projects.

Eligible Projects:

<p><u>Operating:</u></p> <ul style="list-style-type: none">• Expansion of hours for paratransit service• Enhancement of services• Voucher programs• Volunteer driver programs	<p><u>Capital:</u></p> <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: Kristen Mazur, FTA grant staff liaison (MTC), (510) 817-5789, kmazur@mtc.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 5316 Job Access and Reverse Commute Program for Rural Projects
Application Due September 25, 2009

TO: STA Board
FROM: Sara Woo, Planning Assistant

This summary of the FTA 5316 – Job Access and Reverse Commute (JARC) program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Private nonprofit organizations, state or local government authority, operators of public transportation services, including private operators of public transportation services, and tribal governments.

Program Description: The FTA 5316 JARC program provides funding to support projects designed to transport welfare recipients and eligible low-income individuals to and from employment activities and employment related activities and to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities.

Funding Available: Approximately \$1.4million is available for JARC rural projects.

Eligible Projects:

<u>Operating:</u> <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	<u>Capital:</u> <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 September 25, 2009

TO: STA Board
FROM: Sara Woo, Planning Assistant

This summary of the FTA 5317 – New Freedom program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Private nonprofit organizations, state or local government authority, operators of public transportation services, including private operators of public transportation services, and tribal governments.

Program Description: The FTA 5317 New Freedom program provides funding to assist transit operators and public agencies to provide “new” transportation services for individuals with disabilities above and beyond the minimum currently required by the Americans with Disabilities Act of 1990 (42 U.S.C. 12101, et seq.).

Funding Available: Approximately \$0.7 million is available for New Freedom Rural Projects.

Minimum local match requirements are 20 percent for capital projects and 50 percent for operations projects.

Eligible Projects:

<u>Operating:</u> <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: May 5, 2009
TO: STA Board
FROM: Johanna Masiclat, Clerk of the Board
RE: Updated STA Board Meeting Schedule for Calendar Year 2009

Discussion:

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

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

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



STA BOARD MEETING SCHEDULE
Remainder of Calendar Year 2009
(Meets on the 2nd Wednesday of Every Month)

DATE	TIME	DESCRIPTION	LOCATION	STATUS
May 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
June 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
July 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
August	NO MEETING – SUMMER RECESS			
September 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
October 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
November 12 or 18	6:00 p.m.	STA 12 th Annual Awards	TBD	Pending
December 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed