



Solano Transportation Authority

One Harbor Center, Suite 130  
Suisun City, California 94585

**TECHNICAL ADVISORY COMMITTEE (TAC)  
AGENDA**

Area Code 707  
424-6075 • Fax 424-6074

**1:30 p.m., Wednesday, April 29, 2009**  
**Solano Transportation Authority**  
**One Harbor Center, Suite 130**  
**Suisun City, CA 94585**

Members:

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

**ITEM**

**STAFF PERSON**

**I. CALL TO ORDER**

Daryl Halls, Chair

**II. APPROVAL OF AGENDA**

**III. OPPORTUNITY FOR PUBLIC COMMENT**

(1:30 -1:35 p.m.)

**IV. REPORTS FROM CALTRANS, METROPOLITAN TRANSPORTATION COMMISSION (MTC), AND STA STAFF**

(1:35 -1:40 p.m.)

- Follow-up on STA TAC Questions Regarding the Legislative Platform and Legislation
- Federal Earmark Rescissions

**V. CONSENT CALENDAR**

*Recommendation: Approve the following consent items in one motion.*

(1:40 – 1:45 p.m.)

**A. Minutes of the TAC Meeting of March 25, 2009**

Johanna Masielat

*Recommendation:*

*Approve TAC Meeting Minutes of March 25, 2009.*

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

Elizabeth Richards

*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*

**TAC MEMBERS**

Dan Schiada	Royce Cunningham	Gene Cortright	Kirt Hunt (Interim)	Dan Kasperson (Interim)	Rod Moresco	Gary Leach	Paul Wiese
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

3. *Authorize the Executive Director to enter into a funding agreement with the six local funding partners.*

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

Elizabeth Richards

Recommendation:

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

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**VI. ACTION FINANCIAL ITEMS**

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

Sam Shelton

Recommendation:

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

*(1:45 – 1:55 p.m.)*

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

Sam Shelton

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.*

*(1:55 – 2:00 p.m.)*

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

Janet Adams

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.*

*(2:25 – 2:35 p.m.)*

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## 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  
*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.*  
(2:00 – 2:15 p.m.)  
**Pg. 37**
- B. Access Improvements to the Solano County Fairgrounds** Janet Adams  
*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 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.*
- (2:15 – 2:25 p.m.)  
**Pg. 65**
- C. Solano Paratransit Transitional Plan** Liz Niedziela  
*Recommendation:*  
*Forward a recommendation to the STA Board to:*
- 1. Approve 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 serving the communities in which they reside;*
  - 3. 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.*
- (2:35 – 2:50 p.m.)  
**Pg. 67**

- D. Legislative Update** Jayne Bauer  
*Recommendation:*  
*Forward a recommendation to the STA Board to support AB 1414 (Hill).*  
(2:50 – 2:55 p.m.)  
**Pg. 75**

## VIII. INFORMATIONAL – DISCUSSION

- A. Transit Consolidation Study Status** Elizabeth Richards  
*Informational*  
(2:55 – 3:05 p.m.)  
**Pg.115**
- B. Update on the I-80/I-680/I-780 Corridors Highway Operations Implementation Study** Sam Shelton  
*Informational*  
(3:05 – 3:10 p.m.)  
**Pg.117**
- C. Development of Sustainable Communities Strategy for SB 375** Robert Macaulay  
*Informational*  
(3:10 – 3:15 p.m.)  
**Pg.125**
- D. Transportation for Livable Communities (TLC)/ American Recovery and Reinvestment Act (ARRA) TE Funding** Robert Guerrero  
*Informational*  
(3:15 – 3:20 p.m.)  
**Pg.143**
- E. Water Emergency Transportation Authority (WETA) Transition Plan Status** Elizabeth Richards  
*Informational*  
(3:20 – 3:25 p.m.)  
**Pg.149**

## NO DISCUSSION

- F. 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

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- G. Regional Transportation Plan (RTP) Update** Robert Macaulay  
Informational  
**Pg. 173**
- H. Comprehensive Transportation Plan (CTP) Update** Robert Macaulay  
Informational  
**Pg. 175**
- I. Model Technical Advisory Committee (TAC) Status Update** Robert Guerrero  
Informational  
**Pg. 183**
- J. Disadvantaged Business Enterprise – Race Conscious** Kenny Wan  
Informational  
**Pg. 205**
- K. Project Delivery Update** Kenny Wan  
Informational  
**Pg. 207**
- L. Bike to Work Week May 11-15, 2009** Judy Leaks  
Informational  
**Pg. 214**
- M. Funding Opportunities Summary** Sara Woo  
Informational  
**Pg. 218**
- N. STA Board Meeting Highlights of April 8, 2009** Johanna Masiclat  
Informational  
**Pg. 228**
- O. STA Board and Advisory Committee Meeting Schedule for 2009** Johanna Masiclat  
Informational  
**Pg. 234**

## **IX. ADJOURNMENT**

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, May 27, 2008.**

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**TECHNICAL ADVISORY COMMITTEE**  
**Minutes for the meeting of**  
**March 25, 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:** Royce Cunningham City of Dixon  
Wayne Lewis City of Fairfield  
Alysa Majer City of Suisun City  
Rod Moresco City of Vacaville  
Paul Wiese County of Solano

**STA Staff Present:** Robert Macaulay STA  
Robert Guerrero STA  
Sam Shelton STA  
Liz Niedziela STA  
Kenny Wan STA  
Sara Woo STA  
Karen Koelling STA  
Johanna Masiclat STA

**Others Present:** *(In Alphabetical Order by Last Name)*  
Ed Huestis City of Vacaville

**II. APPROVAL OF THE AGENDA**

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

**III. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

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

**Caltrans:** None presented.

**MTC:** None presented.

**STA:** Robert Guerrero noted that the SR 113 Steering Committee approved the SR 113 Major Investment Study at their meeting on March 23, 2009.

## V. CONSENT CALENDAR

On a motion by Paul Wiese, and a second by Wayne Lewis, the STA TAC approved Consent Calendar Items A & E.

### A. Minutes of the TAC Meeting of February 25, 2008

#### Recommendation:

Approve TAC Meeting Minutes of February 25, 2008.

### B. Safe Routes to School Mapping Project – Request for Qualifications

#### Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to issue 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.

### C. 2009 Model TAC Work Plan

#### Recommendation:

Forward a recommendation to the STA Board to approve the 2009 Model Technical Advisory Committee (TAC) Work Program.

### D. State Route (SR) 113 Major Investment and Corridor Study

#### Recommendation:

Forward a recommendation to the STA Board to approve the SR 113 Major Investment and Corridor Study.

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

#### Recommendation:

Forward a recommendation to the STA Board 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.

## VI. ACTION FINANCIAL AND NON-FINANCIAL ITEMS

### A. Solano Rail Crossing Inventory and Improvement Plan Scope of Work

Robert Macaulay identified STA's need to conduct a rail crossing inventory and a rail facilities master plan update. He indicated that the identification of all rail crossings and the prioritization of safety measures, up to and including grade separations, is a task that will not only support the update of the facilities plan, but will also assist the Fairfield-Vacaville and Dixon station projects and the CCJPB's Intercity Rail Service. He stated that the STA and the Capitol Corridor Joint Powers Authority staff are working in partnership in seeking a consultant to develop a rail crossing inventory and improvement plan for all of Solano County.

#### Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to issue a Request for Proposals and enter into a contract to conduct the Study for an amount not to exceed \$75,000.

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

**B. Legislative Update**

Robert Macaulay introduced Assembly Bill (AB) 277 regarding local retail transaction and use taxes for transportation. He stated that the bill is currently with the Committee on Local Government, and is still skeletal in nature. He noted that staff recommends a watch position on AB 277 as it develops more substance through the legislative process, based on Funding Platform #VII.19 of the 2009 STA Legislative Priorities and Platform.

City of Fairfield's Wayne Lewis and City of Vacaville's Rod Moresco raised some concerns regarding the STA's position on AB 1219 (Evans); STA direct claim of TDA funds and 2% off-the-top take-off for planning activities. They commented that they felt the TAC was by passed on this item and that the Board item did not disclose the 2% amount. Rod Moresco asked if this would replace member contributions to STA.

They asked that their concerns be passed on to Daryl Halls.

Recommendation:

Forward the following recommendation to the STA Board to watch AB 277 (Ammiano).

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

**VIII. INFORMATIONAL ITEMS**

**DISCUSSION**

**A. Update on STA's Overall Work Plan**

Robert Macaulay stated that the most recently adopted STA Overall Work Plan (OWP) for FY 2008-09 and FY 2009-10 is currently being modified for the forthcoming two fiscal years (FY 2009-10 and FY 2010-11). He noted that once updated, the OWP will guide the development of the STA's budget for FY 2009-10 and FY 2010-11.

**B. Federal Economic Stimulus Status of Solano Transit Projects**

Liz Niedziela noted the MTC has specified deadlines to ensure that American Recovery and Reinvestment Act (ARRA) funds not be lost to other states. She added that the FTA Section 5311 ARRA Program of Projects application deadline has been set by MTC by April 10, 2009 and applications submitted to Caltrans is April 17, 2009.

- C. New State Budget Impact on Solano Transit**  
Liz Niedziela reviewed the State Budget Impact on Solano Transit Operators. She noted that over \$2 million of STAF funds for Solano were cut in FY 2008-09 as compared to the original State Budget approved in September 2008. She added that when STAF is suspended completely in FY 2009-10, nearly \$3 million in critical transit funds will be eliminated in Solano County.
- D. Local Streets and Roads (LS&R) Biennial Needs Revenue and Performance Survey**  
Kenny Wan noted that MTC is using the new performance score in the distribution formula for the economic stimulus funds, which MTC has asked for the performance part of the survey to be reviewed on an expedited schedule. He added that in January 2009, MTC distributed pavement survey requests to the CMAs to coordinate the collection of the PCI survey on behalf of MTC. He also indicated that updating the survey is important as a poor performance score would negatively affect the county's share of the regional local streets and roads fund.
- E. Comprehensive Transportation Plan (CTP) Update**  
Robert Macaulay noted that staff is still working to complete the State of the System – Arterials, Highways and Freeways Report and the State of the System – Bike and Pedestrian facilities portion of the Alternative Modes element. He cited that the reports will be ready for STA TAC to review in April 2009.
- F. 2009 Congestion Management Program (CMP) Update**  
Robert Macaulay noted that with the pending adoption of the RTP, local CMPs will be required to reflect the goals and policies of the RTP. He added that the projects in the CMP Capital Improvement Program (CIP) must be consistent with the RTP project list. He stated that the STA staff will provide a comparison of the current CMP CIP with the RTP project list at the April TAC meeting.
- G. Transit Consolidation Study Status**  
Robert Macaulay cited that the draft financial and other report sections for each of the operators were distributed to the transit operators for review; comments received would be incorporated into a larger report. He added that since some comments were not received on time, the revised full report will be presented to the Consortium at a later time. He also indicated that the analysis and evaluation of the options will be developed in April in preparation for review by the Transit Consolidation Steering Committee tentatively scheduled to meet in May.

## **NO DISCUSSION**

- H. Project Delivery Update**
- I. Funding Opportunities Summary**
- J. STA Board Meeting Highlights of March 18, 2009**
- K. STA Board and Advisory Committee Meeting Schedule for 2009**

## **ADJOURNMENT**

The meeting was adjourned at 2:25 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, April 29, 2009.**

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DATE: April 21, 2009  
TO: STA TAC  
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 each city in Solano County.

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, 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) has remained flat from year to year. The RM 2 funds are recommended to be applied to the RM 2 eligible routes as they were in FY 2008-09 (Attachment A).

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 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 for the past six months.

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 B for a summary of the proposed contributions. These have been reflected in the proposed May 2009 TDA matrix in a separate TAC agenda item.

**Fiscal Impact:**

The Intercity Transit Funding Agreement will identify funding for major intercity services in FY 2009-10.

**Recommendation:**

Forward a recommendation to the STA Board to:

1. Approve the RM 2 Funding Plan for FY2009-10 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.

Attachments:

- A. FY 2009-10 Regional Measure 2 (RM 2) Transit Operating Funding Plan
- B. Proposed FY 2009-10 Intercity Transit Funding Agreement Cost-Sharing

Solano Transportation Authority  
Regional Measure 2 Operating Assistance

FY 2009-10

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

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

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

	<b>FY 08-09 Baseline</b>	<b>FY 08-09 Net Due With Reconciliation</b>	<b>FY 09-10 Baseline</b>	<b>FY 09-10 Net Due With Reconciliation</b>
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



DATE: April 21, 2009  
TO: STA TAC  
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. The attached matrix 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 benefit of the largest 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.

As TDA is generated from a percentage of sales tax, actual and estimates have been decreasing in the recent past. STA will continue to monitor the estimates, update the matrix accordingly, and bring these updates forward through the committees. 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 to allow capacity for claims by other jurisdictions for shared-cost services.

**Recommendation:**

Forward a recommendation to the STA Board to 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 (This attachment has been provided to the STA TAC and Consortium members under separate enclosure. A copy may be requested by contacting the STA at (707) 424-6075).



DATE: April 21, 2009  
TO: STA TAC  
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 guiding 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	365,000
Benicia	4.2	400,000	60,000	10,000	79,000	90,000
Dixon	3.7	300,000	50,000	60,000	69,000	130,000
Fairfield	20.2	1,800,000	290,000	160,000	378,000	543,000
Rio Vista	1.0	0*	0*	0*	19,000	0*
Suisun City	7.5	700,000	110,000	30,000	140,000	172,000
Vacaville	15.9	1,910,000	240,000	-360,000	297,000	25,000*
Vallejo	27.2	2,650,000	390,000	30,000	508,000	545,000
<b>TOTAL</b>	<b>100%</b>	<b>9,730,000</b>	<b>1,440,000</b>		<b>1,870,000</b>	<b>1,870,000</b>

\*\$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 \$25k of Rio Vista shares is recommended for a similar funding swap (\$22,500 to Rio Vista).

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.

**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:**

Forward a recommendation to the STA Board to 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

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**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
<b>SOLANO</b>				
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
<b>SUBTOTAL</b>				<b>\$9,730,000</b>
<b>SONOMA</b>				
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
<b>SUBTOTAL</b>				<b>\$12,900,000</b>
<b>ARRA - LS&amp;R System Preservation Total</b>				<b>\$122,000,000</b>

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

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**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)**

<b>LS&amp;R</b>	<b>LS&amp;R % Share</b>	<b>Previous ARRA Programming</b>	<b>Additional ARRA Programming</b>	<b>Total ARRA</b>
<b>County</b>	100.0%	<b>\$122,000,000</b>	<b>\$23,480,410</b>	<b>\$145,480,410</b>
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
<b>Total</b>	100.0%	<b>\$122,000,000</b>	<b>\$23,480,410</b>	<b>\$145,480,410</b>

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	365,000
Benicia	90,000
Dixon	130,000
Fairfield	543,000
Rio Vista	0*
Suisun City	172,000
Vacaville	25,000*
Vallejo	545,000
<b>TOTAL</b>	<b>1,870,000</b>

\*\$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 \$25k of Rio Vista shares is recommended for a similar funding swap (\$22,500 to Rio Vista).

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DATE: April 21, 2009  
TO: STA TAC  
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, 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.

**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 does not yet have a funding agreement with BAAQMD for the \$400,000 TFCA Regional grant; however, one is expected in May 2009.

**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.

Attachment:

- A. FY 2008-09 STA SR2S Radar Speed Feedback Sign Program, Recommended Locations

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

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DATE: April 17, 2009  
TO: STA TAC  
FROM: Janet Adams, Deputy Executive Director/Director of Projects  
RE: Initiation of Solano County's Priority Express 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) 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 an 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.

**Fiscal Impact:**

This combined request of \$31.98 million is to MTC to initiate 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:**

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.

**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

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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

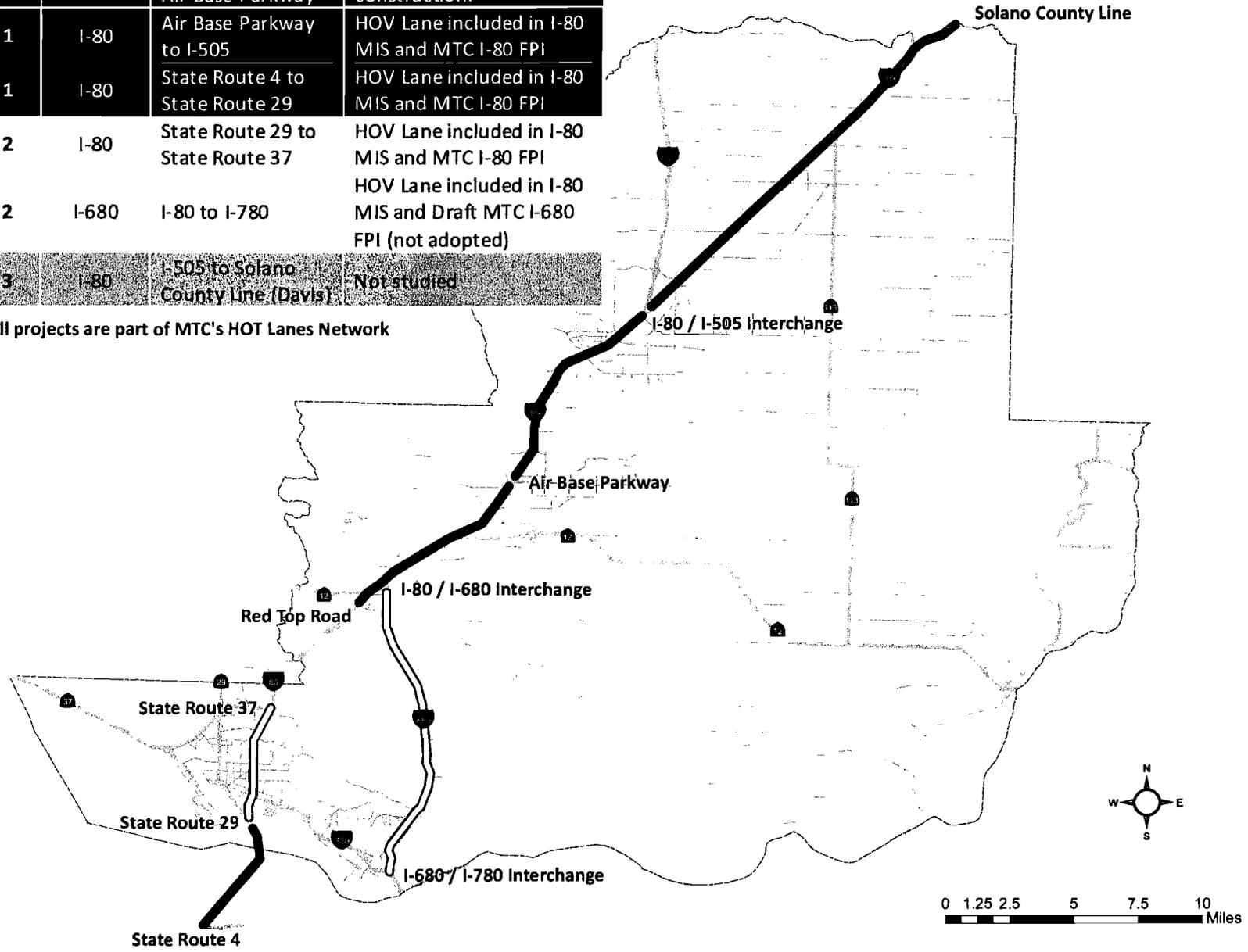
3. Reinvestment within the Corridor. Recognize that popular, political and legislative support will rest on demonstrating that the revenues collected in a corridor benefit travelers – including the toll payers – in the corridor through a variety of mechanisms, including additional capital improvements 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.



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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



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# High Occupancy Toll (HOT) Lanes 3 Tiers of Solano HOT Lane Priorities

February 11, 2009

ATTACHMENT B

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

## Project Delivery Schedule

## Estimated Costs

(Dollars x 1000)

Standard Process											
Phase	YEAR										
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
	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
\$	<b>198,100</b>

Expedited Process											
Project/Phase	YEAR										
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
	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
\$	<b>185,250</b>

**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											
Phase	YEAR										
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
	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%)											
<b>TOTAL</b>											

\$	600
\$	4,320
\$	28,800
\$	-
\$	-
\$	288,000
\$	34,560
<b>\$</b>	<b>356,280</b>

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

\$	3,975
\$	26,500
\$	-
\$	-
\$	265,000
\$	31,800
<b>\$</b>	<b>327,275</b>

**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**

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DATE: April 21, 2009  
TO: STA TAC  
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, 10 tasks where STA serves as co-lead with another agency, and 6 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:

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

Programs:

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

Once adopted, the STA's OWP will guide the development of the STA's budget for FY 2009-10 and FY 2010-11.

**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.

Attachment:

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

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Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2009-10	FY 2010-11	EST. PROJECT COST	DEPARTMENT LEAD STAFF
STA Lead - Projects	1.	<p><b>I-80/680/SR 12 Interchange</b></p> <p>A. Interchange EIR/EIS            &gt; 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	<p>\$9M TCRP            \$50M RM2            \$50.7 M AB 1171</p> <p>Current Shortfall in funding            \$1B</p>	X	X	<p>\$9.6 M for EIR/EIS            \$12 M Prelim Engineering            \$1 B to 1.2 B            (Capital Cost)</p>	Projects Janet Adams
STA Lead - Projects	2.	<p><b>North Connector</b></p> <p>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 &amp; Estimate (PS&amp;E): 8/08            Right-of-Way (R/W): 5/09</p>	<p>STA (East and West Segments)</p> <p>City of Fairfield (Central Segment)</p>	<p>\$3M TCRP (environmental)</p> <p>\$21.3M RM2/STIP East Section</p> <p>\$20M City of Fairfield            \$2M County of Solano Central Segment</p> <p>Current Shortfall in funding            \$32M</p>	X	X	<p>\$2.7 M EIR            \$81.6 M            (Capital Cost)</p>	Projects Janet Adams

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		Advance Construction Package: 6/08 Construction East Segment: 10/10		West Section				
STA Lead - Projects	3.	<b>I-80 HOV Projects</b> <b>A. Red Top to Air Base Parkway - 8.7 miles new HOV Lanes.</b> 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>B. WB I-80 Carquinez Bridge to SR 29</b> - This project has a completed PSR by Caltrans. Project is currently unfunded (\$20M). <b>C. I-80 HOV (Vallejo).</b> <b>D. Redwood Interchange- 1-STA</b> LeadPSR completed 3/09. Next step to obtain funding for PA/ED. <b>Air Base Parkway to I-505</b> - This project is Long-Term project #25 and is currently unfunded.	STA	\$9 M RM 2 \$56 M CMLA \$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

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STA Lead - Projects	4.	<u>Express Lanes (HOT Lanes)</u> 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  Status: Seek funding for PA/ED from MTC/BATA for Priority Express Lanes. Develop Coop with Caltrans.	STA PA/ED Design	Potential: Advance Bridge Tolls	X	X		Projects Janet Adams
STA Lead - Projects	5.	<u>Jepson Parkway Project</u> A. Vanden Rd. B. Leisure Town Rd C. Walters Rd  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.  ECD: PA/ED: 6/09 PS&E: 12/10 R/W: 6/11 Beg Con: 6/11	STA  Partners: Vacaville Fairfield County Suisun City	STIP 2006 STIP Aug Fed Demo Local  Current Shortfall in funding \$59 Regional \$98 Local	X	X	\$135 M (Capital Costs)	Projects Janet Adams

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



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STA Lead Projects	7.	<p><b><u>I-80 EB Cordelia Truck Scales</u></b>            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&amp;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 RM 2 \$49.3 M Bridge Tolls \$49.3 M TCIF	X	X	\$100.9 M	Projects Janet Adams
STA Lead - Studies	8.	<p><b><u>I-80 Corridor Management Policy(s)</u></b>            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><b><u>Regional Traffic Impact Fee (RTIF) Nexus Study</u></b></p> <ul style="list-style-type: none"> <li>• Public Outreach</li> <li>• Technical Study</li> <li>• Options/Scenarios</li> </ul>	STA	PPM	X	X	\$300,000	Projects Sam Shelton



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STA Lead - Studies	10.	<b>SR 113 Major Investment Study (MIS)</b> 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	Funded – Partnership Planning Grant	X		\$315,000	Planning Robert Guerrero
		STA		X				
		STA/Dixon	Joint STA/Dixon funding needed	X	X			





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STA Lead - Studies	12.	<u>Countywide Transit Consolidation Study</u> Status: A. Phase II, Recommend option(s); B. Implementation of recommended option.  ECD: Phase II Recommendation: Summer 2009; Implementation of option - ongoing		TDA	X	X	\$175,000	Transit/Rideshare Elizabeth Richards
STA Lead - Studies	13.	<u>Community Based Transportation Planning (CBTP)</u> A. Vacaville FY 2009-10 B. East Fairfield/TAFB FY 2009-10  Status: . Vacaville and East Fairfield study to be completed in FY 2009-10.	STA/MTC	MTC/CBTP STAF	X X	X X	\$120,000	Transit/Rideshare Liz Niedziela
STA Lead - Programs	14.	<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  Status: Programs being initiated. Over \$1 million obtained to date. Three-Year Work Plan approved. STA to continue to seek additional grant funds. SR2S coordinators to be hired.	STA	STP Planning 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

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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



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STA Lead - Programs	17.	<b>Countywide Traffic Model and Geographic Information System</b>							
		A. Development of new (2030) model-	STA/ NCTPA	STP-Planning NCTPA					
		B. Update 2000 and 2030 land uses and create 2010 projected increment	STA	Funded by T-PLUS	X			\$75,000	
		C. Develop 2035 network, land uses and projections	STA, NCTPA				X	\$80,000	
		D. Maintenance of Model, including formalizing Model TAC and creation of Land use subcommittee	STA			X		\$35,000	
		E. Develop in-house modeling capacity	STA	T-Plus	X	X	\$25,000	Robert Guerrero	
		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.							
		ECD: On-going							
		Status: Funded; county consultant preparing aerial photos							
		ECD: May 2009							

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



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STA Lead - Programs	20.	<b><u>Countywide Pedestrian Plan and Implementation Plan</u></b>	STA Solano County	State TEA Bay Trails TDA-ART3	X		\$3-\$5M (Capital Cost)	Planning Robert Guerrero Sara Woo
		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  Status: Update of Ped plan, including PDA and SR2T, planned for end of CY 09.  ECD: Vacaville Creekwalk construction in 2009 Ongoing –	Vacaville Fairfield	Regional Bike/Ped Program RM 2 Safe Routes to Transit		X	\$1 million	
			Fairfield			X		
			STA County County	Bay Ridge Trail Grant (pending)	X	X	\$100,000 Bay and Delta Trail Planning Grants TDA – Art 3	
STA Lead - Programs	21.	<b><u>Clean Air Fund Program and 3-Monitoring</u></b>	STA YSAQMD	TFCA Clean Air Funds	X	X	\$300,000 Annually (TFCA) \$420,000 CY2008 (YSAQMD Clean Air)	Planning Robert Macaulay Robert Guerrero
		A. BAAQMD/TFCA B. YSAQMD Five year funding plan and project 3-Monitoring completed for BAAQMD; pending for YSAQMD Status: allocated annually						



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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; 2008 annual 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

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STA Lead - Programs	23.	<u>Paratransit Coordinating Council</u> B. Manage committee & update materials Maintain membership C. Follow up to Senior Summit focused on transportation D. Assist with implementation of Senior and Disabled Transportation Plan update Status: 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 - Programs	24.	<u>Intercity Transit Coordination</u> A. Multi-year intercity funding agreement B. TDA Fund Coordination C. RM2 Transit Operating Fund Coordination D. Solano Express Intercity Transit Marketing E. Manage Intercity Transit Consortium F. Countywide Ridership Study G. Unmet Transit Needs Coordination & Phase-out plan Status: Annually update funding agreements and Unmet Transit Needs. Developed Working with transit operators to update Intercity Transit Funding agreement.	A-F STA       G: MTC/STA	TDA	X X X X X X X X	X X X X X X X		Transit/Rideshare Elizabeth Richards

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STA Lead - Programs	25.	<u>Lifeline Program Management</u> A. Call for Projects B. Project Selection C. Monitor Projects  <u>Status:</u> Monitor projects selected in first and second call for projects Fall-2008. Implementation beginning Spring 2009.	STA/MTC	TDA	X	X	\$15,000	Transit/Rideshare Elizabeth Richards
STA Lead - Programs	26.	<u>Solano Napa Commuter Information (SNCI) Program</u> A. Marketing SNCI Program B. Full Incentives Program C. Emergency Ride Home (ERH) Program D. Employer Commute Challenge E. Vanpool Program 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	MTC/RRP TFCA ECMAQ	X	X	\$500,000	Transit/Rideshare Judy Leaks

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STA Co-Lead Projects	27.	<p><b>Travis Air Force Base Access Improvement Plan (North &amp; South Gates)</b></p> <p>A. South Gate Access (priority)            B. North Gate Access</p> <p>Status: Travis AFB identified the South Gate as the priority gate for improvements. County lead working with STA, City of Suisun City, and Travis AFB for South Gate implementation. Funding agreement pending w/County/STA/Suisun City for South Gate. STA to seek additional federal funds for North Gate Improvements.</p> <p>EDC (South Gate):            PA/ED: 6/10            PS&amp;E: 6/10            R/W: 12/11            Beg Con: 4/12</p>	<p>STA Funding lead</p> <p>County Implementing lead</p>	<p>\$3.2M Federal Earmark</p> <p>South Gate Fully Funded</p> <p>North Gate Funding Short Fall \$5 M</p>	X	X	<p>South Gate \$ 3 M</p> <p>North Gate \$7.6 M</p>	<p>Projects            Janet Adams</p>
STA Co-Lead Projects	28.	<p><b>SR 12 West (Jameson Canyon)</b></p> <p>Build 4-lane hwy with concrete median barrier from SR 29 to I-80.</p> <p>Status: 1-STA Lead for PS&amp;E. 65% PS&amp;E submitted to CT,</p> <p>ECD:            PA/ED: 1/08            PS&amp;E: 6/10            R/W: 9/10            Begin Con 9/10</p>	<p>Caltrans            STA            NCTPA</p>	<p>\$7 M TCRP            \$74 M CMLA            \$35.5 M RTIP            \$12 M ITIP            \$2.5 M STP            \$6.4 M Fed Earmark</p>			\$139 M	<p>Projects            Janet Adams            NCTPA            Caltrans</p>

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STA Co-Lead Plans	29.	<b>SR 29 MIS</b> Status: t. 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.	<b>SR 12 MIS</b> <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  SICOG, SACOG, MTC, Caltrans	STP Planning Partnership Planning Grant (SICOG applicant) Caltrans HQ funds	X	X	\$1.0 to \$1.5 million	Planning Robert Macaulay
STA Co-Lead Plans	31.	<b>Ten-Year Transit Capital Funding Plan</b> Status: 10-Year Transit Capital Plan and process for Major, Minor and fleet under development. Over \$900,000 in Prop. 1B Transit Capital funds obtained from MTC as match for 30 bus replacements. Received federal earmark for additional alternative fuel bus, Economic Stimulus/ARRA funds secured as well. Update and prioritize plan.	STA	Prop 1B Transit Capital Federal Earmarks Fed ARRA			\$60m funding shortfall	Transit/Rideshare Elizabeth Richards



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STA Co-Lead Programs	32.	<u>Regional Measure 2 (RM 2) Implementation (Capital)</u> 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
STA Co-Lead Programs	33.	<u>Solano Climate Action Program</u> 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



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Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2009-10	FY 2010-11	EST. PROJECT COST	DEPARTMENT LEAD STAFF	Comment
STA Co-Lead Programs	34.	<p><b>Solano Express Route Management</b></p> <p>A. Rt. 30/78/90            1. Performance 3-Monitoring            2. Funding Agreement Update</p> <p>B. Countywide Intercity SolanoExpress Marketing &amp; Capital Replacement</p> <p>C. Development of multi-year funding plan</p> <p>Status: STA will work with FAST on proposed service changes for Rt. 30/90 and Vallejo Transit Rt. 78.</p>		TDA RM2 Lifeline	X	X	\$2,200,000	Transit/R Elizabeth Richards Liz Niedziela	(ER1); Keep as STA
STA Co-Lead Programs	35.	<p><b>Solano Paratransit Management</b></p> <p>A. Identify and Implement Alternative service models</p> <p>B. Performance 3-Monitoring</p> <p>C. Funding and Service Agreements</p> <p>D. Vehicle Purchase Grant Administration</p> <p>Status: Solano Paratransit funding agreements to be updated. Work with intercity paratransit service providers to respond to customer service issues.</p>	STA	TDA	X	X		Transit/Rideshare Elizabeth Richards Liz Niedziela	
STA Monitoring Projects	36.	<p><b>Benicia-Martinez Bridge Project</b></p> <p>Status: New Bridge opened. Caltrans under design of landscaping at I-780/I-680 Interchange.</p> <p>ECD: Existing bridge deck rehabilitation work underway. Existing bridge with new bike/pedestrian access expected to be opened late 2009.</p>	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

STA Lead:	Project# 1 - 25
STA Co Lead:	Project# 26 - 35
STA Monitoring:	Project# 35 - 41

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2009-10	FY 2010-11	EST. PROJECT COST	DEPARTMENT LEAD STAFF
STA Monitoring Projects	37.	<b><u>I-80 SHOPP Rehabilitation Projects</u></b> 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



SOLANO TRANSPORTATION AUTHORITY  
 PRIORITY PROJECTS FOR  
 FY 2009-10 & FY 2010-11  
 Last Updated: April 2, 2009

STA Lead:	Project# 1 - 25
STA Co Lead:	Project# 26 - 35
STA Monitoring:	Project# 35 - 41

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2009-10	FY 2010-11	EST. PROJECT COST	DEPARTMENT LEAD STAFF
STA Monitoring Projects	38.	<b>Capitol Corridor Rail Stations/Service Status:</b>		RM2	X	X	\$42 M FF/VV Station (Preliminary estimates for required track access and platform improvements.	Planning Robert Macaulay Robert Guerrero
		Individual Station Status:		ADPE-STIP				
		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.	City of Fairfield	ITIP				
		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.	City of Dixon	Local		X		
		C. Update Solano Passenger Rail Station Plan; identify ultimate number and locations of rail stations.	City of Benicia	RTIP		X		
		D. Conduct Napa/Solano Rail Feasibility Study:		E. CMAQ				
		• Identify right-of-way preservation needs	STA/ NCTPA	YSAQMD Clean Air Funds				
		• Implement action plan		MTC Rail RoW Program				
		ECD: Ongoing						

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SOLANO TRANSPORTATION AUTHORITY  
 PRIORITY PROJECTS FOR  
 FY 2009-10 & FY 2010-11  
 Last Updated: April 2, 2009

STA Lead:	Project# 1 - 25
STA Co Lead:	Project# 26 - 35
STA Monitoring:	Project# 35 - 41

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Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2009-10	FY 2010-11	EST. PROJECT COST	DEPARTMENT LEAD STAFF
STA Monitoring Projects	39.	<u>Baylink Ferry Support and Operational Funds</u> A. Vallejo Station B. Maintenance Facility C. Ferry Service D. D. Transition Plan  Status: 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.	Vallejo	RTIP Fed Demo Fed Boat TCRP Fed RM2 RTIP  Funding Plan TBD	X	X	\$65M \$10.8M \$0.5M	Transit/Rideshare Elizabeth Richards
STA Monitoring - Programs	40.	<u>Monitor Delivery of Local Projects/Allocation of Funds</u>  Status: Ongoing activity, STA developed tracking system for these projects and holds PDWG monthly meetings with local sponsors.  ECD: Ongoing activity.	STA	STIP-PPM STP/STIP Swap	X	X	N/A	Projects Kenny Wan Sam Shelton
STA Monitoring Programs	41.	<u>Federal Economic Stimulus 3-Monitoring</u> Monitor delivery of committed projects. Prepare for Tier 2 Implementation for both roads and transit.	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**

STA Lead:	Project#	1 - 25
STA Co Lead:	Project#	26 - 35
STA Monitoring:	Project#	35 - 41

**Completed Work FY 2008-09:**

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

I-80 Red Top Slide Repair – Completed 2008



DATE: April 20, 2009  
TO: STA TAC  
FROM: Janet Adams, Deputy Executive Director/Director of Projects  
RE: Access Improvements to the Solano County Fairgrounds

**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, this PSR 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 considered, 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 an estimated \$1,560,000 of the earmark for the next phase of work.

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 initiate 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 still be required prior to the STA proceeding with the project

**Fiscal Impact:**

While the requested action does not impact the STA budget as it is seeking to gain authorization to be the lead agency for the environmental document, the 20% local match source remains to be resolved with the three agencies. At such point as this is resolved, a follow-up action by the STA Board would be required should STA program manger 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.

**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 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.



DATE: April 17, 2009  
TO: STA TAC  
FROM: Liz Niedziela, Transit Program Manager/Analyst  
RE: Solano Paratransit Transition Plan

**Background:**

The Solano Transportation Authority (STA) provides oversight and Fairfield and Suisun Transit (FAST) operates Solano Paratransit through an agreement with STA. This has been the operating arrangement since the mid-1990s. 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.

Solano Paratransit is the ADA-Plus (exceeds the service area required by ADA) paratransit service that serves intercity connectivity and the unincorporated areas in the central and eastern portion of Solano County. It currently operates Monday – Saturday providing seamless intercity paratransit service for the disabled between the cities of Dixon, Fairfield, Suisun City, Vacaville and the unincorporated areas. 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 focused on intercity services. Working with FAST and the funding partners, STA has coordinated the operating and capital funding for Solano Paratransit. Solano Paratransit is operated in conjunction with Fairfield's local paratransit service (DART). STA owns the paratransit vehicles but they are maintained and operated as part of the DART fleet. STA developed the current funding methodology and updates the cost-sharing subsidies annually and monitors the service. Day-to-day operations such as eligibility determinations, dispatching, and vehicle usage are integrated with DART.

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 a result of 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. 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. With the Solano Paratransit funding partners' concern that costs are increasing at a significant rate (this was the second double digit increase in the past five years), it is becoming increasingly difficult to fund this service within the transit budgets of the local agencies. 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.

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.

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.

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 Solano Paratransit staff 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.

**Discussion:**

An important part of this assessment is to gather current passengers' profile to assess their needs for this type of service. HDR distributed a passenger survey on Solano Paratransit buses in January. A driver survey guide designed specifically to gather first hand insight on how Solano Paratransit works was completed last month. Stakeholder interviews were also completed. The outreach element, existing conditions and demand forecast have been drafted. The profile and cost were in the 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 A).

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 a transitional plan during the first week of April. The consultant developed a draft Solano Paratransit Alternatives Summary Report and Initial Transition Plan based upon the discussions in the meeting.

Staff from Fairfield, Vacaville, Dixon, and Vallejo met to discuss transfer of passengers between cities. 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. 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. Dixon Redit-Ride will provide service to Vacaville for their residents. Dixon Redit-Ride's new service will be beyond what is required by ADA. Fairfield and Vacaville will continue with the complementary paratransit service servicing only the residents in the ADA required ¾ mile radius of the fixed route system. At the time of this staff report, no affirmative decision has been made of what will transpire with the ADA passengers currently using Solano Paratransit that reside in the unincorporated areas which all appear to be located in, and travel primarily within, the vicinity of Vacaville. Fairfield's ADA residents living outside the ¾ mile service area will not be served.

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 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

The STA will continue to seek funding opportunities for paratransit services in Solano County, continue to staff the Paratransit Coordinating Council and update the Solano County Senior and Disabled Transit Study.

**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.

**Recommendation:**

Forward a recommendation to the STA Board to:

1. Approve 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 serving the communities in which they reside;
3. 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. Scope of Work
- B. Letter from the City of Fairfield received March 25, 2009
- C. Draft of the Summary of Potential Solano Paratransit Service Strategies and Preliminary Transition Plan (To be provided under separate cover.)

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**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



# CITY OF FAIRFIELD

Founded 1856

Incorporated December 12, 1903

Home of  
Travis Air Force Base

RECEIVED

MAR 25 2009

SOLANO TRANSPORTATION  
AUTHORITY

**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

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City Attorney  
Greg Stepanklich  
707.428.7419

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City Clerk  
Arlotta Cortright  
707.428.7384

...

City Treasurer  
Oscar G. Reyes, Jr.  
707.428.7496

**DEPARTMENTS**

Community Services  
707.428.7485

...

Finance  
707.428.7496

...

Fire  
707.428.7375

...

Human Resources  
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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.

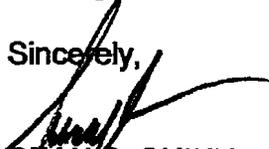
To: Solano Transportation Authority March 19, 2009  
Subject: Paratransit Operating Agreement for FY 2008-2009 Page 2

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



DATE: April 21, 2009  
TO: STA TAC  
FROM: Jayne Bauer, Marketing and Legislative Program Manager  
RE: Legislative Update

**Background:**

STA staff monitors state and federal legislation pertaining to transportation and related issues. The STA Board-approved 2009 Legislative Priorities and Platform provides policy guidance on transportation legislation and activities during 2009. Attachment A is an updated STA legislative bill matrix.

**Discussion:**

**State:**

Assembly Member Hill introduced Assembly Bill (AB) 1414 (Attachment B), 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. A more detailed description of the reforms is outlined in a white paper prepared by staff of the Santa Clara Valley Transportation Authority (Attachment C). The bill is scheduled to be heard by the Assembly Transportation Committee on April 27, 2009. Staff recommends a support position on AB 1414, based on Funding Platform #VII.3 of the 2009 STA Legislative Priorities and Platform:

*Protect State transportation Improvement Program (STIP) funds from use for purposes other than those covered in SB 45 of 1997 (Chapter 622) reforming transportation planning and programming, and support timely allocation of new STIP funds.*

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 D), the bill analysis by the Senate Transportation and Housing Committee staff (Attachment E) and a letter of opposition from the California Transit Association (Attachment F) are included for information.

**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.

**Recommendation:**

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

**Attachments:**

- A. STA Legislative Bill Matrix
- B. Assembly Bill (AB) 1414 – Hill
- C. AB 1414 White Paper
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Solano Transportation Authority

# LEGISLATIVE MATRIX

## 2009-2010 State and Federal Legislative Session

April 21, 2009

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### STATE Legislation:

Bill Number/Topic	Location	Summary	Position
<u>AB 277</u> <u>Ammiano (D)</u>  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.	
<u>AB 744</u> <u>Torrice (D)</u>  Transportation: Bay Area high-occupancy vehicle network.	ASSEMBLY TRANS Hearing scheduled 04/27/09	This bill would authorize the Bay Area Toll Authority to acquire, construct, administer, and operate a value pricing high-occupancy vehicle network program on state highways within the geographic jurisdiction of the Metropolitan Transportation Commission, as specified. The bill would authorize capital expenditures for this program to be funded from program revenues, revenue bonds, and revenue derived from tolls on state-owned toll bridges within the geographic jurisdiction of MTC.	Support
<u>AB 1219</u> <u>Evans (D)</u>  Public transportation: Solano Transportation Authority.	ASSEMBLY TRANS Hearing 04/20/09 passed 10-1.	The Transportation Development Act, also known as the Mills-Alquist-Deddeh Act, provides for the allocation of local transportation funds in each county from 1/4 of 1% of the sales tax to various transportation purposes, including transportation planning, transit operations, and in some cases, local streets and roads. The act is administered by the transportation planning agency having jurisdiction and specifies the sequence of allocations to be made by that agency to eligible claimants. This bill would authorize the Solano Transportation Authority, a joint powers agency, to file a claim with the transportation planning agency for up to 2% of local transportation funds available to the county and city members of the authority for countywide transit planning and coordination relative to Solano County. Bill contains other related provisions and existing laws.	Sponsor and support

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Bill Number/Topic	Location	Summary	Position
<b><u>AB 1414</u></b> <b><u>Hill</u> (D)</b>	Assembly Transportation Com 04/27/2009	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.	
Transportation planning.			
<b><u>ACA 9</u></b> <b><u>Huffman</u> (D)</b>	ASM Local Govt Com 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.	<b>Support</b>
Local government bonds: special taxes: voter approval.			
<b><u>SB 205</u></b> <b><u>Hancock</u> (D)</b>	SEN Approps Com 04/27/09	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.	<b>Support</b>
Traffic congestion: motor vehicle registration fees.			
<b><u>SB 716</u></b> <b><u>Wolk</u> (D)</b>	SEN Transp Com 04/21/09	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.	
Local transportation funds.			

**FEDERAL Legislation:**

Bill Number/Topic	Location	Summary	Position
<b><u>HR 1571</u></b> Tauscher (D)	Referred to HOUSE SUBCOMMITTEE ON HWYS & TRANSIT 03/18/09	This bill would amend title 49, United States Code, to permit certain revenues of private providers of public transportation by vanpool received from providing public transportation to be used for the purpose of acquiring rolling stock, and to permit certain expenditures of private vanpool contractors to be credited toward the local matching share of the costs of public transportation projects.	
Private investment in Commuter Vanpooling Act of 2009			

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AMENDED IN ASSEMBLY APRIL 2, 2009

CALIFORNIA LEGISLATURE—2009—10 REGULAR SESSION

**ASSEMBLY BILL**

**No. 1414**

**Introduced by Assembly Member Hill**

February 27, 2009

~~An act to amend Section 2231 of the Streets and Highways Code, relating to transportation. An act to amend Sections 14524, 14525, 14526, 14527, 14529, 14530.1, and 65082 of, and to add Sections 14529.5 and 14529.13 to, the Government Code, and to amend Sections 188 and 188.8 of, and to add Section 182.10 to, the Streets and Highways Code, relating to transportation.~~

LEGISLATIVE COUNSEL'S DIGEST

AB 1414, as amended, Hill. Transportation planning.

~~Existing law provides for apportionment of federal funding to the state for allocation to metropolitan planning organizations for the purpose of transportation planning activities.~~

*(1) Existing law generally provides for programming of transportation capital improvement projects pursuant to the state transportation improvement program process administered by the California Transportation Commission. Under that process, the commission, on a biennial basis, adopts a 5-year fund estimate of state and federal funds reasonably expected to be available for programming. Based on the fund estimate, the Department of Transportation prepares an interregional transportation improvement program, and regional transportation planning agencies each prepare a regional transportation improvement program, for the 5-year period. These programs are submitted to the commission for review, which subsequently adopts a 5-year state transportation improvement program that lists the projects*

*in the year that they are expected to be undertaken. Existing law specifies various fair-share formulas for allocation of available transportation funds, including the north-south split, which is applicable to all available funds, including the 25% of funds available for programming for interregional projects, and county shares, which provides a share of funds to each county, but applies only to the 75% of funds available for programming to regional projects. The commission is required to adopt the state transportation improvement program consistent with the county share formula over a 4-year period basis.*

*This bill would instead provide for programming of projects in the interregional and regional transportation improvement programs, and in the subsequently adopted state transportation improvement program, on a 6-year basis. The bill would require the fund estimate and the county share formula estimates to also be prepared and used for that same 6-year period. The bill would require projects funded by the Traffic Congestion Relief Act to be included in the state transportation improvement program.*

*(2) Existing law restricts the authority of the California Transportation Commission to reject a regional agency's regional transportation improvement program by requiring the commission to reject the entire program on grounds that the program is not consistent with commission guidelines or is not cost effective, rather than rejecting individual projects in the program.*

*This bill would preclude the commission from adding or deleting projects from a regional transportation improvement program without the concurrence of the regional agency. The bill would provide that the commission may reject the entire program if it finds that the program is not consistent with the region's long-range regional transportation plan and would delete as a grounds for rejection that the program is not cost effective.*

*This bill would also require the commission to adopt an allocation capacity estimate, as specified, for the state transportation improvement program each fiscal year after the enactment of the Budget Act. The bill would provide for regional agencies and the department to submit allocation plans for the funds that will be available during the fiscal year, and would require the commission to amend the state transportation improvement program accordingly.*

*(3) Existing law authorizes transportation projects to be funded through short-term notes, known as GARVEE bonds, backed by*

*anticipated federal transportation funds that will be received in the future.*

*This bill would authorize projects in the state transportation improvement program to be advanced to an earlier fiscal year through issuance of notes backed by future funds made available to the state transportation program. The bill would require an annual report from the commission to the Legislature in that regard.*

*This bill would also make a ~~nonsubstantive change~~ nonsubstantive and technical changes to these provisions.*

Vote: majority. Appropriation: no. Fiscal committee: ~~no~~-yes.  
State-mandated local program: no.

*The people of the State of California do enact as follows:*

1     SECTION 1. Section 14524 of the Government Code is  
2     amended to read:

3     14524. (a) Not later than July 15, ~~2001~~ 2011, and July 15 of  
4     each odd-numbered year thereafter, the department shall submit  
5     to the commission a ~~five-year~~ six-year estimate pursuant to Section  
6     164 of the Streets and Highways Code, in annual increments, of  
7     all federal and state funds reasonably expected to be available  
8     during the following ~~five~~ six fiscal years.

9     (b) The estimate shall specify the amount that may be  
10    programmed in each county for regional *transportation*  
11    improvement programs pursuant to paragraph (2) of subdivision  
12    (a) of Section 164 of the Streets and Highways Code and shall  
13    identify any statutory restriction on the use of particular funds.

14    (c) For the purpose of estimating revenues, the department shall  
15    assume that there will be no changes in existing state and federal  
16    statutes. Federal funds available for demonstration projects that  
17    are not subject to federal obligational authority, or are accompanied  
18    with their own dedicated obligational authority, shall not be  
19    considered funds that would otherwise be available to the state  
20    and shall not be included in the fund estimate.

21    (d) The method by which the estimate is determined shall be  
22    determined by the commission, in consultation with the department,  
23    transportation planning agencies, and county transportation  
24    commissions.

25    SEC. 2. Section 14525 of the Government Code is amended to  
26    read:

1 14525. (a) Not later than August 15, ~~2001~~ 2011, and August  
 2 15 of each odd-numbered year thereafter, the commission shall  
 3 adopt a ~~five-year~~ *six-year* estimate pursuant to Section 164 of the  
 4 Streets and Highways Code, in annual increments, of all state and  
 5 federal funds reasonably expected to be available during the  
 6 following ~~five~~ *six* fiscal years.

7 (b) The estimate shall specify the amount that may be  
 8 programmed in each county for regional *transportation*  
 9 improvement programs under paragraph (2) of subdivision (a) of  
 10 Section 164 of the Streets and Highways Code and shall identify  
 11 any statutory restriction on the use of particular funds.

12 (c) For the purpose of estimating revenues, the commission  
 13 shall assume that there will be no change in existing state and  
 14 federal statutes. Federal funds available for demonstration projects  
 15 that are not subject to federal obligational authority, or are  
 16 accompanied with their own dedicated obligational authority, shall  
 17 not be considered funds that would otherwise be available to the  
 18 state and shall not be included in the fund estimate.

19 (d) If the commission finds that legislation pending before the  
 20 Legislature or the United States Congress may have a significant  
 21 impact on the fund estimate, the commission may postpone the  
 22 adoption of the fund estimate for no more than 90 days. Prior to  
 23 March 1 of each even-numbered year, the commission may amend  
 24 the estimate following consultation with the department,  
 25 transportation planning agencies, and county transportation  
 26 commissions to account for unexpected revenues or other  
 27 unforeseen circumstances. In the event the fund estimate is  
 28 amended, the commission shall extend the dates for the submittal  
 29 of *transportation* improvement programs as specified in Sections  
 30 14526 and 14527 and for the adoption of the state transportation  
 31 improvement program pursuant to Section 14529.

32 *SEC. 3. Section 14526 of the Government Code is amended to*  
 33 *read:*

34 14526. (a) Not later than December 15, ~~2001~~ 2011, and  
 35 December 15 of each odd-numbered year thereafter, and after  
 36 consulting with the transportation planning agencies, county  
 37 transportation commissions, and transportation authorities, the  
 38 department shall submit to the commission its ~~five-year~~ *six-year*  
 39 interregional transportation improvement program consisting of  
 40 all of the following:

1 (1) Projects to improve state highways, pursuant to subdivision  
2 (b) of Section 164 of the Streets and Highways Code.

3 (2) Projects to improve the intercity passenger rail system.

4 (3) Projects to improve interregional movement of people,  
5 vehicles, and goods.

6 (b) Projects may not be included in the interregional  
7 transportation improvement program without a *complete* project  
8 study report *or project study report equivalent*, or a major  
9 investment study.

10 (c) Major projects shall include current costs updated as of  
11 November 1 of the year of submittal and escalated to the  
12 appropriate year, and shall be consistent with, and provide the  
13 information required in, subdivision (b) of Section 14529.

14 (d) Projects included in the interregional transportation  
15 improvement program shall be consistent with the adopted regional  
16 transportation plan.

17 *SEC. 4. Section 14527 of the Government Code is amended to*  
18 *read:*

19 14527. (a) After consulting with the department, the regional  
20 transportation planning agencies and county transportation  
21 commissions shall adopt and submit to the commission and the  
22 department, not later than December 15, ~~2001~~ 2011, and December  
23 15 of each odd-numbered year thereafter, a ~~five-year~~ *six-year*  
24 regional transportation improvement program in conformance with  
25 Section 65082. In counties where a county transportation  
26 commission has been created pursuant to Chapter 2 (commencing  
27 with Section 130050) of Division 12 of the Public Utilities Code,  
28 that commission shall adopt and submit the county transportation  
29 improvement program, in conformance with Sections 130303 and  
30 130304 of that code, to the ~~multicounty-designated~~ *multicounty*  
31 *designated* transportation planning agency. Other information,  
32 including a program for expenditure of local or federal funds, may  
33 be submitted for information purposes with the program, but only  
34 at the discretion of the transportation planning agencies or the  
35 county transportation commissions. As used in this section, “county  
36 transportation commission” includes a transportation authority  
37 created pursuant to Chapter 2 (commencing with Section 130050)  
38 of Division 12 of the Public Utilities Code.

39 (b) The regional transportation improvement program shall  
40 include all projects to be funded with the county share under

1 paragraph (2) of subdivision (a) of Section 164 of the Streets and  
2 Highways Code. The regional programs shall be limited to projects  
3 to be funded in whole or in part with the county share that shall  
4 include all projects to receive allocations by the commission during  
5 the following ~~five~~ *six* fiscal years. For each project, the total  
6 expenditure for each project component and the total amount of  
7 commission allocation and the year of allocation shall be stated.  
8 The total cost of projects to be funded with the county share shall  
9 not exceed the amount specified in the fund estimate made by the  
10 commission pursuant to Section 14525.

11 (c) The regional transportation planning agencies and county  
12 transportation commissions may recommend projects to improve  
13 state highways with the interregional share pursuant to subdivision  
14 (b) of Section 164 of the Streets and Highways Code. The  
15 recommendations shall be separate and distinct from the regional  
16 transportation improvement program. A project recommended for  
17 funding pursuant to this subdivision shall constitute a usable  
18 segment and shall not be a condition for inclusion of other projects  
19 in the regional transportation improvement program.

20 (d) The department may nominate or recommend the inclusion  
21 of projects in the regional transportation improvement program to  
22 improve state highways with the county share pursuant to  
23 paragraph (2) of subdivision (a) and subdivision (e) of Section 164  
24 of the Streets and Highways Code. A regional transportation  
25 planning agency and a county transportation commission shall  
26 have sole authority for determining whether any of the project  
27 nominations or recommendations are accepted and included in the  
28 regional transportation improvement program adopted and  
29 submitted pursuant to this section. This authority provided to a  
30 regional transportation planning agency or to a county  
31 transportation commission extends only to a project located within  
32 its jurisdiction.

33 (e) Major projects shall include current costs updated as of  
34 November 1 of the year of submittal and escalated to the  
35 appropriate year of *expenditure*, and shall be consistent with, and  
36 provide the information required in, subdivision (b) of Section  
37 14529.

38 (f) The regional transportation improvement program may not  
39 change the project delivery milestone date of any project as shown  
40 in the prior adopted state transportation improvement program

1 without the consent of the department or other agency responsible  
2 for the project's delivery.

3 (g) Projects may not be included in the regional transportation  
4 improvement program without a complete project study report or;  
5 ~~for a project that is not on a state highway, a project study report~~  
6 ~~equivalent a project study report equivalent, or a major investment~~  
7 study.

8 (h) Each transportation planning agency and county  
9 transportation commission may request and receive an amount not  
10 to exceed 5 percent of its county share for the purposes of project  
11 planning, programming, and monitoring.

12 *SEC. 5. Section 14529 of the Government Code is amended to*  
13 *read:*

14 14529. (a) The state transportation improvement program shall  
15 include a listing of all capital improvement projects that are  
16 expected to receive an allocation of state transportation funds ~~under~~  
17 ~~Section 164 of the Streets and Highways Code, including revenues~~  
18 ~~from transportation bond acts, pursuant to subdivision (e) from~~  
19 the commission during the following ~~five~~ *six* fiscal years. ~~It shall~~  
20 ~~include, and be limited to, the projects to be funded with the~~  
21 following:

22 ~~(1) Interregional improvement funds.~~

23 ~~(2) Regional improvement funds.~~

24 (b) For each project, the program shall specify the allocation or  
25 expenditure amount and the allocation or expenditure year for each  
26 of the following project components:

27 (1) Completion of all permits and environmental studies.

28 (2) Preparation of plans, specifications, and estimates.

29 (3) The acquisition of rights-of-way, including, but not limited  
30 to, support activities.

31 (4) Construction and construction management and engineering,  
32 including surveys and inspection.

33 (c) Funding for right-of-way acquisition and construction for a  
34 project may be included in the program only if the commission  
35 makes a finding that the sponsoring agency will complete the  
36 environmental process and can proceed with right-of-way  
37 acquisition or construction within the ~~five-year~~ *six-year* period.  
38 No allocation for right-of-way acquisition or construction shall be  
39 made until the completion of the environmental studies and the  
40 selection of a preferred alternative.

1 (d) The commission shall adopt and submit to the Legislature  
2 and the Governor, not later than April 1 of each even-numbered  
3 year thereafter, a state transportation improvement program. The  
4 program shall cover a period of ~~five~~ *six* years, beginning July 1 of  
5 the year it is adopted, and shall be a statement of intent by the  
6 commission for the allocation or expenditure of funds during those  
7 ~~five~~ *six* years. The program shall include projects ~~which~~ *that* are  
8 expected to receive funds prior to July 1 of the year of adoption,  
9 but for which the commission has not yet allocated funds.

10 (e) The projects included in the adopted state transportation  
11 improvement program shall be limited to ~~those~~ *the following*:

12 (1) *Those projects receiving funds pursuant to Section 164 of*  
13 *the Streets and Highways Code that are* submitted or recommended  
14 pursuant to Sections 14526 and 14527. The total amount  
15 programmed in each fiscal year for each program category shall  
16 not exceed the amount specified in the fund estimate adopted under  
17 Section 14525.

18 (2) *Those projects programmed by the commission pursuant to*  
19 *Section 8879.23 or any other state transportation bond act.*

20 (3) *Those projects receiving state funding pursuant to Section*  
21 *14556.40.*

22 (f) The state transportation improvement program is a resource  
23 management document to assist the state and local entities to plan  
24 and implement transportation improvements and to utilize available  
25 resources in a cost-effective manner. It is a document for each  
26 county and each region to declare their intent to use available state  
27 and federal funds in a timely and cost-effective manner.

28 (g) Prior to the adoption of the state transportation improvement  
29 program, the commission shall hold not less than one hearing in  
30 northern California and one hearing in southern California to  
31 reconcile any objections by any county or regional agency to the  
32 department's *interregional transportation improvement* program  
33 or the department's objections to any regional *transportation*  
34 *improvement* program.

35 (h) The commission shall incorporate projects that are included  
36 in the regional transportation improvement program and are to be  
37 funded with regional *transportation* improvement *program* funds,  
38 unless the commission finds that the regional transportation  
39 improvement program is not consistent with the guidelines adopted  
40 by the commission or is not a ~~cost-effective expenditure of state~~

1 ~~funds~~ *consistent with the region's long-range regional*  
 2 *transportation plan*, in which case the commission may reject the  
 3 regional transportation improvement program in its entirety. The  
 4 finding shall be based on an objective analysis, including, but not  
 5 limited to, travel forecast, cost, and air quality. The commission  
 6 shall hold a public hearing in the affected county or region prior  
 7 to rejecting the program, or not later than 60 days after rejecting  
 8 the program. When a regional transportation improvement program  
 9 is rejected, the regional entity may submit a new regional  
 10 transportation improvement program for inclusion in the state  
 11 transportation improvement program. The commission shall not  
 12 reject a regional transportation improvement program unless, not  
 13 later than 60 days after the date it received the program, it provided  
 14 notice to the affected agency that specified the factual basis for its  
 15 proposed action. *The commission may not add projects to, or delete*  
 16 *projects from, a regional transportation improvement program*  
 17 *without the concurrence of the affected regional transportation*  
 18 *planning agency or the county transportation commission*  
 19 *responsible for preparing and submitting the regional*  
 20 *transportation improvement program.*

21 (i) A project may be funded with more than one of the program  
 22 categories listed in Section 164 of the Streets and Highways Code.

23 (j) Notwithstanding any other provision of law, no local or  
 24 regional matching funds shall be required for projects that are  
 25 included in the state transportation improvement program *pursuant*  
 26 *to paragraph (1) of subdivision (e).*

27 (k) The commission may include a project recommended by a  
 28 regional transportation planning agency or county transportation  
 29 commission pursuant to subdivision (c) of Section 14527, if the  
 30 commission makes a finding, based on an objective analysis, that  
 31 the recommended project is more cost-effective than a project  
 32 submitted by the department pursuant to Section 14526.

33 *SEC. 6. Section 14529.5 is added to the Government Code, to*  
 34 *read:*

35 *14529.5. (a) Not later than 30 days after the enactment of the*  
 36 *annual Budget Act, the department shall submit to the commission*  
 37 *an estimate of allocation capacity for the state transportation*  
 38 *improvement program for the entire fiscal year.*

39 *(b) Not later than 60 days after the enactment of the annual*  
 40 *Budget Act, the commission shall adopt an allocation capacity*

1 estimate for the entire fiscal year. Seventy-five percent of the  
2 allocation capacity shall be made available for regional  
3 transportation improvement program funds and 25 percent shall  
4 be made available for interregional transportation improvement  
5 program funds.

6 (1) The estimate shall specify the amount available for allocation  
7 in each region for regional transportation improvements under  
8 paragraph (2) of subdivision (a) of Section 164 of the Streets and  
9 Highways Code, and shall identify any statutory restrictions on  
10 the use of particular funds.

11 (2) Priority for available allocation capacity shall be given to  
12 the following projects in the following order:

13 (A) Projects with programming commitments under Section  
14 14529.7.

15 (B) Projects where funding was deferred from prior years.

16 (C) Projects with previously approved allocation extensions.

17 (D) Projects programmed in the current year of the state  
18 transportation improvement program.

19 (c) Any additional allocation capacity beyond the commitments  
20 under paragraph (2) of subdivision (b) shall be made available to  
21 the regions based on the formula distribution to the regions for  
22 the regional transportation improvement program programming  
23 shares.

24 (d) Any shortfall in allocation capacity that results in the  
25 inability to fund the commitments under paragraph (2) of  
26 subdivision (b) shall be distributed among the regions based on  
27 the formula distribution to the regions for the regional  
28 transportation improvement program programming shares.

29 (e) Not later than 90 days after the enactment of the annual  
30 Budget Act, after consulting with the department, the regional  
31 transportation planning agencies and the county transportation  
32 commissions shall submit to the commission and the department  
33 their annual allocation plan for the regional transportation  
34 improvement program for that fiscal year, including any previous  
35 allocations in that year. The regional allocation plans may advance  
36 programmed projects from later years, and defer programmed  
37 projects in the current year, without penalty.

38 (f) Not later than 120 days after the enactment of the annual  
39 Budget Act, the commission shall adopt a statewide allocation  
40 plan. The commission shall adopt a region's allocation plan in its

1 *entirety, unless the region's allocation plan exceeds the target*  
2 *allocation capacity for that region pursuant to the estimate adopted*  
3 *pursuant to subdivision (b), in which case the commission may*  
4 *reduce a region's allocation plan by the amount that is*  
5 *oversubscribed. The commission may not make any changes to a*  
6 *region's allocation plan that is within its allocation capacity*  
7 *amount without the concurrence of the regional agency.*

8 *(g) Thereafter, the commission shall process any state*  
9 *transportation improvement program amendments necessary to*  
10 *implement the allocation plan.*

11 *SEC. 7. Section 14529.13 is added to the Government Code,*  
12 *to read:*

13 *14529.13. (a) For purposes of this section, "transportation*  
14 *agency" means any of the following:*

15 *(1) A transportation planning agency designated pursuant to*  
16 *Section 29532 or 29532.1.*

17 *(2) A county transportation commission created pursuant to*  
18 *Chapter 2 (commencing with Section 130050) of Division 12 of*  
19 *the Public Utilities Code.*

20 *(3) An agency designated pursuant to Section 66531 to submit*  
21 *the county transportation plan, with the consent of a transportation*  
22 *planning agency or a county transportation commission for the*  
23 *jurisdiction in which the transportation project will be developed.*

24 *(4) Any other local or regional transportation agency that is*  
25 *designated by statute as a regional transportation agency or a*  
26 *joint exercise of powers authority as defined in Chapter 5*  
27 *(commencing with Section 6500) of Division 7 of Title 1.*

28 *(b) The department or a transportation agency may request the*  
29 *commission to advance a project included in the state*  
30 *transportation improvement program to an earlier fiscal year from*  
31 *the proceeds of notes issued pursuant to this section. If a project*  
32 *is advanced pursuant to this section, the state transportation*  
33 *improvement program shall be revised at the time of adoption or*  
34 *by amendment to show the project in the earlier fiscal year.*

35 *(c) (1) The commission may from time to time select and*  
36 *designate eligible projects to be funded from the proceeds of notes,*  
37 *if financing of the project from the proceeds of notes has been*  
38 *approved by the transportation agency and the project has*  
39 *completed environmental clearance and project design.*

1 (2) *On or before April 1 of each year, the commission, in*  
2 *conjunction with the Treasurer, shall prepare an annual analysis*  
3 *of the bonding capacity of the state transportation improvement*  
4 *program.*

5 (d) *The commission, in cooperation with the department and*  
6 *transportation agencies, shall establish guidelines for eligibility*  
7 *for funding allocations under this section. The guidelines shall*  
8 *establish a limit on the total number of state transportation*  
9 *improvement program funds that may be pledged, as well as a*  
10 *maximum amount that a transportation agency may pledge from*  
11 *its county share. The guidelines shall be nondiscriminatory and*  
12 *shall be designed to allow as many counties as possible to establish*  
13 *eligibility for funding allocations under this section, regardless of*  
14 *the population or geographic location of the county.*

15 (e) *Funds allocated to a project under this section, including*  
16 *cost overruns and financing costs, shall be counted against the*  
17 *interregional improvement program share in the case of a project*  
18 *in the interregional transportation improvement program and the*  
19 *county share for the county in which the project is located in the*  
20 *case of a project in a regional transportation improvement*  
21 *program.*

22 (f) *In order to provide security for repayment of the notes, the*  
23 *commission shall adopt a resolution dedicating and pledging any*  
24 *future funds in the state transportation improvement program to*  
25 *the payment of principal of, and interest and premium on, the*  
26 *notes, for as long as any notes remain outstanding. That action*  
27 *shall constitute a pledge or receipt of those moneys as collateral*  
28 *within the meaning of subdivision (d) of Section 5450. The pledge*  
29 *shall be governed by Chapter 5.5 (commencing with Section 5450)*  
30 *of Division 6 of Title 1. The commission shall be deemed a "public*  
31 *body" for purposes of Section 5451, as defined in subdivision (e)*  
32 *of Section 5450.*

33 (g) (1) *Upon taking the actions authorized by this section, the*  
34 *commission may request the Treasurer to issue notes to provide*  
35 *funds for the eligible projects.*

36 (2) *On or before April 1 of each year, the commission shall*  
37 *prepare and submit an annual report to the Governor and the*  
38 *Legislature. Each report shall compile and detail the total amount*  
39 *of outstanding debt issued pursuant to this section and the projects*  
40 *funded by that debt in the preceding calendar year.*

1     *SEC. 8. Section 14530.1 of the Government Code is amended*  
2 *to read:*

3     14530.1. (a) The department, in cooperation with the  
4 commission, transportation planning agencies, and county  
5 transportation commissions and local governments, shall develop  
6 guidelines for the development of the state transportation  
7 improvement program and the incorporation of projects into the  
8 state transportation improvement program.

9     (b) The guidelines shall include, but not be limited to, all of the  
10 following:

- 11     (1) Standards for project deliverability.
- 12     (2) Standards for identifying projects and project components.
- 13     (3) Standards for cost estimating.
- 14     (4) Programming methods for increases and schedule changes.
- 15     (5) Objective criteria for measuring system performance and  
16 cost-effectiveness of candidate projects.

17     ~~(c) The guidelines shall be submitted to the commission by~~  
18 ~~February 1, 1999. After conducting at least one hearing in northern~~  
19 ~~California and one in southern California, the commission shall~~  
20 ~~adopt the guidelines by May 1, 1999.~~

21     (b) *The criteria to be used by the commission to determine*  
22 *whether to accept or reject a regional transportation improvement*  
23 *program pursuant to subdivision (h) of Section 14529.*

24     ~~(d)~~

25     (c) The guidelines shall be the complete and full statement of  
26 the policy, standards, and criteria that the commission intends to  
27 use in selecting projects to be included in the state transportation  
28 improvement program.

29     ~~(e)~~

30     (d) The commission may amend the adopted guidelines after  
31 conducting at least one public hearing. The commission shall make  
32 a reasonable effort to adopt the amended guidelines prior to its  
33 adoption of the fund estimate pursuant to Section 14525. In no  
34 event shall the adopted guidelines be amended, or otherwise  
35 revised, modified, or altered during the period commencing 30  
36 days after the adoption of the fund estimate pursuant to Section  
37 14525 and before the adoption of the state transportation  
38 improvement program pursuant to Section 14529.

39     *SEC. 9. Section 65082 of the Government Code is amended to*  
40 *read:*

1 65082. (a) (1) A ~~five-year~~ *six-year* regional transportation  
2 improvement program shall be prepared, adopted, and submitted  
3 to the California Transportation Commission on or before  
4 December 15 of each odd-numbered year thereafter, updated every  
5 two years, pursuant to Sections 65080 and 65080.5 and the  
6 guidelines adopted pursuant to Section 14530.1, to include regional  
7 transportation improvement projects and programs proposed to be  
8 funded, in whole or in part, in the state transportation improvement  
9 program.

10 (2) Major projects shall include current costs updated as of  
11 November 1 of the year of submittal and escalated to the  
12 appropriate year *of expenditure*, and be listed by relative priority,  
13 taking into account need, delivery milestone dates, and the  
14 availability of funding.

15 (b) Except for those counties that do not prepare a congestion  
16 management program pursuant to Section 65088.3, congestion  
17 management programs adopted pursuant to Section 65089 shall  
18 be incorporated into the regional transportation improvement  
19 program submitted to the commission by December 15 of each  
20 odd-numbered year.

21 (c) Local projects not included in a congestion management  
22 program shall not be included in the regional transportation  
23 improvement program. Projects and programs adopted pursuant  
24 to subdivision (a) shall be consistent with the capital improvement  
25 program adopted pursuant to paragraph (5) of subdivision (b) of  
26 Section 65089, and the guidelines adopted pursuant to Section  
27 14530.1.

28 (d) Other projects may be included in the regional transportation  
29 improvement program if listed separately.

30 (e) Unless a county not containing urbanized areas of over  
31 50,000 population notifies the Department of Transportation by  
32 July 1 that it intends to prepare a regional transportation  
33 improvement program for that county, the department shall, in  
34 consultation with the affected local agencies, prepare the program  
35 for all counties for which it prepares a regional transportation plan.

36 (f) The requirements for incorporating a congestion management  
37 program into a regional transportation improvement program  
38 specified in this section do not apply in those counties that do not  
39 prepare a congestion management program in accordance with  
40 Section 65088.3.

1 (g) The regional transportation improvement program may  
2 include a reserve of county shares for providing funds in order to  
3 match federal funds.

4 *SEC. 10. Section 182.10 is added to the Streets and Highways*  
5 *Code, to read:*

6 *182.10. (a) Notwithstanding Sections 182 and 182.5, Sections*  
7 *188, 188.8, and 825 shall not apply to the expenditure of an amount*  
8 *of federal funds equal to the amount of federal funds apportioned*  
9 *to the state pursuant to that portion of subsection (b)(3) of Section*  
10 *104, subsection (c) of Section 157, and subsection (d) of Section*  
11 *160, of Title 23 of the United States Code, that is allocated within*  
12 *the state subject to subsection (d)(2) of Section 133 of Title 23 of*  
13 *the United States Code. These funds shall be known as the regional*  
14 *transportation enhancement funds. The department, the*  
15 *transportation planning agencies, the county transportation*  
16 *commissions, and the metropolitan planning organizations may*  
17 *do all things necessary in their jurisdictions to secure and expend*  
18 *those federal funds in accordance with the intent of federal law.*

19 *(b) The regional transportation enhancement funds shall be*  
20 *apportioned by the department to metropolitan planning*  
21 *organizations designated pursuant to Section 134 of Title 23 of*  
22 *the United States Code, and, in areas where none has been*  
23 *designated, to the transportation planning agency designated*  
24 *pursuant to Section 29532 or 29532.1 of the Government Code.*  
25 *The funds shall be apportioned in the manner and in accordance*  
26 *with the formula set forth in subsection (d) of Section 160 of Title*  
27 *23 of the United States Code, except that the apportionment shall*  
28 *be among all areas of the state. Funds apportioned under this*  
29 *subdivision shall remain available for three federal fiscal years,*  
30 *including the federal fiscal year in which the apportionment*  
31 *occurred.*

32 *SEC. 11. Section 188 of the Streets and Highways Code is*  
33 *amended to read:*

34 *188. (a) All federal and state funds to be allocated by the*  
35 *commission, or expended by the department, for transportation*  
36 *improvements under Section 164, except for purposes of*  
37 *subdivisions (b) and (c) of that section, shall be programmed during*  
38 *the period commencing on July 1, 1997, and ending on June 30,*  
39 *2004, and for each four-year period thereafter, 40 percent in County*  
40 *Group No. 1 and 60 percent in County Group No. 2.*

1 (b) This section shall be known and may be cited as the  
 2 Barnes-Mills-Walsh formula.

3 *SEC. 12. Section 188.8 of the Streets and Highways Code is*  
 4 *amended to read:*

5 188.8. (a) From the funds programmed pursuant to Section  
 6 188 for regional improvement projects, the commission shall  
 7 approve programs and program amendments, so that funding is  
 8 distributed to each county of County Group No. 1 and in each  
 9 county of County Group No. 2 ~~during the county share periods~~  
 10 ~~commencing July 1, 1997, and ending June 30, 2004, and each~~  
 11 ~~period of four years thereafter. The amount shall be computed as~~  
 12 ~~follows:~~

13 (1) The commission shall compute, ~~for the county share periods~~  
 14 all of the money to be expended for regional *transportation*  
 15 improvement projects in County Groups Nos. 1 and 2, respectively,  
 16 *based on the fund estimate adopted under Section 14524 of the*  
 17 *Government Code and as provided in Section 188.*

18 (2) From the amount computed for County Group No. 1 in  
 19 paragraph (1) ~~for the county share periods~~ *programming period*  
 20 the commission shall determine the amount of programming for  
 21 each county in the group based on a formula that is based 75  
 22 percent on the population of the county to the total population of  
 23 County Group No. 1 and 25 percent on state highway miles in the  
 24 county to the total state highway miles in County Group No. 1.

25 (3) From the amount computed for County Group No. 2 in  
 26 paragraph (1) ~~for the county share periods~~ *programming period*  
 27 the commission shall determine the amount of programming for  
 28 each county in the group based on a formula that is based 75  
 29 percent on the population of the county to the total population of  
 30 County Group No. 2 and 25 percent on state highway miles in the  
 31 county to the total state highway miles in County Group No. 2.

32 (b) Notwithstanding subdivision (a), that portion of the county  
 33 population and state highway mileage in El Dorado and Placer  
 34 Counties that is included within the jurisdiction of the Tahoe  
 35 Regional Planning Agency shall be counted separately toward the  
 36 area under the jurisdiction of the Tahoe Regional Transportation  
 37 Agency and may not be included in El Dorado and Placer Counties.  
 38 The commission shall approve programs, program amendments,  
 39 and fund reservations for the area under the jurisdiction of the

1 Tahoe Regional Transportation Agency that shall be calculated  
2 using the formula described in paragraph (2) of subdivision (a).

3 (c) A transportation planning agency designated pursuant to  
4 Section 29532 *or* 29532.1 of the Government Code, or a county  
5 transportation commission created by Division 12 (commencing  
6 with Section 130000) of the Public Utilities Code, may adopt a  
7 resolution to pool its county share programming with any county  
8 or counties adopting similar resolutions to consolidate its county  
9 shares for two consecutive ~~county share~~ *programming* periods into  
10 a single share covering both periods. A multicounty transportation  
11 planning agency with a population of less than three million may  
12 also adopt a resolution to pool the share of any county or counties  
13 within its region. The resolution shall provide for pooling the  
14 county share programming in any of the pooling counties for the  
15 new single share ~~period~~ and shall be submitted to the commission  
16 not later than May 1 immediately preceding the commencement  
17 of the ~~county share~~ *programming* period.

18 (d) For the purposes of this section, funds programmed shall  
19 include the following costs pursuant to subdivision (b) of Section  
20 14529 of the Government Code:

21 (1) The amounts programmed or budgeted for both components  
22 of project development in the original programmed year.

23 (2) The amount programmed for right-of-way in the year  
24 programmed in the most recent state transportation improvement  
25 program. If the final estimate is greater than 120 percent or less  
26 than 80 percent of the amount originally programmed, the amount  
27 shall be adjusted for final expenditure estimates at the time of  
28 right-of-way certification.

29 (3) The engineer's final estimate of project costs, including  
30 construction engineering, presented to the commission for approval  
31 pursuant to Section 14533 of the Government Code in the year  
32 programmed in the most recent state transportation improvement  
33 program. If the construction contract award amount is less than  
34 80 percent of the engineer's final estimate, excluding construction  
35 engineering, the department shall notify the commission and the  
36 commission may adjust its project allocation accordingly.

37 (4) Project costs shown in the program, as amended, where  
38 project allocations have not yet been approved by the commission,  
39 escalated to the date of scheduled project delivery.

- 1 (e) Project costs may not be changed to reflect any of the  
 2 following:
- 3 (1) Differences that are within 20 percent of the amount  
 4 programmed for actual project development cost.
- 5 (2) Actual right-of-way purchase costs.
- 6 (3) Construction contract award amounts, except when those  
 7 amounts are less than 80 percent of the engineer’s final estimate,  
 8 excluding construction engineering, and the commission has  
 9 adjusted the project construction allocation.
- 10 (4) Changes in construction expenditures, except for  
 11 supplemental project allocations made by the commission.
- 12 (f) For the purposes of this section, the population in each county  
 13 is that determined by the last preceding federal census, or a  
 14 subsequent census validated by the Population Research Unit of  
 15 the Department of Finance, at the beginning of each county share  
 16 period.
- 17 (g) For the purposes of this section, “state highway miles” means  
 18 the miles of state highways open to vehicular traffic at the  
 19 beginning of each ~~county share~~ *programming* period.
- 20 (h) It is the intent of the Legislature that there is to be flexibility  
 21 in programming under this section and Section 188 so that, while  
 22 ensuring that each county will receive an equitable share of state  
 23 transportation improvement program funding, the types of projects  
 24 selected and the programs from which they are funded may vary  
 25 from county to county.
- 26 (i) ~~Commencing with the four-year period commencing on July~~  
 27 ~~1, 2004, individual~~ *Individual* county share shortfalls and surpluses  
 28 at the end of each ~~four-year~~ *programming* period, if any, shall be  
 29 carried forward and credited or debited to the following ~~four years~~  
 30 *programming period*.
- 31 (j) The commission, with the consent of the department, may  
 32 consider programming projects in the state transportation  
 33 improvement program in a county with a population of not more  
 34 than 1,000,000 at a level higher or lower than the county share,  
 35 when the regional agency either asks to reserve part or all of the  
 36 county’s share until a future programming year, to build up a larger  
 37 share for a higher cost project, or asks to advance an amount of  
 38 the share, in an amount not to exceed 200 percent of the county’s  
 39 current share, for a larger project, to be deducted from shares for  
 40 future programming years. After consulting with the department,

1 the commission may adjust the level of programming in the  
2 regional program in the affected region against the level of  
3 interregional programming in the improvement program to  
4 accomplish the reservation or advancement, for the current state  
5 transportation improvement program. The commission shall keep  
6 track of any resulting shortfalls or surpluses in county shares.

7 (k) Notwithstanding subdivision (a), in a region defined by  
8 Section 66502 of the Government Code, the transportation planning  
9 agency may adopt a resolution to pool the county share of any  
10 county or counties within the region, if each county receives ~~no~~  
11 *not* less than 85 percent and not more than 115 percent of its county  
12 share for a single county share *programming* period and 100  
13 percent of its county share over two consecutive county share  
14 *programming* periods. The resolution shall be submitted to the  
15 commission not later than May 1, immediately preceding the  
16 commencement of the county share *programming* period *with the*  
17 *submittal of the regional transportation improvement program.*

18 (l) Federal funds used for federal demonstration projects that  
19 use federal obligational authority otherwise available for other  
20 projects shall be subtracted from the county share of the county  
21 where the project is located.

22 ~~SECTION 1. Section 2231 of the Streets and Highways Code~~  
23 ~~is amended to read:~~

24 ~~2231. The federal government has authorized appropriations~~  
25 ~~for expenditure within urbanized areas for comprehensive~~  
26 ~~transportation planning purposes. The purpose of this chapter is~~  
27 ~~to implement this program in this state. The commission, the~~  
28 ~~department, appropriate regional and local planning agencies,~~  
29 ~~boards of supervisors, and city councils are authorized to do all~~  
30 ~~things necessary in their respective jurisdictions to secure these~~  
31 ~~federal funds in accordance with the intent of federal law and this~~  
32 ~~chapter.~~

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## **AB 1414 (HILL): STIP REFORM**

### **BACKGROUND**

SB 45 (Kopp), which was enacted into law in 1997, brought about various changes to the process for programming transportation dollars through the State Transportation Improvement Program (STIP). In general, this legislation simplified the programming process by consolidating numerous transportation funding pots into two broad categories: (a) the Regional Transportation Improvement Program (RTIP); and (b) the Interregional Transportation Improvement Program (ITIP).

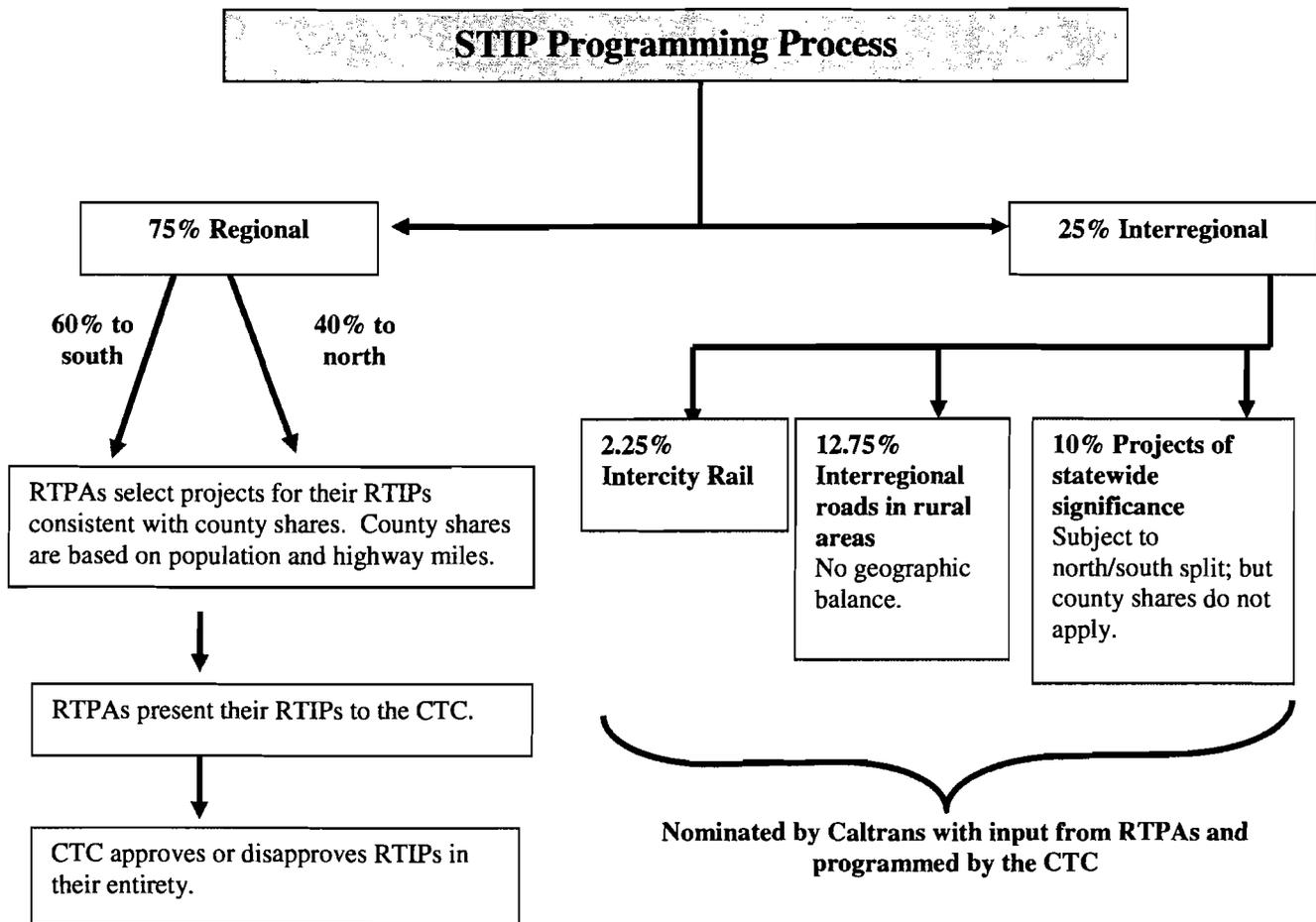
SB 45 also devolved a significant amount of programming responsibility from the state to the Regional Transportation Planning Agencies (RTPAs). The argument made at the time was that the regions and counties were in a much better position to determine how to best meet their unique transportation needs. Under the provisions of SB 45, the RTPAs have programming responsibility for 75 percent of available STIP dollars through their RTIPs. Projects eligible to be programmed at the regional level include:

- State highways.
- Local streets and roads.
- Rail and other public transit capital improvements.
- Bicycle and pedestrian facilities.
- Grade separations.
- Transportation system management activities.
- Soundwalls.
- Intermodal facilities.

Under the provisions of SB 45, the regional agencies must submit their RTIPs to the California Transportation Commission (CTC) for inclusion in the STIP. The CTC cannot modify the RTIPs; the commission can only accept or reject them in their entirety.

The ITIP, which captures the remaining 25 percent of available STIP dollars, consists of the following: (a) projects that facilitate the interregional movement of people and goods; (b) projects that are considered to be of statewide significance; (c) projects on the interregional roadway system that are outside the boundaries of urban areas; and (d) intercity rail capital improvements. These projects are nominated by Caltrans with input from the RTPAs, and are programmed in the STIP by the CTC.

The following chart illustrates the current STIP programming process:



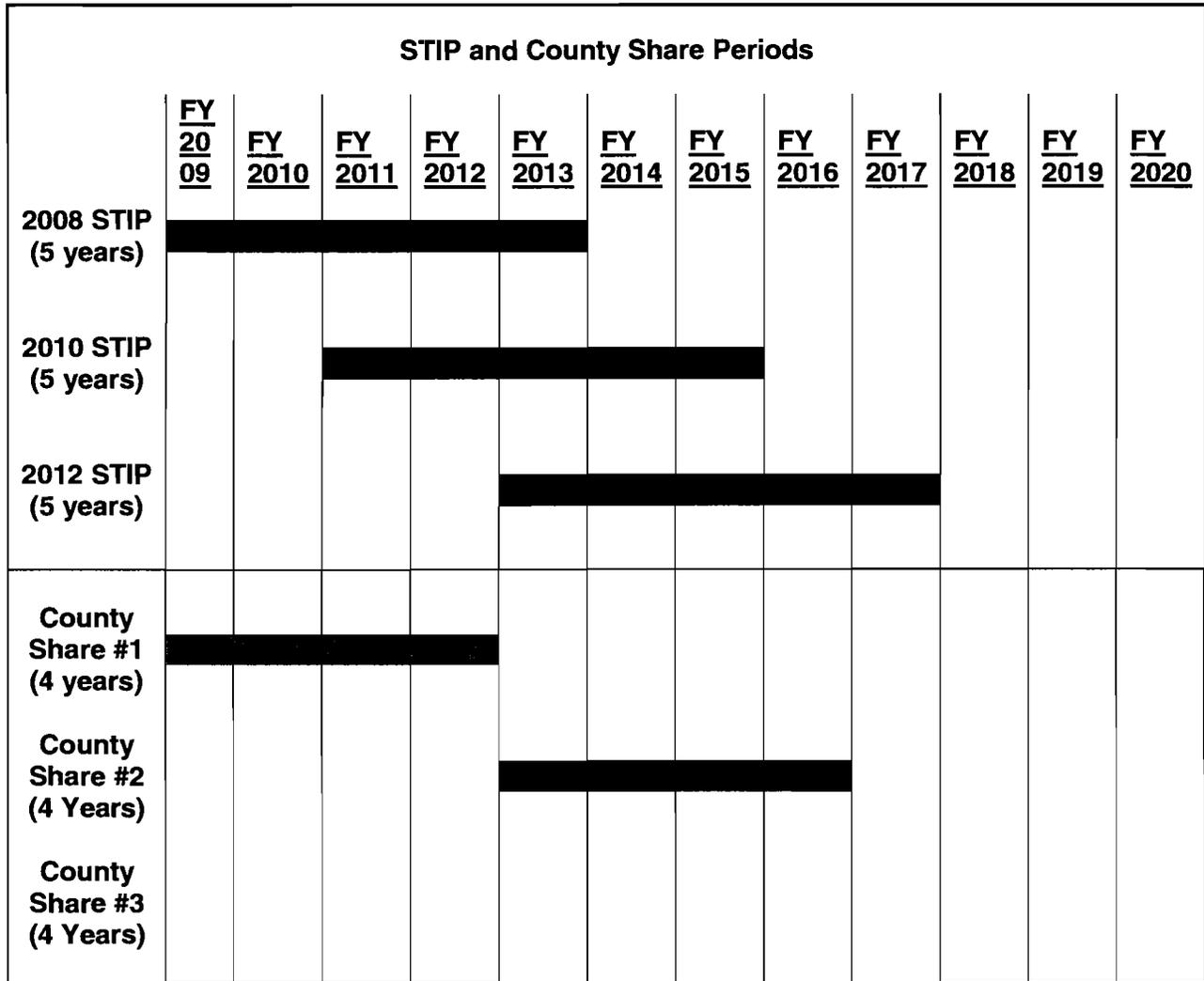
RTPAs = Regional Transportation Planning Agencies  
 RTIPs = Regional Transportation Improvement Programs  
 CTC = California Transportation Commission

California now has had more than 10 years of experience with the programming structure that was put into place by SB 45. While this structure has worked well for the most part, lessons have been learned. Based on this experience, there may be a need to fine-tune SB 45 to more closely align the actual implementation of the STIP process with the legislation's original intent, as well as to address a handful of issues that were not contemplated or anticipated when SB 45 was enacted back in 1997.

### COUNTY SHARES

One such issue involves the length of the STIP and county share period. SB 45 shortened the STIP from a seven-year program to a four-year program, beginning with the 2000 STIP. However, subsequent legislation changed the STIP to five years in order to provide some level of new programming capacity in the 2000 STIP, which was the first STIP to be developed during former Gov. Gray Davis' tenure in office. However, the county share period remained unchanged at four years. As a result, the county share

period and the STIP period rarely synch up, meaning that a particular STIP is always “bridging” two county share periods. The following chart illustrates this phenomenon.



This “mismatch” between the county share and STIP periods provides less predictability and more complexity for RTPAs and congestion management agencies (CMAs) with regard to their county shares. It also shifts a certain amount of programming control over the RTIPs to the CTC that arguably was not intended by SB 45.

One manifestation of this mismatch occurred during the programming of the 2008 STIP. Four counties in California—Los Angeles, Riverside, San Diego, and Santa Clara—previously entered into agreements with the CTC to have Grant Anticipation Revenue Vehicle (GARVEE) bonds issued to expedite the delivery of certain STIP projects within their jurisdictions. These bonds were being repaid through each jurisdiction’s future STIP county shares according to schedules previously worked out with the CTC.

The 2008 STIP departed from these schedules in the following manner. The 2008 STIP period ends in FY 2013. However, the 2008 STIP Fund Estimate subtracted bond debt service payments for FY 2014, FY 2015 and FY 2016—three years that are outside of the five-year period of the 2008 STIP—from the 2008 STIP programming capacity for each of the four counties. While this action was justified by the CTC based on the fact that FY 2014, FY 2015 and FY 2016 fall within the second county share period that was being “bridged” by the 2008 STIP, it left Los Angeles, Riverside, San Diego, and Santa Clara with significantly less programming capacity to add new projects to the 2008 STIP.

It is difficult for regional agencies to develop and manage their RTIPs as intended by SB 45 if they are not in a position to make decisions with regard to their county shares. Therefore, AB 1414 would make certain changes to state statutes to provide more predictability, certainty, simplicity, and decision-making control to the regional agencies with regard to their county shares and the development of their RTIPs. The legislation would accomplish this objective by doing the following:

1. Retains county shares, but eliminates the four-year county share period. As a result, county shares would be calculated during each STIP programming cycle pursuant to the Fund Estimate. Counties would be provided with both their total county share for the entire STIP programming period, as well as with their share for each fiscal year within the STIP period. A county would have the ability to program its entire share within that STIP programming period, if it elects to do so. Under today’s set of circumstances, the door is open for the CTC to not allow that to occur.
2. Retains provisions in existing law that allow a county to elect not to program its entire share during a particular STIP programming cycle. The amount “underprogrammed” would carry over and be added to that county’s share balance in the next STIP programming cycle.
3. Retains provisions in current law that allow a county to advance up to two years of its county share during a particular STIP programming cycle, subject to CTC approval. The amount “overprogrammed” would be subtracted from that county’s share balance in subsequent STIP cycle(s).

## **RTIPs**

Under the provisions of SB 45, regional agencies must submit their RTIPs to the CTC for inclusion in the STIP. The CTC cannot modify an RTIP, but rather can only accept or reject it in its entirety. AB 1414 contains the following provisions that are designed to clarify this role to ensure that the STIP process is implemented in a manner that aligns with the original intent of SB 45:

1. Requires the CTC in its STIP guidelines to indicate the criteria that it would use to determine whether to accept or reject an RTIP in its entirety. This change to current law would provide important guidance to the regional agencies with

regard to how the CTC intends to go about making its decision about whether to accept or reject their RTIPs in their entirety.

2. Clarifies that the CTC must include RTIP projects in the STIP unless it finds that the RTIP as a whole is not consistent with the commission's STIP guidelines or is not consistent with the region's long-range transportation plan.
3. Clarifies that the CTC may not add projects to or delete projects from an RTIP without the concurrence of the affected regional agency. This provision and the previous one are intended to strengthen the language in existing law to ensure that the CTC cannot "cherry-pick" projects in a region's RTIP, which was the original intent of SB 45.

### **BONDING AGAINST STIP COUNTY SHARES**

In 1999, SB 928 (Burton) was enacted to authorize the state Treasurer's Office to issue GARVEE bonds to accelerate the funding for projects programmed in the STIP. Under the provisions of this legislation, any GARVEE bond funds allocated to a project would be repaid by the STIP county share for the county in which the project is located. Los Angeles, Riverside, San Diego, and Santa Clara Counties have all taken advantage of GARVEE bonds to expedite the delivery of a number of their projects that were programmed in the STIP.

GARVEE bonds are tax-exempt financial instruments that are backed by a state's future federal transportation appropriations. However, since all federal gas tax revenues appropriated to California are now going to fund projects under the State Highway Operation and Protection Program (SHOPP)—meaning the STIP is supported entirely by state revenues—GARVEE bonds can no longer be used for STIP projects. AB 1414 addresses this problem by putting back in place a financial mechanism to allow project sponsors to bond against their future STIP county shares if they want to try to accelerate the delivery of one or more of their STIP projects. The bill mirrors the process that is used with respect to GARVEE bonds, meaning: (a) the CTC would have to approve the issuance of the bonds for certain projects currently programmed in the STIP; and (b) the project sponsor would have to enter into an agreement/repayment schedule with the CTC, which would indicate the amount to be deducted from the appropriate STIP county share per fiscal year until the bonds are repaid.

### **ALLOCATION PLANS**

An Allocation Plan occurs when actual revenues in a given fiscal year fall short of the amount of money that was projected to be available in the STIP Fund Estimate. Under this set of circumstances, since there is not enough resources to support allocation requests for all of the projects that were programmed in the STIP in that fiscal year, the CTC is put in the position of having to adopt an Allocation Plan. The purpose of such a plan is to prioritize those allocation requests that would be honored by the CTC and to indicate which STIP projects will have to be delayed.

When SB 45 was enacted, Allocation Plans were not a common occurrence and, therefore, the legislation did not address them. However, during this decade, Allocation Plans have become practically an annual event. Given that SB 45 provided no statutory guidance for how Allocation Plans should be developed, the CTC has been handling them on a year-by-year basis.

AB 1414 defines a process for developing Allocation Plans. The intent is to provide predictability and consistency to the process in light of the fact that Allocation Plans occur more frequently today than they did when SB 45 was crafted. Furthermore, given that 75 percent of available STIP programming capacity is embedded in the RTIPs that are prepared by the regional agencies, AB 1414 defines a role for the regional agencies to play in the development of Allocation Plans. If actual revenues are going to fall short of the projections contained in the STIP Fund Estimate in a given fiscal year, the regional agencies should be able to make the decisions with regard to how their RTIPs should be adjusted to address this situation.

## **THE BIG PICTURE**

In addition to the STIP, the CTC is responsible for administering a number of other state-funded transportation programs. The most notable are the Traffic Congestion Relief Program (TCRP) under Proposition 42; and the Corridor Mobility Improvement Account (CMIA), the Trade Corridors Investment Fund (TCIF) and the State Route 99 Program, all of which are funded through Proposition 1B transportation infrastructure bonds. Oftentimes, these programs are treated as silos, even though many projects are receiving funding through more than one program, and even though decisions regarding one program have significant ramifications for the others.

Unlike at the federal level, which has the Transportation Improvement Program (TIP), there is no document at the state level that provides the “big picture,” showing all of the projects that are proposed to be funded with state dollars through the programs that are administered by the CTC. Compiling the projects funded through the STIP, TCRP, CMIA, TCIF, and other CTC-administered programs into one document would provide policymakers with a valuable, comprehensive view of the totality of the state’s transportation program. As currently written, AB 1414 would have the STIP serve as that document, though there may be other ideas that are worth considering to accomplish this objective.

## **SIX-YEAR STIP**

AB 1414 changes the STIP period from five to six years in order to add one more year of programming capacity. Since the enactment of SB 45, the resources flowing into the STIP have become somewhat constrained, thereby limiting the ability of the regional agencies and Caltrans to program projects in the STIP. Adding one more year to the STIP period would provide an opportunity for more projects to be included during a given programming cycle.

SENATE BILL

No. 716

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Introduced by Senator Wolk

February 27, 2009

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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 ¼% 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

- 1 improvement expenditures, including for vanpool services for
- 2 purposes of farmworker transportation to and from work.

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**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.



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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

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DATE: April 21, 2009  
TO: STA TAC  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: Transit Consolidation Study Status

**Background:**

In Solano County, each City and the County fund and/or operate transit services. This includes local and intercity transit services as well as general public and American with Disabilities Act (ADA) paratransit services. A subsidized taxi program and other special transportation services are also funded with local transit funds and operated through local jurisdictions.

Over the past several years, the issue of consolidating some or all of the services has been discussed and proposed for evaluation. This topic was discussed by STA Board members at the February 2005 Board retreat and the participants expressed interest and support for transit service becoming more convenient through a seamless system, that there should be a reasonable level of service throughout the county, and that local transit issues and needs would have to be considered and addressed. In 2005, the STA Board directed STA staff to initiate a countywide Transit Consolidation Study and approved goals, objectives and evaluation criteria to be incorporated in the scope of work for this study. After funding was secured, DKS Associates was selected to lead the Transit Consolidation Study.

Work began in early 2007. The first major endeavor was to conduct an extensive outreach involving interviews with transit operator staff, other city staff, public officials, and others. To gain a broad perspective of issues and concerns, nearly sixty (60) interviews were conducted as well as outreach to transit users.

In May 2007, the consultants presented to the STA Board a summary of their findings from the interviews. The summary represented a set of commonalities, key issues and potential challenges. Board feedback included extending the schedule for the study, completing the interviews, collecting user input, and analyzing the issues associated with preliminary consolidation alternatives prior to the return to the Board.

A preliminary analysis of alternatives was presented to the Technical Advisory Committee (TAC) and Consortium in June 2007. It included five (5) potential transit consolidation alternatives. During discussion at the TAC meeting, a sixth (6<sup>th</sup>) alternative was requested. This alternative suggested consideration of consolidating all intercity fixed-route service and local and intercity American for Disabilities (ADA) paratransit service.

At the July 2007 STA Board meeting, staff presented the six (6) transit consolidation alternatives to the STA Board along with the Executive Committee's recommendation and a recommendation to release the Findings Report and the Options Report once the TAC and Consortium had additional time to review. After discussion, the STA Board modified and approved the membership of the Transit Consolidation Steering Committee to include all eight (8) jurisdictions with individual Board members and City Managers and the County Administrator.

The Transit Consolidation Steering Committee first met in October 2007 and provided guidance to Phase II. Phase II is a detailed assessment of the existing transit operators including an analysis of not only their operations but also their financial accounting methodology and forecasting. In addition, several potential consolidation options were to be further analyzed. One of the first consolidation options to be evaluated was a Benicia/Vallejo consolidation.

Separate from the Transit Consolidation Study, the consultant team recently completed an assessment of the Benicia Breeze and the Vallejo Transit systems. Although the Benicia study was primarily conducted for other purposes, this effort assisted with the transit consolidation study.

The STA Board's Transit Consolidation Steering Committee held a second meeting on December 11, 2008. At this meeting, several elements of Phase II Transit Consolidation study were presented for discussion as well as items requested at the last Transit Consolidation Working Committee. The meeting was well attended and there was significant discussion of several items. The Committee directed staff to add Option 2 (Vallejo/Benicia/Fairfield/Suisun City consolidation) to the list of options to evaluate. Direction was also given to review the financial data with operators individually before moving into the evaluation phase.

The consultants and STA staff finished meeting with all of the transit operators individually to review their agency's financial data. Most of those meetings were held January 12, 2009 and the balance was completed by January 29<sup>th</sup>. Draft financial and other report sections for each of the operators were distributed to the transit operators the last week of February for review and the comments would be incorporated into a larger report. Although most comments have been received, more were expected the week of March 16<sup>th</sup> which was the mail-out week for the March TAC and Consortium.

**Discussion:**

The revised full set of transit operator reports were a March TAC and Consortium agenda item; the reports themselves were sent following the meeting. Analysis and evaluation of the Consolidation Options are in development to prepare for review by the Transit Consolidation Steering Committee. The next Transit Consolidation Steering Committee is scheduled for Monday, May 4, 2009.

**Recommendation:**

Informational.

**Attachment:**

- A. Transit Consolidation Steering Committee Agenda (under separate cover)
- B. Transit Consolidation Options Evaluation Matrix (under separate cover)



DATE: April 21, 2009  
TO: STA TAC  
FROM: Sam Shelton, Project Manager  
RE: Update on the I-80/I-680/I-780 Corridors Highway Operations Implementation Study

**Background:**

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

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

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

**Discussion:**

To develop the "I-80/I-680/I-780 Corridors Highway Operations Implementation 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 (HOV) network/lane extensions, and hardscape improvements that visually link corridor segments to areas of Solano County.

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

1. The Operations Improvement Analysis task requires analyzing recurrent (bottlenecks, poor operations infrastructure, etc.) and non-recurrent (Traffic Incidents, Special Events, etc.) causes of current and future corridor performance through the use of MTC's FPI recommendations, accident statistics, and the Napa-Solano Travel Demand Model results.
2. The Landscape and Hardscape Recommendations task require reviewing currently installed visual elements along the highway corridors, drafting concept drawings of potential visual elements, and recommending additional policies for landscape and hardscape improvements that promote a sense of place and quality of life as travelers drive through Solano County.

3. The Public Outreach task requires conducting at least two public meetings and the development of a multimedia “Operations Improvement Toolbox” to help educate the public about the recommended operations improvements (e.g, Ramp Metering educational website materials and pamphlets, ITS explanations, etc.).

On April 8, 2009, the STA Board received the attached powerpoint presentation, describing each section of the study and the next steps for public release and adoption.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

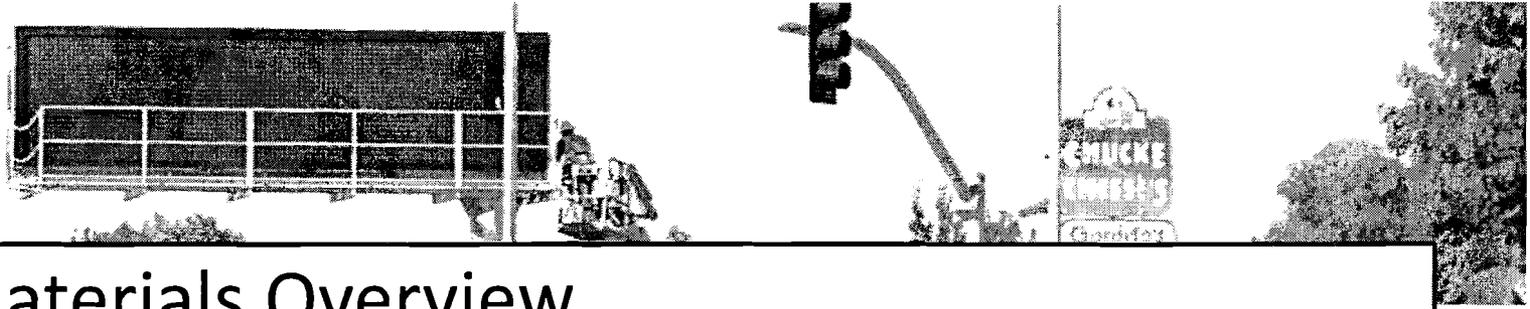
Attachment:

- A. Solano Highways Operation Study Powerpoint, 04-08-09

# Solano Highways Operations Study

I-80/I-680/I-780 Corridors Highway Operations Implementation Study  
STA Board Meeting, 04-08-09



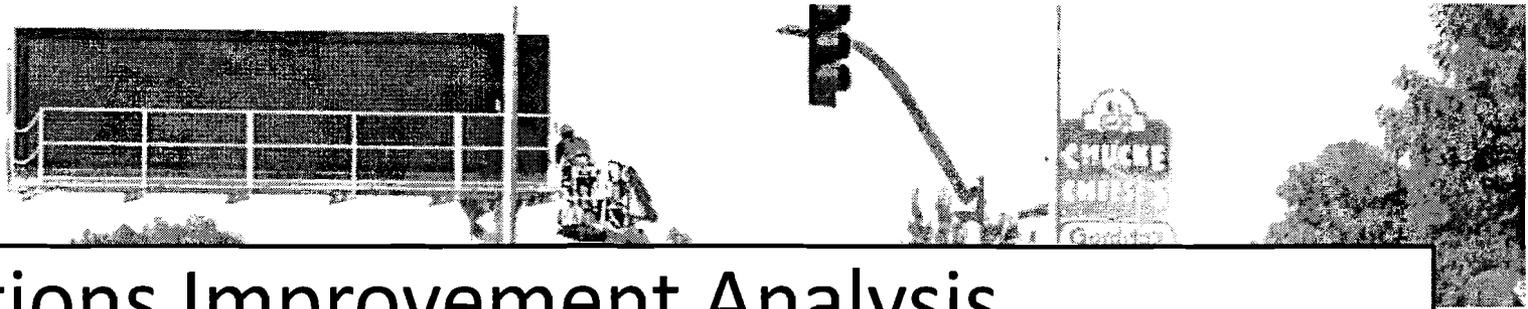


# Draft Materials Overview

- Solano Highways Partnership (SoHIP)

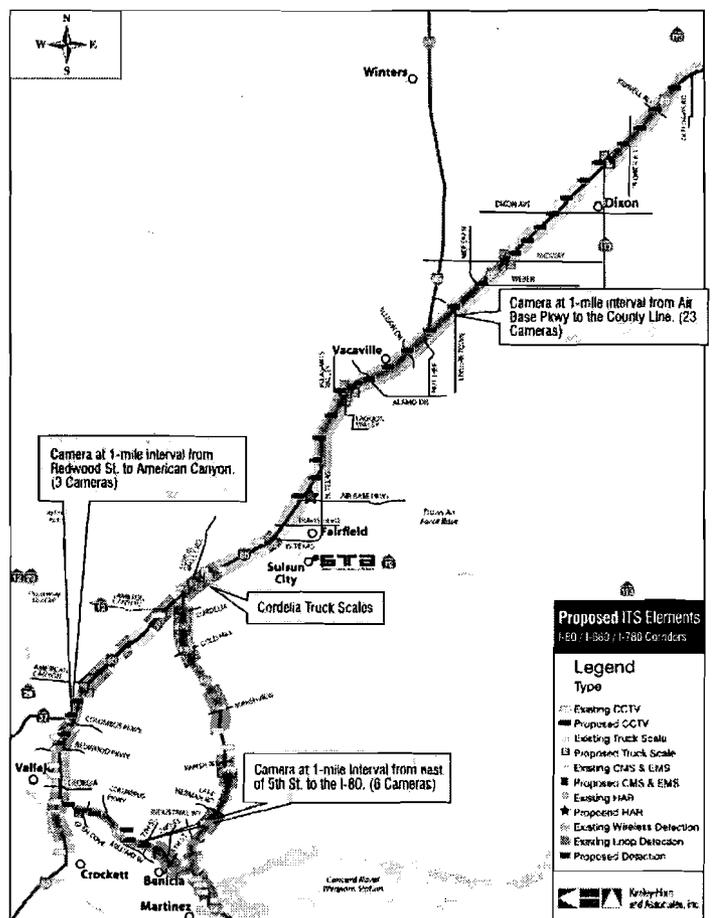
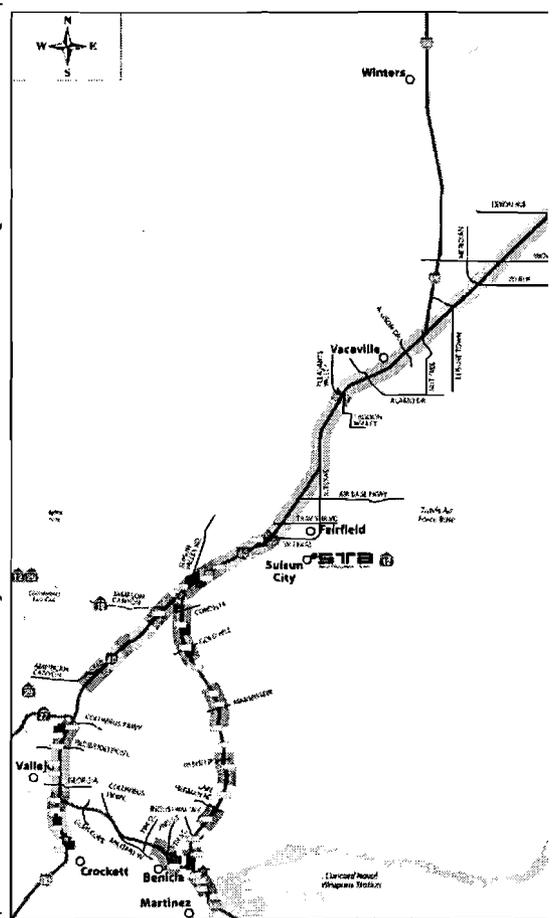
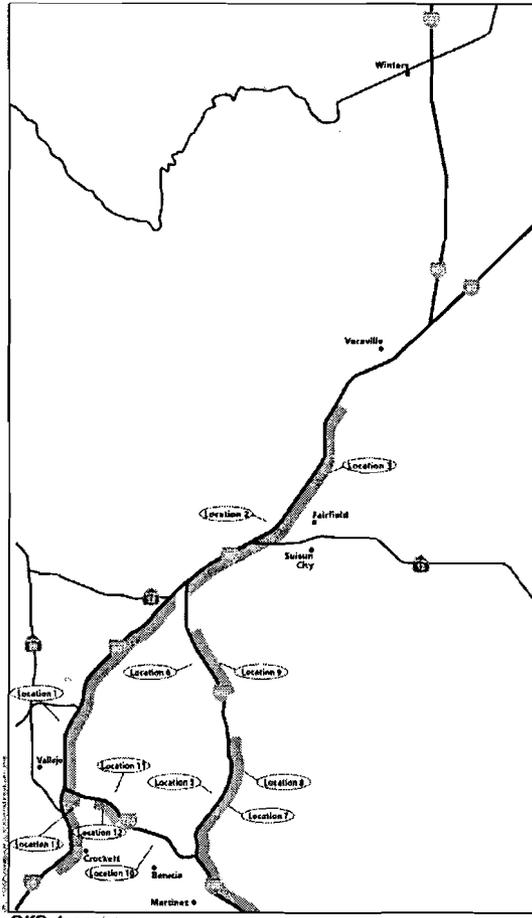


- Operations Improvement Analysis
- Landscape and Hardscape Recommendations
- Public Outreach Toolbox

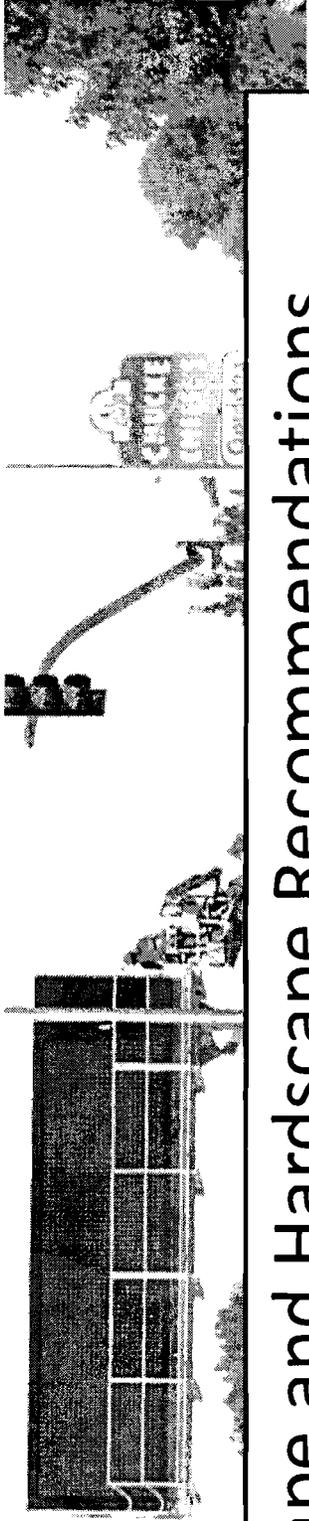


# Operations Improvement Analysis

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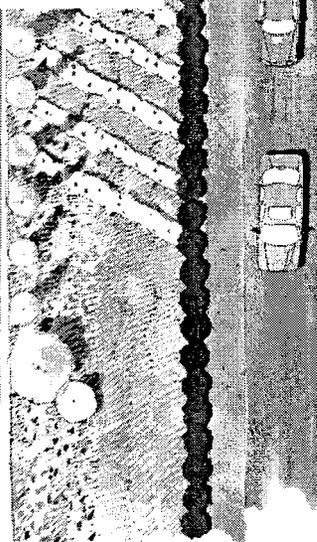
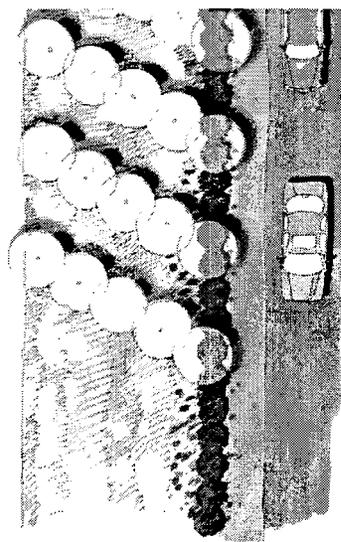
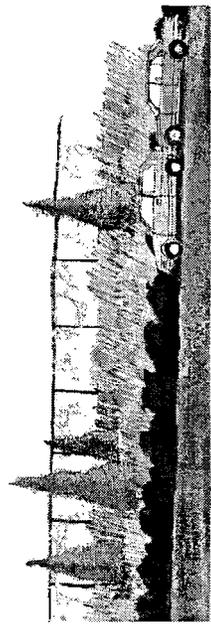
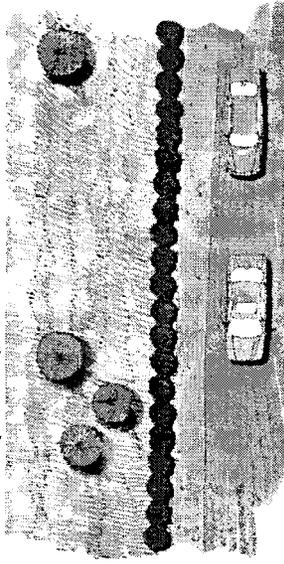
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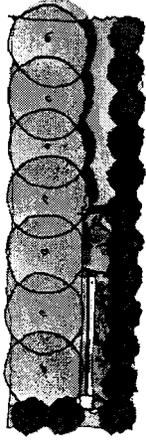
# Landscape and Hardscape Recommendations



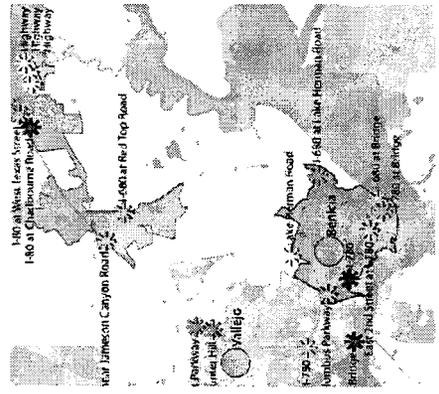
*Nautical Theme Inspiration Images*



*Agricultural Theme Plans and Section Illustrative Inspirational Images*

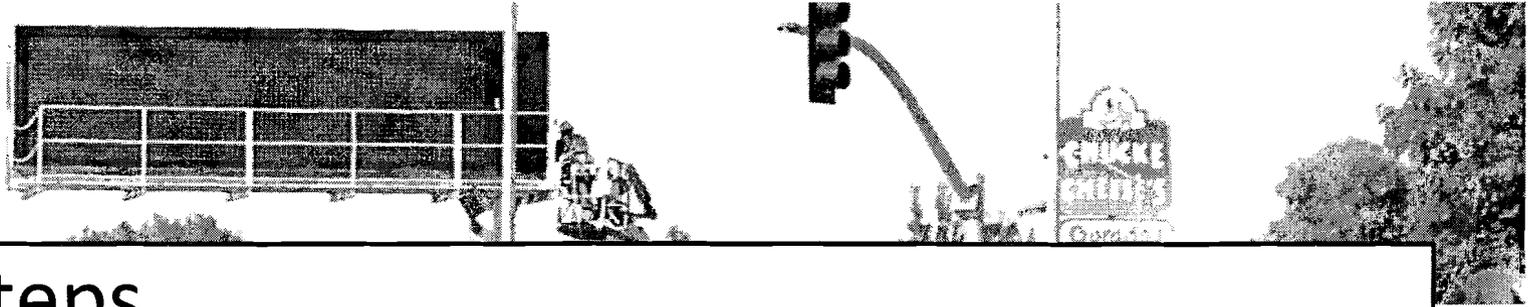


*Vacaville Gateway Conceptual Plan and Elevation*



*Overall Gateways Map*





## Next Steps

- April 16, SoHIP Final Review of Draft Materials and Implementation Strategy.
- April 29, TAC recommends STA Board to release for public comment.
- May 13, STA Board released study for public comment.
- May 27, TAC recommends STA Board approval.
- June 1-5, public meetings in Fairfield & Vallejo.
- June 10, STA Board approves final study.



DATE: April 20, 2009  
TO: STA TAC  
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 work 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 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 CMAs are concerned that MTC and ABAG will do much of this work in a vacuum, asking for local engagement but not creating a true partnership. 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 letter in response are both attached to this staff report (Attachments A and B).

Once a 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, 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.

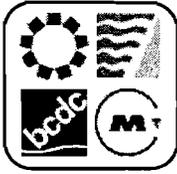
STA and the other Bay Area CMAs are working with the JPC member agencies to develop an effective plan for implementation of SB 375, including meaningful local participation in the development of the SCS. Members of the TAC and the STA Board will be briefed as major milestones are reached. In addition, 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.

**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

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## 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

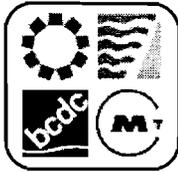
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Attached is a draft set of policies to guide the process through which the Bay Area's regional agencies will implement SB 375 (Steinberg). These policies will be on the agenda for the JPC's meeting on March 20<sup>th</sup>. They are being distributed 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 20<sup>th</sup> 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

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## JOINT POLICY COMMITTEE

### Policies for the Bay Area's Implementation of Senate Bill 375

#### Introduction

SB 375<sup>1</sup> (Steinberg) was passed by the California State Assembly on August 25<sup>th</sup>, 2008, and by the State Senate on August 30<sup>th</sup>. The Governor signed it into law on September 30<sup>th</sup>, 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 inventory<sup>2</sup> 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 Committee<sup>3</sup> (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 20<sup>th</sup>, 2007, the JPC approved a *Bay Area Regional Agency Climate Protection Program*<sup>4</sup>. 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*<sup>5</sup>, 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

<sup>1</sup> [http://www.leginfo.ca.gov/pub/07-08/bill/sen/sb\\_0351-0400/sb\\_375\\_bill\\_20080930\\_chaptered.html](http://www.leginfo.ca.gov/pub/07-08/bill/sen/sb_0351-0400/sb_375_bill_20080930_chaptered.html)

<sup>2</sup> 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](http://www.baaqmd.gov/pln/documents/regionalinventory2007_003_000.pdf))

<sup>3</sup> 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)

<sup>4</sup> <http://www.abag.ca.gov/jointpolicy/JPC%20Action%20on%20Climate%20Protection.pdf>

<sup>5</sup> [http://www.mtc.ca.gov/planning/2035\\_plan/index.htm](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*<sup>6</sup>.

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 Organizations<sup>7</sup> (MPOs), affected air districts<sup>8</sup>, the League of California Cities (the League), the California State Association of Counties (CSAC), local transportation agencies<sup>9</sup>, 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

<sup>6</sup> <http://www.abag.ca.gov/planning/currentfcst/news.html>

<sup>7</sup> In the Bay Area, the Metropolitan Planning Organization is MTC.

<sup>8</sup> In the Bay Area, the Bay Area Air Quality Management District.

<sup>9</sup> 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 I:**

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;

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- 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 RTP<sup>10</sup> 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

<sup>10</sup> 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.

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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 SCS<sup>11</sup>.

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 projects<sup>12</sup>, 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 SCS<sup>13</sup> 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

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<sup>11</sup> 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.

<sup>12</sup> 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.

<sup>13</sup> 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 polices 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*<sup>14</sup>.

*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-billion<sup>15</sup> 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;

<sup>14</sup> <http://www.bavareavision.org/initiatives/index.html>

<sup>15</sup> 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

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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 complementariness 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.

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**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.

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**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 5<sup>th</sup> 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 CMAAs 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 CMAAs 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 CMAAs and to other transportation planning and operating agencies.*" In reality, a number of CMAAs 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**

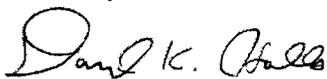
The policy statement only refers to the regional agencies such as ABAG and MTC for the development of the synchronized housing and transportation plans. The policy and supporting text should be re-written to explicitly involve local decision makers, CMAs and transit providers.

**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: April 20, 2009  
TO: STA TAC  
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 8<sup>th</sup> and plans to bring it to their Commission for approval on April 22<sup>nd</sup>.

### *Additional ARRA TE Funds*

On Friday, April 17<sup>th</sup> 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 20<sup>th</sup> 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 for both projects, the County and 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

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## 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 improvements	\$ 195,000.00	completed
SOL991091	Solano	Rio Vista		Rio Vista Main Street Streetscape Improvements	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 improvem	\$ 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 groundbreakin g/ building permits for housing completed
Solano	Vallejo		Vallejo Downtown Specific Plan Improvements		1,192,500	
					HIP Total	1,575,000

## 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: April 21, 2009  
TO: STA TAC  
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 leadership from State Senator 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 Wiggins and Assemblymember Evans both represent Vallejo in the Legislature. Senator Wiggins introduced SB 1093 to clarify and expand on the planning, management, and operations responsibilities of the water transportation services vested in the WETA, created by SB 976. With 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.

**Discussion:**

WETA held three Public Hearings/Special Board Meetings to present and accept verbal input on the Draft Transition Plan and the Draft Emergency Water Transportation System Management Plan. Comments on the draft plans were accepted in writing at the public hearings and will continue to be accepted by mail and via e-mail during the comment period which ends at the close of business on May 18, 2009 (see Attachment A).

The Transition Plan (see 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 Key Transition Activities include:

- Service Delivery through Existing Contracts
  - Contract Assignment January 2010
- Fare and Transfer Policies
  - Maintain Existing Fares and Transfer Agreements
- Asset Transfers and Use Agreements
  - Vessels and Floats Transferred to WETA
  - Landside Assets Leased to WETA
- System Communication and Marketing
  - Ensure customer awareness
  - System branding
- Management Oversight and Staffing

**Fiscal Impact:**

None

**Recommendation:**

Informational

Attachment:

- A. WETA Public Hearing Brochure
- B. WETA Draft Transition Plan Executive Summary
- C. WETA PowerPoint Presentation



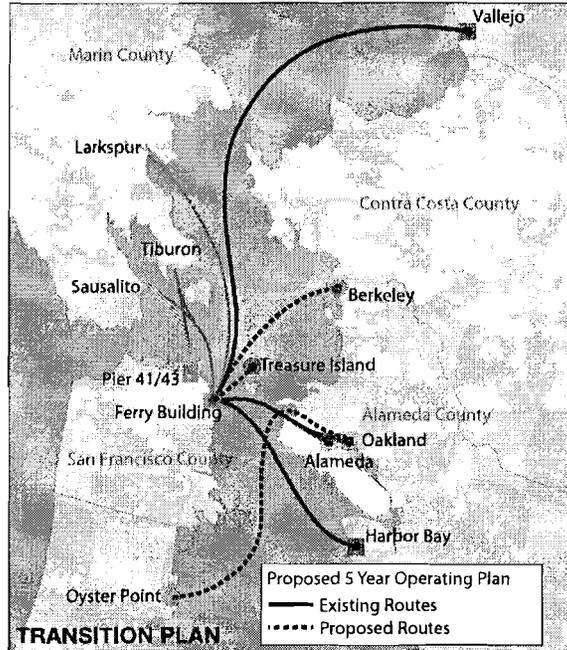
## About WETA

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.



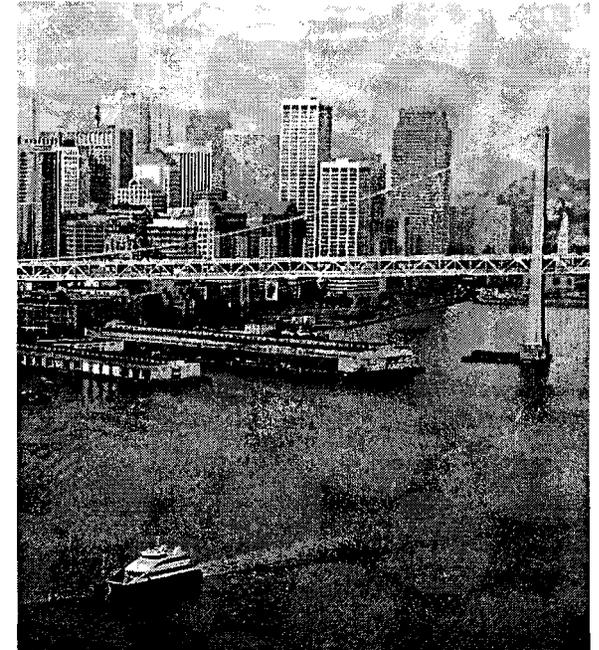
WETA is required to create and adopt the Transition Plan and the Emergency Water Transportation System Management Plan by July 1, 2009 and to take public input prior to adopting the plans.

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](http://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](mailto:douglas@watertransit.org) [www.watertransit.org](http://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](http://www.watertransit.org)

# 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.

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**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 (EWTSMP), for the San Francisco Bay Area.

The EWTSMP 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](mailto: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 (WETA) 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 earthquakes," the legislation stated. It added, "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 under way. 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 first 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 Martinez 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 includes 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 1.36 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 (AOFES) is carried out by private contractor Blue & Gold Fleet under contract to the city of Alameda. Utilizing two 25-knot vessels, AOFES 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 AT&T Park for selected Giants games and to Angel Island State Park. AOFES patronage has varied from year-to-year over the past ten years, dropping slightly overall, from 479,680 passengers in FY 1998/99 to 460,820 passengers in FY 2007/08. AOFES experienced a 15 percent decline in ridership in the first half of FY 2008/09, likely due to the economic recession. AOFES's FY 2008/09 operating budget is \$4.17 million, funded with 75% fares and other local contributions and 25% regional toll subsidies.

**Harbor Bay** Begun in 1992, the Alameda Harbor Bay ferry service (AHBF) 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 commute 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 AHBF the only route considered for transition that has not experienced ridership decreases in recent months. AHBF'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 1986 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, long-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 adopting the implementation and Operations Plan (IOP) for new and expanded water transit and related landside services in the Bay Area. The State approved the IOP in 2003. The document provided a blueprint of how regional ferry service could be expanded beyond the existing services.

Since the adoption of the IOP, 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 \$260 million Proposition 1B bond, have enabled the following public ferry expansion projects, included in the IOP, to move forward:

- **Spare 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 biotech 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, provided with two vessels. It is anticipated that this service will cost approximately \$5.3 million annually, funded with 71% RM 2 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 Aniloch, 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 supplant 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 Sonoma 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 conflicts 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 system.
- 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 administration 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, waterside terminals

and related spare parts transferring to WETA and landside terminal and maintenance facilities being made available through lease agreements.

- Ongoing city participation as a system partner, providing landside 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 WETA 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, annual 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 proactively 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 1B, 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.

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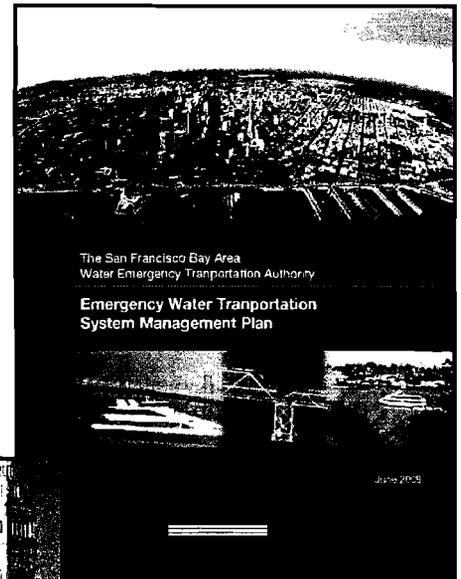
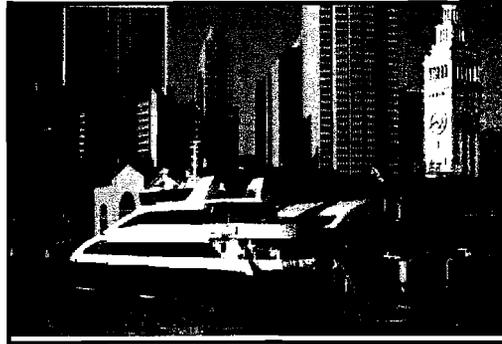
# **Water Emergency Transportation Authority Draft Transition Plan**



## **WETA Public Hearings April 2009**

# WTA Transitions to WETA

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



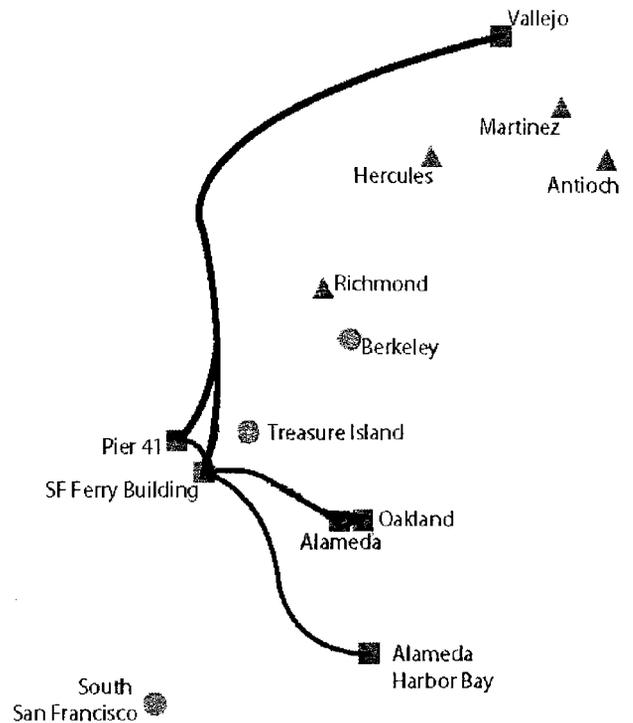
# Transition Plan Purpose

- 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

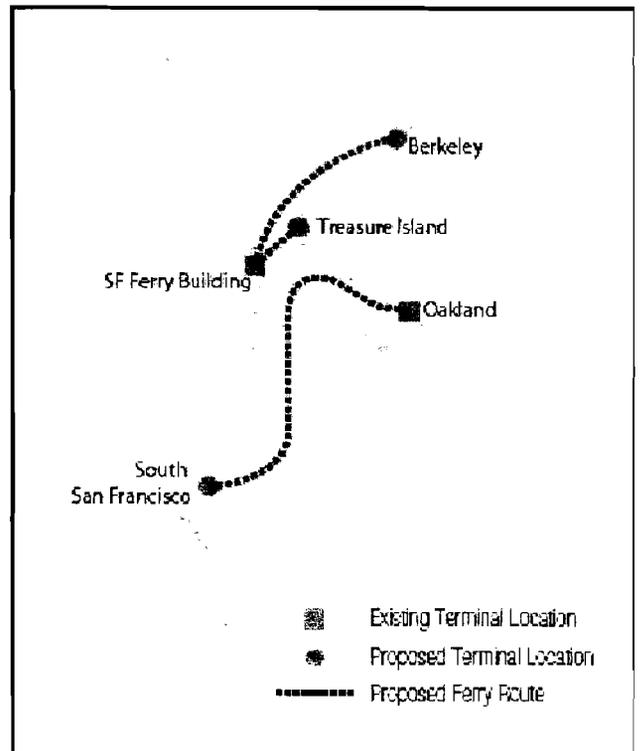
- **Alameda/Oakland Service**
  - Since 1989 - Loma Prieta
  - 450,000 passenger trips
  - \$4.2 million annually
  - 25 minutes/25 knots
- **Alameda Harbor Bay Service**
  - Since 1992
  - 148,000 passenger trips
  - \$1.7 million annually
  - 25 minutes/25 knots
- **Vallejo Baylink Service**
  - Since 1986
  - 743,000 passenger trips
  - \$14.7 million annually
  - 60 minutes/34 knots



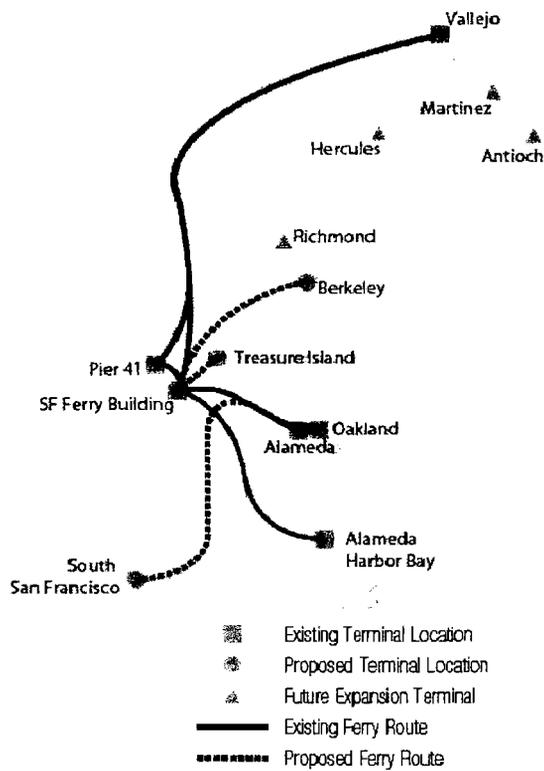
WATER EMERGENCY TRANSPORTATION AUTHORITY

# 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

Redwood City ▲

# 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





DATE: April 20, 2009  
TO: STA TAC  
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 17<sup>th</sup> 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 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          Opened Bids April 14th  
SR 12 East to Leisure Town (Ramps) Pending FY 2009-10

Vacaville

Air Base Pkwy to Leisure Town          Under Construction

**Recommendation:**

Informational.

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DATE: April 20, 2009  
TO: STA TAC  
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.

**Recommendation:**

Informational.

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DATE: April 20, 2009  
TO: STA TAC  
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 program. The Alternative Fuels section will be completed as a follow-up to the CTP.

Attached is the Draft State of the System Report for TLC. The report lays out the various programs established over the past 10 years to help promote better linkage between high density development (especially residential development), pedestrian-scale community amenities and transit facilities. TLC emphasizes high density development because the lower-density single family development so common in much of the greater Bay Area over the recent past is based upon frequent use of the automobile, with a corresponding increase in road building, congestion and air pollution. TLC recognizes that higher densities and mixed use development are more land and transit efficient, but can be less desirable to live in. TLC projects attempt to emphasize the 'livability' aspects of transit- and pedestrian-friendly communities.

The Bicycle and Pedestrian State of the System reports will be presented in May.

**Recommendation:**

Informational.

Attachment:

- A. Draft State of the System – TLC Report

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STATE OF THE SYSTEM REPORT  
TRANSPORTATION FOR LIVABLE COMMUNITIES AND RELATED PROGRAMS

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

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

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

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

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

STA has not previously completed a comprehensive review of the TLC programs and plans it has in place, or that it anticipates developing. This State of the System report is the first such comprehensive review. As with other State of the System reports, the TLC State of the System will analyze both capital and operational aspects of TLC. In addition, because so much of the TLC process is based upon the development of plans, a section on the status of TLC plans will be included. Each section will include a discussion of funding needs, opportunities and constraints.

## PLANNING

### Plans

The first step in developing any TLC or similar projects is to develop a master plan. Frequently, individual projects then develop project-specific plans, from which individual projects are selected and moved into design and construction.

MTC adopted its TLC Plan in 1998, in order to set a regional framework for promoting TLC projects. As follow-on tasks, MTC adopted the Housing Incentive Program (HIP) in 2000 to specifically support high-density residential development, and the Station Area Planning Grant in 2005 to support planning efforts adjacent to major transit centers.

STA adopted its own TLC Plan, along with related Bicycle and Pedestrian Countywide plans, in 2004. Prior to this date, STA had incorporated TLC-based ideas into projects on an ad-hoc basis, such as with the Jepson Parkway Concept Plan adopted in 2000 and the I-60/I-680/I-780 Transit Corridor Study in 2004. A Transportation and Land Use Toolkit was developed by STA in 2003 in order to help local jurisdictions identify TLC concepts applicable to their communities. STA staff made presentations to each Planning Commission in 2006 promoting the STA's TLC Program and transit oriented development concepts. More recently, the STA adopted the North Connector TLC Corridor Concept Plan in 2008 which was modeled after the Jepson Parkway Concept Plan. The purpose of both plans is to integrate land use with multimodal transportation options.

STA member agencies have adopted project-based TLC plans. Aside from the Jepson Parkway plan, MTC provided partial funding for the Rio Vista Downtown Waterfront Concept Plan, the Solano County Old Town Cordelia Improvement Plan, Fairfield's West Texas Street Maser Plan and Vallejo's Sereno Bus Transit Center/Affordable Housing Concept Plan. STA also helped fund the Rio Vista Waterfront Plan, Fairfield Allan Witt Park Transportation Linkage Design and the Vacaville Creekwalk Extension plans.

There are no TLC plans under development at this time. STA intends to update the Jepson Parkway plan to reflect the project description in the certified EIR in late 2009.

### Funding

Funding for TLC Planning and Capital projects comes from the same sources: Transportation Enhancement Activities (TEA), Surface Transportation Program (STP) and Congestion Mitigation Air Quality (CMAQ) Program. For communities in the Yolo-Solano Air Quality Management District (YSAQMD) jurisdiction, the funds are designated Eastern CMAQ (ECMAQ). Some TLC Capital funds are provided and administered on a regional basis by MTC. In 1998, MTC committed \$9 million per year over a 6 year period (\$54 million total) to TLC Planning and Capital projects. According to MTC, the Regional TLC fund sources were 49% TEA, 43% CMAQ and 8% STP.

Local TLC funds have been provided through TE and CMAQ/ECMAQ. STA has provided \$4.7 million funds for TLC projects. As with the regionally-funded projects, a 20% local match is required.

MTC is proposing to provide \$2.2 billion to TLC over the 25 year life of T2035. This translates into funding TLC at a rate of \$880,000 per year. Implementation of the TLC funding plan has not yet been proposed, and the federal transportation bill reauthorization process has only just begun. It is therefore not possible for STA to begin to anticipate planning or capital funds for future years.

### Opportunities and Constraints

The Bay Area FOCUS program is designed in part to help Priority Development Areas (PDAs) obtain planning and capital funds. To date PDAs have been the recipient of \$\_\_\_ in Planning funds. Locations that have PDAs designated as Potential (i.e. needing additional planning work before actual development can occur) are eligible for planning funds. So far, the FOCUS program has awarded \$7.6 million in FOCUS planning grants to 20 projects. None of those projects was located in Solano County.

Until the federal transportation bill reauthorization occurs, there will be limited funds for TLC planning activities. STA has not issued a call for projects for TLC planning fund since 2007, and does not anticipate doing so in 2009. STA will work with member agencies to help them submit applications as funds become available through the Bay Area FOCUS/PDA process.

SB 375 requires the development of a Sustainable Communities Strategy (SCS) for the Bay Area. It is unclear at this time whether MTC and ABAG will work with the CMAs and local jurisdictions to develop local elements of the SCS. Whether the effort is done regionally or locally, it is expected that TLC elements will play some role in making the sort of higher density development anticipated to be in the SCS palatable to suburban communities. The expected need to incorporate TLC ideas into the SCS may mean that planning funds are made available during the development of the SCS, though a source of those funds is unclear.

## **CAPITAL FACILITIES**

The ultimate goal of TLC plans is to advance projects that promote land use developments that improve pedestrian, bicycle, and transit access.

TLC projects are funded by two separate processes: MTC Regional TLC funds, and STA county-wide TLC funds. Below are current projects from both fund sources:

### MTC Regional TLC Funded Projects

- Suisun City's Main Street Pedestrian and Driftwood Drive Project (\$195,000). This project was approved in \_\_\_\_, and consists of streetscape improvements on the west side of Main Street and along Driftwood Drive in downtown, such as new street trees, drinking fountains, special pavement treatment at crosswalks, and information kiosks. The project was completed in \_\_\_\_.
- Suisun City Driftwood Drive Pedestrian Way (\$350,000). The Driftwood Drive project, approved in \_\_\_\_, involves the construction of a pedestrian walkway between Main Street and Driftwood Drive linking to existing pedestrian walkways from the residential neighborhoods east of the Suisun Slough and connecting to downtown businesses and the transit center anchored by the Capitol Corridor/Amtrak train depot and the Lotz Way park-and-ride lot. Project elements include construction of walkways on both sides of the Suisun Marina, associated landscaping, and a public plaza at the waterfront. The only element remaining to be completed is the new Driftwood Drive. The pedestrian plaza is used every year for such activities as 4<sup>th</sup> of July fireworks and free out-of-doors movies.

- Suisun City Jepson Parkway Bikeway and Transit Connection Project (\$500,000). This grant helped fund the construction of a one-mile Class I multiuse path with landscape and streetscape improvements on the east side of Walters Road, between Highway 12 and Bella Vista Drive. This is the initial phase of the bikeway along the twelve-mile Jepson Parkway from Suisun City, through Fairfield, the unincorporated county, and on to Vacaville.
- Rio Vista's Main Street Streetscape Improvement Project (\$650,000). Rio Vista provided enhanced pedestrian usability of Main Street, leading up to the Sacramento River and city hall, by installing landscaping, traffic calming corner treatments and improved sidewalks and crosswalks. The project was completed in \_\_\_\_.
- Vacaville Davis Street Pedestrian and Gateway Improvements (\$482,000). This project provided for improved pedestrian streetscape through the removal of parking spaces and the installation of landscaping, and the installation of an artistic fountain and decorative paving. The project was completed in \_\_\_\_.
- Vallejo Georgia Street Extension Project (\$800,000). As a part of the implementation of Vallejo's downtown revitalization efforts, this project improved the pedestrian connectivity between the Vallejo civic center complex (City Hall, library and post office) and the ferry building. Landscaping, pedestrian-scale street lighting and special pavement treatments were installed in this area as a part of the project.
- Vallejo Station (\$2,070,921).

#### STA Countywide TLC Funded Projects

- Vacaville Intermodal Transit Center (\$2,028,000). The Vacaville Intermodal Center was approved in 2008. The primary project feature is a central station for local and regional express bus service provided in 10 covered bus bays, with accompanying bike storage and parking for 600 vehicles. The project will ultimately include leasable space for office/retail providers. Located at the intersection of Ulatis and Allison drives near the center of Vacaville, the site is within walking distance of the Ulatis Cultural Center and a private school, several major shopping centers, and several hundred units of market-rate apartments and senior housing. The project is also connected to the cross-town bike path along Ulatis Creek. Construction of the first phase of the project is scheduled for late 2009.
- Benicia State Park Road Bike and Pedestrian Bridge (\$1,000,000). State Park Road crosses Interstate 780 in western Benicia, and provides access from the majority of Benicia's newer residential areas and a shopping center to the Benicia State Park recreation area and to surface streets and paths connected to downtown Benicia. The project will widen the existing bridge in order to provide a Class 1 bike and pedestrian crossing of I-780 (bicycle and pedestrian traffic currently uses the actual travel lane to cross the bridge, at significant personal risk). The TLC grant was approved in \_\_\_\_\_. The project is now fully funded, and construction is anticipated in \_\_\_\_\_.
- Solano County Old Town Cordelia Improvement Project (\$500,000). This project consists of safety improvements and enhancements along Cordelia Road in Old Town Cordelia, between

Lopes Road and Pittman Road, including a separated multi-use bicycle/pedestrian path, new crosswalks, pedestrian-scale lighting and new street landscaping. The basis of the proposed project comes from the Old Town Cordelia Improvement Project Concept Plan originally funded with the Metropolitan Transportation Commission (MTC) TLC planning funds and developed through a collaborative process with the Cordelia Area Task Force, the County of Solano, City of Fairfield and the STA. With the potential of additional TE funding in 2009, the project is ready for construction.

- Suisun City Driftwood Drive Waterfront Pedestrian Project (\$372,200). The City of Suisun City requested \$372,200 to complete the Driftwood Drive Waterfront Pedestrian Plaza. The proposed project includes pedestrian walkways and a park area that will link previously completed pedestrian walkways from the transit oriented residential and affordable neighborhoods east of the Suisun Slough to downtown businesses, the waterfront, and the Suisun/Fairfield Amtrak Train Depot. The project will also provide a focal point and activity center within the downtown waterfront area.
- Vacaville Creekwalk Extension (\$ 822,000 ). This project will extend Vacaville’s Creekwalk pedestrian and bicycle path approximately 500 feet east to McClellan Street. The Creekwalk, which becomes the Ulatis Creek bicycle/pedestrian path, will eventually provide a connection from downtown Vacaville, under Interstate 80, to the Ulatis Cultural Center and the shopping, employment and residential areas on the east side of I-80.

### Funding

As noted in the detailed descriptions above, STA member agencies received \$2.977 in regional TLC project funding since 1998. The sponsoring jurisdiction is required to provide a 20% local match to the TLC funds.

### Opportunities and Constraints

As with almost every transportation program, there is a much higher demand for TLC capital funds than there is available funding. MTC reported on demands for TLC capital funds in 2006, and identified \$48.6 million in regional TLC funds programmed around the Bay Area. At the same time, MTC had received applications for \$255 million in TLC projects – a funding shortfall of 81%.

Funding for new TLC capital projects will be challenging over the next few years. Solano county does not have a local self-help measure, in the form of either a local sales tax or development impact fees, that could be used to fund transportation measures of any sort, including TLC. Federal funds through the TE, STP and CMAQ/ECMAQ programs are uncertain until the new federal transportation authorization bill is signed into law; that is not expected to occur in either 2009 or 2010. MTC regional TLC project funds also largely come from federal transportation authorization, which faces the same challenges.

The Bay Area FOCUS program is designed in part to help Priority Development Areas (PDAs) obtain planning and capital funds. To date, however, PDAs have not received any direct capital funding. Areas with approved Planned PDA designations are ranked higher in various state grant program

applications, but these are highly competitive programs with relatively small funding amounts available. MTC is seeking to provide funds for PDAs in the new RTP, but the mechanism for such funding is not yet clear.

It is likely, however, that demand for TLC-type projects and funds will grow. With the approval in 2008 of SB 375 and the resulting requirement to develop Sustainable Community Strategies, it is expected that communities throughout California will be increasingly focused on higher density and mixed use development, especially where they are directly related to transit hubs. This is exactly the sort of development that TLC-type programs and projects are designed to support. Even if STA and MTC cannot directly fund TLC elements of development projects, it may be possible to provide planning guidance that will allow the private development to include TLC features.

## **OPERATIONS**

Roadways and transit systems have clear operational criteria, which are measured on a regular basis. Roadways have volumes and Level of Service (LOS) calculations for usage, and Pavement Condition Index (PCI) for maintenance. Transit systems have ridership and farebox recovery information.

TLC facilities do not currently have direct measures of use or impact. It is therefore difficult at this time for STA to directly measure the effectiveness of TLC investments. There are indirect proxy measures of TLC impact, such as bicycle and pedestrian usage of facilities with TLC investments, higher transit ridership at for bus, train or ferry stations with TLC-enhanced connections, or increased higher density residential or commercial investment in TLC-supported neighborhoods. STA and MTC track very few of these proxy measures. In addition, there are a number of factors, such as transit fares, fuel prices and general economic activity that also impact the proxy measures, making the impact of TLC investments challenging to track.

MTC and STA do track bike and pedestrian use of a few selected locations in the county (see the Bicycle and Pedestrian State of the System report), but those locations were not chosen to also support tracking of TLC investments.

As a follow-up to this CTP, STA will work with MTC, its advisory committees and member agencies to identify effective measures of the impact of TLC investments.



DATE: April 20, 2009  
TO: STA TAC  
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 16<sup>th</sup>. 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 16<sup>th</sup>, 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 18<sup>th</sup>. 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 27<sup>th</sup> 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 25<sup>th</sup>. 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 to 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 the legal counsels' review.

The draft 2000, 2010 and 2030 screen line reports are attached with the draft MOU.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachments:

- A. Draft 2000, 2010 and 2030 Screen Line Reports
- B. Model TAC Draft MOU

Table																
General Average Daily Traffic Forecasts – Solano/Napa Phase 2 Model																
Screenline	Dir	Street	Leg	of	Location	AM Peak Hour					PM Peak Hour					
						Counts	2000 Model - Old	2000 Model - Updated March '09	Change - Old to Updated	% Change - Old to Updated	Counts	2000 Model - Old	2000 Model - Updated March '09	Change - Old to Updated	% Change - Old to Updated	
C 1	Southeast Gateway	EB	I-80 (Contra Costa-Solano Co Line)	east	of	Carquinez Bridge	2,631	2,641	2,726	86	3%	5,779	4,885	5,847	862	20%
C 1	Southeast Gateway	NB	I-680 (Contra Costa-Solano Co Line)	at		Benicia Bridge	2,466	3,471	3,444	-27	-1%	4,128	4,910	5,318	408	8%
C 1	Southeast Gateway	WB	SR 12 (Sacramento-Solano Co Line)	east	of	Jct Rte 84 North	747	633	540	-93	-15%	594	548	625	77	14%
C 1	Southeast Gateway	In	Subtotals				5,864	6,745	6,710	-35	-1%	10,501	10,342	11,790	1,447	14%
C 1	Southeast Gateway	WB	I-80 (Contra Costa-Solano Co Line)	at		Carquinez Bridge	6,008	6,430	7,108	678	11%	2,970	3,406	3,938	532	16%
C 1	Southeast Gateway	SB	I-680 (Contra Costa-Solano Co Line)	at		Benicia Bridge	5,169	5,592	6,232	639	11%	3,245	3,245	3,339	94	3%
C 1	Southeast Gateway	EB	SR 12 (Sacramento-Solano Co Line)	east	of	Jct Rte 84 North	599	422	504	82	19%	891	518	458	-60	-12%
C 1	Southeast Gateway	Out	Subtotals				11,796	12,445	13,844	1,399	11%	7,106	7,170	7,738	566	8%
C 2	West Gateway	EB	SR 37 (Sonoma-Solano Co Line)	east	of	Walnut Ave (Mare Island)	679	897	926	28	3%	1,558	1,701	1,773	72	4%
C 2	West Gateway	EB	Petrified Forest Rd (Sonoma-Napa Co Line)	at		Sonoma-Napa Co Line	172	279	276	-3	-1%	308	444	602	158	36%
C 2	West Gateway	EB	SR 12-121 (Sonoma-Napa Co Line)	west	of	Old Sonoma Rd	1,184	1,337	1,363	27	2%	1,236	1,262	1,445	183	15%
C 2	West Gateway	EB	SR 128 (Sonoma-Napa Co Line)	east	of	Frenz Valley Rd (Kellogg)	86	277	257	-19	-7%	94	114	106	-8	-7%
C 2	West Gateway	SB	SR 29 (Lake-Napa Co Line)	south	of	Lake-Napa Co Line	418	156	110	-46	-30%	195	97	103	6	6%
C 2	West Gateway	In	Subtotals				2,819	2,946	2,932	-14	0%	3,391	3,617	4,030	412	11%
C 2	West Gateway	WB	SR 37 (Sonoma-Solano Co Line)	east	of	Walnut Ave (Mare Island)	1,567	1,629	1,668	59	4%	904	650	783	133	21%
C 2	West Gateway	WB	Petrified Forest Rd (Sonoma-Napa Co Line)	at		Sonoma-Napa Co Line	364	444	607	163	37%	428	204	207	3	2%
C 2	West Gateway	WB	SR 12-121 (Sonoma-Napa Co Line)	west	of	Old Sonoma Rd	1,188	1,174	1,368	194	17%	1,344	1,232	1,287	55	4%
C 2	West Gateway	WB	SR 128 (Sonoma-Napa Co Line)	east	of	Frenz Valley Rd (Kellogg)	70	99	110	11	11%	98	252	220	-33	-13%
C 2	West Gateway	NB	SR 29 (Lake-Napa Co Line)	south	of	Lake-Napa Co Line	58	98	104	6	6%	831	164	147	-16	-10%
C 2	West Gateway	Out	Subtotals				3,247	3,444	3,878	433	13%	3,405	2,502	2,645	143	6%
C 3	North Gateway	WB	SR 128 (Yolo-Solano Co Line)	east	of	Jct Rte 121 South	33	81	69	-12	-15%	36	62	67	4	7%
C 3	North Gateway	SB	Pleasants Valley Rd (Yolo-Solano Co Line)	at			17	12	12	0	0%	44	18	18	0	3%
C 3	North Gateway	SB	Road 89/Winters Rd (Yolo-Solano Co Line)	at			181	20	18	-2	-10%	220	28	28	-1	-2%
C 3	North Gateway	SB	I-505 (Yolo-Solano Co Line)	north	of	Allendale Rd Interchange	551	467	430	-36	-8%	469	268	277	9	3%
C 3	North Gateway	SB	Stevenson Bridge Rd (Yolo-Solano Co Line)	at			29	1	1	0	0%	31	1	2	0	30%
C 3	North Gateway	SB	Pedrick Rd-Road 98 (Yolo-Solano Co Line)	at			170	46	40	-5	-11%	160	59	64	5	8%
C 3	North Gateway	SB	SR 113 (Yolo-Solano Co Line)	north	of	I-80 (near Davis)	1,510	1,748	1,723	-22	-1%	1,340	1,645	1,757	111	7%
C 3	North Gateway	WB	I-80 (Yolo-Solano Co Line)	at		Solano-Yolo Co Line	3,890	3,684	3,366	-319	-9%	4,436	4,605	4,951	346	8%
C 3	North Gateway	SB	SR 84 (Yolo-Solano Co Line)	at		Solano-Yolo Co Line	19	3	3	0	-1%	23	7	7	0	5%
C 3	North Gateway	In	Subtotals				6,400	6,080	5,663	-397	-7%	6,759	6,894	7,170	476	7%
C 3	North Gateway	EB	SR 128 (Yolo-Solano Co Line)	east	of	Jct Rte 121 South	29	66	89	23	34%	48	111	96	-15	-14%
C 3	North Gateway	NB	Pleasants Valley Rd (Yolo-Solano Co Line)	at			29	18	16	1	5%	41	15	14	-1	-6%
C 3	North Gateway	NB	Road 89/Winters Rd (Yolo-Solano Co Line)	at			143	35	35	0	0%	263	26	24	-2	-8%
C 3	North Gateway	NB	I-505 (Yolo-Solano Co Line)	north	of	Allendale Rd Interchange	628	236	250	14	6%	403	480	440	-40	-8%
C 3	North Gateway	SB	Stevenson Bridge Rd (Yolo-Solano Co Line)	at			23	3	3	0	3%	37	2	2	0	-10%
C 3	North Gateway	NB	Pedrick Rd-Road 98 (Yolo-Solano Co Line)	at			136	51	57	6	13%	167	49	42	-7	-14%
C 3	North Gateway	NB	SR 113 (Yolo-Solano Co Line)	north	of	I-80 (near Davis)	1,470	1,546	1,662	136	9%	1,440	1,943	1,928	-15	-1%
C 3	North Gateway	EB	I-80 (Yolo-Solano Co Line)	at		Solano-Yolo Co Line	4,300	4,245	4,755	510	12%	4,220	3,952	3,684	-267	-7%
C 3	North Gateway	NB	SR 84 (Yolo-Solano Co Line)	at		Solano-Yolo Co Line	18	8	9	1	6%	20	4	4	0	-5%
C 3	North Gateway	Out	Subtotals				6,776	6,206	6,897	691	11%	6,859	6,582	6,234	-348	-5%
C 4	Napa-Solano County Line	NB	SR 29			Solano-Napa Co Line	1,405	1,239	1,178	-61	-5%	1,293	2,057	2,026	-31	-2%
C 4	Napa-Solano County Line	WB	American Canyon Rd	at		American Canyon City Limits	430	69	51	-16	-27%	320	129	154	25	19%
C 4	Napa-Solano County Line	WB	SR 12	west	of	Solano-Napa Co Line	1,246	1,346	1,340	-5	0%	1,009	931	995	64	7%
C 4	Napa-Solano County Line	NB	Suisun Valley Rd			Solano-Napa Co Line	73	32	35	3	10%	128	164	175	11	7%
C 4	Napa-Solano County Line	Np	Subtotals				3,154	2,686	2,804	-82	-3%	2,750	3,262	3,351	69	2%
C 4	Napa-Solano County Line	SB	SR 29			Solano-Napa Co Line	1,195	2,095	2,172	77	4%	1,617	1,744	1,503	-241	-14%
C 4	Napa-Solano County Line	EB	American Canyon Rd	at		American Canyon City Limits	247	138	160	23	16%	392	293	179	-115	-39%
C 4	Napa-Solano County Line	EB	SR 12	west	of	Solano-Napa Co Line	864	1,000	980	-20	-2%	1,284	1,410	1,328	-84	-6%
C 4	Napa-Solano County Line	SB	Suisun Valley Rd			Solano-Napa Co Line	73	297	346	49	16%	128	70	79	8	12%
C 4	Napa-Solano County Line	Sub	Subtotals				2,378	3,530	3,658	129	4%	3,421	3,516	3,068	-432	-12%

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ATTACHMENT A

Table General Average Daily Traffic Forecasts – Solano/Napa Phase 2 Model															
Screenline	Dir	Street	Leg	of	Location	AM Peak Hour					PM Peak Hour				
						Counts	2000 Model - Old	2000 Model - Updated March '09	Change - Old to Updated	% Change - Old to Updated	Counts	2000 Model - Old	2000 Model - Updated March '09	Change - Old to Updated	% Change - Old to Updated
S 1	Vallejo east-west	NB	Wilson Av	north	of Tennessee St	351	442	449	7	2%	318	470	517	47	10%
S 1	Vallejo east-west	NB	Sacramento St	north	of Tennessee St	300	159	146	-12	-8%	562	294	277	-17	-6%
S 1	Vallejo east-west	NB	Sonoma Blvd (SR 29)	north	of Tennessee St	679	732	640	-93	-13%	821	1,817	1,825	8	0%
S 1	Vallejo east-west	NB	Broadway	north	of Tennessee St	289	461	429	-31	-7%	441	532	604	72	14%
S 1	Vallejo east-west	NB	Tuolumne St	north	of Tennessee St	344	230	198	-32	-14%	528	514	480	-24	-5%
S 1	Vallejo east-west	EB	I-80	north	of Tennessee St	3,817	3,662	3,662	0	0%	5,696	5,028	5,159	131	3%
S 1	Vallejo east-west	NB	Oakwood Av	north	of Tennessee St	384	236	235	0	0%	292	263	262	-1	0%
S 1	Vallejo east-west	NB	Columbus Pkwy	north	of Tennessee St	384	312	346	34	11%	241	484	489	6	1%
S 1	Vallejo east-west	NB	Subtotals			6,548	6,233	6,105	-128	-2%	8,897	9,403	9,624	221	2%
S 1	Vallejo east-west	SB	Wilson Av	north	of Tennessee St	481	596	598	1	0%	308	570	547	-23	-4%
S 1	Vallejo east-west	SB	Sacramento St	north	of Tennessee St	351	159	146	-12	-8%	576	294	277	-17	-6%
S 1	Vallejo east-west	SB	Sonoma Blvd (SR 29)	north	of Tennessee St	834	1,787	1,805	19	1%	828	1,334	1,192	-202	-15%
S 1	Vallejo east-west	SB	Broadway	north	of Tennessee St	523	338	353	14	4%	448	466	428	-38	-8%
S 1	Vallejo east-west	SB	Tuolumne St	north	of Tennessee St	359	354	382	29	8%	684	254	229	-25	-10%
S 1	Vallejo east-west	WB	I-80	north	of Tennessee St	4,900	5,574	5,675	101	2%	4,163	4,713	4,916	203	4%
S 1	Vallejo east-west	SB	Oakwood Av	north	of Tennessee St	292	333	358	25	7%	324	243	226	-17	-7%
S 1	Vallejo east-west	SB	Columbus Pkwy	north	of Tennessee St	807	465	508	23	5%	194	318	351	33	10%
S 1	Vallejo east-west	SB	Subtotals			8,347	9,628	9,826	200	2%	7,503	8,193	8,106	-87	-1%
S 2	Vallejo I-80	SB	Sonoma Blvd (SR 29)	north	of I-80	340	1,262	1,418	156	12%	212	385	371	-14	-4%
S 2	Vallejo I-80	EB	Magazine St	west	of 8th St	295	185	179	-6	-3%	273	226	205	-21	-9%
S 2	Vallejo I-80	EB	Curtola Pkwy	west	of Lemon St	609	1,297	1,360	63	5%	780	1,650	1,444	-206	-13%
S 2	Vallejo I-80	EB	Benicia Rd	east	of Lemon St	168	74	81	7	9%	287	174	141	-33	-19%
S 2	Vallejo I-80	EB	Georgia St	west	of 14th St	283	240	241	1	0%	441	542	474	-68	-13%
S 2	Vallejo I-80	EB	Solano Ave	west	of Phelan Ave	293	110	107	-4	-3%	328	267	272	5	2%
S 2	Vallejo I-80	EB	Tennessee St	west	of Mariposa St	970	673	636	-37	-5%	908	1,150	1,093	-57	-5%
S 2	Vallejo I-80	EB	Redwood Pkwy	west	of Fairgrounds Dr	942	956	942	-14	-2%	1,397	1,764	1,675	-89	-5%
S 2	Vallejo I-80	EB	SR 37	west	of I-80	2,675	2,786	2,859	73	3%	3,313	3,338	3,359	23	1%
S 2	Vallejo I-80	EB	Subtotals			6,555	7,584	7,823	239	3%	7,937	9,494	9,035	-480	-5%
S 2	Vallejo I-80	NB	Sonoma Blvd (SR 29)	north	of I-80	382	463	410	-52	-11%	426	974	1,245	271	28%
S 2	Vallejo I-80	WB	Magazine St	west	of 8th St	221	241	208	-33	-14%	251	243	218	-26	-11%
S 2	Vallejo I-80	WB	Curtola Pkwy	west	of Lemon St	802	1,021	925	-96	-9%	563	1,188	1,180	-17	-1%
S 2	Vallejo I-80	WB	Benicia Rd	east	of Lemon St	112	208	201	-7	-3%	280	154	169	15	10%
S 2	Vallejo I-80	WB	Georgia St	west	of 14th St	374	270	249	-21	-8%	394	221	209	-13	-6%
S 2	Vallejo I-80	WB	Solano Ave	west	of Phelan Ave	331	454	424	-30	-7%	289	309	290	-19	-6%
S 2	Vallejo I-80	WB	Tennessee St	west	of Mariposa St	728	870	849	-22	-3%	818	883	804	-79	-9%
S 2	Vallejo I-80	WB	Redwood Pkwy	west	of Fairgrounds Dr	1,273	1,735	1,692	-42	-2%	1,218	1,393	1,410	17	1%
S 2	Vallejo I-80	WB	SR 37	west	of I-80	2,527	2,786	2,556	-221	-8%	2,841	2,160	2,214	54	3%
S 2	Vallejo I-80	WB	Subtotals			6,750	8,028	7,514	-514	-6%	7,170	7,535	7,740	205	3%
S 3	Napa-Solano Ridge	EB	I-780	west	of Military West (Benecia)	2,717	3,574	3,727	153	4%	2,810	2,915	2,756	-160	-5%
S 3	Napa-Solano Ridge	EB	Lake Herman Rd	east	of Columbus Pkwy	320	233	269	55	24%	138	35	34	-1	-3%
S 3	Napa-Solano Ridge	EB	I-80 (north)	east	of American Canyon Rd	2,726	2,354	2,611	258	11%	4,548	5,036	5,094	58	1%
S 3	Napa-Solano Ridge	EB	SR 12	west	of Solano-Napa Co Line	864	1,000	980	-20	-2%	1,284	1,410	1,326	-84	-6%
S 3	Napa-Solano Ridge	EB	Subtotals			6,627	7,181	7,607	446	6%	6,760	8,396	8,210	-187	-2%
S 3	Napa-Solano Ridge	WB	I-780	west	of Military West (Benecia)	2,338	2,763	2,659	-105	-4%	2,297	3,701	3,728	27	1%
S 3	Napa-Solano Ridge	WB	Lake Herman Rd	east	of Columbus Pkwy	247	6	6	0	13%	298	177	200	23	13%
S 3	Napa-Solano Ridge	WB	I-80 (north)	east	of American Canyon Rd	3,911	5,217	5,144	-73	-1%	2,967	3,228	3,635	407	13%
S 3	Napa-Solano Ridge	WB	SR 12	west	of Solano-Napa Co Line	1,246	1,348	1,340	-8	0%	1,009	931	995	64	7%
S 3	Napa-Solano Ridge	WB	Subtotals			7,742	9,332	9,149	-182	-2%	6,571	8,036	8,558	521	6%

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Table															
General Average Daily Traffic Forecasts -- Solano/Napa Phase 2 Model															
Screenline	Dir	Street	Leg	of	Location	Counts	AM Peak Hour				PM Peak Hour				
							2000 Model - Old	2000 Model - Updated March '09	Change - Old to Updated	% Change - Old to Updated	Counts	2000 Model - Old	2000 Model - Updated March '09	Change - Old to Updated	% Change - Old to Updated
S 4	South of AmerCnyn-Cordelia	NB SR 29			Solano-Napa Co Line	1,395	1,239	1,178	-61	-5%	1,293	2,057	2,026	-31	-2%
S 4	South of AmerCnyn-Cordelia	EB I-80 (south)	north	of	SR 37	2,655	2,227	2,482	236	11%	4,239	4,779	4,949	170	4%
S 4	South of AmerCnyn-Cordelia	NB I-680	north	of	Marshview Rd	1,461	1,354	1,452	98	7%	2,729	2,969	3,028	59	2%
S 4	South of AmerCnyn-Cordelia	EB Subtotals				5,511	4,820	5,092	272	6%	8,261	9,805	10,002	199	2%
S 4	South of AmerCnyn-Cordelia	SB SR 29			Solano-Napa Co Line	1,195	2,095	2,172	77	4%	1,617	1,744	1,503	-241	-14%
S 4	South of AmerCnyn-Cordelia	WB I-80 (south)	north	of	SR 37	4,050	5,173	5,117	-56	-1%	2,765	3,125	3,505	381	12%
S 4	South of AmerCnyn-Cordelia	SB I-680	north	of	Marshview Rd	3,221	3,011	3,143	132	4%	1,657	1,252	1,427	174	14%
S 4	South of AmerCnyn-Cordelia	WB Subtotals				8,466	10,279	10,432	153	1%	6,039	6,121	6,434	314	5%
S 5	Fairfield-Cordelia	EB Rockville Rd	east	of	Suisun Valley Rd	307	235	232	-3	-1%	615	460	459	-1	0%
S 5	Fairfield-Cordelia	EB I-80	east	of	Suisun Valley Rd	4,805	4,383	4,894	311	7%	8,360	8,559	8,833	74	1%
S 5	Fairfield-Cordelia	EB Cordelia Rd	west	of	Hale Ranch Rd	60	4	6	2	47%	781	847	888	41	6%
S 5	Fairfield-Cordelia	EB North Connector	east	of	Suisun Valley Rd		0	0			0	0	0		
S 5	Fairfield-Cordelia	EB Subtotals				5,172	4,822	4,932	310	7%	9,756	9,666	9,780	114	1%
S 5	Fairfield-Cordelia	WB Rockville Rd	east	of	Suisun Valley Rd	822	620	566	-34	-5%	323	259	266	7	3%
S 5	Fairfield-Cordelia	WB I-80	east	of	Suisun Valley Rd	8,240	9,160	9,282	122	1%	5,680	5,104	5,638	533	10%
S 5	Fairfield-Cordelia	WB Cordelia Rd	west	of	Hale Ranch Rd	171	761	801	39	5%	100	10	9	-1	-8%
S 5	Fairfield-Cordelia	WB North Connector	east	of	Suisun Valley Rd		0	0			0	0			
S 5	Fairfield-Cordelia	WB Subtotals				9,233	10,541	10,869	128	1%	6,103	5,372	5,812	540	10%
S 6	Fairfield I-80	EB SR 12	west	of	Back Ave (Leg A)	1,017	667	749	82	12%	1,819	2,004	2,104	100	5%
S 6	Fairfield I-80	EB W Texas St	east	of	I-80 (#101)	1,229	438	450	12	3%	1,336	905	838	-66	-7%
S 6	Fairfield I-80	EB Travis Blvd	east	of	I-80 (#94)	886	955	978	22	2%	1,712	1,278	1,317	39	3%
S 6	Fairfield I-80	EB Air Base Pkwy	east	of	I-80 (#53)	1,746	1,799	1,901	102	6%	2,158	2,856	2,908	52	2%
S 6	Fairfield I-80	SB N Texas St	east	of	I-80 (#40)	802	590	592	2	0%	1,184	1,065	1,133	68	6%
S 6	Fairfield I-80	EB Subtotals				5,680	4,450	4,871	220	5%	8,209	8,108	8,299	191	2%
S 6	Fairfield I-80	WB SR 12	west	of	Back Ave (Leg A)	1,405	2,672	2,717	45	2%	877	833	961	148	18%
S 6	Fairfield I-80	WB W Texas St	east	of	I-80 (#101)	405	265	217	-48	-18%	572	403	346	-58	-14%
S 6	Fairfield I-80	WB Travis Blvd	east	of	I-80 (#94)	737	968	1,086	118	12%	1,850	1,306	1,402	96	7%
S 6	Fairfield I-80	WB Air Base Pkwy	east	of	I-80 (#53)	1,454	2,254	2,331	78	3%	1,681	1,840	1,903	63	3%
S 6	Fairfield I-80	NB N Texas St	east	of	I-80 (#40)	1,029	870	953	83	10%	859	718	753	34	5%
S 6	Fairfield I-80	WB Subtotals				5,030	7,028	7,304	277	4%	5,819	5,101	5,385	284	6%
S 7	Fairfield-Suisun City	EB Cordelia St	east	of	Pennsylvania Ave	85	1	1	0	30%	131	61	68	7	11%
S 7	Fairfield-Suisun City	EB SR 12	east	of	Pennsylvania Ave	1,279	849	890	41	5%	2,443	2,539	2,585	46	2%
S 7	Fairfield-Suisun City	SB Sunset Ave	south	of	Travis Blvd (#16)	897	878	877	-1	0%	1,182	868	849	-28	-3%
S 7	Fairfield-Suisun City	EB E Tabor Ave	east	of	Tolenas Ave (#7)	333	228	232	4	2%	352	305	295	-10	-3%
S 7	Fairfield-Suisun City	EB Air Base Pkwy	west	of	RR tracks (#8)	568	1,109	1,196	87	8%	2,000	1,323	1,287	-37	-3%
S 7	Fairfield-Suisun City	SB Peabody Rd	north	of	Cement Hill Rd	1,436	750	837	87	12%	599	747	641	-106	-14%
S 7	Fairfield-Suisun City	EB Subtotals				4,598	3,815	4,032	217	6%	6,707	5,843	5,715	-128	-2%
S 7	Fairfield-Suisun City	WB Cordelia St	east	of	Pennsylvania Ave	168	89	102	14	15%	84	42	43	1	3%
S 7	Fairfield-Suisun City	WB SR 12	east	of	Pennsylvania Ave	2,133	2,612	2,613	1	0%	1,359	1,118	1,167	49	4%
S 7	Fairfield-Suisun City	NB Sunset Ave	south	of	Travis Blvd (#16)	716	842	852	10	1%	892	914	911	-4	0%
S 7	Fairfield-Suisun City	WB E Tabor Ave	east	of	Tolenas Ave (#7)	245	288	292	4	2%	400	279	280	0	0%
S 7	Fairfield-Suisun City	WB Air Base Pkwy	west	of	RR tracks (#8)	1,097	1,167	1,179	-8	-1%	671	1,245	1,314	69	6%
S 7	Fairfield-Suisun City	NB Peabody Rd	north	of	Cement Hill Rd	823	688	624	-64	-9%	1,190	961	1,045	83	9%
S 7	Fairfield-Suisun City	WB Subtotals				5,180	5,707	5,664	-43	-1%	4,596	4,560	4,758	199	4%
S 8	Suisun City west	EB SR 12	east	of	Scandia Rd	413	272	300	28	10%	609	402	324	-78	-19%
S 8	Suisun City west	SB Collinsville Rd				2	2	2	0	-10%	6	7	0	6%	
S 8	Suisun City west	EB Subtotals				413	275	302	27	10%	609	409	331	-78	-19%
S 8	Suisun City west	WB SR 12	east	of	Scandia Rd	611	532	437	-95	-18%	510	333	346	13	4%
S 8	Suisun City west	NB Collinsville Rd				7	7	8	1	11%	2	2	-1	-25%	
S 8	Suisun City west	WB Subtotals				611	539	445	-94	-18%	510	335	347	13	4%

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Table General Average Daily Traffic Forecasts -- Solano/Napa Phase 2 Model																
Screenline	Dir	Street	Leg	of	Location	AM Peak Hour					PM Peak Hour					
						Counts	2000 Model - Old	2000 Model - Updated March '09	Change - Old to Updated	% Change - Old to Updated	Counts	2000 Model - Old	2000 Model - Updated March '09	Change - Old to Updated	% Change - Old to Updated	
S 9	Fairfield-Vacaville	EB	I-80	east	of	Pleassants Valley	4,150	4,134	4,535	401	10%	6,930	6,248	6,204	-44	-1%
S 9	Fairfield-Vacaville	NB	Peabody Rd	north	of	Cement Hill Rd	823	688	624	-64	-9%	1,190	961	1,045	83	9%
S 9	Fairfield-Vacaville	NB	Vanden Rd	south	of	Leisure Town Rd	195	52	26	-25	-49%	646	91	80	-10	-11%
S 9	Fairfield-Vacaville	NB	SR 113	north	of	SR 12	155	83	150	67	80%	216	129	155	26	20%
S 9	Fairfield-Vacaville	NB	Subtotals				5,323	4,957	5,336	379	8%	8,985	7,429	7,484	56	1%
S 9	Fairfield-Vacaville	WB	I-80	east	of	Pleassants Valley	6,370	6,297	6,252	-45	-1%	4,800	4,890	5,338	458	9%
S 9	Fairfield-Vacaville	SB	Peabody Rd	north	of	Cement Hill Rd	1,436	750	837	87	12%	599	747	641	-106	-14%
S 9	Fairfield-Vacaville	SB	Vanden Rd	south	of	Leisure Town Rd	601	84	83	-1	-1%	215	65	34	-31	-48%
S 9	Fairfield-Vacaville	SB	SR 113	north	of	SR 12	147	134	160	27	20%	176	187	233	45	24%
S 9	Fairfield-Vacaville	SB	Subtotals				8,554	7,264	7,331	68	1%	5,790	5,880	6,245	365	6%
S 10	Vacaville I-80	SB	Alamo Dr	north	of	Marshall Rd	124	411	384	-17	-4%	776	601	630	29	5%
S 10	Vacaville I-80	SB	Davis St	south	of	Bella Vista Rd	336	144	141	-3	-2%	561	268	290	22	8%
S 10	Vacaville I-80	EB	Mason St-Elmira Rd	west	of	Peabody Rd	611	840	808	-33	-4%	1,219	1,594	1,672	78	5%
S 10	Vacaville I-80	SB	Allison Dr	east	of	I-80	697	385	363	-2	-1%	1,120	803	827	124	15%
S 10	Vacaville I-80	SB	Nut Tree Rd	north	of	Burton Dr	140	258	220	-38	-15%	279	737	777	40	5%
S 10	Vacaville I-80	SB	Leisure Town Rd	north	of	Orange Dr	572	296	227	-69	-23%	928	768	865	98	13%
S 10	Vacaville I-80	SB	Subtotals				2,480	2,313	2,152	-162	-7%	4,883	4,770	5,162	392	8%
S 10	Vacaville I-80	NB	Alamo Dr	south	of	Marshall Rd	1,130	1,468	1,552	84	6%	927	887	943	56	6%
S 10	Vacaville I-80	NB	Davis St	south	of	Bella Vista Rd	487	289	392	102	35%	411	176	167	-9	-5%
S 10	Vacaville I-80	WB	Mason St-Elmira Rd	east	of	Peabody Rd	949	1,363	1,397	34	3%	887	891	920	29	3%
S 10	Vacaville I-80	NB	Allison Dr	east	of	I-80	758	510	594	84	17%	1,562	462	453	-9	-2%
S 10	Vacaville I-80	NB	Nut Tree Rd	south	of	Burton Dr	375	729	473	144	20%	402	542	476	-67	-12%
S 10	Vacaville I-80	NB	Leisure Town Rd	south	of	Orange Dr	550	445	566	121	27%	424	310	239	-71	-23%
S 10	Vacaville I-80	NB	Subtotals				4,249	4,803	5,374	571	12%	4,813	3,288	3,198	-70	-2%
S 11	Vacaville-Dixon	NB	Pleassants Valley Rd	north	of	Vaca Valley Pkwy	41	6	6	0	6%	108	20	17	-3	-15%
S 11	Vacaville-Dixon	NB	I-505	south	of	Midway Rd	616	686	791	104	15%	871	865	889	24	3%
S 11	Vacaville-Dixon	EB	I-80	east	of	Leisure Town Rd	3,430	3,744	4,405	661	18%	3,760	3,530	3,234	-296	-8%
S 11	Vacaville-Dixon	NB	Batavia Rd	south	of	Dixon City Limits	27	16	17	1	8%	40	8	8	0	-3%
S 11	Vacaville-Dixon	NB	Pitt School Rd	south	of	Dixon City Limits	16	17	16	-1	-4%	32	16	18	2	11%
S 11	Vacaville-Dixon	NB	SR 113	south	of	Dixon City Limits	96	113	115	2	2%	169	52	51	0	0%
S 11	Vacaville-Dixon	NB	Subtotals				4,226	4,582	5,350	769	17%	4,980	4,591	4,216	-373	-8%
S 11	Vacaville-Dixon	SB	Pleassants Valley Rd	north	of	Vaca Valley Pkwy	67	15	13	-2	-11%	35	8	9	0	1%
S 11	Vacaville-Dixon	SB	I-505	south	of	Midway Rd	712	790	733	-57	-7%	633	868	858	-10	-1%
S 11	Vacaville-Dixon	WB	I-80	east	of	Leisure Town Rd	3,310	3,189	2,879	-310	-10%	3,390	4,112	4,583	471	11%
S 11	Vacaville-Dixon	SB	Batavia Rd	south	of	Dixon City Limits	41	7	6	0	-4%	42	13	9	-4	-28%
S 11	Vacaville-Dixon	SB	Pitt School Rd	south	of	Dixon City Limits	31	13	16	2	18%	36	22	31	9	40%
S 11	Vacaville-Dixon	SB	SR 113	south	of	Dixon City Limits	83	52	52	0	0%	52	84	85	1	1%
S 11	Vacaville-Dixon	SB	Subtotals				4,244	4,065	3,699	-366	-9%	4,188	5,108	5,575	467	9%
S 12	Dixon I-80	EB	Dixon Ave	east	of	Gateway Dr	404	280	293	13	5%	67	351	317	-35	-10%
S 12	Dixon I-80	SB	Pitt School Rd	north	of	Market Ln	250	152	150	-2	-1%	504	275	292	17	6%
S 12	Dixon I-80	SB	SR 113	south	of	I-80	469	439	428	-12	-3%	660	393	466	74	19%
S 12	Dixon I-80	SB	Subtotals				1,123	871	870	-1	0%	1,231	1,019	1,074	56	5%
S 12	Dixon I-80	WB	Dixon Ave	east	of	Gateway Dr	251	295	273	-22	-8%	30	366	363	-3	-1%
S 12	Dixon I-80	NB	Pitt School Rd	north	of	Market Ln	409	237	257	21	9%	318	235	239	4	1%
S 12	Dixon I-80	NB	SR 113	south	of	I-80	630	442	529	87	20%	606	450	466	16	4%
S 12	Dixon I-80	NB	Subtotals				1,290	974	1,059	86	9%	954	1,051	1,067	17	2%

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Table																	
General Average Daily Traffic Forecasts – Solano/Napa Phase 2 Model																	
Screenline	Dir	Street	Leg of	Location	Counts	AM Peak Hour					PM Peak Hour						
						2000 Model - Updated March '09	2010 Model	Change - 2000 to 2010	% Change - 2000 to 2010	2030 Model	Counts	2000 Model - Updated March '09	2010 Model	Change - 2000 to 2010	% Change - 2000 to 2010	2030 Model	
C 1	Southeast Gateway	EB	I-80 (Contra Costa-Solano Co Line)	east of	Carquinez Bridge	2,631	2,726	3,060	334	12%	3,092	5,779	5,847	6,888	841	14%	8,910
C 1	Southeast Gateway	NB	I-680 (Contra Costa-Solano Co Line)	at	Benicia Bridge	2,486	3,444	4,283	840	24%	6,362	4,128	5,318	5,870	552	10%	7,270
C 1	Southeast Gateway	WB	SR 12 (Sacramento-Solano Co Line)	east of	Jct Rte 84 North	747	540	801	261	48%	1,122	594	625	831	306	49%	1,339
C 1	Southeast Gateway	In	Subtotals			5,864	6,710	8,144	1,434	21%	10,576	10,501	11,790	13,489	1,898	14%	17,519
C 1	Southeast Gateway	WB	I-80 (Contra Costa-Solano Co Line)	at	Carquinez Bridge	6,008	7,108	7,986	878	12%	9,402	2,970	3,938	3,865	-73	-2%	5,860
C 1	Southeast Gateway	SB	I-680 (Contra Costa-Solano Co Line)	at	Benicia Bridge	5,189	6,232	6,565	334	5%	8,153	3,245	3,339	4,245	906	27%	6,482
C 1	Southeast Gateway	EB	SR 12 (Sacramento-Solano Co Line)	east of	Jct Rte 84 North	599	504	723	218	43%	1,144	891	458	841	383	84%	1,278
C 1	Southeast Gateway	Out	Subtotals			11,796	13,844	15,274	1,430	10%	18,699	7,108	7,736	8,951	1,216	16%	13,620
C 2	West Gateway	EB	SR 37 (Sonoma-Solano Co Line)	east of	Walnut Ave (Mare Island)	979	925	1,071	146	16%	1,520	1,558	1,773	1,924	150	8%	2,485
C 2	West Gateway	EB	Petrified Forest Rd (Sonoma-Napa Co Line)	at	Sonoma-Napa Co Line	172	276	376	100	36%	584	308	602	776	174	29%	810
C 2	West Gateway	EB	SR 12-121 (Sonoma-Napa Co Line)	west of	Old Sonoma Rd	1,184	1,363	1,445	82	6%	1,749	1,236	1,445	1,644	199	14%	2,094
C 2	West Gateway	EB	SR 128 (Sonoma-Napa Co Line)	east of	Franz Valley Rd (Kelllogg)	66	257	326	68	27%	834	94	106	145	39	36%	848
C 2	West Gateway	SB	SR 29 (Lake-Napa Co Line)	south of	Lake-Napa Co Line	418	110	106	-4	-3%	100	195	103	94	-8	-8%	197
C 2	West Gateway	In	Subtotals			2,819	2,932	3,325	393	13%	4,797	3,391	4,030	4,583	553	14%	6,433
C 2	West Gateway	WB	SR 37 (Sonoma-Solano Co Line)	east of	Walnut Ave (Mare Island)	1,567	1,688	1,796	108	6%	2,145	904	783	1,274	490	63%	1,308
C 2	West Gateway	WB	Petrified Forest Rd (Sonoma-Napa Co Line)	at	Sonoma-Napa Co Line	364	607	764	157	26%	738	428	207	328	121	58%	811
C 2	West Gateway	WB	SR 12-121 (Sonoma-Napa Co Line)	west of	Old Sonoma Rd	1,188	1,368	1,552	183	13%	2,058	1,344	1,287	1,625	337	26%	1,707
C 2	West Gateway	WB	SR 128 (Sonoma-Napa Co Line)	east of	Franz Valley Rd (Kelllogg)	70	110	140	30	27%	900	98	220	400	180	82%	716
C 2	West Gateway	NB	SR 29 (Lake-Napa Co Line)	south of	Lake-Napa Co Line	58	104	120	16	15%	172	631	147	135	-12	-8%	180
C 2	West Gateway	Out	Subtotals			3,247	3,878	4,372	495	13%	6,014	3,405	2,645	3,782	1,117	42%	4,502
C 3	North Gateway	WB	SR 128 (Yolo-Solano Co Line)	east of	Jct Rte 121 South	33	69	81	22	32%	132	36	67	195	129	194%	655
C 3	North Gateway	SB	Pleasants Valley Rd (Yolo-Solano Co Line)			17	12	12	0	0%	12	44	19	23	4	23%	26
C 3	North Gateway	SB	Road 88/Winters Rd (Yolo-Solano Co Line)			181	18	26	7	40%	329	220	28	23	-4	-16%	21
C 3	North Gateway	SB	I-505 (Yolo-Solano Co Line)	north of	Allendale Rd Interchange	551	430	938	508	118%	1,745	469	277	768	481	177%	1,377
C 3	North Gateway	SB	Stevenson Bridge Rd (Yolo-Solano Co Line)			29	1	1	0	12%	1	31	2	2	0	17%	4
C 3	North Gateway	SB	Pedrick Rd-Road 98 (Yolo-Solano Co Line)			170	40	33	-8	-19%	35	160	64	59	-5	-8%	69
C 3	North Gateway	SB	SR 113 (Yolo-Solano Co Line)	north of	I-80 (near Davis)	1,510	1,723	2,088	363	21%	2,283	1,340	1,757	2,160	404	23%	3,071
C 3	North Gateway	WB	I-80 (Yolo-Solano Co Line)			3,890	3,368	3,119	-248	-7%	3,484	4,436	4,951	5,638	687	14%	6,859
C 3	North Gateway	SB	SR 84 (Yolo-Solano Co Line)	at	Solano-Yolo Co Line	19	3	23	19	576%	162	23	7	83	76	1080%	488
C 3	North Gateway	In	Subtotals			6,400	5,663	6,328	665	12%	8,182	6,789	7,170	8,952	1,781	25%	12,570
C 3	North Gateway	EB	SR 128 (Yolo-Solano Co Line)	east of	Jct Rte 121 South	29	89	347	259	292%	990	48	96	323	227	237%	381
C 3	North Gateway	NB	Pleasants Valley Rd (Yolo-Solano Co Line)			29	18	27	8	46%	40	41	14	19	4	29%	50
C 3	North Gateway	NB	Road 88/Winters Rd (Yolo-Solano Co Line)			143	35	66	31	91%	388	263	24	190	166	686%	347
C 3	North Gateway	NB	I-505 (Yolo-Solano Co Line)	north of	Allendale Rd Interchange	628	250	736	486	195%	1,092	403	440	689	249	57%	1,494
C 3	North Gateway	SB	Stevenson Bridge Rd (Yolo-Solano Co Line)			23	3	3	0	0%	8	37	2	2	0	-3%	1
C 3	North Gateway	NB	Pedrick Rd-Road 98 (Yolo-Solano Co Line)			136	57	47	-10	-18%	162	187	42	42	0	-1%	50
C 3	North Gateway	NB	SR 113 (Yolo-Solano Co Line)	north of	I-80 (near Davis)	1,470	1,682	1,846	184	10%	2,642	1,440	1,828	2,196	268	14%	2,703
C 3	North Gateway	EB	I-80 (Yolo-Solano Co Line)			4,300	4,755	5,124	389	8%	6,786	4,220	3,684	3,803	118	3%	4,576
C 3	North Gateway	NB	SR 84 (Yolo-Solano Co Line)	at	Solano-Yolo Co Line	18	9	46	37	415%	352	20	4	29	25	612%	274
C 3	North Gateway	Out	Subtotals			6,776	6,897	8,242	1,345	19%	12,458	6,659	6,234	7,292	1,057	17%	9,876
C 4	Napa-Solano County Line	NB	SR 29		Solano-Napa Co Line	1,405	1,178	1,464	286	24%	1,568	1,293	2,026	2,356	330	16%	2,675
C 4	Napa-Solano County Line	WB	American Canyon Rd	at	American Canyon City Limits	430	51	319	268	527%	209	320	154	456	302	196%	692
C 4	Napa-Solano County Line	WB	SR 12	west of	Solano-Napa Co Line	1,246	1,340	1,409	69	5%	2,559	1,009	995	1,387	382	39%	1,609
C 4	Napa-Solano County Line	NB	Suisun Valley Rd		Solano-Napa Co Line	73	35	37	2	6%	51	128	175	358	183	104%	465
C 4	Napa-Solano County Line	Np	Subtotals			3,154	2,604	3,229	625	24%	4,388	2,750	3,351	4,558	1,207	36%	5,440
C 4	Napa-Solano County Line	SB	SR 29		Solano-Napa Co Line	1,195	2,172	1,964	-208	-10%	2,738	1,617	1,503	1,615	112	7%	2,121
C 4	Napa-Solano County Line	EB	American Canyon Rd	at	American Canyon City Limits	247	160	388	228	141%	488	392	179	455	278	154%	442
C 4	Napa-Solano County Line	EB	SR 12	west of	Solano-Napa Co Line	864	980	1,535	555	57%	2,048	1,284	1,326	1,536	210	16%	2,672
C 4	Napa-Solano County Line	SB	Suisun Valley Rd		Solano-Napa Co Line	73	346	475	129	37%	532	128	79	229	151	192%	100
C 4	Napa-Solano County Line	Sol	Subtotals			2,379	3,658	4,359	701	19%	5,806	3,421	3,086	3,835	749	24%	5,335

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Table																	
General Average Daily Traffic Forecasts – Solano/Napa Phase 2 Model																	
Screenline	Dir	Street	Leg	of	Location	Counts	AM Peak Hour					PM Peak Hour					
							2000 Model - Updated March '09	2010 Model	Change - 2000 to 2010	% Change - 2000 to 2010	2030 Model	Counts	2000 Model - Updated March '09	2010 Model	Change - 2000 to 2010	% Change - 2000 to 2010	2030 Model
S 1	Vallejo east-west	NB	Wilson Av	north	of Tennessee St	351	449	509	60	13%	755	318	517	794	277	54%	739
S 1	Vallejo east-west	NB	Sacramento St	north	of Tennessee St	300	146	196	50	34%	288	562	277	551	275	99%	851
S 1	Vallejo east-west	NB	Sonoma Blvd (SR 29)	north	of Tennessee St	679	640	859	219	34%	1,480	821	1,825	1,803	-22	-1%	1,873
S 1	Vallejo east-west	NB	Broadway	north	of Tennessee St	289	429	543	113	26%	583	441	604	794	190	31%	1,569
S 1	Vallejo east-west	NB	Tuolumne St	north	of Tennessee St	344	198	330	132	67%	496	526	490	636	146	30%	881
S 1	Vallejo east-west	EB	I-80	north	of Tennessee St	3,817	3,662	4,433	771	21%	4,796	5,696	5,159	5,711	552	11%	6,291
S 1	Vallejo east-west	NB	Oakwood Av	north	of Tennessee St	384	235	251	16	7%	373	292	262	416	153	58%	759
S 1	Vallejo east-west	NB	Columbus Pkwy	north	of Tennessee St	384	348	513	167	48%	829	241	489	656	167	34%	1,050
S 1	Vallejo east-west	NB	Subtotals			8,548	8,105	7,633	1,528	25%	9,580	8,897	9,624	11,381	1,737	18%	14,014
S 1	Vallejo east-west	SB	Wilson Av	north	of Tennessee St	481	598	686	88	15%	870	306	547	725	178	32%	824
S 1	Vallejo east-west	SB	Sacramento St	north	of Tennessee St	351	146	196	50	34%	288	576	277	551	275	99%	851
S 1	Vallejo east-west	SB	Sonoma Blvd (SR 29)	north	of Tennessee St	634	1,805	1,839	34	2%	1,876	828	1,132	1,585	452	40%	1,814
S 1	Vallejo east-west	SB	Broadway	north	of Tennessee St	523	353	522	189	48%	1,309	448	428	547	119	28%	979
S 1	Vallejo east-west	SB	Tuolumne St	north	of Tennessee St	359	382	611	228	60%	756	664	429	324	95	41%	680
S 1	Vallejo east-west	WB	I-80	north	of Tennessee St	4,900	5,675	6,018	343	6%	6,169	4,163	4,916	4,789	-117	-2%	5,706
S 1	Vallejo east-west	SB	Oakwood Av	north	of Tennessee St	292	358	520	162	45%	657	324	226	466	240	106%	666
S 1	Vallejo east-west	SB	Columbus Pkwy	north	of Tennessee St	807	508	706	198	39%	930	194	351	766	415	118%	1,359
S 1	Vallejo east-west	SB	Subtotals			8,347	9,826	11,099	1,273	13%	12,855	7,503	8,106	9,764	1,657	20%	12,877
S 2	Vallejo I-80	SB	Sonoma Blvd (SR 29)	north	of I-80	340	1,418	1,723	305	21%	1,797	212	371	607	236	64%	1,371
S 2	Vallejo I-80	EB	Magazine St	west	of 6th St	295	179	209	30	17%	227	273	205	227	22	11%	222
S 2	Vallejo I-80	EB	Curtola Pkwy	west	of Lemon St	608	1,360	1,516	156	11%	1,848	780	1,444	1,775	331	23%	1,872
S 2	Vallejo I-80	EB	Benicia Rd	east	of Lemon St	168	81	109	29	35%	405	287	141	303	163	115%	817
S 2	Vallejo I-80	EB	Georgia St	west	of 14th St	263	241	317	76	31%	397	441	474	505	31	7%	624
S 2	Vallejo I-80	EB	Solano Ave	west	of Phelan Ave	293	107	140	34	32%	207	328	272	329	55	21%	484
S 2	Vallejo I-80	EB	Tennessee St	west	of Mariposa St	970	636	805	169	27%	1,056	906	1,093	1,298	205	19%	1,410
S 2	Vallejo I-80	EB	Redwood Pkwy	west	of Fairgrounds Dr	942	942	1,543	601	64%	1,729	1,397	1,875	1,869	214	13%	1,886
S 2	Vallejo I-80	EB	SR 37	west	of I-80	2,675	2,859	2,393	-466	-16%	3,020	3,313	3,359	2,988	-371	-11%	4,590
S 2	Vallejo I-80	EB	Subtotals			6,555	7,823	8,755	932	12%	10,766	7,937	9,035	9,921	887	10%	13,288
S 2	Vallejo I-80	NB	Sonoma Blvd (SR 29)	north	of I-80	382	410	498	88	21%	794	426	1,245	1,483	238	19%	1,696
S 2	Vallejo I-80	WB	Magazine St	west	of 6th St	221	208	264	55	26%	382	251	218	307	89	41%	345
S 2	Vallejo I-80	WB	Curtola Pkwy	west	of Lemon St	802	925	1,268	343	37%	1,696	563	1,180	1,548	368	31%	1,799
S 2	Vallejo I-80	WB	Benicia Rd	east	of Lemon St	112	201	332	131	65%	912	280	169	294	125	74%	554
S 2	Vallejo I-80	WB	Georgia St	west	of 14th St	374	249	319	70	28%	413	384	209	317	109	52%	424
S 2	Vallejo I-80	WB	Solano Ave	west	of Phelan Ave	331	424	446	22	5%	501	289	290	372	81	28%	545
S 2	Vallejo I-80	WB	Tennessee St	west	of Mariposa St	728	849	1,029	180	21%	1,113	818	804	971	166	21%	1,086
S 2	Vallejo I-80	WB	Redwood Pkwy	west	of Fairgrounds Dr	1,273	1,692	1,865	173	10%	1,854	1,218	1,410	1,585	175	12%	1,683
S 2	Vallejo I-80	WB	SR 37	west	of I-80	2,527	2,556	2,899	343	13%	3,719	2,941	2,214	2,541	327	15%	2,806
S 2	Vallejo I-80	WB	Subtotals			6,750	7,514	8,919	1,405	19%	11,382	7,170	7,740	9,417	1,877	22%	10,848
S 3	Napa-Solano Ridge	EB	I-780	west	of Military West (Benecia)	2,717	3,727	3,715	-12	0%	4,389	2,810	2,756	3,374	619	22%	4,268
S 3	Napa-Solano Ridge	EB	Lake Herman Rd	east	of Columbus Pkwy	320	289	315	26	9%	732	138	34	80	57	170%	364
S 3	Napa-Solano Ridge	EB	I-80 (north)	east	of American Canyon Rd	2,726	2,611	3,334	723	28%	3,838	4,548	5,094	6,144	1,050	21%	8,355
S 3	Napa-Solano Ridge	EB	SR 12	west	of Solano-Napa Co Line	884	980	1,535	555	57%	2,048	1,284	1,326	1,536	210	16%	2,672
S 3	Napa-Solano Ridge	EB	Subtotals			6,627	7,607	8,899	1,292	17%	11,017	8,780	9,210	11,146	1,936	21%	15,660
S 3	Napa-Solano Ridge	WB	I-780	west	of Military West (Benecia)	2,338	2,659	3,216	558	21%	4,379	2,297	3,728	3,903	176	5%	4,449
S 3	Napa-Solano Ridge	WB	Lake Herman Rd	east	of Columbus Pkwy	247	6	21	15	235%	107	298	209	429	229	115%	724
S 3	Napa-Solano Ridge	WB	I-80 (north)	east	of American Canyon Rd	3,911	5,144	6,512	1,368	27%	7,640	2,967	3,635	4,412	777	21%	5,715
S 3	Napa-Solano Ridge	WB	SR 12	west	of Solano-Napa Co Line	1,246	1,340	1,409	69	5%	2,559	1,009	995	1,387	392	39%	1,609
S 3	Napa-Solano Ridge	WB	Subtotals			7,742	9,149	11,159	2,009	22%	14,688	6,671	8,558	10,132	1,574	18%	12,497

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Table General Average Daily Traffic Forecasts – Solano/Napa Phase 2 Model																	
Screenline	Dir	Street	Leg	of	Location	Counts	AM Peak Hour					PM Peak Hour					
							2000 Model - Updated March '09	2010 Model	Change - 2000 to 2010	% Change - 2000 to 2010	2030 Model	Counts	2000 Model - Updated March '09	2010 Model	Change - 2000 to 2010	% Change - 2000 to 2010	2030 Model
S 4	South of AmerCnyn-Cordelia	NB SR 29			Solano-Napa Co Line	1,395	1,178	1,464	286	24%	1,568	1,293	2,026	2,356	330	16%	2,675
S 4	South of AmerCnyn-Cordelia	WB I-80 (south)	north	of	SR 37	2,655	2,462	3,091	629	26%	3,510	4,239	4,949	6,216	1,268	26%	8,297
S 4	South of AmerCnyn-Cordelia	NB I-680	north	of	Marshview Rd	1,461	1,452	1,731	279	19%	2,574	2,729	3,028	3,188	160	5%	3,949
S 4	South of AmerCnyn-Cordelia	EB Subtotale				5,511	5,092	6,285	1,194	23%	7,852	8,261	10,002	11,761	1,759	18%	14,921
S 4	South of AmerCnyn-Cordelia	SB SR 29			Solano-Napa Co Line	1,195	2,172	1,964	-208	-10%	2,738	1,617	1,503	1,615	112	7%	2,121
S 4	South of AmerCnyn-Cordelia	WB I-80 (south)	north	of	SR 37	4,050	5,117	6,670	1,553	30%	7,581	2,765	3,505	4,178	672	19%	5,455
S 4	South of AmerCnyn-Cordelia	SB I-680	north	of	Marshview Rd	3,221	3,143	3,440	297	9%	4,036	1,657	1,427	1,850	424	30%	2,823
S 4	South of AmerCnyn-Cordelia	WB Subtotale				8,466	10,432	12,074	1,641	16%	14,355	6,039	6,434	7,642	1,208	19%	10,399
S 5	Fairfield-Cordelia	EB Rockville Rd	east	of	Suisun Valley Rd	307	232	511	279	121%	418	615	459	390	-69	-15%	539
S 5	Fairfield-Cordelia	EB I-80	east	of	Suisun Valley Rd	4,805	4,894	5,076	382	8%	6,591	8,360	8,533	8,565	-68	-1%	13,242
S 5	Fairfield-Cordelia	EB Cordelia Rd	west	of	Hale Ranch Rd	90	6	34	28	443%	129	781	888	410	-278	-40%	721
S 5	Fairfield-Cordelia	EB North Connector	east	of	Suisun Valley Rd		0	778			747		0	1,671			1,898
S 5	Fairfield-Cordelia	EB Subtotale				5,172	4,932	6,399	1,467	30%	7,885	9,758	9,780	11,036	1,256	13%	16,400
S 5	Fairfield-Cordelia	WB Rockville Rd	east	of	Suisun Valley Rd	822	586	630	43	7%	305	323	266	384	118	45%	371
S 5	Fairfield-Cordelia	WB I-80	east	of	Suisun Valley Rd	8,240	9,282	9,776	494	5%	13,109	5,680	5,638	6,686	1,048	19%	8,906
S 5	Fairfield-Cordelia	WB Cordelia Rd	west	of	Hale Ranch Rd	171	801	550	-251	-31%	463	100	9	55	46	517%	292
S 5	Fairfield-Cordelia	WB North Connector	east	of	Suisun Valley Rd		0	1,689			1,782		0	264			495
S 5	Fairfield-Cordelia	WB Subtotale				9,233	10,869	12,644	1,975	19%	15,658	6,103	5,912	7,389	1,477	25%	10,065
S 6	Fairfield I-80	EB SR 12	west	of	Beck Ave (Leg A)	1,017	749	994	245	33%	1,424	1,819	2,104	2,558	453	22%	4,540
S 6	Fairfield I-80	EB W Texas St	east	of	I-80 (#101)	1,229	450	733	282	63%	963	1,336	838	1,255	417	50%	1,710
S 6	Fairfield I-80	EB Travis Blvd	east	of	I-80 (#84)	886	978	1,169	191	20%	1,217	1,317	1,625	309	23%	1,266	
S 6	Fairfield I-80	EB Air Base Pkwy	east	of	I-80 (#53)	1,748	1,901	2,352	451	24%	2,452	2,158	2,908	3,091	183	6%	2,983
S 6	Fairfield I-80	SB N Texas St	east	of	I-80 (#40)	802	592	693	100	17%	1,061	1,184	1,133	896	-236	-21%	1,224
S 6	Fairfield I-80	EB Subtotale				5,880	4,871	5,940	1,269	27%	7,117	8,209	8,299	9,425	1,126	14%	11,733
S 6	Fairfield I-80	WB SR 12	west	of	Beck Ave (Leg A)	1,405	2,717	2,858	141	5%	5,078	877	981	1,346	365	37%	2,434
S 6	Fairfield I-80	WB W Texas St	east	of	I-80 (#101)	405	217	523	306	141%	758	572	346	439	93	27%	436
S 6	Fairfield I-80	WB Travis Blvd	east	of	I-80 (#84)	737	1,086	1,549	463	43%	1,705	1,850	1,402	1,558	156	11%	1,491
S 6	Fairfield I-80	WB Air Base Pkwy	east	of	I-80 (#53)	1,454	2,331	2,420	89	4%	2,487	1,661	1,903	1,964	60	3%	1,999
S 6	Fairfield I-80	NB N Texas St	east	of	I-80 (#40)	1,029	953	1,020	67	7%	944	859	753	930	178	24%	1,333
S 6	Fairfield I-80	WB Subtotale				5,030	7,304	8,370	1,066	15%	10,871	5,819	5,385	6,237	852	16%	7,684
S 7	Fairfield-Suisun City	EB Cordelia St	east	of	Pennsylvania Ave	85	1	4	3	321%	41	131	68	103	35	51%	675
S 7	Fairfield-Suisun City	EB SR 12	east	of	Pennsylvania Ave	1,279	890	1,074	185	21%	1,554	2,443	2,585	2,895	300	12%	3,972
S 7	Fairfield-Suisun City	SB Sunset Ave	south	of	Travis Blvd (#16)	897	877	819	-59	-7%	933	1,182	840	918	78	9%	1,153
S 7	Fairfield-Suisun City	EB E Tabor Ave	east	of	Tolenas Ave (#7)	333	232	253	21	9%	350	352	295	336	41	14%	604
S 7	Fairfield-Suisun City	EB Air Base Pkwy	west	of	RR tracks (#8)	588	1,198	1,398	203	17%	1,804	2,000	1,287	1,427	141	11%	1,816
S 7	Fairfield-Suisun City	SB Peabody Rd	north	of	Cement Hill Rd	1,436	837	907	70	8%	1,674	599	641	849	209	33%	1,248
S 7	Fairfield-Suisun City	EB Subtotale				4,598	4,032	4,458	424	11%	6,356	8,707	5,715	6,518	804	14%	9,388
S 7	Fairfield-Suisun City	WB Cordelia St	east	of	Pennsylvania Ave	166	102	215	113	110%	405	84	43	46	3	7%	85
S 7	Fairfield-Suisun City	WB SR 12	east	of	Pennsylvania Ave	2,133	2,619	2,817	203	8%	3,821	1,359	1,167	1,355	188	16%	2,221
S 7	Fairfield-Suisun City	NB Sunset Ave	south	of	Travis Blvd (#16)	716	852	926	73	9%	1,063	892	911	884	-26	-3%	684
S 7	Fairfield-Suisun City	WB E Tabor Ave	east	of	Tolenas Ave (#7)	245	292	361	69	24%	512	400	280	286	6	2%	440
S 7	Fairfield-Suisun City	WB Air Base Pkwy	west	of	RR tracks (#8)	1,097	1,179	1,431	252	21%	1,838	671	1,314	1,524	210	16%	2,061
S 7	Fairfield-Suisun City	NB Peabody Rd	north	of	Cement Hill Rd	823	624	607	-17	-3%	1,069	1,180	1,045	1,198	154	15%	1,863
S 7	Fairfield-Suisun City	WB Subtotale				5,180	5,684	6,357	694	12%	8,738	4,596	4,758	5,293	534	11%	7,554
S 8	Suisun City west	EB SR 12	east	of	Scandia Rd	413	300	452	152	51%	599	609	324	757	433	134%	1,614
S 8	Suisun City west	SB Collinsville Rd				2	3	1	34%	3	7	10	3	41%	13		
S 8	Suisun City west	EB Subtotale				413	302	454	152	50%	602	609	331	767	436	132%	1,627
S 8	Suisun City west	WB SR 12	east	of	Scandia Rd	611	437	845	408	93%	1,466	510	346	567	222	64%	774
S 8	Suisun City west	NB Collinsville Rd				8	10	3	37%	13	2	2	1	36%	3		
S 8	Suisun City west	WB Subtotale				611	445	856	411	92%	1,479	510	347	589	222	64%	777

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Table General Average Daily Traffic Forecasts – Solano/Napa Phase 2 Model																	
Screenline	Dir	Street	Lag	of	Location	AM Peak Hour					PM Peak Hour						
						Counts	2000 Model - Updated March '09	2010 Model	Change - 2000 to 2010	% Change - 2000 to 2010	2030 Model	Counts	2000 Model - Updated March '09	2010 Model	Change - 2000 to 2010	% Change - 2000 to 2010	2030 Model
S 9	Fairfield-Vacaville	EB	I-80		east of Pleasants Valley	4,150	4,535	5,174	639	14%	6,041	6,830	6,204	6,394	189	3%	8,096
S 9	Fairfield-Vacaville	NB	Peabody Rd		north of Cement Hill Rd	823	624	607	-17	-3%	1,069	1,190	1,045	1,198	154	15%	1,863
S 9	Fairfield-Vacaville	NB	Vanden Rd		south of Leisure Town Rd	195	26	40	13	50%	241	646	80	148	66	82%	1,102
S 9	Fairfield-Vacaville	NB	SR 113		north of SR 12	155	150	226	76	51%	235	219	155	258	101	65%	404
S 9	Fairfield-Vacaville	NB	Subtotals			5,323	5,336	6,048	711	13%	7,586	8,985	7,484	7,994	510	7%	11,464
S 9	Fairfield-Vacaville	WB	I-80		east of Pleasants Valley	6,370	6,252	6,617	365	6%	7,436	4,800	5,338	6,189	651	16%	7,345
S 9	Fairfield-Vacaville	SB	Peabody Rd		north of Cement Hill Rd	1,436	837	907	70	8%	1,674	599	641	849	209	33%	1,248
S 9	Fairfield-Vacaville	SB	Vanden Rd		south of Leisure Town Rd	601	83	166	84	101%	589	215	34	76	42	123%	603
S 9	Fairfield-Vacaville	SB	SR 113		north of SR 12	147	160	198	38	24%	323	176	233	259	26	11%	250
S 9	Fairfield-Vacaville	SB	Subtotals			8,554	7,331	7,888	557	8%	10,021	5,780	6,245	7,373	1,128	16%	9,445
S 10	Vacaville I-80	SB	Alamo Dr		north of Marshall Rd	124	394	352	-42	-11%	386	776	630	503	-127	-20%	599
S 10	Vacaville I-80	SB	Davis St		south of Bella Vista Rd	336	141	164	23	16%	169	561	290	421	130	45%	448
S 10	Vacaville I-80	EB	Mason St-Elmira Rd		west of Peabody Rd	611	808	1,067	260	32%	1,122	1,219	1,672	1,638	-34	-2%	1,760
S 10	Vacaville I-80	SB	Allison Dr		east of I-80	897	363	504	142	39%	535	1,120	927	1,207	280	30%	1,140
S 10	Vacaville I-80	SB	Nut Tree Rd		north of Burton Dr	140	220	340	120	55%	417	279	777	1,144	367	47%	1,299
S 10	Vacaville I-80	SB	Leisure Town Rd		north of Orange Dr	572	227	328	102	45%	822	928	865	919	53	6%	2,141
S 10	Vacaville I-80	SB	Subtotals			2,480	2,152	2,756	604	28%	3,450	4,883	5,162	5,830	669	13%	7,395
S 10	Vacaville I-80	NB	Alamo Dr		south of Marshall Rd	1,130	1,552	1,476	-76	-5%	1,514	927	943	885	-58	-6%	1,132
S 10	Vacaville I-80	NB	Davis St		south of Bella Vista Rd	487	392	410	18	5%	552	411	167	217	50	30%	225
S 10	Vacaville I-80	WB	Mason St-Elmira Rd		east of Peabody Rd	949	1,397	1,377	-20	-1%	1,231	887	920	941	21	2%	965
S 10	Vacaville I-80	NB	Allison Dr		east of I-80	758	594	734	140	24%	752	1,562	453	477	24	5%	515
S 10	Vacaville I-80	NB	Nut Tree Rd		south of Burton Dr	375	873	1,201	328	38%	1,463	402	476	677	201	42%	798
S 10	Vacaville I-80	NB	Leisure Town Rd		south of Orange Dr	550	568	783	217	38%	1,485	424	239	312	73	31%	897
S 10	Vacaville I-80	NB	Subtotals			4,249	5,374	5,982	608	11%	6,997	4,613	3,198	3,509	311	10%	4,529
S 11	Vacaville-Dixon	NB	Pleasants Valley Rd		north of Vaca Valley Pkwy	41	6	9	3	47%	20	108	17	19	2	10%	50
S 11	Vacaville-Dixon	NB	I-505		south of Midway Rd	616	791	1,204	413	52%	1,633	871	889	1,309	420	47%	2,027
S 11	Vacaville-Dixon	EB	I-80		east of Leisure Town Rd	3,430	4,405	4,558	152	3%	5,914	3,760	3,234	3,276	42	1%	4,719
S 11	Vacaville-Dixon	NB	Batavia Rd		south of Dixon City Limits	27	17	12	-6	-34%	12	40	8	7	-1	-15%	9
S 11	Vacaville-Dixon	NB	Pitt School Rd		south of Dixon City Limits	16	16	16	0	-2%	13	32	18	8	-10	-54%	8
S 11	Vacaville-Dixon	NB	SR 113		south of Dixon City Limits	96	115	259	144	126%	725	169	51	69	17	34%	177
S 11	Vacaville-Dixon	NB	Subtotals			4,226	5,350	6,057	706	13%	8,317	4,980	4,218	4,688	470	11%	6,989
S 11	Vacaville-Dixon	SB	Pleasants Valley Rd		north of Vaca Valley Pkwy	67	13	16	3	24%	74	35	9	11	2	28%	11
S 11	Vacaville-Dixon	SB	I-505		south of Midway Rd	712	733	1,229	496	68%	1,762	633	858	1,233	374	44%	1,636
S 11	Vacaville-Dixon	WB	I-80		east of Leisure Town Rd	3,310	2,879	2,879	-2	0%	3,602	3,390	4,583	5,161	578	13%	6,157
S 11	Vacaville-Dixon	SB	Batavia Rd		south of Dixon City Limits	41	6	7	1	10%	10	42	9	11	1	15%	13
S 11	Vacaville-Dixon	SB	Pitt School Rd		south of Dixon City Limits	31	16	7	-9	-58%	7	36	31	15	-15	-49%	11
S 11	Vacaville-Dixon	SB	SR 113		south of Dixon City Limits	83	52	50	-2	-4%	104	52	85	294	209	244%	770
S 11	Vacaville-Dixon	SB	Subtotals			4,244	3,699	4,185	486	13%	5,558	4,188	5,575	6,725	1,150	21%	8,598
S 12	Dixon I-80	EB	Dixon Ave		east of Gateway Dr	404	293	383	90	31%	517	67	317	460	143	45%	974
S 12	Dixon I-80	SB	Pitt School Rd		north of Market Ln	250	150	223	73	49%	173	504	292	388	97	33%	398
S 12	Dixon I-80	SB	SR 113		south of I-80	469	428	0			1,146	680	466	0			466
S 12	Dixon I-80	SB	Subtotals			1,123	870	606	-264	-30%	1,836	1,231	1,074	848	-226	-21%	1,838
S 12	Dixon I-80	WB	Dixon Ave		east of Gateway Dr	251	273	471	198	73%	914	30	363	449	86	24%	698
S 12	Dixon I-80	NB	Pitt School Rd		north of Market Ln	409	257	398	141	55%	349	318	239	287	48	20%	243
S 12	Dixon I-80	NB	SR 113		south of I-80	630	529	0			5	606	466	0			3
S 12	Dixon I-80	NB	Subtotals			1,290	1,059	888	-191	-16%	1,267	954	1,067	735	-332	-31%	944

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Table General Average Daily Traffic Forecasts – Solano/Napa Phase 2 Model																
Screenline	Dir	Street	Leg	of	Location	Counts	AM Peak Hour				PM Peak Hour					
							2030 Model Base	2030 Model - Updated March '09	Change - Old to Updated	% Change - Old to Updated	Counts	2030 Model Base	2030 Model - Updated March '09	Change - Old to Updated	% Change - Old to Updated	
C 1	Southeast Gateway	EB	I-80 (Alameda-Solano Co Line)	east	of	Carquinez Bridge	2,631	2,967	3,092	125	4%	5,779	8,518	8,910	392	5%
C 1	Southeast Gateway	NB	I-680 (Contra Costa-Solano Co Line)	at	Benicia Bridge	2,486	6,267	6,362	95	2%	4,128	6,861	7,270	408	6%	
C 1	Southeast Gateway	WB	SR 12 (Sacramento-Solano Co Line)	east	of	Jct Rte 84 North	747	1,208	1,122	-85	-7%	594	1,211	1,339	129	11%
<b>C 1</b>	<b>Southeast Gateway</b>	<b>In</b>	<b>Subtotals</b>				<b>5,864</b>	<b>10,441</b>	<b>10,576</b>	<b>134</b>	<b>1%</b>	<b>10,501</b>	<b>16,590</b>	<b>17,518</b>	<b>929</b>	<b>6%</b>
C 1	Southeast Gateway	WB	I-80 (Alameda-Solano Co Line)	at	Carquinez Bridge	6,008	9,129	9,402	273	3%	2,970	5,466	5,860	394	7%	
C 1	Southeast Gateway	SB	I-680 (Contra Costa-Solano Co Line)	at	Benicia Bridge	5,189	7,942	8,153	212	3%	3,245	6,047	6,482	434	7%	
C 1	Southeast Gateway	EB	SR 12 (Sacramento-Solano Co Line)	east	of	Jct Rte 84 North	999	1,030	1,144	114	11%	891	1,363	1,278	-85	-6%
<b>C 1</b>	<b>Southeast Gateway</b>	<b>Out</b>	<b>Subtotals</b>				<b>11,796</b>	<b>18,101</b>	<b>18,699</b>	<b>598</b>	<b>3%</b>	<b>7,106</b>	<b>12,876</b>	<b>13,820</b>	<b>744</b>	<b>6%</b>
C 2	West Gateway	EB	SR 37 (Sonoma-Solano Co Line)	east	of	Walnut Ave (Mare Island)	979	1,501	1,520	19	1%	1,558	2,439	2,485	46	2%
C 2	West Gateway	EB	Petrified Forest Rd (Sonoma-Napa Co Line)	at	Sonoma-Napa Co Line	172	585	594	9	2%	308	829	810	-19	-2%	
C 2	West Gateway	EB	SR 12-121 (Sonoma-Napa Co Line)	west	of	Old Sonoma Rd	1,184	1,737	1,749	11	1%	1,236	2,055	2,094	38	2%
C 2	West Gateway	EB	SR 128 (Sonoma-Napa Co Line)	east	of	Franz Valley Rd (Kellogg)	66	868	834	-35	-4%	94	696	648	-151	-22%
C 2	West Gateway	SB	SR 29 (Lake-Napa Co Line)	south	of	Lake-Napa Co Line	418	109	100	-8	-8%	195	201	197	-4	-2%
<b>C 2</b>	<b>West Gateway</b>	<b>In</b>	<b>Subtotals</b>				<b>2,810</b>	<b>4,801</b>	<b>4,797</b>	<b>-4</b>	<b>0%</b>	<b>3,381</b>	<b>6,221</b>	<b>6,433</b>	<b>213</b>	<b>3%</b>
C 2	West Gateway	WB	SR 37 (Sonoma-Solano Co Line)	east	of	Walnut Ave (Mare Island)	1,567	2,086	2,145	59	3%	904	1,216	1,308	92	6%
C 2	West Gateway	WB	Petrified Forest Rd (Sonoma-Napa Co Line)	at	Sonoma-Napa Co Line	364	758	738	-20	-3%	428	557	611	54	10%	
C 2	West Gateway	WB	SR 12-121 (Sonoma-Napa Co Line)	west	of	Old Sonoma Rd	1,188	2,008	2,058	50	3%	1,344	1,663	1,707	44	3%
C 2	West Gateway	WB	SR 128 (Sonoma-Napa Co Line)	east	of	Franz Valley Rd (Kellogg)	70	800	900	100	13%	98	725	716	-9	-1%
C 2	West Gateway	NB	SR 29 (Lake-Napa Co Line)	south	of	Lake-Napa Co Line	58	176	172	-4	-2%	631	188	160	-7	-4%
<b>C 2</b>	<b>West Gateway</b>	<b>Out</b>	<b>Subtotals</b>				<b>3,247</b>	<b>5,828</b>	<b>6,014</b>	<b>188</b>	<b>3%</b>	<b>3,405</b>	<b>4,329</b>	<b>4,502</b>	<b>174</b>	<b>4%</b>
C 3	North Gateway	WB	SR 128 (Yolo-Solano Co Line)	east	of	Jct Rte 121 South	33	121	132	12	10%	36	586	655	69	12%
C 3	North Gateway	SB	Pleasant Valley Rd (Yolo-Solano Co Line)	at	Sonoma-Napa Co Line	17	12	12	0	0%	44	25	26	1	4%	
C 3	North Gateway	SB	Road 89/Winters Rd (Yolo-Solano Co Line)	at	Sonoma-Napa Co Line	181	332	329	-4	-1%	220	21	21	0	0%	
C 3	North Gateway	SB	I-505 (Yolo-Solano Co Line)	north	of	Allendale Rd Interchange	551	1,792	1,745	-47	-3%	469	1,353	1,377	24	2%
C 3	North Gateway	SB	Stevenson Bridge Rd (Yolo-Solano Co Line)	at	Sonoma-Napa Co Line	29	1	1	0	0%	31	3	4	1	18%	
C 3	North Gateway	SB	Padrick Rd-Road 98 (Yolo-Solano Co Line)	at	Sonoma-Napa Co Line	170	40	35	-5	-12%	160	70	69	-1	-1%	
C 3	North Gateway	SB	SR 113 (Yolo-Solano Co Line)	north	of	I-80 (near Davis)	1,510	2,389	2,283	-106	-4%	1,340	2,948	3,071	123	4%
C 3	North Gateway	WB	I-80 (Yolo-Solano Co Line)	at	Solano-Yolo Co Line	3,890	3,568	3,484	-84	-2%	4,436	6,725	6,859	133	2%	
C 3	North Gateway	SB	SR 84 (Yolo-Solano Co Line)	at	Solano-Yolo Co Line	19	159	162	3	2%	23	334	488	154	46%	
<b>C 3</b>	<b>North Gateway</b>	<b>In</b>	<b>Subtotals</b>				<b>6,400</b>	<b>8,413</b>	<b>8,182</b>	<b>-231</b>	<b>-3%</b>	<b>6,759</b>	<b>12,086</b>	<b>12,570</b>	<b>503</b>	<b>4%</b>
C 3	North Gateway	EB	SR 128 (Yolo-Solano Co Line)	east	of	Jct Rte 121 South	29	985	990	5	1%	48	303	381	78	26%
C 3	North Gateway	NB	Pleasant Valley Rd (Yolo-Solano Co Line)	at	Sonoma-Napa Co Line	29	37	40	3	7%	41	51	50	-1	-2%	
C 3	North Gateway	NB	Road 89/Winters Rd (Yolo-Solano Co Line)	at	Sonoma-Napa Co Line	143	384	388	4	1%	263	341	347	6	2%	
C 3	North Gateway	NB	I-505 (Yolo-Solano Co Line)	north	of	Allendale Rd Interchange	628	1,103	1,092	-11	-1%	403	1,505	1,494	-11	-1%
C 3	North Gateway	SB	Stevenson Bridge Rd (Yolo-Solano Co Line)	at	Sonoma-Napa Co Line	23	4	6	4	93%	37	2	1	0	-17%	
C 3	North Gateway	NB	Padrick Rd-Road 98 (Yolo-Solano Co Line)	at	Sonoma-Napa Co Line	136	143	162	18	13%	187	56	50	-6	-11%	
C 3	North Gateway	NB	SR 113 (Yolo-Solano Co Line)	north	of	I-80 (near Davis)	1,470	2,585	2,642	57	2%	1,440	2,731	2,703	-28	-1%
C 3	North Gateway	EB	I-80 (Yolo-Solano Co Line)	at	Solano-Yolo Co Line	4,300	6,595	6,786	191	3%	4,220	4,592	4,576	-15	0%	
C 3	North Gateway	NB	SR 84 (Yolo-Solano Co Line)	at	Solano-Yolo Co Line	18	236	352	116	49%	20	275	274	-1	0%	
<b>C 3</b>	<b>North Gateway</b>	<b>Out</b>	<b>Subtotals</b>				<b>6,776</b>	<b>12,072</b>	<b>12,458</b>	<b>386</b>	<b>3%</b>	<b>6,659</b>	<b>9,855</b>	<b>9,876</b>	<b>21</b>	<b>0%</b>
C 4	Napa-Solano County Line	NB	SR 29	at	Solano-Napa Co Line	1,405	1,579	1,588	-11	-1%	1,293	2,697	2,675	-22	-1%	
C 4	Napa-Solano County Line	WB	American Canyon Rd	at	American Canyon City Limits	430	268	209	-57	-21%	320	722	682	-30	-4%	
C 4	Napa-Solano County Line	WB	SR 12	west	of	Solano-Napa Co Line	1,248	2,571	2,559	-12	0%	1,009	1,737	1,609	-129	-7%
C 4	Napa-Solano County Line	NB	Suisun Valley Rd	at	Solano-Napa Co Line	73	50	51	1	3%	128	466	465	-1	0%	
<b>C 4</b>	<b>Napa-Solano County Line</b>	<b>Np</b>	<b>Subtotals</b>				<b>3,154</b>	<b>4,465</b>	<b>4,389</b>	<b>-78</b>	<b>-2%</b>	<b>2,750</b>	<b>5,822</b>	<b>5,440</b>	<b>-182</b>	<b>-3%</b>
C 4	Napa-Solano County Line	SB	SR 29	at	Solano-Napa Co Line	1,185	2,713	2,738	25	1%	1,617	2,069	2,121	52	3%	
C 4	Napa-Solano County Line	EB	American Canyon Rd	at	American Canyon City Limits	247	511	488	-23	-4%	392	561	442	-118	-21%	
C 4	Napa-Solano County Line	EB	SR 12	west	of	Solano-Napa Co Line	864	2,150	2,048	-102	-5%	1,284	2,700	2,572	-128	-1%
C 4	Napa-Solano County Line	SB	Suisun Valley Rd	at	Solano-Napa Co Line	73	527	532	5	1%	129	99	100	1	1%	
<b>C 4</b>	<b>Napa-Solano County Line</b>	<b>SoI</b>	<b>Subtotals</b>				<b>2,379</b>	<b>5,901</b>	<b>5,806</b>	<b>-95</b>	<b>-2%</b>	<b>3,421</b>	<b>5,429</b>	<b>5,335</b>	<b>-94</b>	<b>-2%</b>

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Table General Average Daily Traffic Forecasts – Solano/Napa Phase 2 Model																
Screenline	Dir	Street	Leg	of	Location	AM Peak Hour					PM Peak Hour					
						Counts	2030 Model Base	2030 Model - Updated March '09	Change - Old to Updated	% Change - Old to Updated	Counts	2030 Model Base	2030 Model - Updated March '09	Change - Old to Updated	% Change - Old to Updated	
S 1	Vallejo east-west	NB	Wilson Av	north	of	Tennessee St	351	740	755	6	1%	318	735	739	5	1%
S 1	Vallejo east-west	NB	Sacramento St	north	of	Tennessee St	300	274	288	13	5%	562	842	851	9	1%
S 1	Vallejo east-west	NB	Sonoma Blvd (SR 29)	north	of	Tennessee St	879	1,457	1,460	3	0%	821	1,870	1,873	-5	0%
S 1	Vallejo east-west	NB	Broadway	north	of	Tennessee St	289	596	583	-13	-2%	441	1,496	1,569	72	5%
S 1	Vallejo east-west	NB	Tuolumne St	north	of	Tennessee St	344	511	496	-15	-3%	526	879	881	2	0%
S 1	Vallejo east-west	EB	I-80	north	of	Tennessee St	3,817	4,798	4,798	1	0%	5,696	6,224	6,291	68	1%
S 1	Vallejo east-west	NB	Oakwood Av	north	of	Tennessee St	384	378	373	-5	-1%	292	554	759	205	37%
S 1	Vallejo east-west	NB	Columbus Pkwy	north	of	Tennessee St	384	881	829	-52	-6%	241	953	1,050	97	10%
S 1	Vallejo east-west	NB	Subtotals				6,548	9,641	9,580	-62	-1%	8,897	13,560	14,014	454	3%
S 1	Vallejo east-west	SB	Wilson Av	north	of	Tennessee St	481	857	870	13	2%	308	821	824	2	0%
S 1	Vallejo east-west	SB	Sacramento St	north	of	Tennessee St	351	274	288	13	5%	576	842	851	9	1%
S 1	Vallejo east-west	SB	Sonoma Blvd (SR 29)	north	of	Tennessee St	634	1,835	1,876	41	2%	828	1,814	1,814	0	0%
S 1	Vallejo east-west	SB	Broadway	north	of	Tennessee St	523	1,283	1,309	26	2%	448	999	979	-20	-2%
S 1	Vallejo east-west	SB	Tuolumne St	north	of	Tennessee St	359	701	756	55	8%	664	882	680	-2	0%
S 1	Vallejo east-west	WB	I-80	north	of	Tennessee St	4,900	6,174	6,169	-6	0%	4,163	5,661	5,708	45	1%
S 1	Vallejo east-west	SB	Oakwood Av	north	of	Tennessee St	292	660	657	-3	0%	324	688	666	-22	-3%
S 1	Vallejo east-west	SB	Columbus Pkwy	north	of	Tennessee St	807	923	930	7	1%	194	1,302	1,359	57	4%
S 1	Vallejo east-west	SB	Subtotals				8,347	12,708	12,855	147	1%	7,503	12,809	12,877	68	1%
S 2	Vallejo I-80	SB	Sonoma Blvd (SR 29)	north	of	I-80	340	1,749	1,797	48	3%	212	1,328	1,371	43	3%
S 2	Vallejo I-80	EB	Magazine St	west	of	6th St	295	235	227	-8	-3%	273	251	222	-30	-12%
S 2	Vallejo I-80	EB	Curtola Pkwy	west	of	Lemon St	609	1,945	1,948	3	0%	780	1,871	1,872	1	0%
S 2	Vallejo I-80	EB	Benicia Rd	east	of	Lemon St	168	394	405	11	3%	287	846	817	-29	-3%
S 2	Vallejo I-80	EB	Georgia St	west	of	14th St	263	391	397	6	2%	441	665	624	-61	-9%
S 2	Vallejo I-80	EB	Solano Ave	west	of	Pheasant Ave	293	210	207	-3	-2%	328	678	494	-184	-27%
S 2	Vallejo I-80	EB	Tennessee St	west	of	Mariposa St	970	999	1,056	57	6%	906	1,416	1,410	-5	0%
S 2	Vallejo I-80	EB	Redwood Pkwy	west	of	Fairgrounds Dr	942	1,751	1,729	-22	-1%	1,397	1,891	1,888	-5	0%
S 2	Vallejo I-80	EB	SR 37	west	of	I-80	2,675	3,043	3,020	-23	-1%	3,313	4,632	4,590	-42	-1%
S 2	Vallejo I-80	EB	Subtotals				6,955	10,717	10,786	69	1%	7,937	13,597	13,266	-312	-2%
S 2	Vallejo I-80	NB	Sonoma Blvd (SR 29)	north	of	I-80	382	778	794	16	2%	426	1,685	1,696	11	1%
S 2	Vallejo I-80	WB	Magazine St	west	of	6th St	221	367	382	14	4%	251	352	345	-8	-2%
S 2	Vallejo I-80	WB	Curtola Pkwy	west	of	Lemon St	802	1,700	1,696	-4	0%	583	1,792	1,790	-7	0%
S 2	Vallejo I-80	WB	Benicia Rd	east	of	Lemon St	112	891	912	21	2%	290	671	554	-117	-17%
S 2	Vallejo I-80	WB	Georgia St	west	of	14th St	374	424	413	-11	-3%	394	411	424	13	3%
S 2	Vallejo I-80	WB	Solano Ave	west	of	Pheasant Ave	331	515	501	-14	-3%	289	540	545	5	1%
S 2	Vallejo I-80	WB	Tennessee St	west	of	Mariposa St	728	1,130	1,113	-17	-1%	816	1,100	1,096	-4	0%
S 2	Vallejo I-80	WB	Redwood Pkwy	west	of	Fairgrounds Dr	1,273	1,854	1,854	-1	0%	1,218	1,676	1,683	7	0%
S 2	Vallejo I-80	WB	SR 37	west	of	I-80	2,527	3,770	3,719	-51	-1%	2,941	2,761	2,806	46	2%
S 2	Vallejo I-80	WB	Subtotals				6,750	11,420	11,382	-47	0%	7,170	10,966	10,948	-40	0%
S 3	Napa-Solano Ridge	EB	I-780	west	of	Military West (Benecia)	2,717	4,386	4,399	13	0%	2,810	4,246	4,268	22	1%
S 3	Napa-Solano Ridge	EB	Lake Herman Rd	east	of	Columbus Pkwy	320	682	732	50	7%	138	324	364	40	12%
S 3	Napa-Solano Ridge	EB	I-80 (north)	east	of	American Canyon Rd	2,726	3,874	3,838	-36	-1%	4,548	7,989	8,355	366	5%
S 3	Napa-Solano Ridge	EB	SR 12	west	of	Solano-Napa Co Line	864	2,150	2,048	-102	-5%	1,284	2,700	2,672	-29	-1%
S 3	Napa-Solano Ridge	EB	Subtotals				6,627	11,092	11,017	-75	-1%	8,780	15,259	15,660	400	3%
S 3	Napa-Solano Ridge	WB	I-780	west	of	Military West (Benecia)	2,338	4,399	4,379	-20	0%	2,297	4,354	4,449	96	2%
S 3	Napa-Solano Ridge	WB	Lake Herman Rd	east	of	Columbus Pkwy	247	107	107	0	0%	298	683	724	41	6%
S 3	Napa-Solano Ridge	WB	I-80 (north)	east	of	American Canyon Rd	3,911	7,232	7,840	409	6%	2,967	5,675	5,715	40	1%
S 3	Napa-Solano Ridge	WB	SR 12	west	of	Solano-Napa Co Line	1,246	2,571	2,559	-12	0%	1,009	1,737	1,609	-129	-7%
S 3	Napa-Solano Ridge	WB	Subtotals				7,742	14,308	14,886	377	3%	6,571	12,449	12,497	48	0%

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Table															
General Average Daily Traffic Forecasts – Solano/Napa Phase 2 Model															
Screenline	Dir	Street	Leg	Location	Counts	AM Peak Hour					PM Peak Hour				
						2030 Model Base	2030 Model - Updated March '09	Change - Old to Updated	% Change - Old to Updated	Counts	2030 Model Base	2030 Model - Updated March '09	Change - Old to Updated	% Change - Old to Updated	
S 4	South of AmerCnyn-Cordelia	NB SR 29		Solano-Napa Co Line	1,395	1,579	1,568	-11	-1%	1,293	2,697	2,675	-22	-1%	
S 4	South of AmerCnyn-Cordelia	EB I-80 (south)	north	of SR 37	2,655	3,462	3,510	48	1%	4,239	6,284	6,297	14	0%	
S 4	South of AmerCnyn-Cordelia	NB I-680	north	of Marshview Rd	1,461	2,574	2,574	0	0%	2,729	3,691	3,949	57	1%	
S 4	South of AmerCnyn-Cordelia	EB Subtotals			5,511	7,615	7,652	38	0%	8,261	14,672	14,921	49	0%	
S 4	South of AmerCnyn-Cordelia	SB SR 29		Solano-Napa Co Line	1,195	2,713	2,738	25	1%	1,617	2,069	2,121	52	3%	
S 4	South of AmerCnyn-Cordelia	WB I-80 (south)	north	of SR 37	4,050	7,512	7,581	69	1%	2,785	5,391	5,455	63	1%	
S 4	South of AmerCnyn-Cordelia	SB I-680	north	of Marshview Rd	3,221	3,925	4,038	111	3%	1,657	2,717	2,823	108	4%	
S 4	South of AmerCnyn-Cordelia	WB Subtotals			8,466	14,150	14,355	205	1%	6,039	10,177	10,399	222	2%	
S 5	Fairfield-Cordelia	EB Rockville Rd	east	of Suisun Valley Rd	307	424	418	-6	-1%	615	485	539	54	11%	
S 5	Fairfield-Cordelia	EB I-80	east	of Suisun Valley Rd	4,805	6,812	6,591	-21	0%	8,360	12,828	13,242	414	3%	
S 5	Fairfield-Cordelia	EB Cordelia Rd	west	of Hale Ranch Rd	60	129	129	0	0%	781	476	721	246	52%	
S 5	Fairfield-Cordelia	EB North Connector	east	of Suisun Valley Rd		728	747	19	3%	1,854	1,898	44	2%		
S 5	Fairfield-Cordelia	EB Subtotals			5,172	7,894	7,885	-8	0%	9,756	15,642	16,400	758	5%	
S 5	Fairfield-Cordelia	WB Rockville Rd	east	of Suisun Valley Rd	822	259	305	45	17%	323	362	371	9	3%	
S 5	Fairfield-Cordelia	WB I-80	east	of Suisun Valley Rd	8,240	12,735	13,109	374	3%	5,680	8,627	8,906	279	3%	
S 5	Fairfield-Cordelia	WB Cordelia Rd	west	of Hale Ranch Rd	171	374	463	89	24%	100	283	292	29	11%	
S 5	Fairfield-Cordelia	WB North Connector	east	of Suisun Valley Rd		1,738	1,782	44	3%	456	495	39	9%		
S 5	Fairfield-Cordelia	WB Subtotals			9,233	15,107	15,658	552	4%	6,103	9,708	10,065	356	4%	
S 6	Fairfield I-80	EB SR 12	west	of Beck Ave (Leg A)	1,017	1,465	1,424	-60	-4%	1,819	4,453	4,540	87	2%	
S 6	Fairfield I-80	EB W Texas St	east	of I-80 (#101)	1,229	1,023	963	-59	-6%	1,336	1,758	1,710	-45	-3%	
S 6	Fairfield I-80	EB Travis Blvd	east	of I-80 (#84)	886	1,270	1,217	-54	-4%	1,712	1,551	1,266	-285	-18%	
S 6	Fairfield I-80	EB Air Base Pkwy	east	of I-80 (#53)	1,746	2,459	2,452	-7	0%	2,158	3,025	2,993	-32	-1%	
S 6	Fairfield I-80	SB N Texas St	east	of I-80 (#40)	802	913	1,061	147	16%	1,184	1,335	1,224	-111	-8%	
S 6	Fairfield I-80	EB Subtotals			5,680	7,150	7,117	-33	0%	8,209	12,120	11,733	-386	-3%	
S 6	Fairfield I-80	WB SR 12	west	of Beck Ave (Leg A)	1,405	4,771	5,078	307	6%	877	2,289	2,434	144	6%	
S 6	Fairfield I-80	WB W Texas St	east	of I-80 (#101)	405	709	758	48	7%	572	613	436	-177	-28%	
S 6	Fairfield I-80	WB Travis Blvd	east	of I-80 (#84)	737	1,766	1,705	-61	-3%	1,850	1,577	1,491	-86	-5%	
S 6	Fairfield I-80	WB Air Base Pkwy	east	of I-80 (#53)	1,454	2,425	2,487	62	3%	1,661	1,984	1,999	16	1%	
S 6	Fairfield I-80	NB N Texas St	east	of I-80 (#40)	1,029	1,025	944	-81	-8%	859	1,323	1,333	11	1%	
S 6	Fairfield I-80	WB Subtotals			5,030	10,697	10,971	274	3%	5,819	7,766	7,694	-82	-1%	
S 7	Fairfield-Suisun City	EB Cordelia St	east	of Pennsylvania Ave	85	29	41	12	40%	131	237	575	338	143%	
S 7	Fairfield-Suisun City	EB SR 12	east	of Pennsylvania Ave	1,279	1,710	1,554	-156	-9%	2,443	3,647	3,972	25	1%	
S 7	Fairfield-Suisun City	SB Sunset Ave	south	of Travis Blvd (#18)	897	995	933	-62	-6%	1,182	1,200	1,153	-47	-4%	
S 7	Fairfield-Suisun City	EB E Tabor Ave	east	of Tolenas Ave (#7)	333	355	350	-5	-1%	352	564	604	40	7%	
S 7	Fairfield-Suisun City	EB Air Base Pkwy	west	of RRR tracks (#8)	568	1,849	1,804	-45	-2%	2,000	2,070	1,816	-254	-12%	
S 7	Fairfield-Suisun City	SB Peabody Rd	north	of Cement Hill Rd	1,436	1,588	1,674	88	5%	599	1,454	1,248	-206	-14%	
S 7	Fairfield-Suisun City	EB Subtotals			4,598	6,527	6,356	-171	-3%	6,707	9,472	9,368	-104	-1%	
S 7	Fairfield-Suisun City	WB Cordelia St	east	of Pennsylvania Ave	166	279	405	127	46%	84	45	85	40	89%	
S 7	Fairfield-Suisun City	WB SR 12	east	of Pennsylvania Ave	2,133	3,746	3,821	75	2%	1,359	2,374	2,221	-153	-6%	
S 7	Fairfield-Suisun City	NB Sunset Ave	south	of Travis Blvd (#18)	716	1,088	1,093	5	0%	892	899	884	-14	-1%	
S 7	Fairfield-Suisun City	WB E Tabor Ave	east	of Tolenas Ave (#7)	245	561	512	-49	-9%	400	418	440	23	5%	
S 7	Fairfield-Suisun City	WB Air Base Pkwy	west	of RRR tracks (#8)	1,097	1,998	1,838	-160	-8%	671	2,022	2,061	39	2%	
S 7	Fairfield-Suisun City	NB Peabody Rd	north	of Cement Hill Rd	823	1,277	1,069	-208	-16%	1,190	1,859	1,863	4	0%	
S 7	Fairfield-Suisun City	WB Subtotals			5,180	8,948	8,736	-210	-2%	4,596	7,716	7,554	-162	-2%	
S 8	Suisun City west	EB SR 12	east	of Scandia Rd	413	766	599	-168	-22%	609	1,336	1,614	278	21%	
S 8	Suisun City west	SB Collinsville Rd			3	3	0	0	0%	13	13	0	0	0%	
S 8	Suisun City west	EB Subtotals			413	769	602	-168	-22%	609	1,349	1,627	278	21%	
S 8	Suisun City west	WB SR 12	east	of Scandia Rd	611	1,186	1,466	280	24%	510	928	774	-155	-17%	
S 8	Suisun City west	NB Collinsville Rd			13	13	0	0	0%	3	3	0	0	0%	
S 8	Suisun City west	WB Subtotals			611	1,199	1,470	280	23%	510	931	777	-155	-17%	

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Table General Average Daily Traffic Forecasts – Solano/Napa Phase 2 Model																
Screenline	Dir	Street	Leg	of	Location	AM Peak Hour					PM Peak Hour					
						Counts	2030 Base	2030 Model - Updated March '09	Change - Old to Updated	% Change - Old to Updated	Counts	2030 Base	2030 Model - Updated March '09	Change - Old to Updated	% Change - Old to Updated	
S 9	Fairfield-Vacaville	EB	I-80		east	Pleasants Valley	4,150	6,031	6,041	10	0%	6,930	7,810	8,096	186	2%
S 9	Fairfield-Vacaville	NB	Peabody Rd		north	Cement Hill Rd	823	1,277	1,069	-208	-16%	1,190	1,859	1,863	4	0%
S 9	Fairfield-Vacaville	NB	Vanden Rd		south	Leisure Town Rd	195	251	241	-10	-4%	646	990	1,102	112	11%
S 9	Fairfield-Vacaville	NB	SR 113		north	SR 12	155	309	235	-74	-24%	219	382	404	22	6%
S 9	Fairfield-Vacaville	NB	Subtotals				5,323	7,869	7,586	-282	-4%	8,985	11,141	11,464	323	3%
S 9	Fairfield-Vacaville	WB	I-80		east	Pleasants Valley	6,370	7,345	7,436	92	1%	4,800	7,308	7,345	37	1%
S 9	Fairfield-Vacaville	SB	Peabody Rd		north	Cement Hill Rd	1,438	1,588	1,674	86	5%	599	1,454	1,248	-206	-14%
S 9	Fairfield-Vacaville	SB	Vanden Rd		south	Leisure Town Rd	601	860	589	-271	-31%	215	514	603	88	17%
S 9	Fairfield-Vacaville	SB	SR 113		north	SR 12	147	325	323	-2	-1%	176	317	250	-68	-21%
S 9	Fairfield-Vacaville	SB	Subtotals				8,554	9,918	10,021	104	1%	5,790	8,594	9,445	855	10%
S 10	Vacaville I-80	SB	Alamo Dr		north	Marshall Rd	124	385	386	1	0%	776	568	599	31	5%
S 10	Vacaville I-80	SB	Davis St		south	Bella Vista Rd	336	181	169	-12	-7%	561	436	446	11	2%
S 10	Vacaville I-80	EB	Mason St-Elmira Rd		west	Peabody Rd	811	1,232	1,122	-110	-9%	1,219	1,753	1,760	7	0%
S 10	Vacaville I-80	SB	Allison Dr		east	I-80	697	582	535	-57	-10%	1,120	1,140	1,140	0	0%
S 10	Vacaville I-80	SB	Nut Tree Rd		north	Burton Dr	140	452	417	-35	-8%	279	1,239	1,299	60	5%
S 10	Vacaville I-80	SB	Leisure Town Rd		north	Orange Dr	572	924	822	-102	-11%	928	1,994	2,141	147	7%
S 10	Vacaville I-80	SB	Subtotals				2,480	3,775	3,450	-325	-9%	4,883	7,131	7,365	234	4%
S 10	Vacaville I-80	NB	Alamo Dr		south	Marshall Rd	1,130	1,431	1,514	83	6%	927	1,160	1,132	-28	-2%
S 10	Vacaville I-80	NB	Davis St		south	Bella Vista Rd	487	503	552	48	10%	411	239	225	-14	-6%
S 10	Vacaville I-80	WB	Mason St-Elmira Rd		east	Peabody Rd	949	1,227	1,231	4	0%	887	982	965	-18	-2%
S 10	Vacaville I-80	NB	Allison Dr		east	I-80	758	749	752	3	0%	1,562	584	515	-69	-12%
S 10	Vacaville I-80	NB	Nut Tree Rd		south	Burton Dr	375	1,400	1,463	63	5%	402	886	796	-91	-10%
S 10	Vacaville I-80	NB	Leisure Town Rd		south	Orange Dr	550	1,416	1,485	69	5%	424	988	897	-91	-9%
S 10	Vacaville I-80	NB	Subtotals				4,249	6,726	6,997	270	4%	4,813	4,839	4,529	-310	-6%
S 11	Vacaville-Dixon	NB	Pleasants Valley Rd		north	Vaca Valley Pkwy	41	18	20	3	15%	108	52	50	-2	-3%
S 11	Vacaville-Dixon	NB	I-505		south	Midway Rd	616	1,632	1,633	1	0%	871	2,163	2,027	-136	-6%
S 11	Vacaville-Dixon	EB	I-80		east	Leisure Town Rd	3,430	5,838	5,914	75	1%	3,760	4,867	4,719	-148	-3%
S 11	Vacaville-Dixon	NB	Batavia Rd		south	Dixon City Limits	27	12	12	0	0%	40	11	9	-2	-18%
S 11	Vacaville-Dixon	NB	Pitt School Rd		south	Dixon City Limits	16	12	13	1	11%	32	7	8	0	2%
S 11	Vacaville-Dixon	NB	SR 113		south	Dixon City Limits	96	569	725	158	27%	169	172	177	5	3%
S 11	Vacaville-Dixon	NB	Subtotals				4,226	6,081	6,317	236	3%	4,980	7,272	6,989	-283	-4%
S 11	Vacaville-Dixon	SB	Pleasants Valley Rd		north	Vaca Valley Pkwy	67	73	74	0	0%	35	10	11	1	8%
S 11	Vacaville-Dixon	SB	I-505		south	Midway Rd	712	1,881	1,762	-119	-6%	633	1,671	1,636	-35	-2%
S 11	Vacaville-Dixon	WB	I-80		east	Leisure Town Rd	3,310	3,743	3,602	-140	-4%	3,390	6,056	6,157	101	2%
S 11	Vacaville-Dixon	SB	Batavia Rd		south	Dixon City Limits	41	12	10	-2	-17%	42	14	13	-1	-4%
S 11	Vacaville-Dixon	SB	Pitt School Rd		south	Dixon City Limits	31	7	7	0	0%	36	10	11	1	10%
S 11	Vacaville-Dixon	SB	SR 113		south	Dixon City Limits	83	119	104	-15	-13%	52	642	770	128	20%
S 11	Vacaville-Dixon	SB	Subtotals				4,244	5,834	5,558	-276	-5%	4,188	8,403	8,598	195	2%
S 12	Dixon I-80	EB	Dixon Ave		east	Gateway Dr	404	545	517	-29	-5%	67	1,012	974	-38	-4%
S 12	Dixon I-80	SB	Pitt School Rd		north	Market Ln	250	175	173	-2	-1%	504	436	398	-38	-9%
S 12	Dixon I-80	SB	SR 113		south	I-80	469	1,037	1,146	110	11%	660	464	466	2	0%
S 12	Dixon I-80	SB	Subtotals				1,123	1,757	1,836	80	5%	1,231	1,913	1,838	-74	-4%
S 12	Dixon I-80	WB	Dixon Ave		east	Gateway Dr	251	933	914	-20	-2%	30	700	698	-2	0%
S 12	Dixon I-80	NB	Pitt School Rd		north	Market Ln	409	392	349	-43	-11%	318	297	243	-6	2%
S 12	Dixon I-80	NB	SR 113		south	I-80	630	5	5	0	0%	606	3	3	0	0%
S 12	Dixon I-80	NB	Subtotals				1,280	1,330	1,267	-63	-5%	954	940	944	4	0%

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Cooperative Agreement for  
Traffic Model Technical Advisory Committee

1 of 8

**INTERAGENCY COOPERATIVE AGREEMENT  
ESTABLISHING THE MODEL TECHNICAL ADVISORY COMMITTEE  
BY AND AMONG  
THE SOLANO TRANSPORTATION AUTHORITY,  
THE COUNTY OF SOLANO,  
THE CITY OF BENICIA,  
THE CITY OF DIXON,  
THE CITY OF FAIRFIELD,  
THE CITY OF RIO VISTA,  
THE CITY OF SUISUN CITY,  
THE CITY OF VACAVILLE, AND  
THE CITY OF VALLEJO  
THE NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY**

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

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

THE SEVEN MUNICIPAL CORPORATIONS in Solano County:

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

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

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

Deleted: or "County and Cities" or "Jurisdictions"

**RECITALS**

WHEREAS, the Parties have worked cooperatively in the pursuit of solutions to transportation and transit issues in Solano County through mechanisms such as the STA's

Technical Advisory Committee, who's membership consists of the Public Works Directors and staff of the various member agencies of the STA; and

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

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

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

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

### **COOPERATIVE AGREEMENT**

**NOW, THEREFORE**, STA, the County of Solano and the cities of BENICIA, DIXON, FAIRFIELD, RIO VISTA, SUISUN CITY, VACAVILLE and VALLEJO, and NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY mutually agree to create the Model Technical Advisory Committee as follows:

1. **Model Technical Advisory Committee:** There is hereby created a Model Technical Advisory Committee for Solano County, hereinafter "MTAC."
2. **Membership:** The MTAC membership shall consist of one representative from the STA, one representative from Solano County, and one representative from each city in Solano County. The MTAC members shall be appointed by the Public Works Directors of each agency. The STA member shall be appointed by the STA Director of Planning. The Napa County Transportation and Planning Agency may appoint one member to the Model TAC. Alternates may also be designated to serve when the primary appointee is unable to attend a meeting. The STA MTAC representative shall be the Committee Chair.

3. **Land Use Subcommittee:** There shall be a Land Use Subcommittee of the MTAC. Land Use Subcommittee membership shall consist of one representative from the STA, one representative from Solano County, and one representative from each city in Solano County, or their designees. The Land Use Subcommittee members shall be appointed by the Planning Directors of each agency. The STA member shall be appointed by the STA Director of Planning. The Napa County Transportation and Planning Agency may appoint one member to the Land Use Subcommittee. Alternates may also be designated to serve when the primary appointee is unable to attend a meeting. The STA Land Use Subcommittee representative shall be the Subcommittee Chair.
4. **Meetings:** MTAC meetings shall be called by the Chair as necessary. The MTAC shall meet at least quarterly. Land Use Subcommittee meetings shall be called by the Chair as necessary. The Land Use Subcommittee shall meet at least semi-annually.
5. **Brown Act:** MTAC and Land Use Subcommittee meetings shall be open to the public and subject to the provisions of the Ralph M. Brown Act.
6. **Purposes and Functions of the MTAC:** The MTAC shall have the following purposes and functions:
  - a. Provide oversight and supervision of the Napa-Solano Travel Demand Model and seek to develop consensus on use, development and adjustments to the Napa-Solano Travel Demand Model.
  - b. Review and propose changes to the road network and assumptions that are a part of the Napa-Solano Travel Demand Model. All recommendations of the Model TAC shall be reviewed by the STA's Technical Advisory Committee. Final approval of changes in the Napa-Solano Travel Demand Model shall be made by the STA Board of Directors.
7. **Quorum and Votes:** A quorum of the Model TAC shall be 6 or more members. All actions taken by the Model TAC shall require the vote of at least 2/3 of the members present at a meeting where a quorum has been established.
8. **Purposes and Functions of the Land Use Subcommittee:** The Land Use Subcommittee will review and propose changes to the land use data (base year and future year assumptions) that are part of the Napa-Solano Travel Demand Model. All recommendations of the Model TAC shall be reviewed by the Solano County Planning Directors. Final approval of land use changes in the Napa-Solano Travel Demand Model shall be made by the STA Board of Directors.

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9. **Quorum and Votes:** A quorum of the Land Use Subcommittee shall be 6 or more members. All actions taken by the Land Use Subcommittee shall require the vote of at least 2/3 of the members present at a meeting where a quorum has been established.
10. **Additional Function of the STA:** The STA shall be the agency to update the existing network and land use information of the Napa-Solano Travel Demand Model on a yearly basis unless more frequent modifications are necessary and appropriate.
11. **Notices.** All notices required or authorized by this Cooperative Agreement shall be in writing and shall be delivered in person or by deposit in the United States mail, by certified mail, postage prepaid, return receipt requested. Any mailed notice, demand, request, consent, approval or communication that a PARTY desires to give to the other PARTIES shall be addressed to the other PARTIES at the addresses set forth below. A PARTY may change its address by notifying the other PARTIES of the change of address. Any notice sent by mail in the manner prescribed by this paragraph shall be deemed to have been received on the date noted on the return receipt or five days following the date of deposit, whichever is earlier.

SOLANO TRANSPORTATION AUTHORITY  
Daryl K. Halls, Executive Director  
One Harbor Center, Suite 130  
Suisun City, CA 94585  
Attn: Robert Macaulay, STA Director of Planning

CITY OF BENICIA  
Dan Schiada  
Public Works Director  
250 East "L"  
Benicia, CA 94510

CITY OF DIXON  
Royce Cunningham  
City Engineer  
600 East "A"  
Dixon, CA 95620

CITY OF FAIRFIELD

Gene Cortright  
Director of Public Works  
1000 Webster St.  
Fairfield, CA 94533

CITY OF RIO VISTA

---

One Main Street  
Rio Vista, CA 94571

SUISUN CITY  
Public Works Director  
701 Civic Center  
Suisun City, CA 94585

CITY OF VACAVILLE  
Rod Moresco  
Public Works Director  
650 Merchant St.  
Vacaville, CA 95688

CITY OF VALLEJO  
Gary Leach  
Public Works Director  
555 Santa Clara St.  
Vallejo, CA 94590

COUNTY OF SOLANO  
Paul Wiese  
Engineering Manager  
675 Texas St., Suite 5500  
Fairfield, CA 94533

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY  
Paul W. Price  
Executive Director  
707 Randolph Street, Suite 100  
Napa, CA 94559-2912

12. **Amendment/Modification.** Except as specifically provided herein, this Agreement may be modified or amended with the prior written consent of STA

and the PARTIES.

- 13. **Interpretation.** Each PARTY has reviewed this Agreement and any question of doubtful interpretation shall not be resolved by any rule or interpretation providing for interpretation against the drafting party. This Cooperative Agreement shall be construed as if all Parties drafted it. The headings used herein are for convenience only and shall not affect the meaning or interpretation of this Agreement. The terms of the Agreement are set out in the text under the headings. This Agreement shall be governed by the laws of the State of California.
- 14. **Disputes and Dispute Resolution.** If a dispute should arise between some or all of the PARTIES to this Agreement relative to the performance and/or enforcement of any provision of this Agreement, the dispute shall first be considered by the STA TAC. Final resolution of disputes will be determined by the STA Board of Directors.
- 15. **Conflict of Interest.** The PARTIES hereby covenant that they presently have no interest not disclosed, and shall not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance of its obligations hereunder, except for such conflicts that the PARTIES may consent to in writing prior to the acquisition by a PARTY of such conflict.
- 16. **Entirety of Cooperative Agreement.** This Cooperative Agreement constitutes the entire agreement between the PARTIES relating to the subject matter of this Agreement and supersedes all previous agreements, promises, representations, understandings and negotiations, whether written or oral, among the PARTIES with respect to the subject matter hereof.

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

SOLANO TRANSPORTATION AUTHORITY      APPROVED AS TO FORM

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

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

NAPA COUNTY TRANSPORTATION      APPROVED AS TO FORM  
AND PLANNING AGENCY

By: \_\_\_\_\_

By: \_\_\_\_\_

**Cooperative Agreement for  
Traffic Model Technical Advisory Committee**

7 of 8

Paul W. Price, Executive Director

Silva DarbanianNCTPA Legal  
Counsel

CITY OF BENICIA

APPROVED AS TO FORM

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

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

CITY OF DIXON

APPROVED AS TO FORM

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

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

CITY OF FAIRFIELD

APPROVED AS TO FORM

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

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

CITY OF RIO VISTA

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

By: \_\_\_\_\_  
, City Attorney

CITY OF SUISUN CITY

APPROVED AS TO FORM

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

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

CITY OF VACAVILLE

APPROVED AS TO FORM

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

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

CITY OF VALLEJO

APPROVED AS TO FORM

By: \_\_\_\_\_  
Joseph M. Tanner, City Manager

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

**Cooperative Agreement for  
Traffic Model Technical Advisory Committee**

**8 of 8**

COUNTY OF SOLANO

APPROVED AS TO FORM

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

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



DATE: April 18, 2009  
TO: STA TAC  
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 2<sup>nd</sup>, 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](http://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 preceding E-76 request 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 TAC  
 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 1<sup>st</sup> to May 1<sup>st</sup>. With leftover OA becoming available sooner, MTC wants Bay Area projects ready to obligate.

<b><u>Projects included in FY STP/CMAQ 2008-09 Federal Obligation Plan</u></b>			
<ul style="list-style-type: none"> <li>- \$8.7 M in Federal funding</li> <li>- Submit E76 Request by February 1, 2009</li> <li>- Receive E76 by April 30, 2009</li> </ul>			
<b>Agency</b>	<b>TIP ID</b>	<b>Project</b>	<b>Status/Deadlines</b>
<b>Benicia</b>	<b>SOL070045</b>	State Park Road Bridge	\$1.67 M for CON (CMAQ & TE) On July CTC agenda for allocation. E76 for CON to be submitted Jan 30.
<b>Dixon</b>	<b>SOL070046</b>	SR-113 Pedestrian Improvements	\$90,000 for CON. Submitted E76 for CON.
<b>Fairfield</b>	<b>SOL070027</b>	W. Texas St. Gateway Project Phase I & II	\$85,000 for CON Field review to be scheduled. Design underway.
<b>Fairfield/ Solano County</b>	<b>SOL070012</b>	“Cordelia Hill Sky Valley Enhancement Project” (McGary Road)	\$640,000 in STIP-TE between FY 2008/09 & 2009/10. Complete funding identified.
<b>Solano County</b>	<b>SOL050024</b>	Vacaville - Dixon Bike Route Phase II and III	\$337,000 for CON. E76 for CON received on Jan. 16, 2009

Agency	TIP ID	Project	Status/Deadlines
Solano County	SOL050046	Old Town Cordelia Enhancements	\$500,000 for CON. E76 received on Feb 24, 2009.
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 <sup>st</sup> .
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.
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: 10/01/08 – 12/31/08				
Invoice Submission Due to LPA: March 2, 2009				
Justification Due to DLAE: February 23, 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	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.
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 the week of April 20.
Fairfield	Texas St. And Union Street/Downtown Fairfield	\$309,855	Authorized 04/26/07	Invoice was submitted on February, 09.
<b>Projects that will become inactive by September 2009</b>				
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.

### 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.

<b>Projects that need allocation by July, 2009 Submit allocation request by May 11, 2009</b>			
<b>Agency</b>	<b>Project</b>	<b>Unexpended Funds</b>	<b>Status</b>
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.

<b>PROJECT RECEIVING ARRA FUNDING</b>			
<b>-NEPA Clearance &amp; Final PS&amp;E by April 30, 2009</b>			
<b>-Received E-76 by May 31, 2009</b>			
<b>-Award Contract by September 30, 2009</b>			
<b>Local Agency</b>	<b>Project Title/Description/Location</b>	<b>ARRA \$</b>	<b>Status as of March 18</b>
City of Benicia	Benicia - East 2nd Street Overlay	\$400,000	CE Received
City of Dixon	Dixon - Various Streets and Roads Rehabilitation	\$300,000	CE Received

<b>Local Agency</b>	<b>Project Title/Description/Location</b>	<b>ARRA \$</b>	<b>Status as of March 18</b>
City of Fairfield	Fairfield - Gateway Boulevard Resurfacing	\$900,000	CE Received
City of Fairfield	Fairfield - East Tabor Ave Resurfacing	\$900,000	CE Received
Count of Solano	Solano County - Various Streets Overlay	\$2,000,000	CE Received
City of Suisun	Suisun City - Sunset Avenue Road Rehabilitation	\$700,000	CE Received
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	CE Received
City of Vallejo	Vallejo - Downtown Vallejo Streetscape	\$1,600,000	Environmental revalidation Pending
City of Vallejo	Vallejo - Various Streets Overlay	\$1,020,000	CE Received

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

**Attachment:**

- A. MTC Tentative 2009 TIP Revision Schedule
- B. American Recovery and Reinvestment Act (ARRA) Programming Schedule

**METROPOLITAN TRANSPORTATION COMMISSION  
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
TENTATIVE 2009 TIP REVISION SCHEDULE (SUBJECT TO CHANGE)  
as of February 23, 2008**

REVISION TYPE	REVISION NUMBER	NOTE	TIP REVISION REQUEST SUBMISSION DEADLINE	MTC APPROVAL*	STATE APPROVAL*	FED. APPROVAL*	APPROVAL STATUS
Admin. Modification	09-01	First Admin Mod	September 30, 2008	December 15, 2008	December 16, 2008	N/A	APPROVED
Amendment	09-02	First Amendment	October 31, 2008	December 17, 2008	January 2, 2009	January 30, 2009	TBD
Admin. Modification	09-03		December 31, 2008	January 30, 2009	February 5, 2009	N/A	TBD
Amendment	09-04	Expedited	January 16, 2009	February 25, 2009	March 6, 2009	March 13, 2009	TBD
Amendment <sup>1</sup>	09-05	Economic Recovery (Revenues Only)	February 20, 2009	February 25, 2009	February 26, 2009	March 13, 2009	TBD
Amendment <sup>2</sup>	09-06	RTP AQ Conformity Amendment	August 29, 2008	March 25, 2009	April 10, 2009	May 15, 2009	TBD
Amendment <sup>3</sup>	09-07	Economic Recovery (Grouped Listing)	January 30, 2009	February 25, 2009	February 26, 2009	March 13, 2009	TBD
Admin. Modification	09-08		February 28, 2009	March 25, 2009	April 3, 2009	N/A	TBD
Amendment <sup>3</sup>	09-09	Economic Recovery	February 28, 2009	March 25, 2009	April 10, 2009	April 30, 2009	TBD
Amendment	09-10	UPP and Regular	March 30, 2009	April 24, 2009	April 30, 2009	May 29, 2009	TBD
Amendment <sup>4</sup>	09-11	Annual Transit Amendment	April 30, 2009	May 27, 2009	June 12, 2009	June 30, 2009	TBD
Admin. Modification	09-12		May 30, 2009	June 25, 2009	July 10, 2009	N/A	TBD
Admin. Modification	09-13		June 30, 2009	July 24, 2009	July 30, 2009	N/A	TBD
Amendment	09-14		July 31, 2009	September 23, 2009	October 9, 2009	October 30, 2009	TBD
Admin. Modification	09-15		August 31, 2009	September 25, 2009	September 30, 2009	N/A	TBD
Admin. Modification	09-16		September 30, 2009	October 23, 2009	October 30, 2009	N/A	TBD
Amendment	09-17		October 30, 2009	December 23, 2009	January 15, 2010	February 4, 2010	TBD
Admin. Modification	09-18		November 30, 2009	December 28, 2009	January 5, 2010	N/A	TBD
Admin. Modification	09-19		December 31, 2009	January 25, 2010	January 30, 2010	N/A	TBD

Kindly Note:

\* Future approval dates are expected dates and are subject to change

1 - Amendment 09-05 is the Special Economic Recovery Amendment with only Revenues added into the TIP

2 - Amendment 09-06 is the air-quality amendment to add new non-exempt projects to the TIP that will only be approved by March 2009

3 - Amendment 09-07, Amendment 09-09 are Special Economic Recovery Amendment Projects added to the TIP

4 - Amendment 09-11 is the Annual Transit Program of Projects Amendment

## Attachment B. ARRA Programming Schedule

American Recovery and Reinvestment Act (ARRA) Program Programming Schedule	
February 6, 2009	Partnership Board meeting
February 10, 2009	MTC Joint Advisors meeting
February 11, 2009	Programming and Allocations Committee review of regional programming proposal
February 17, 2009	Enactment of the ARRA
February 25, 2009	Commission approval of ARRA program and accompanying TIP amendment
March 5, 2009	PES Field Review Documents Submittal Deadline – LS&R System Preservation Projects
April 30, 2009	60-day NEPA clearance and Final PS&E Package Deadline – LS&R System Preservation
May 31, 2009	90-day Obligation (E-76) Deadline – LS&R System Preservation Projects 90-day Grant Award Deadline – Transit System Preservation Projects
June 30, 2009	Conditions met – Non-System Preservation Projects
September 30, 2009	210-day Contract Award Deadline – LS&R System Preservation Projects
November 30, 2009	270-day Obligation/Grant Award Deadline – All Non-System Preservation Projects 270-day Contract Award Deadline – Transit System Preservation Projects
December 31, 2009	300-day Contract Award Deadline – All Non-System Preservation Projects

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DATE: April 20, 2009  
TO: STA TAC  
FROM: Judy Leaks, SNCI Program Manager/Analyst  
RE: Bike to Work Week May 11-15, 2009

**Background:**

May 11-15, 2009 marks the fifteenth (15<sup>th</sup>) annual Bike to Work campaign in the Bay Area. Bike to Work (BTW) Day is Thursday, May 14<sup>th</sup>. 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	<b>Authorized Bicycle Shop</b> Bardessono Resort <b>Fisk's Cyclery</b> The Gaia Hotel & Spa <b>Jelly Belly</b> Napa River Velo <b>Ray's Cycle</b> <b>Rockville Bike</b>
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 SNCI 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. SNCI staff ensures that each Station is stocked to provide these items or will reimburse up to \$75 the "host" of the station for the purchase of refreshments. 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.

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DATE: April 20, 2009  
 TO: STA TAC  
 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) – National Clean Diesel Funding Assistance Program*	Leslie T. Rogers, U.S. DOT (415) 744-3133	<b>April 28, 2009<sup>1</sup></b>
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: <a href="mailto:cleandiesel@epa.gov">cleandiesel@epa.gov</a> .	<b>May 22, 2009<sup>1</sup></b>
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	<b>May 20, 2009</b>
FTA Grant Program – 5316 Job Access and Reverse Commute (JARC) Program for Small Urban Projects*	Kristen Mazur, MTC (510) 817-5789	<b>June 26, 2009</b>

Fund Source	Application Available From	Application Due
FTA Grant Program – 5317 New Freedom Program <i>for Small Urban Projects*</i>	Kristen Mazur, MTC (510) 817-5789	<b>June 26, 2009</b>
FTA Grant Program – 5316 Job Access and Reverse Commute (JARC) Program <i>for Rural Projects*</i>	Kristen Mazur, Caltrans (916) 654-8222	<b>September 25, 2009</b>
FTA Grant Program – 5317 New Freedom Program <i>for Rural Projects*</i>	Tracey Frost, Caltrans (916) 654-8222	<b>September 25, 2009</b>

\* New funding opportunity

<sup>1</sup>Note regarding the American Recovery and Reinvestment Act (ARRA) of 2009 (also referred to as “Stimulus Bill”): The ARRA has some competitive grant programs, which are separate from ARRA funds available through Caltrans and MTC. Details and guidelines regarding the competitive ARRA grants are continuing to be developed. Please visit <http://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)**

National Clean Diesel Funding Assistance Program

Application Due April 28, 2009

TO: STA TAC  
FROM: Sara Woo, Planning Assistant

This summary of the ARRA National Clean Diesel Funding Assistance 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: Regional, state, local, tribal or port agencies with jurisdiction over transportation or air quality.

Program Description: Funding must be used to achieve significant reductions in diesel emissions in terms of: (1) tons of pollution produced; (2) diesel emissions exposure, particularly from fleets operating in areas designated by the Administrator as poor air quality areas; and (3) the ability to maximize job preservation and creation.

Funding Available: Approximately \$156 million is available nationwide. Award floor is \$250,000 and award ceiling is \$10 million. Expected number of awards is 150.

Eligible Projects: Eligible projects must include one or more of the following diesel emissions reduction solutions: verified emission control technologies including retrofit devices, cleaner fuels, and engine upgrades, idle reduction technologies; certified engine repowers; and/or certified vehicle or equipment replacement.

Further Details: <http://epa.gov/otaq/eparecovery/prognational.htm>  
<http://www.westcoastdiesel.org/>

Program Contact Person: None available. All questions *must* be submitted in writing via email to: [cleandiesel@epa.gov](mailto:cleandiesel@epa.gov).

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



**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 TAC  
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

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**FUNDING OPPORTUNITY**

**Federal Transit Administration (FTA) Grant**

FTA 5310 Elderly and Disabled Specialized Transit Program

**Application Due May 20, 2009**

TO: STA TAC  
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](mailto:kmazur@mtc.ca.gov)

**STA Contact Person:** Liz Niedziela, STA Transit Manager/Analyst, (707) 424-6075  
[eniedziela@sta-snci.com](mailto:eniedziela@sta-snci.com)



**FUNDING OPPORTUNITY**

**Federal Transit Administration (FTA) Grant**

FTA 5316 Job Access and Reverse Commute Program for Small Urban Projects

**Application Due June 26, 2009**

TO: STA TAC  
FROM: Sara Woo, Planning Assistant

This summary of the FTA 5316 – Job Access and Reverse Commute (JARC) program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

**Eligible Project Sponsors:** Private nonprofit organizations, state or local government authority, operators of public transportation services, including private operators of public transportation services, and tribal governments.

**Program Description:** The 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> <ul style="list-style-type: none"><li>• Late night/weekend service</li><li>• Guaranteed ride home service</li><li>• Shuttle service</li><li>• Expanded fixed-route public transit routes</li><li>• Demand-responsive service</li><li>• Ridesharing/carpooling activities</li><li>• Voucher programs</li></ul>	<u>Capital:</u> <ul style="list-style-type: none"><li>• Intelligent Transportation Systems (ITS)</li><li>• Promotion of operating activities</li><li>• Vehicles</li><li>• Mobility management activities</li></ul>
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**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 TAC  
FROM: Sara Woo, Planning Assistant

This summary of the FTA 5316 – Job Access and Reverse Commute (JARC) program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

**Eligible Project Sponsors:** Private nonprofit organizations, state or local government authority, operators of public transportation services, including private operators of public transportation services, and tribal governments.

**Program Description:** The 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:**

<u>Operating:</u>	<u>Capital:</u>
<ul style="list-style-type: none"><li>• Expansion of hours for paratransit service</li><li>• Enhancement of services</li><li>• Voucher programs</li><li>• Volunteer driver programs</li></ul>	<ul style="list-style-type: none"><li>• Acquisition of accessibility equipment beyond ADA requirements</li><li>• Purchasing accessible vehicles to support taxi, vanpooling, and/or ridesharing programs</li><li>• Mobility management activities</li></ul>

**Further Details:** <http://www.dot.ca.gov/hq/MassTrans/5317.html>

**Program Contact Person:** 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 TAC  
FROM: Sara Woo, Planning Assistant

This summary of the FTA 5316 – Job Access and Reverse Commute (JARC) program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

**Eligible Project Sponsors:** Private nonprofit organizations, state or local government authority, operators of public transportation services, including private operators of public transportation services, and tribal governments.

**Program Description:** The FTA 5316 JARC program provides funding to support projects designed to transport welfare recipients and eligible low-income individuals to and from employment activities and employment related activities and to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities.

**Funding Available:** Approximately \$1.4million is available for JARC rural projects.

**Eligible Projects:**

<u>Operating:</u>	<u>Capital:</u>
<ul style="list-style-type: none"><li>• Late night/weekend service</li><li>• Guaranteed ride home service</li><li>• Shuttle service</li><li>• Expanded fixed-route public transit routes</li><li>• Demand-responsive service</li><li>• Ridesharing/carpooling activities</li><li>• Voucher programs</li></ul>	<ul style="list-style-type: none"><li>• Intelligent Transportation Systems (ITS)</li><li>• Promotion of operating activities</li><li>• Vehicles</li><li>• Mobility management activities</li></ul>

**Further Details:** <http://www.dot.ca.gov/hq/MassTrans/5316.html>

**Program Contact Person:** Tracey Frost, Acting Branch Chief (Caltrans),  
(916) 654-8222  
tracey\_frost@dot.ca.gov

**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 TAC  
FROM: Sara Woo, Planning Assistant

This summary of the FTA 5317 – New Freedom program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

**Eligible Project Sponsors:** Private nonprofit organizations, state or local government authority, operators of public transportation services, including private operators of public transportation services, and tribal governments.

**Program Description:** The FTA 5317 New Freedom program provides funding to assist transit operators and public agencies to provide “new” transportation services for individuals with disabilities above and beyond the minimum currently required by the Americans with Disabilities Act of 1990 (42 U.S.C. 12101, et seq.).

**Funding Available:** Approximately \$0.7 million is available for New Freedom Rural Projects.

Minimum local match requirements are 20 percent for capital projects and 50 percent for operations projects.

**Eligible Projects:**

<p><u>Operating:</u></p> <ul style="list-style-type: none"><li>• Expansion of hours for paratransit service</li><li>• Enhancement of services</li><li>• Voucher programs</li><li>• Volunteer driver programs</li></ul>	<p><u>Capital:</u></p> <ul style="list-style-type: none"><li>• Acquisition of accessibility equipment beyond ADA requirements</li><li>• Purchasing accessible vehicles to support taxi, vanpooling, and/or ridesharing programs</li><li>• Mobility management activities</li></ul>
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**Further Details:** <http://www.dot.ca.gov/hq/MassTrans/5317.html>

**Program Contact Person:** Tracey Frost, Acting Branch Chief (Caltrans), (916) 654-8222  
[tracey\\_frost@dot.ca.gov](mailto:tracey_frost@dot.ca.gov)

**STA Contact Person:** Liz Niedziela, STA Transit Manager/Analyst, (707) 424-6075  
[eniedziela@sta-snci.com](mailto:eniedziela@sta-snci.com)

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*Solano Transportation Authority*

**Solano Transportation Authority  
Board Meeting Highlights  
April 8, 2009  
6:00 p.m.**

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**TO:** City Councils and Board of Supervisors  
(Attn: City Clerks and County Clerk of the Board)  
**FROM:** Johanna Masclat, STA Clerk of the Board  
**RE:** Summary Actions of the April 8, 2009 STA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Authority at the Board meeting of April 8, 2009. If you have any questions regarding specific items, please call me at (707) 424-6008.

**BOARD MEMBERS PRESENT:**

Jim Spering (Chair)	County of Solano
Pete Sanchez (Vice Chair)	City of Suisun City
Elizabeth Patterson	City of Benicia
Jack Batchelor	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

**ACTION –FINANCIAL ITEMS**

**A. Solano Rail Crossing Inventory and Improvement Plan Consultant Contract 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.

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

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

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, the STA Board unanimously approved the recommendation.

**ACTION – NON FINANCIAL ITEMS**

**A. Updating STA’s Joint Powers Agreement**

After discussion, the Board unanimously agreed to add the following language in the Planning section of the proposed amendments:

*“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.”*

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.*

**CONSENT CALENDAR ITEMS**

On a motion by Vice Chair Sanchez, and a second by Board Member Patterson, the STA Board 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.

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

**A. Caltrans Report:**

On behalf of Caltrans, STA's 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 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. Travis Air Force Base South Gate Access Improvement 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 Projects provided by Robert Macaulay
  - C. Transit and Rideshare – An update of the Bike to Work Week Campaign for 2009 was presented by Judy Leaks

**INFORMATIONAL ITEMS**

- A. Update on the I-80/I-680/I-780 Corridors Highway Operations Implementation Study**
- B. Discussion of Draft STA Overall Work Plan for Fiscal Year (FY) 2009-10 and FY 2010-11**
- 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**

**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.**

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DATE: April 21, 2009  
TO: STA TAC  
FROM: Johanna Masiclat, Clerk of the Board  
RE: STA Board and Advisory Committee Meeting Schedule for 2009

**Background:**

Attached are the STA Board and Advisory Committee meeting schedule for calendar year 2009 that may be of interest to the STA TAC.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

- A. STA Board and Advisory Committee Meeting Schedule for 2009

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Wed., January 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., February 5	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., February 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., February 25	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., March 5	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., March 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Fri., March 20	12 noon	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Confirmed
Thurs., March 19	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Wed., March 25	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., April 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., April 29	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Monday, May 4	12:00 p.m.	Regional Transportation Impact Fee (RTIF)	SCAC	Confirmed
Monday, May 4	1:00 p.m.	Transit Consolidation Steering Committee	SCAC	Confirmed
Thurs., May 7	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., May 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., May 14	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Fri., May 15	12 noon	Paratransit Coordinating Council (PCC)	JFK Library - Vallejo	Confirmed
Wed., May 27	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., June 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., June 24	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., July 2	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Thurs., July 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., July 16	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Fri., July 17	12:30 p.m.	Paratransit Coordinating Council (PCC)	Ulatis Community Center	Confirmed
July 29 (No Meeting)	SUMMER RECESS	Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A
August 12 (No Meeting)	SUMMER RECESS	STA Board Meeting	N/A	N/A
Wed., August 26	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., September 3	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., September 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., September 17	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Thurs., September 18	12:30 p.m.	Paratransit Coordinating Council (PCC)	Dixon Senior Center	Confirmed
Wed., September 30	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., October 7	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., October 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., November 5	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., November 11	6:00 p.m.	STA's 11 <sup>th</sup> Annual Awards	TBD - Rio Vista	TBD
Thurs., November 19	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Fri., November 20	12:30 p.m.	Paratransit Coordinating Council (PCC)	Suisun City Hall	Confirmed
Wed., November 25	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., December 09	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., December 30	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Tentative
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Tentative

**SUMMARY:**

STA Board: Meets 2<sup>nd</sup> Wednesday of Every Month  
 Consortium/TAC: Meets Last Wednesday of Every Month  
 BAC: Meets 1<sup>st</sup> Thursday of every Odd Month  
 PAC: Meets 3<sup>rd</sup> Thursday of every Odd Month  
 PCC: Meets 3<sup>rd</sup> Fridays of every Odd Month