



Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

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**TECHNICAL ADVISORY COMMITTEE (TAC)
AGENDA**

1:30 p.m., Wednesday, June 24, 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.)

- Update – Caltrans Oversight Costs for PSRs

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 May 27, 2009

Johanna Masiclat

Recommendation:

Approve TAC Meeting Minutes of May 27, 2009.

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

Elizabeth Richards

Recommendation:

Forward a recommendation to the STA Board to approve the July 2009 TDA Matrix and the FY 2009-10 TDA claim for the City of Dixon.

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TAC MEMBERS

Dan Schiada	Royce Cunningham	Gene Cortright	Kirt Hunt (Interim)	Dan Kasperon (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

The complete STA TAC packet is available on STA's website: www.solanolinks.com

C. Traffic Model Advisory Committees

Robert Macaulay

Recommendation:

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

- 1. The Cooperative Agreement establishing the Model TAC and Model Land Use Committee (MLUC); and*
- 2. The STA Board sends the Cooperative Agreement to its member jurisdictions for adoption.*

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VI. ACTION NON-FINANCIAL ITEMS

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

Sam Shelton

Recommendation:

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

(1:45 – 2:00 p.m.)

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

Judy Leaks

Recommendation:

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

(2:10 – 2:20 p.m.)

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VII. INFORMATIONAL – DISCUSSION

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

Robert Macaulay

Informational

(2:20 – 2:25 p.m.)

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B. Legislative Update

Jayne Bauer

Informational

(2:25 – 2:30 p.m.)

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C. Project Delivery Update

Kenny Wan

Informational

(2:30 – 2:35 p.m.)

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NO DISCUSSION

- D. **Funding Opportunities Summary** Sara Woo
Informational
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- E. **STA Board Meeting Highlights of June 10, 2009** Johanna Masiclat
Informational
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- F. **STA Board and Advisory Committee Meeting Schedule for 2009** Johanna Masiclat
Informational
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VIII. ADJOURNMENT

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, August 26, 2009.**

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

I. CALL TO ORDER

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

Present:

TAC Members Present:

	Michael Throne	City of Benicia
	Royce Cunningham	City of Dixon
	Gene Cortright	City of Fairfield
<i>Arrived at the meeting at 2:10 p.m.</i>	Dan Kasperson	City of Suisun City
	Rod Moresco	City of Vacaville
	Crystal Odum Ford	City of Vallejo
<i>Arrived at the meeting at 1:40 p.m.</i>	Paul Wiese	County of Solano

STA Staff Present:

Daryl Halls	STA
Janet Adams	STA
Robert Macaulay	STA
Elizabeth Richards	STA
Sam Shelton	STA
Johanna Masiclat	STA

Others Present:

(In Alphabetical Order by Last Name)

Ed Huestis	City of Vacaville
Jeff Knowles	City of Vacaville
Wayne Lewis	City of Fairfield
Alysa Majer	City of Suisun City

II. APPROVAL OF THE AGENDA

On a motion by Royce Cunningham, and a second by Michael Throne, the STA TAC unanimously approved the agenda with the exception to table Agenda Item VII.A, Public Release of the Draft I-80/I-680/I-780 Corridors Highway Operations Study and Implementation Plan until the next TAC meeting in June.

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: None presented.

MTC: None presented.

STA: Janet Adams provided an update of the Regional Measure 2 (RM 2) Program and noted that the STA Board added the Park Blvd. Overcrossing in the City of Dixon to the Overall Work Plan (OWP) at the May Board meeting.

V. CONSENT CALENDAR

On a motion by Paul Wiese, and a second by Michael Throne, the STA TAC approved Consent Calendar Items A thru C.

A. Minutes of the TAC Meeting of April 29, 2009

Recommendation:

Approve TAC Meeting Minutes of April 29, 2009.

B. Cordelia Sky Hills Funding Agreement

Recommendation:

Forward a recommendation to the STA Board for the following:

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

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

Recommendation:

Forward a recommendation to the STA Board to approve a revised TFCA Resolution No. 2009-09 which includes the following:

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

VI. ACTION FINANCIAL ITEMS

A. Federal Economic Stimulus Update for Transportation in Solano County

Sam Shelton distributed and reported on the State American Recovery and Reinvestment Act (ARRA) Tier 2 Solano County Projects. He noted that the City of Benicia has requested to swap their funding for another agency's local funds. He also reviewed the Local Streets and Roads (LS&R) Shares which compares the previously approved Tier 1 and Tier 2 funding amounts, the future redistribution of funding based on ARRA Tier 1 advances to Solano County, Vacaville, and Vallejo, and the larger \$1.87 M Tier 2 program recently released by MTC.

Recommendation:

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

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

B. Safe Routes to School (SR2S) – Part Time Program Coordinator and Safety Coordinator

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

Recommendation:

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

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

C. Fiscal Year (FY) 2009-10 Transportation Development Act Article 3 Allocation

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

Recommendation:

Forward a recommendation to the STA Board to adopt resolutions approving the following for FY 2009-10 TDA Article 3 funding:

1. \$270,015 for the County of Solano's Vacaville Dixon Bike Route (this includes a transfer of \$110,000 in TDA Article 3 from the Suisun Valley Bridge Project); and
2. \$85,000 for the 2009 Countywide Bicycle Pedestrian Plan Update; and
3. \$40,000 for the Solano Safe Routes to School Program.

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

VII. ACTION NON-FINANCIAL ITEMS

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

This item was tabled at the request of STA staff until the next TAC meeting in June.

B. Comprehensive Transportation Plan (CTP) - Update of Local Agency Project Lists

Robert Macaulay distributed and reviewed the Local Agency Projects Listed in the current CTP (sorted by jurisdiction). He indicated that each jurisdiction will be asked to update this list by removing projects which have been completed or are no longer proposed and adding projects and programs that should be included in the CTP. He added that the STA plans on presenting the completed draft list to the TAC at its August 26, 2009 meeting.

Recommendation:

Forward a recommendation to the STA Board authorizing the Executive Director to:

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

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

C. Transit Consolidation Study - Phase 2 Analysis and Recommendations

Elizabeth Richards presented and outlined the recommendations to the Consortium for their input and consideration. She stated that all jurisdictions were represented at the May 2009 Transit Consolidation Steering Committee which took an action to support all the staff recommendations. She indicated that this item is scheduled for Board action on June 10, 2009.

At an earlier meeting, the Consortium recommended to modify Recommendation No. 2 to read as follows:

2. Option 4c: ~~Consolidation of interregional Solano transit services under one operator to be selected by the STA Board and Decentralize intercity paratransit service to local transit operators and continue study of consolidation of interregional Solano transit services under one operator to be selected by the STA Board;~~

After further discussion, the TAC concurred.

Recommendation:

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

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

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

D. STA Safe Routes to School Advisory Committee – TAC Representatives

Sam Shelton recommended that the TAC appoint replacement engineering representatives to the SR2S-AC to replace City of Benicia's Public Works Director who plans to retire in July as well as reaffirm Gary Leach's appointment to the Committee.

Recommendation:

Appoint two TAC member representatives to the Safe Routes to School Advisory Committee.

On a motion by Rod Moresco, and a second by Gene Cortright, the STA TAC unanimously approved the recommendation and appointed City of Vacaville's Jeff Knowles and City of Fairfield's Garland Wong to serve on the SR2S-AC.

E. Solano Paratransit Vehicle Reassignment

Elizabeth Richards cited that staff is currently working with transit operators to identify how to best utilize the nine paratransit vehicles in Solano County. She indicated that the seven of the nine vehicles are past their scheduled useful life thus allowing greater flexibility on how they can be reassigned. She added that the remaining two vehicles must be utilized consistent with the grant requirements which funded the procurement of these vehicles.

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to develop a plan for the reassignment of the Solano Paratransit vehicles.

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

VIII. INFORMATIONAL ITEMS

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

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

NO DISCUSSION

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

C. Model Technical Advisory Committee (TAC) and Model Update

D. Senior and Disabled Transportation Summit

E. Legislative Update

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

G. Project Delivery Update

H. Funding Opportunities Summary

I. STA Board Meeting Highlights of May 13, 2009

J. STA Board and Advisory Committee Meeting Schedule for 2009

ADJOURNMENT

The meeting was adjourned at 2:20 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, June 24, 2009.**



DATE: June 15, 2009
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Fiscal Year (FY) 2009-10 Transportation Development Act (TDA)
Matrix – July 2009

Background:

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

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

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

Discussion:

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

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

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

Fiscal Impact:

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

Recommendation:

Forward a recommendation to the STA Board to approve the July 2009 TDA Matrix and the FY 2009-10 TDA claim for the City of Dixon.

Attachment:

- A. July 2009 Solano TDA Article 4/8 Matrix for FY 2009-10



DATE: June 16, 2009
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Traffic Model Advisory Committees

Background:

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

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

Discussion:

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

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

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

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

Fiscal Impact:

None.

Recommendation:

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

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

Attachments:

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

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

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

THIS COOPERATIVE AGREEMENT (MOU) is made and entered into as of this ____ day of _____, 2009, by and among the SOLANO TRANSPORTATION AUTHORITY, a joint powers entity organized under Government Code section 6500 et seq. and the Congestion Management Agency of Solano County, hereinafter referred to as "STA", and the governmental entities in Solano County; to wit:
THE COUNTY OF SOLANO, a political subdivision of the State of California;
and
THE SEVEN MUNICIPAL CORPORATIONS in Solano County:
The City Of Benicia,
The City Of Dixon,
The City Of Fairfield,
The City of Rio Vista
The City Of Suisun City,
The City Of Vacaville,
The City Of Vallejo; and
THE NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY, a joint powers entity organized under Government Code section 6500 et seq. and the Congestion Management Agency of Napa County, hereinafter referred to as the "NCTPA."

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

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

RECITALS

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

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

WHEREAS, traffic modeling has developed from a jurisdiction by jurisdiction basis to recognition of the need 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

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

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

COOPERATIVE AGREEMENT

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

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

**Cooperative Agreement (MOU) for
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City Manager in the absence of a Public Works Director or City Engineer. The STA member shall be appointed by the STA Director of Planning. The Napa County Transportation and Planning Agency may appoint one member to the 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, but shall not vote.

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

**Cooperative Agreement (MOU) for
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Demand Model shall be made by the STA Board of Directors.

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

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

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CITY OF BENICIA

Jim Erickson, City Manager
250 East "L"
Benicia, CA 94510
Attn: Charlie Knox, Community Development and Public Works Director

CITY OF DIXON

Nancy Huston, City Manager
600 East "A"
Dixon, CA 95620
Attn: Royce Cunningham, City Engineer

CITY OF FAIRFIELD

Sean Quinn, City Manager
1000 Webster St.
Fairfield, CA 94533
Attn: Gene Cortright, Director of Public Works

CITY OF RIO VISTA

Hector De La Rosa
City Manager
One Main Street
Rio Vista, CA 94571
Attn: Emi Theriault, Planning Manager

SUISUN CITY

Suzanne Bragdon, City Manager
701 Civic Center
Suisun City, CA 94585
Attn: Public Works Director

CITY OF VACAVILLE

Laura Kuhn, City Manager
650 Merchant St.
Vacaville, CA 95688
Attn: Rod Moresco, Public Works Director

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CITY OF VALLEJO

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

COUNTY OF SOLANO

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

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY

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

13. **Amendment/Modification.** Except as specifically provided herein, this Agreement may be modified or amended with the prior written consent of STA and the PARTIES.
14. **Interpretation.** Each PARTY has reviewed this Agreement and any question of doubtful interpretation shall not be resolved by any rule or interpretation providing for interpretation against the drafting party. This Cooperative Agreement shall be construed as if all Parties drafted it. The headings used herein are for convenience only and shall not affect the meaning or interpretation of this Agreement. The terms of the Agreement are set out in the text under the headings. This Agreement shall be governed by the laws of the State of California.
15. **Disputes and Dispute Resolution.** If a dispute should arise between some or all of the PARTIES to this Agreement relative to the performance and/or enforcement of any provision of this Agreement, the dispute shall first be considered by the STA TAC. Final resolution of disputes will be determined by the STA Board of Directors.
16. **Conflict of Interest.** The PARTIES hereby covenant that they presently have no interest not disclosed, and shall not acquire any interest, direct or indirect, which

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

would conflict in any manner or degree with the performance of its obligations hereunder, except for such conflicts that the PARTIES may consent to in writing prior to the acquisition by a PARTY of such conflict.

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

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

SOLANO TRANSPORTATION AUTHORITY

APPROVED AS TO FORM

By: _____
Daryl K. Halls, Executive Director

By: _____
Charles Lamoree, STA Legal
Counsel

NAPA COUNTY TRANSPORTATION
AND PLANNING AGENCY

APPROVED AS TO FORM

By: _____
Paul W. Price, Executive Director

By: _____
Silva Darbanian, NCTPA Legal
Counsel

CITY OF BENICIA

APPROVED AS TO FORM

By: _____
Jim Erickson, City Manager

By: _____
Heather McLaughlin, City Attorney

CITY OF DIXON

APPROVED AS TO FORM

By: _____
Nancy Huston, City Manager

By: _____
Michael Dean, City Attorney

CITY OF FAIRFIELD

APPROVED AS TO FORM

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

By: _____
Sean Quinn, City Manager

CITY OF RIO VISTA

By: _____
Hector De La Rosa, City Manager

CITY OF SUISUN CITY

By: _____
Suzanne Bragdon, City Manager

CITY OF VACAVILLE

By: _____
Laura Kuhn, City Manager

CITY OF VALLEJO

By: _____
Robert Adams, City Manager

COUNTY OF SOLANO

By: _____
Michael D. Johnson, County Administrator

By: _____
Greg Stepanicich, City Attorney

By: _____
Kara Ueda, City Attorney

APPROVED AS TO FORM

By: _____
Sky Woodruff, City Attorney

APPROVED AS TO FORM

By: _____
Shana Faber, Assistant City Attorney

APPROVED AS TO FORM

By: _____
Fred Soley, City Attorney

APPROVED AS TO FORM

By: _____
Lori Mazzella, Dep. County Counsel



DATE: June 16, 2009
TO: STA TAC
FROM: Sam Shelton, Project Manager
RE: Public Release of the Draft I-80/I-680/I-780 Corridors Highway Operations Study & Implementation Plan

Background:

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

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

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

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

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

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

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

Discussion:

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

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

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

Fiscal Impact:

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

Recommendation:

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

Attachment:

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

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

EXECUTIVE SUMMARY

Prepared for



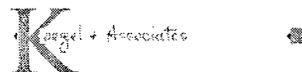
**Solano Transportation Authority
and the Solano Highways Partnership**

by



with

DKS Associates



June 2009

Acknowledgments

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

Solano Transportation Authority

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Ed Woodruff, Chair, City of Rio Vista
Jim Spering, Vice Chair, County of Solano
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Mary Ann Courville, City of Dixon
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Pete Sanchez, City of Suisun City
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Fernando Bravo, City of Suisun City
Dale Pfeiffer, City of Vacaville
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Paul Wiese, County of Solano

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Janet Koster, City of Dixon
Wayne Lewis, City of Fairfield
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Wayne A. Lewis, City of Fairfield
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Koegel and Associates

Joanne Koegel, President

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

EXECUTIVE SUMMARY

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

BACKGROUND

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

OPERATIONS IMPROVEMENT ANALYSIS

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

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

It is important to note that the existing conditions assessment conducted as part of the I-680 North FPI study was performed prior to the opening of the new northbound span and toll plaza at the Benicia-Martinez Bridge. Since the opening, congestion has decreased in the area around

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

EXECUTIVE SUMMARY

the bridge and toll plaza. Subsequently, follow-up observations in this area were performed and used to update the existing conditions assessment presented in the FPI studies.

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

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

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

OPERATIONAL IMPROVEMENT IMPLEMENTATION PLAN

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

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

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

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

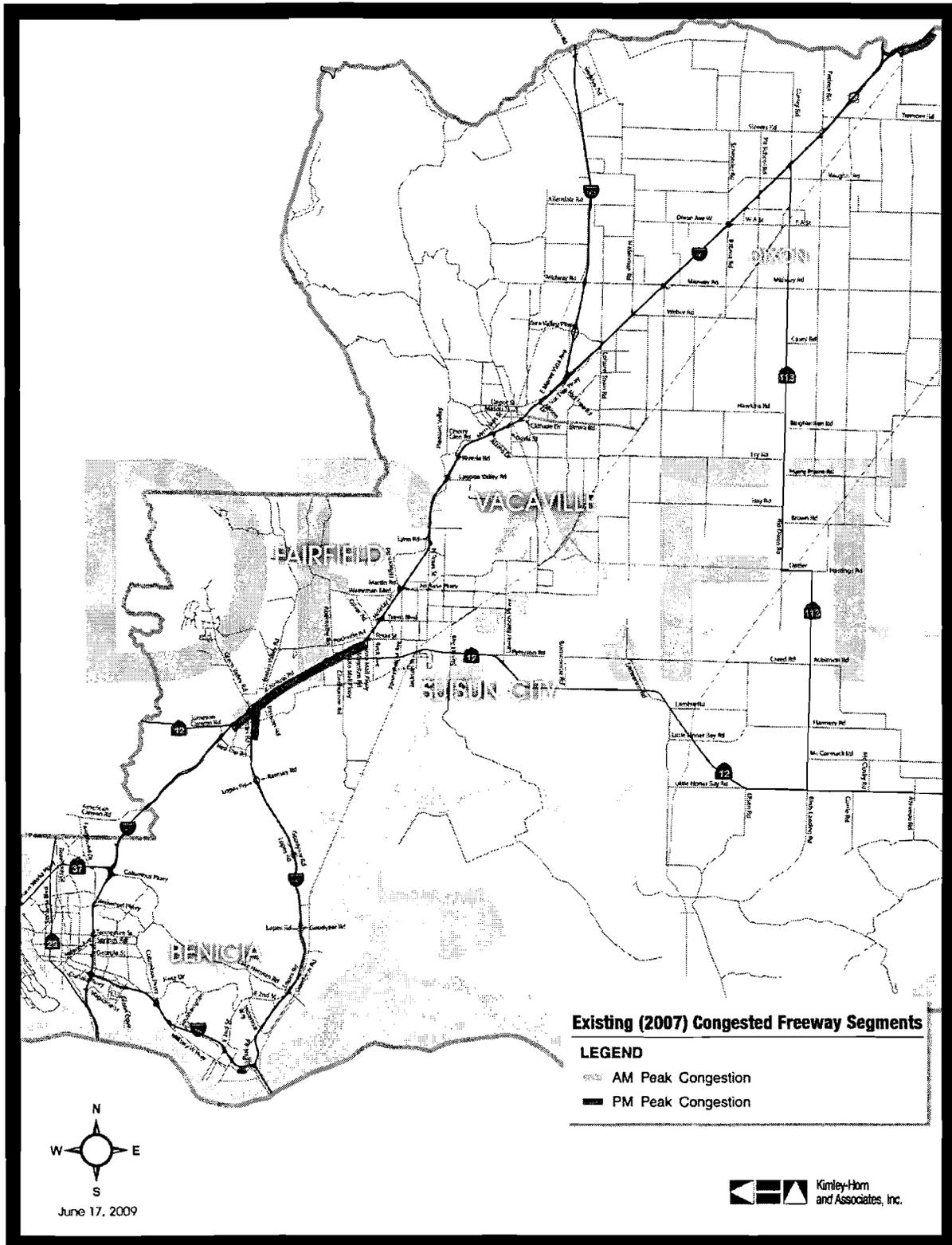


Figure E-1: Existing Congestion

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

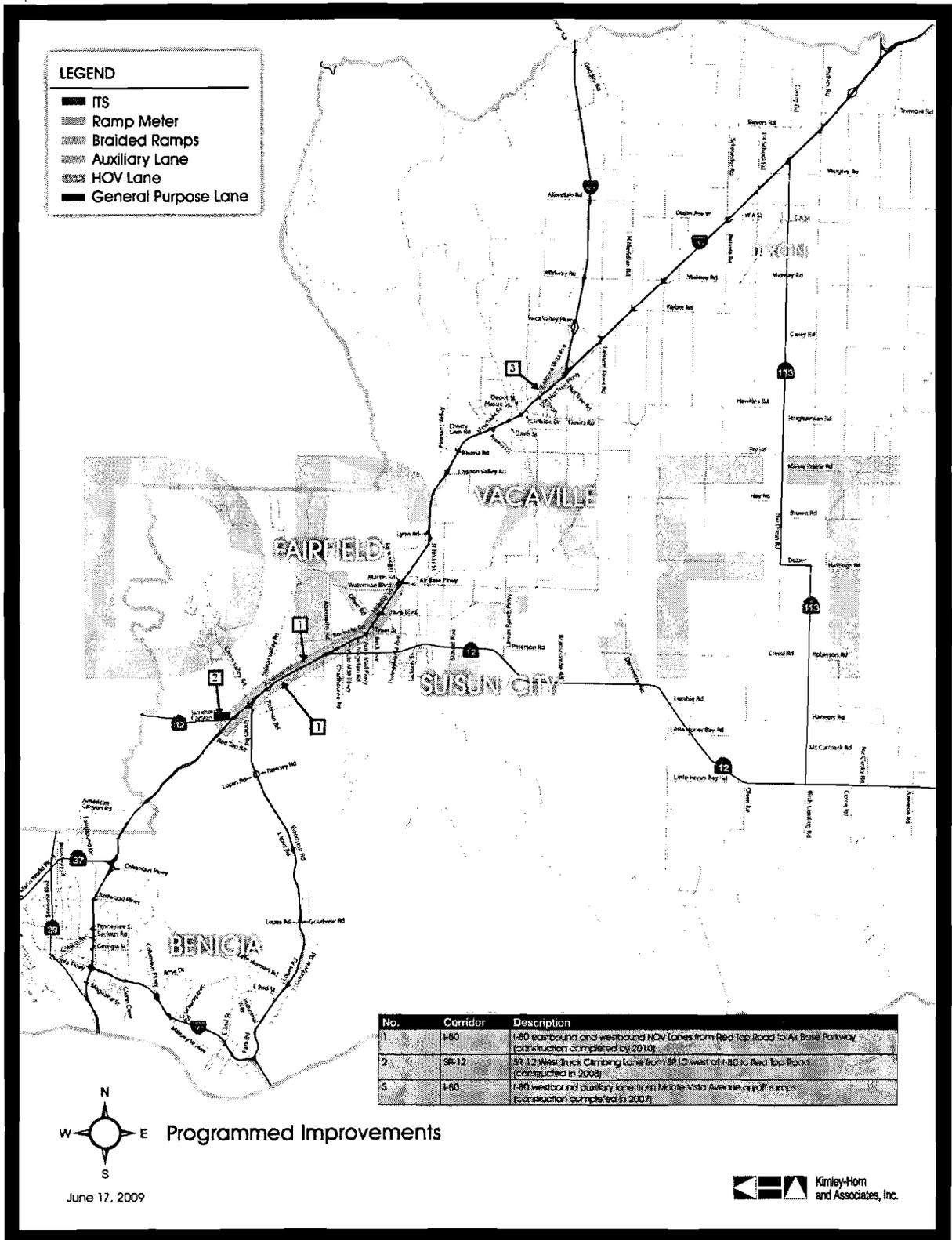


Figure E-2: Programmed Improvements

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

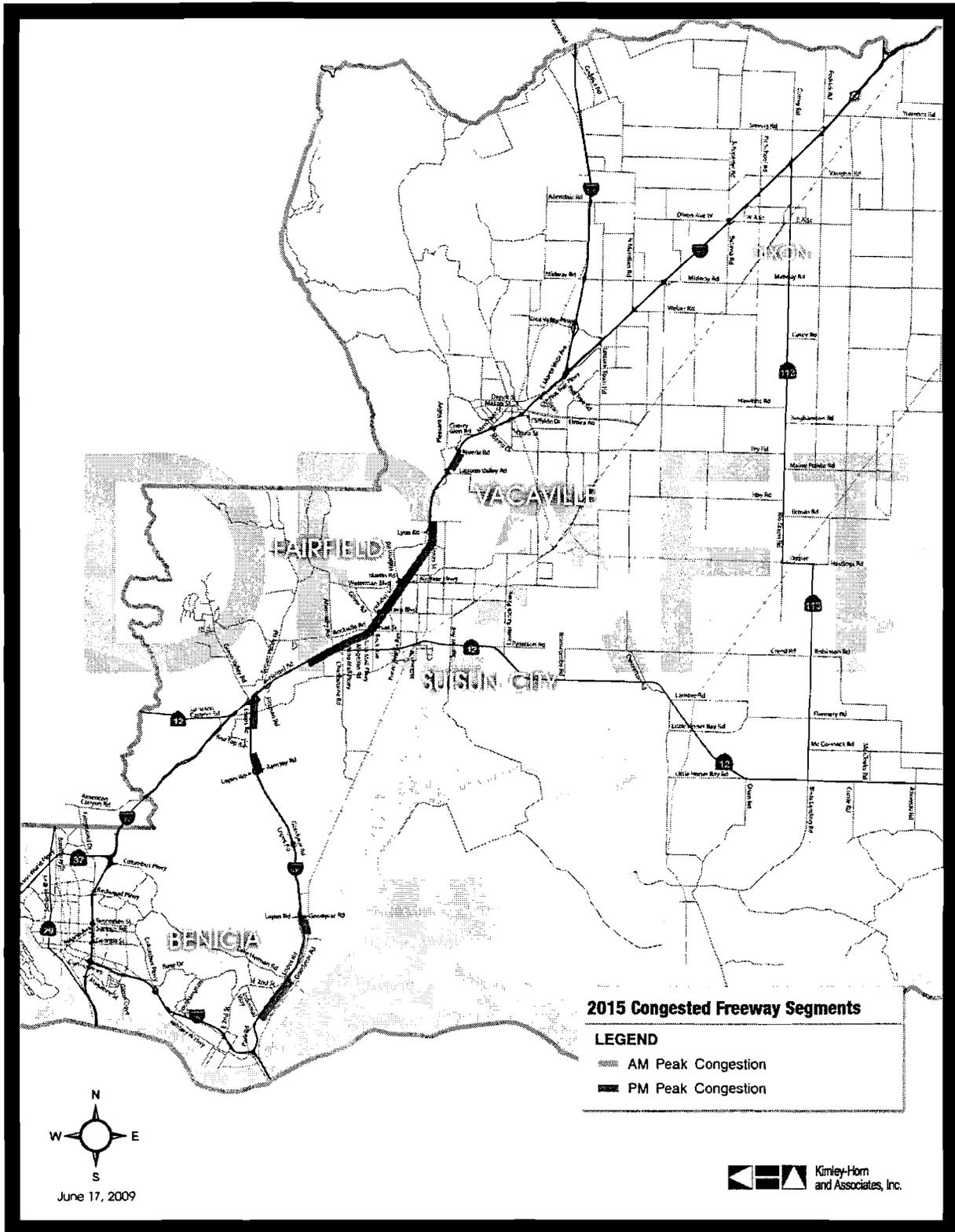


Figure E-3: Year 2015 Congestion

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

EXECUTIVE SUMMARY

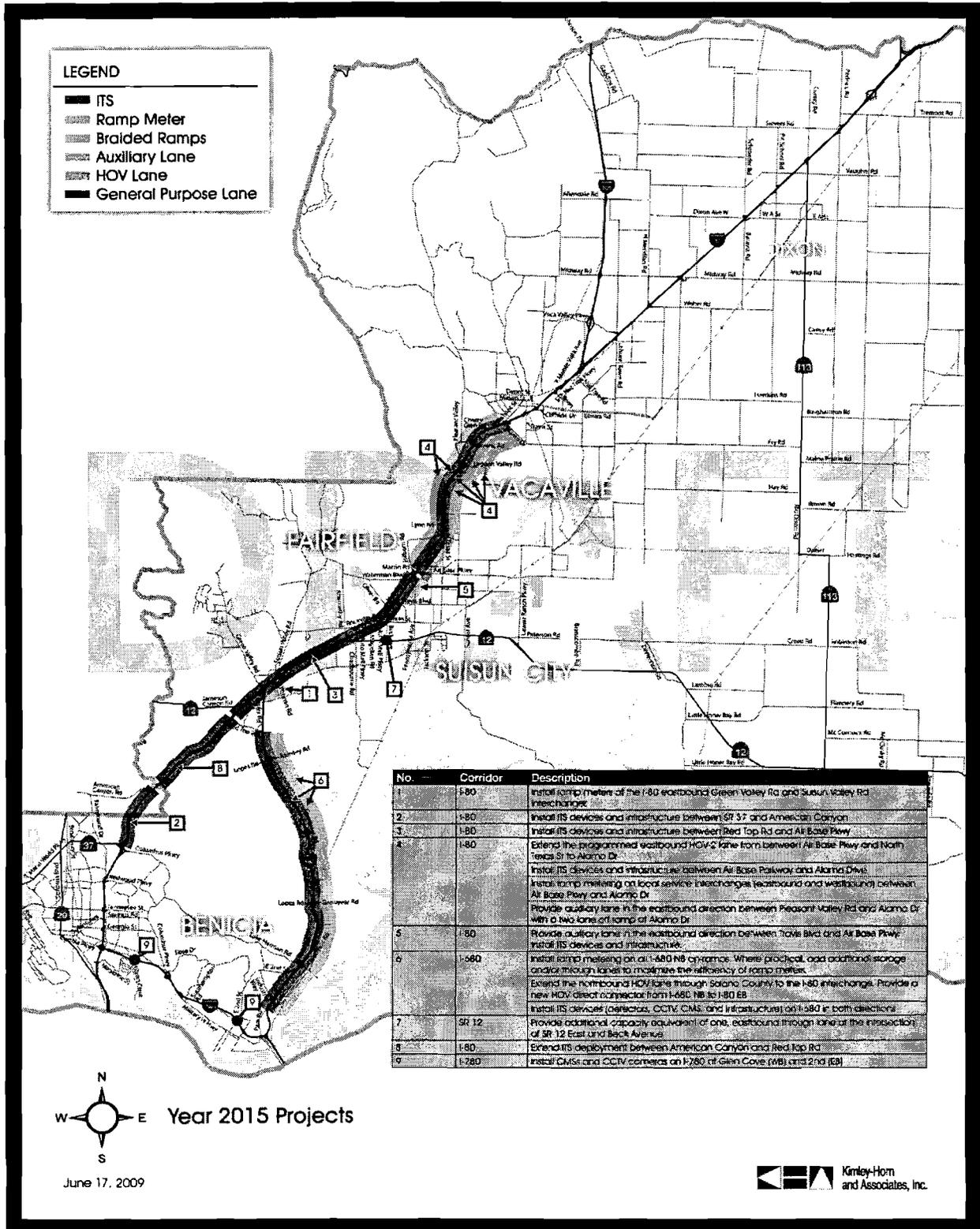


Figure E-4: Year 2015 Proposed Improvements

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

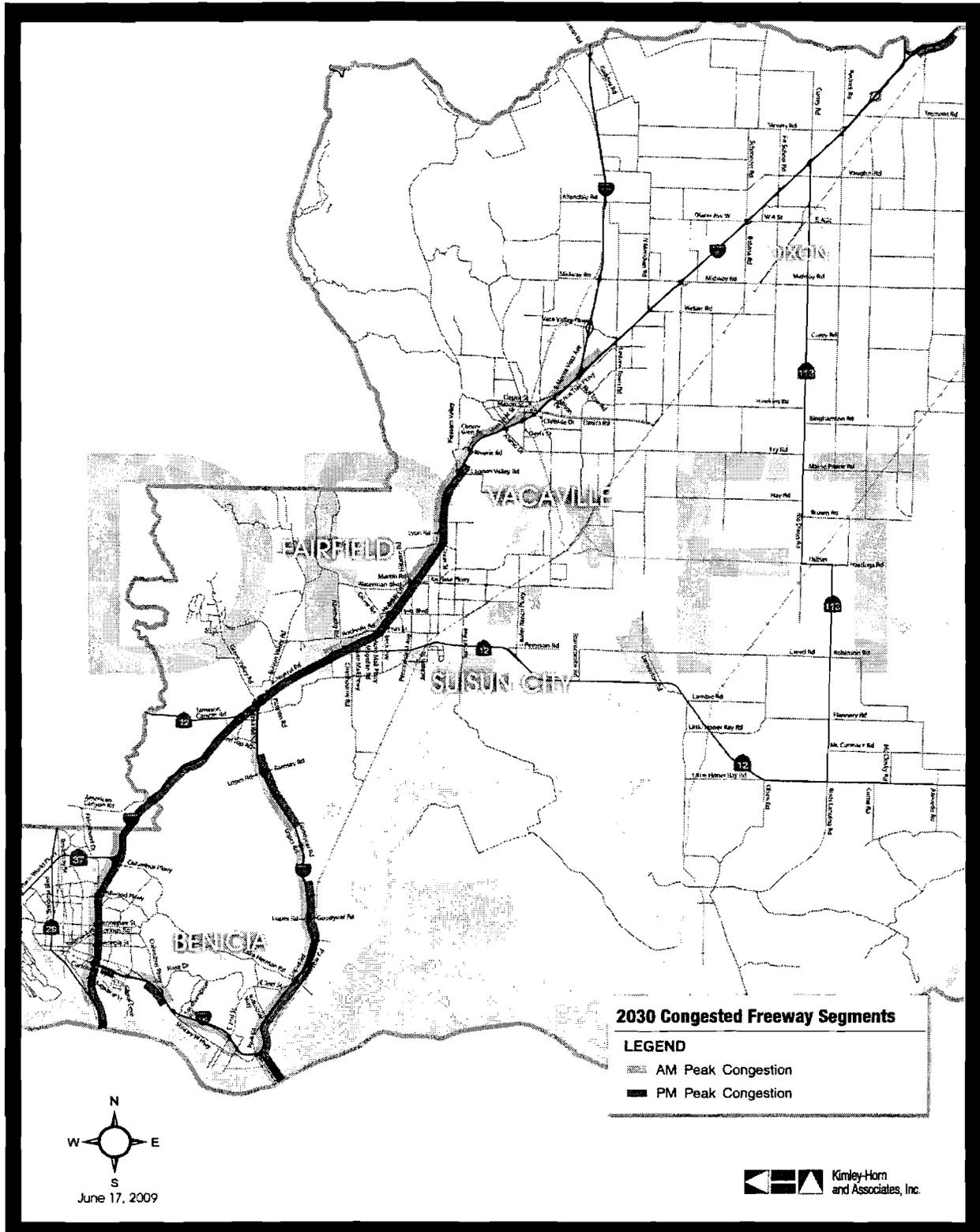


Figure E-5: Year 2030 Congestion

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

EXECUTIVE SUMMARY

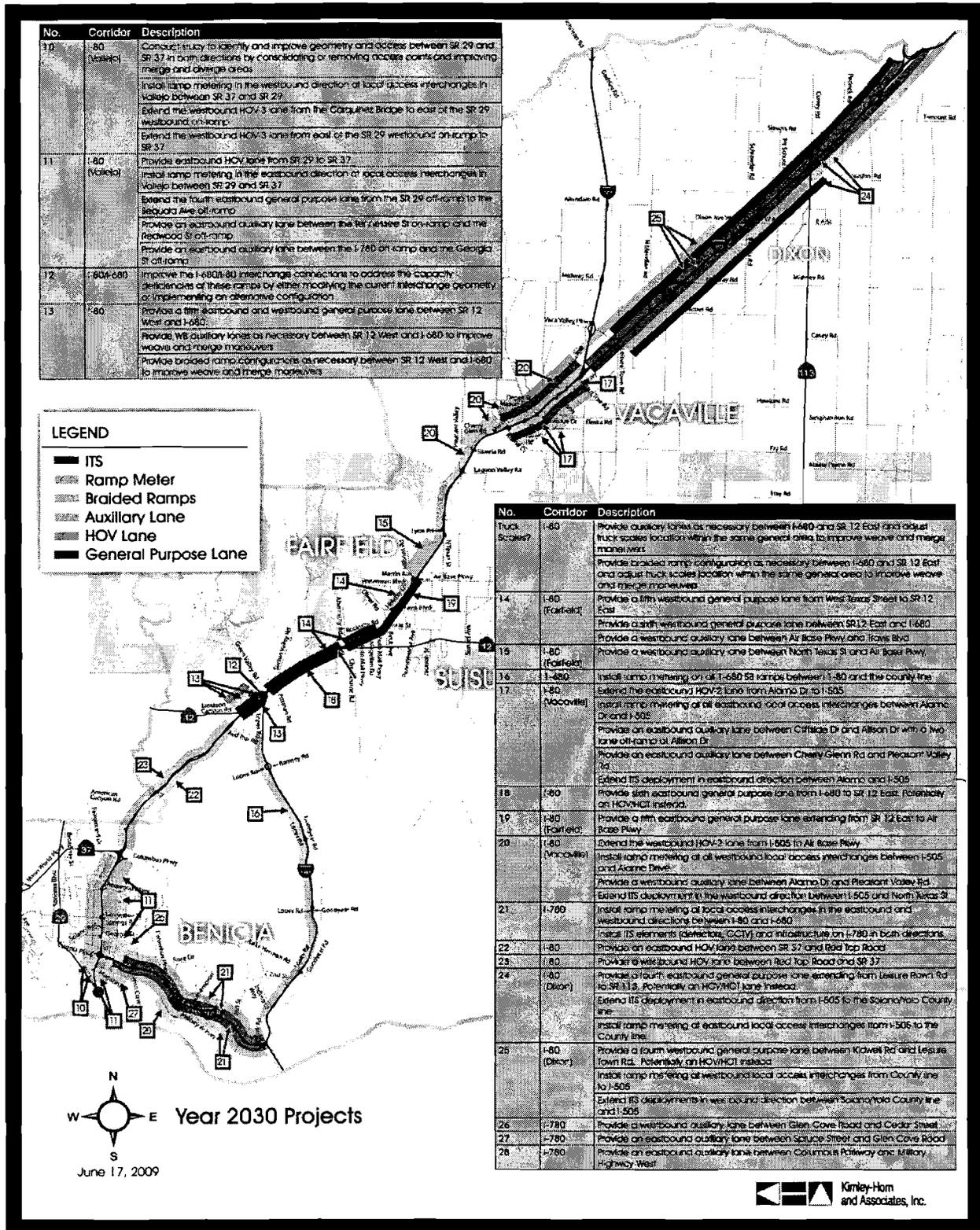


Figure E-6: Year 2030 Proposed Improvements

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

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

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

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

Table E-2: Year 2030 Prioritization of Projects			
Priority	Corridor	Description	Order of Magnitude Cost
		Provide a westbound auxiliary lane between Air Base Pkwy and Travis Blvd	\$15,000,000
		Subtotal No. 14:	\$35,500,000
15	I-80 (Fairfield)	Provide a westbound auxiliary lane between North Texas St and Air Base Pkwy.	\$23,000,000
16	I-680	Install ramp metering on all I-680 SB ramps between I-80 and the County line.	\$1,000,000
17	I-80 (Vacaville)	Extend the eastbound HOV-2 lane from Alamo Dr to I-505	\$19,200,000
		Install ramp metering at all eastbound local access interchanges between Alamo Dr and I-505	\$1,000,000
		Provide an eastbound auxiliary lane between Cliffside Dr and Allison Dr with a two-lane off-ramp at Allison Dr	\$2,900,000
		Provide an eastbound auxiliary lane between Cherry Glenn Rd and Pleasant Valley Rd	\$9,200,000
		Extend ITS in eastbound direction between Alamo and I-505	\$2,300,000
		Subtotal No. 14:	\$34,600,000
18	I-80	Provide sixth eastbound general purpose lane from I-680 to SR 12 East. <i>Potentially an HOV/HOT lane instead.</i>	\$36,800,000
19	I-80 (Fairfield)	Provide a fifth eastbound general purpose lane extending from SR 12 East to Air Base Parkway	\$40,300,000
20	I-80 (Vacaville)	Extend the westbound HOV-2 lane from I-505 to Air Base Parkway	\$32,800,000
		Install ramp metering at all westbound local access interchanges between I-505 and Air Base Pkwy	\$1,800,000
		Provide a westbound auxiliary lane between Alamo Dr and Pleasant Valley Rd	\$4,400,000
		Subtotal No. 19:	\$39,000,000
21	I-780	Install ramp metering at local access interchanges in the eastbound and westbound directions between I-80 and I-680	\$3,400,000
		Install ITS elements (detectors, CCTV & infrastructure on I-780 in both directions)	\$5,400,000
		Subtotal No. 20:	\$8,800,000
22	I-80	Provide an eastbound HOV lane between SR 37 and Red Top Road	\$36,000,000
23	I-80	Provide a westbound HOV lane between Red Top Road and SR 37	\$36,000,000
24	I-80 (Dixon)	Provide a fourth eastbound general purpose lane extending from Leisure Town Rd to SR 113. <i>Potentially an HOV/HOT lane instead.</i>	\$78,000,000
		Extend ITS in eastbound direction from I-505 to the Solano County line	\$6,200,000
		Install ramp metering at eastbound local access interchanges from I-505 to the County line	\$1,800,000
		Subtotal No. 27:	\$86,000,000

I-80/I-680/I-780 CORRIDORS HIGHWAY OPERATIONS IMPLEMENTATION STUDY
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Table E-2: Year 2030 Prioritization of Projects			
Priority	Corridor	Description	Order of Magnitude Cost
25	I-80 (Dixon)	Provide a fourth westbound general purpose lane between Kidwell Rd and Leisure Town Rd. <i>Potentially an HOV/HOT lane instead.</i>	\$132,300,000
		Install ramp metering at westbound local access interchanges from County line to I-505	\$2,000,000
		Extend ITS in westbound direction between Solano/Yolo County line and I-505	\$6,100,000
		Subtotal No. 23:	\$140,400,000
26	I-780	Provide a westbound auxiliary lane between Glen Cove Road and Cedar Street	\$2,900,000
27	I-780	Provide an eastbound auxiliary lane between Spruce Street and Glen Cove Road	\$2,900,000
28	I-780	Provide an eastbound auxiliary lane between Columbus Parkway and Military Highway West	\$2,900,000
Total Year 2030 Improvements:			\$605,900,000

PROJECT IDENTIFICATION AND PRIORITIZATION PROCESS

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

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

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

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

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

EXECUTIVE SUMMARY

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

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

Year 2015

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

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

Year 2030

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

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

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

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

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

EXECUTIVE SUMMARY

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

VISUAL DESIGN GUIDELINES

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

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

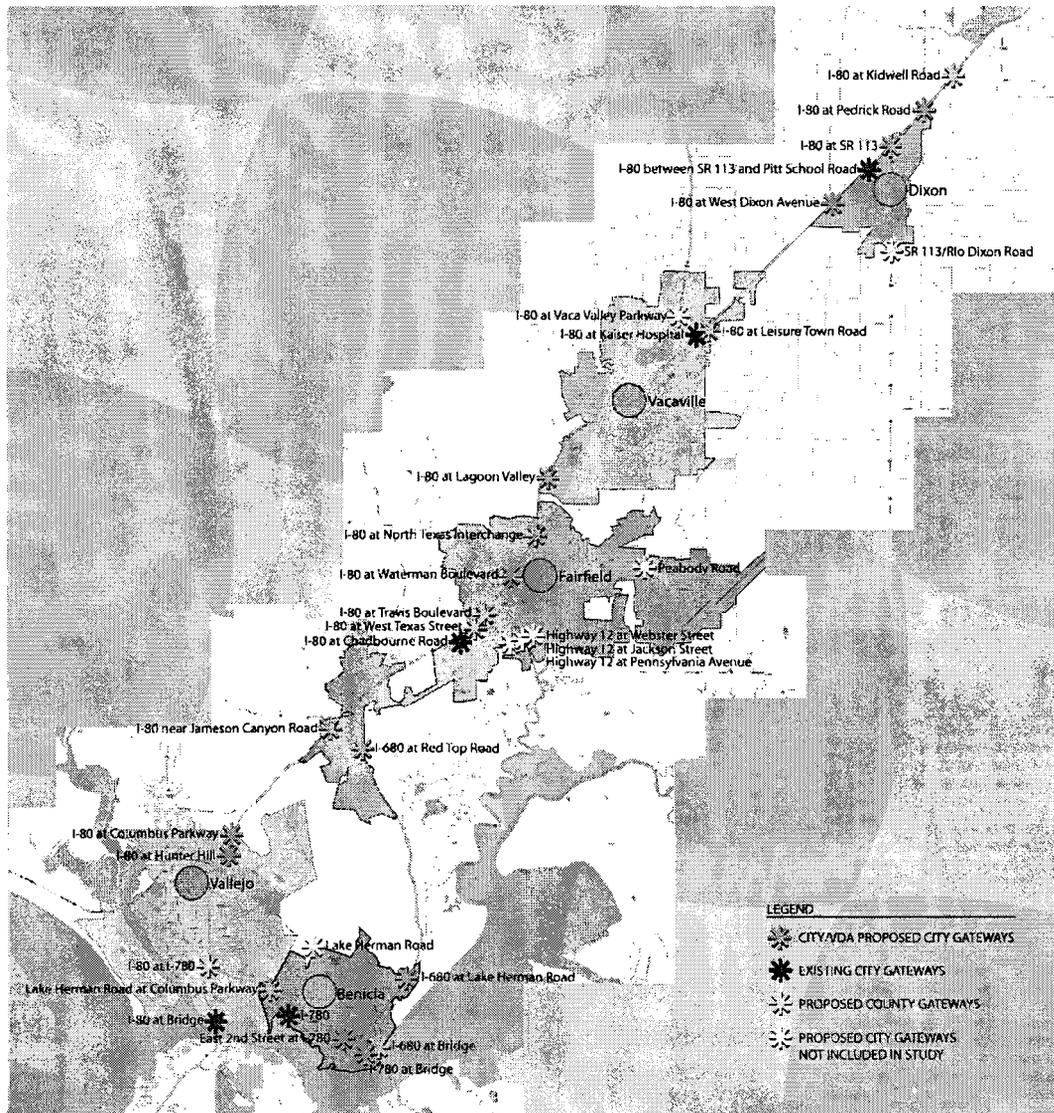
- Develop a cohesive landscape and hardscape program for the entire project area
- Develop a gateway, landscape and hardscape palette that is unique and expresses the identity of each city, yet fits into the overall program
- Create a landscape and hardscape program using sustainable, environmentally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

Gateways

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

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

EXECUTIVE SUMMARY



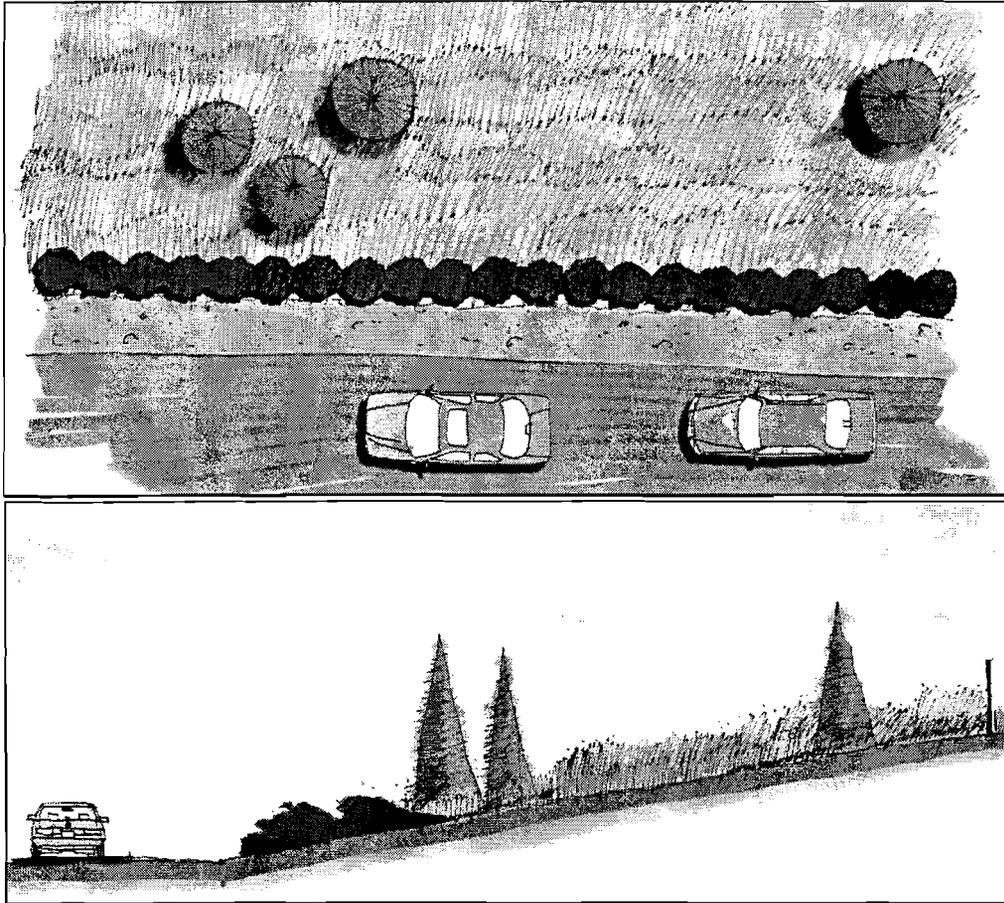
Design Themes

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

Nautical Theme

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

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

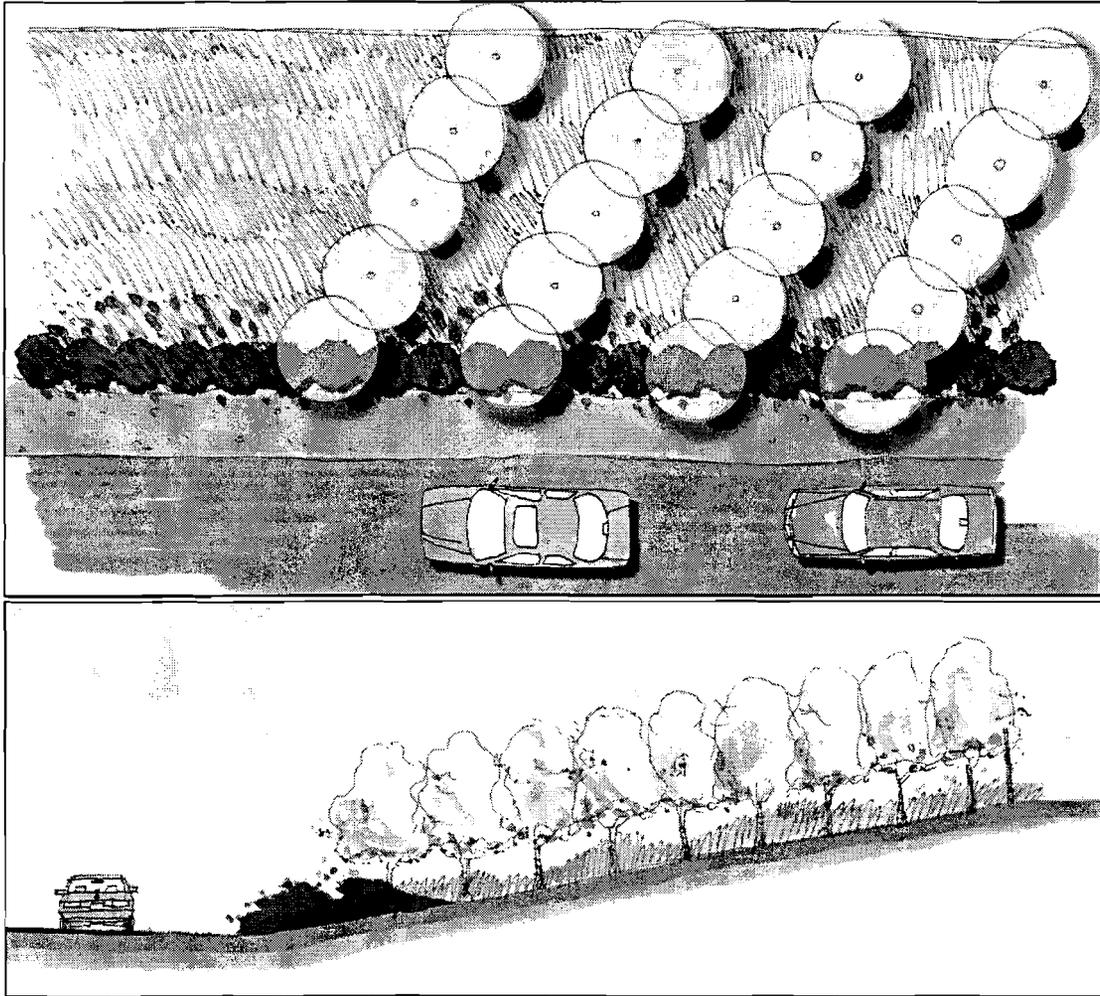


Nautical Theme

Agricultural Theme

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

I-80/I-680/I-780 CORRIDORS HIGHWAY OPERATIONS IMPLEMENTATION STUDY
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Agricultural Theme

Solano County and City of Fairfield Gateways

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

Design Elements

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

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

EXECUTIVE SUMMARY

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

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

Retaining Walls

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

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

Sound Walls

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



Sound Wall Treatment

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

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Underpass Treatments

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

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

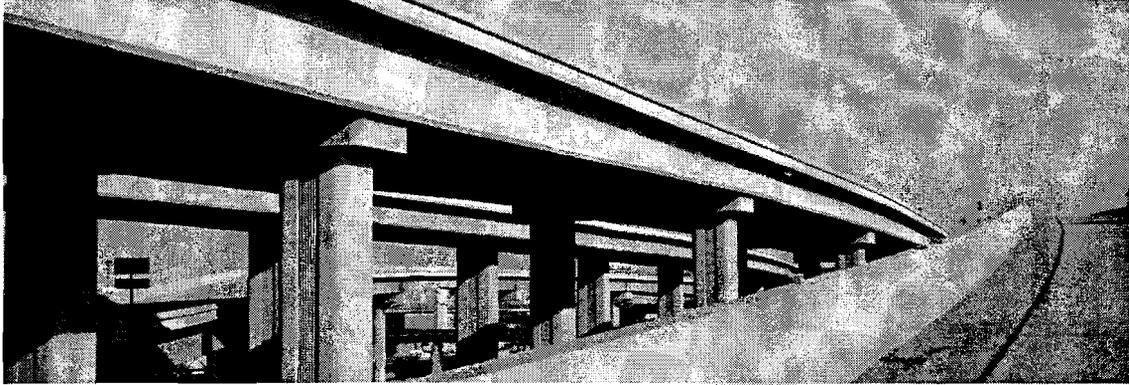


Fractured Fin and Split Face Concrete Underpass Treatments

Structure Treatments – Supports and Railings

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

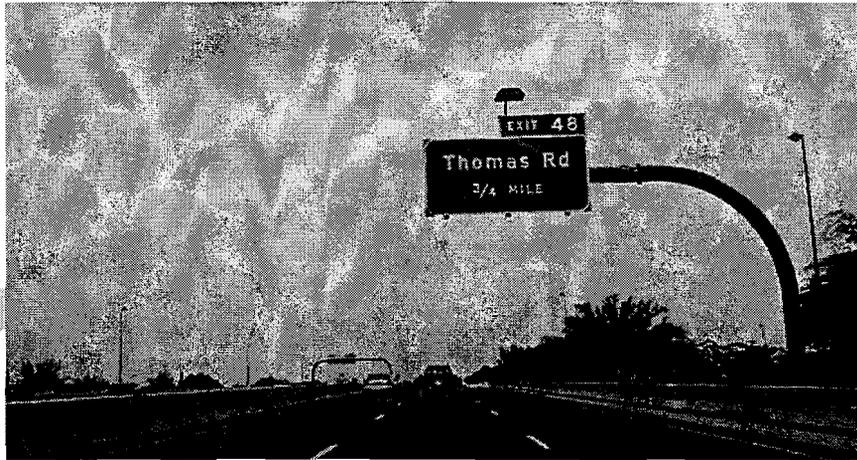
I-80/I-680/I-780 CORRIDORS HIGHWAY OPERATIONS IMPLEMENTATION STUDY EXECUTIVE SUMMARY



Bridge Structure Treatment

Highway Signage Support Structure

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



Freeway Signage Support Structure Treatment

PUBLIC OUTREACH STRATEGIES

Information/Education Tools

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

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

EXECUTIVE SUMMARY

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

Toolbox

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

OPERATIONAL IMPROVEMENTS

- HOV lanes
- Auxiliary lanes
- Truck climbing lane

INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

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

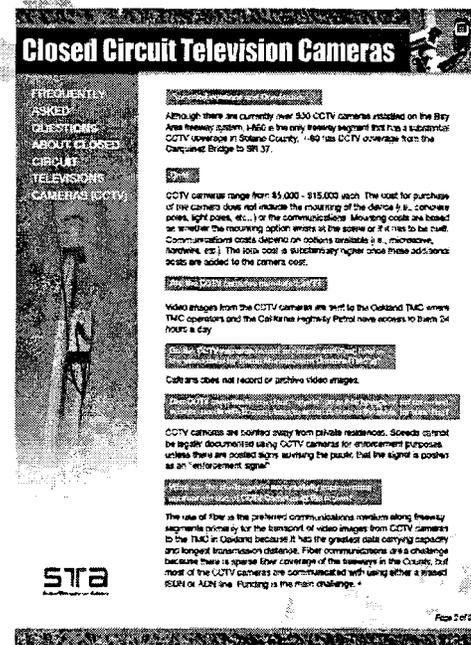
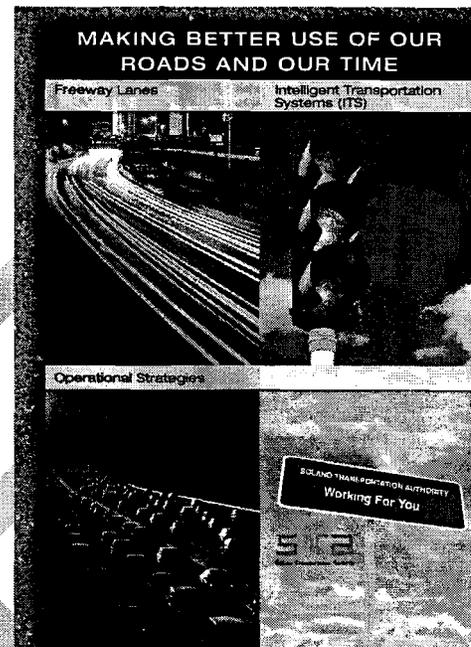
OPERATIONAL STRATEGIES

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

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

Fact Sheets

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



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DATE: June 15, 2009
TO: STA TAC
FROM: Judy Leaks, Program Manager/Analyst
RE: Solano Napa Commuter Information (SNCI) Fiscal Year (FY) 2009-10
Work Program

Background/ Discussion:

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

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

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

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

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

Fiscal Impact:

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

Recommendation:

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

Attachment:

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

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

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

9. **General Marketing**: Maintain a presence in Solano and Napa on an on-going basis through a variety of general marketing activities for rideshare, bicycling, and targeted transit services. These include distribution of a Commuter Guide, offering services at community events, managing transportation displays, producing information materials, print ads, radio ads, direct mail, public and media relations, cross-promotions with other agencies, and more.

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



DATE: June 16, 2009
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Comprehensive Transportation Plan (CTP) Update –
Alternative Modes State of the System Report

Background:

The current adopted Comprehensive Transportation Plan (CTP) for Solano County was adopted by the STA Board in 2005. The current CTP identifies, plans, and prioritizes the transportation needs of Solano County through the year 2030. The STA, as the Transportation Planning and Congestion Management Agency for Solano County, developed the CTP 2030 in collaboration with its many transportation partners and the public.

In September 2007, the STA Board initiated an update of the Solano Comprehensive Transportation Plan (CTP). The CTP is the STA's primary long-range planning document. The CTP consists of three main elements: Alternative Modes; Arterials, Highways and Freeways; and Transit. The STA Board adopted goals and objectives for each of the three elements based on recommendations provided by separate policy committees during the summer and fall of 2008.

In April 2009, the STA Technical Advisory Committee (TAC) reviewed the draft State of the System Report for the Transportation for Livable Communities program.

Discussion:

The Alternative Modes element of the CTP includes bicycle and pedestrian transportation, alternative fuel vehicles, Transit Oriented Development (TOD), and supporting planning documents and programs. The Transportation for Livable Communities (TLC) report reviewed by the TAC in April of 2009, addressing the broad range of transit-oriented development programs, has been incorporated into the attached State of the System - Alternative Modes Report.

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

Capital Assets

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

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

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

Operations

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

Funding

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

The first State of the System Report – the Transit element – was reviewed by the TAC, and then sent to the STA Transit Committee (made up of STA Board members and alternates) for review. The Committee comments were incorporated and the report returned to the TAC for a final review before being sent to the STA Board for adoption. The same process is recommended for the Alternative Modes State of the System report.

Recommendation:

Refer the State of the System – Alternative Modes report to the STA Alternative Modes Committee for review.

Attachment:

- A. Draft State of the System – Alternative Modes Report (To be provided under separate cover.)



DATE: June 18, 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 Update:

The Budget Conference Committee acted on the following items pertaining to Transportation:

1. Rejected the Legislative Analyst's Office (LAO) proposal to suspend Prop 42 (leaving Prop 42 intact). Loss of Prop 42 funds would be \$1.6 million to Solano County for FY 2009-10.
2. Regarding the Highway Users Tax Account (HUTA), they voted to adopt the governor's proposal (to divert local gas tax subvention funding), but only for two fiscal years (governor proposed a permanent shift). This equates to a \$9.4 million loss to Solano County for FY 2009-10 and FY 2010-11. There is some discussion about the constitutionality of diverting this revenue. Attachment B is the Metropolitan Transportation Commission's (MTC) Bay Area Impact of Proposed Diversion of Local Gas Tax Subvention Funds chart.

Federal Update:

House Committee on Transportation and Infrastructure Chairman James Oberstar release a white paper on June 18 that outlines the Committee's plan for the new surface transportation authorization bill. The Chairman will hold a news conference and briefing to discuss the white paper and the Committee's schedule for moving forward with a bill. The Surface Transportation Authorization Act: A Blueprint for Investment and Reform Executive Summary (Attachment C) and the Federal Surface Transportation Framework (Attachment D) regarding the consolidation are attached for your information.

The Chairman released a rough outline of his plan for the bill in early May in which he proposed consolidating the highway program into a smaller number of programs, including critical asset preservation, highway safety improvement, surface transportation program and congestion

mitigation and air quality. He indicated that he would retain the ferry boat discretionary program, projects of regional and national significance and the safe routes to school program and would add a metropolitan mobility and freight improvement program. He plans to reform the transit new starts program so that projects are evaluated on a level playing field with highway projects and that the Federal Transit Administration considers multiple factors and not simply cost effectiveness. Consistent with the recommendation of various interest groups, he has stated that he will make the highway program more performance driven, although the details of how to meet and measure performance criteria are unclear.

Chairman Oberstar's blueprint does not address funding or state highway formulas. The House Ways and Means Committee has jurisdiction over funding. Chairman Oberstar has stated that he would like to move a bill that authorizes about \$450 million over six years, but there is no consensus on how to fund the bill. The highway and transit programs have largely been funded through the \$18.4 cent/gallon federal gas tax. The federal gas tax, however, is inadequate to fund the highway program even if the highway program continues at SAFETEA-LU levels. This is because people are driving less and vehicles are more fuel efficient. Some in Congress would like to increase the gas tax, but the President and Transportation Secretary LaHood are opposed to a gas tax increase in the current economy. President Obama has proposed creating a national infrastructure bank, but it is unlikely that such a bank could address all of the funding needs since the bank would be targeted to projects that have a revenue stream.

In the short term, the highway trust fund will require an additional \$5 to \$7 billion to maintain current spending through 2009. The House Ways and Means Subcommittee on Select Revenue Measures is expected to hold a hearing in late June or early July to consider alternative funding approaches, although there is no easy resolution.

In the Senate, jurisdiction over the bill is divided between the Environment and Public Works, Banking, Commerce and Finance Committees. The Senate has made significantly less progress on the bill than the House. The current status of the bill in the House and Senate, when combined with the fact that Congress is working to pass climate change and health care legislation, make it likely that Congress will be forced to extend the current transportation bill for some period of time before they can resolve all of the pending issues.

Recommendation:

Informational.

Attachment:

- A. STA Legislative Matrix
- B. MTC: Bay Area Impact of Proposed Diversion of Local Gas Tax Subvention Funds
- C. The Surface Transportation Authorization Act: A Blueprint for Investment and Reform
Executive Summary
- D. The Federal Surface Transportation Framework



Solano Transportation Authority

LEGISLATIVE MATRIX

2009-2010 State and Federal Legislative Session

June 18, 2009

Solano Transportation Authority

One Harbor Center, Suite 130

Suisun City CA 94585-2427

Telephone: 707-424-6075

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

STATE Legislation:

Bill Number/Topic	Location	Summary	Position
<u>AB 277</u> <u>Ammiano</u> (D) Transportation: local retail transaction and use taxes: Bay Area.	Amended 05/11/09; To 2 nd reading in SEN Trans & Housing Com. 06/18/09	The Bay Area County Traffic and Transportation Funding Act establishes a process for each of the 9 counties in the San Francisco Bay Area to impose a retail transactions and use tax for transportation purposes subject to voter approval. Existing law provides for a county transportation expenditure plan to be developed in that regard, with expenditures from tax revenues to be administered by a county transportation authority, or, alternatively, by the Metropolitan Transportation Commission. Existing law requires the membership of a county transportation authority to be specified either in the county transportation expenditure plan or in the retail transactions and use tax ordinance. This bill would delete the option of specifying the membership of the authority in the retail transactions and use tax ordinance.	Watch
<u>AB 744</u> <u>Torrico</u> (D) Transportation: Bay Area high-occupancy vehicle network.	Amended 06/01/09; to SEN Com. On Rules	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</u> (D) Public transportation: Solano Transportation Authority.	SEN Transportation and Housing Comm..	The Transportation Development Act, also known as the Mills-Alquist-Deddeh Act, provides for the allocation of local transportation funds in each county from 1/4 of 1% of the sales tax to various transportation purposes, including transportation planning, transit operations, and in some cases, local streets and roads. The act is administered by the transportation planning agency having jurisdiction and specifies the sequence of allocations to be made by that agency to eligible claimants. This bill would authorize the Solano Transportation Authority, a joint powers agency, to file a claim with the transportation planning agency for up to 2% of local transportation funds available to the county and city members of the authority for countywide transit planning and coordination relative to Solano County. Bill contains other related provisions and existing laws.	Sponsor and support

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Bill Number/Topic	Location	Summary	Position
<p><u>AB 1414</u> <u>Hill (D)</u></p> <p>Transportation planning. Health & Safety: Controlled Substances</p>	<p>Amended 04/30/09 to irrelevant subject.</p>	<p>Existing law provides for apportionment of federal funding to the state for allocation to metropolitan planning organizations for the purpose of transportation planning activities. This bill would make a nonsubstantive change to these provisions.</p>	
<p><u>ACA 9</u> <u>Huffman (D)</u></p> <p>Local government bonds: special taxes: voter approval.</p>	<p>To ASM Com. On REV/TAX 06/22/09</p>	<p>The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit for a rate imposed by a city, county, or city and county to service bonded indebtedness, incurred to fund specified public improvements, facilities, and housing, and related costs, that is approved by 55% of the voters of the city, county, or city and county, as applicable. This additional exception would apply only if the proposition approved by the voters results in bonded indebtedness that includes specified accountability requirements. This bill contains other related provisions and other existing laws.</p>	<p>Support</p>
<p><u>ACA 10</u> <u>Torlakson (D)</u></p> <p>Taxation: Education Finance District: special tax</p>	<p>To ASM Third reading 06/18/09</p>	<p>Would amend the California Constitution to lower the constitutional vote requirement for approval of a special tax to be levied by an education finance district from two-thirds to a majority of the district voters. It is supported by several within the education community. The California Association of Realtors and California Taxpayers' Association are in opposition.</p>	
<p><u>ACA 15</u> <u>Arambula (D)</u></p> <p>Local government transportation projects: special taxes: voter approval</p>	<p>ASM inactive file 06/18/09</p>	<p>Would lower the constitutional vote requirement for approval of a special tax to provide funding for local transportation projects from two-thirds to a 55% majority. The CA State Association of Counties, CA Transit Association, Sacramento Regional Transit District, Santa Clara Valley Transportation Authority, and Self-Help Counties Coalition are in support. The California Association of Realtors, Cal-Tax, and Howard Jarvis Taxpayers Association are in opposition.</p>	<p>Support 06/10/09</p>

Bill Number/Topic	Location	Summary	Position
<u>SB 205</u> <u>Hancock</u> (D) Traffic congestion: motor vehicle registration fees.	ASM held at desk 06/01/09	Existing law provides for the imposition by certain districts and local agencies of fees on the registration of motor vehicles in certain areas of the state that are in addition to the basic vehicle registration fee collected by the Department of Motor Vehicles for specific limited purposes. The bill would authorize a countywide transportation planning agency, by a majority vote of the agency's board, to impose an annual fee of up to \$10 on motor vehicles registered within the county for programs and projects for certain purposes. The bill would require voter approval of the measure. The bill would require the department, if requested, to collect the additional fee and distribute the net revenues to the agency, after deduction of specified costs, and would limit the agency's administrative costs to not more than 5% of the distributed fees. The bill would require that the fees collected may only be used to pay for programs and projects bearing a relationship or benefit to the owners of motor vehicles paying the fee, and would require the agency's board to make a specified finding of fact in that regard. The bill would require the governing board of the countywide transportation planning agency to adopt a specified expenditure plan.	Support
<u>SCA 6</u> <u>Simitian</u> (D) Taxation: educational entities: parcel tax.	SEN third reading 06/18/09	The bill would lower from 2/3 to 55% the threshold of voter approval necessary for school districts to enact parcel taxes. This is a companion measure to ACA 10. It is supported by several within the education community. The California Taxpayers' Association and California Association of Realtors are in opposition.	
<u>SCA 12</u> <u>Kehoe</u> (D) Public safety services: local government.	SEN third reading 06/18/09	The bill would lower from 2/3 to 55% the threshold of voter approval necessary for special taxes and bonded indebtedness for specified fire protection and public safety purposes. The California Professional Firefighters, California State Association of Counties, California Department of Forestry Firefighters, among others are in support. The California Taxpayers' Association and California Association of Realtors are in opposition.	
<u>SB 716</u> <u>Wolk</u> (D) Local transportation funds.	Amended 05/19/09 To ASM Trans Com. 06/29/09	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.	Watch

FEDERAL Legislation:

Bill Number/Topic	Location	Summary	Position
<p>HR 1571 Tauscher (D-CA)</p> <p>Private investment in Commuter Vanpooling Act of 2009</p>	<p>Referred to HOUSE SUBCOMMITTEE ON HWYS & TRANSIT 03/18/09</p>	<p>This bill would amend title 49, United States Code, to permit certain revenues of private providers of public transportation by vanpool received from providing public transportation to be used for the purpose of acquiring rolling stock, and to permit certain expenditures of private vanpool contractors to be credited toward the local matching share of the costs of public transportation projects.</p>	
<p>HR 2454 Waxman (D-CA)</p> <p>American Clean Energy and Security Act of 2009 <i>Safe Climate Act</i></p>	<p>06/05/09 Committee on Foreign Affairs discharged</p>	<p>To create clean energy jobs, achieve energy independence, reduce global warming pollution and transition to a clean energy economy. This bill would reduce US emissions 17 percent by 2020 from 2005 levels, with no allowances to transit agencies and local governments. Large MPOs and states would need to develop plans establishing goals to progressively reduce transportation-related greenhouse gas emissions within 3 years of the bill's enactment. Strategies include: efforts to increase public transportation (including commuter rail service and ridership); updates to zoning and other land use regulations and plans to coordinate transportation and land use planning; construction of bike and pedestrian pathways to support "complete streets" policy and telecommuting; adoption of pricing measures and parking policies; and intermodal freight system planning.</p>	
<p>S 1156 Harkin (D-IA)</p> <p>Safe Routes to School Program Reauthorization Act</p>	<p>05/21/09 Referred to Senate committee; read twice and referred to Committee on Environment and Public Works.</p>	<p>This bill would provide \$600 million annually to fund the program. Likely to be included in the surface transportation reauthorization bill, it would fund infrastructure improvements (sidewalks, pathways, bike lanes, and safe crossings), as well as educational, law enforcement, and promotional efforts to make it safer for children to walk and bicycle to and from school. The bill would also expand eligibility to include high schools, allow funds to be used to improve bus stop safety and expand access in rural communities; improve project delivery and reduce overhead by addressing regulatory burdens; and authorize research and evaluation of the program.</p>	

Bay Area Impact of Proposed Diversion of Local Gas Tax Subvention Funds

(Dollars in thousands)

TOTAL BAY AREA LOCAL STREET & ROAD FUNDS AT RISK	FY2009-10	FY2010-11 & Beyond
Alameda	(36,922)	(27,897)
Contra Costa	(26,076)	(19,703)
Marin	(6,808)	(5,144)
Napa	(4,271)	(3,227)
San Francisco	(18,874)	(14,261)
San Mateo	(19,616)	(14,822)
Santa Clara	(45,387)	(34,293)
Solano	(11,924)	(9,009)
Sonoma	(14,066)	(10,628)
Bay Area Subtotal	(183,945)	(138,984)
State Total	(986,000)	(745,000)

ALAMEDA	FY2009-10	FY2010-11
ALAMEDA	(1,150)	(869)
ALBANY	(256)	(194)
BERKELEY	(1,625)	(1,228)
DUBLIN	(667)	(504)
EMERYVILLE	(140)	(106)
FREMONT	(3,234)	(2,443)
HAYWARD	(2,259)	(1,707)
LIVERMORE	(1,266)	(956)
NEWARK	(668)	(504)
OAKLAND	(6,348)	(4,796)
PIEDMONT	(169)	(128)
PLEASANTON	(1,050)	(794)
SAN LEANDRO	(1,245)	(940)
UNION CITY	(1,105)	(835)
COUNTY (UNINCORPORATED)	(15,743)	(11,895)
COUNTY TOTAL	(36,922)	(27,897)
CONTRA COSTA		
ANTIOCH	(1,583)	(1,196)
BRENTWOOD	(773)	(584)
CLAYTON	(170)	(129)
CONCORD	(1,953)	(1,475)
DANVILLE	(673)	(509)
EL CERRITO	(367)	(277)
HERCULES	(379)	(286)

<i>Contra Costa Cont'd</i>		
LAFAYETTE	(379)	(286)
MARTINEZ	(572)	(432)
MORAGA	(256)	(193)
OAKLEY	(504)	(381)
ORINDA	(277)	(209)
PINOLE	(304)	(230)
PITTSBURG	(996)	(753)
PLEASANT HILL	(524)	(396)
RICHMOND	(1,641)	(1,240)
SAN PABLO	(489)	(370)
SAN RAMON	(917)	(693)
WALNUT CREEK	(1,034)	(781)
COUNTY (UNINCORPORATED)	(12,285)	(9,282)
COUNTY TOTAL	(26,076)	(19,703)
MARIN		
BELVEDERE	(36)	(27)
CORTE MADERA	(157)	(119)
FAIRFAX	(123)	(93)
LARKSPUR	(202)	(152)
MILL VALLEY	(230)	(174)
NOVATO	(872)	(659)
ROSS	(40)	(30)
SAN ANSELMO	(208)	(157)
SAN RAFAEL	(966)	(730)
SAUSALITO	(124)	(94)
TIBURON	(148)	(112)
COUNTY (UNINCORPORATED)	(3,702)	(2,797)
COUNTY TOTAL	(6,808)	(5,144)
NAPA		
AMERICAN CANYON	(266)	(201)
CALISTOGA	(88)	(67)
NAPA	(1,279)	(966)
ST HELENA	(100)	(75)
YOUNTVILLE	(55)	(41)
COUNTY (UNINCORPORATED)	(2,484)	(1,877)
COUNTY TOTAL	(4,271)	(3,227)
SAN FRANCISCO		
SAN FRANCISCO CITY AND COUNTY	(18,874)	(14,261)
COUNTY TOTAL	(18,874)	(14,261)

SAN MATEO		
ATHERTON	(117)	(89)
BELMONT	(409)	(309)
BRISBANE	(60)	(45)
BURLINGAME	(453)	(342)
COLMA	(25)	(19)
DALY CITY	(1,678)	(1,268)
EAST PALO ALTO	(516)	(390)
FOSTER CITY	(478)	(361)
HALF MOON BAY	(204)	(154)
HILLSBOROUGH	(176)	(133)
MENLO PARK	(492)	(372)
MILLBRAE	(331)	(250)
PACIFICA	(620)	(469)
PORTOLA VALLEY	(73)	(55)
REDWOOD CITY	(1,217)	(920)
SAN BRUNO	(666)	(503)
SAN CARLOS	(453)	(342)
SAN MATEO	(1,510)	(1,141)
SOUTH SAN FRANCISCO	(990)	(748)
WOODSIDE	(88)	(66)
COUNTY (UNINCORPORATED)	(9,059)	(6,845)
COUNTY TOTAL	(19,616)	(14,822)
SANTA CLARA		
CAMPBELL	(606)	(458)
CUPERTINO	(840)	(635)
GILROY	(756)	(572)
LOS ALTOS	(428)	(324)
LOS ALTOS HILLS	(131)	(99)
LOS GATOS	(448)	(339)
MILPITAS	(1,014)	(766)
MONTE SERENO	(54)	(41)
MORGAN HILL	(585)	(442)
MOUNTAIN VIEW	(1,116)	(843)
PALO ALTO	(954)	(721)
SAN JOSE	(14,836)	(11,210)
SANTA CLARA	(1,741)	(1,315)
SARATOGA	(478)	(362)
SUNNYVALE	(2,068)	(1,563)
COUNTY (UNINCORPORATED)	(19,330)	(14,605)
COUNTY TOTAL	(45,387)	(34,293)

Attachment 1

SOLANO		
BENICIA	(432)	(326)
DIXON	(273)	(206)
FAIRFIELD	(1,630)	(1,231)
RIO VISTA	(121)	(91)
SUISUN CITY	(432)	(327)
VACAVILLE	(1,491)	(1,127)
VALLEJO	(1,877)	(1,418)
COUNTY (UNINCORPORATED)	(5,668)	(4,283)
COUNTY TOTAL	(11,924)	(9,009)
SONOMA		
CLOVERDALE	(147)	(111)
COTATI	(130)	(98)
HEALDSBURG	(201)	(152)
PETALUMA	(981)	(741)
ROHNERT PARK	(739)	(559)
SANTA ROSA	(2,719)	(2,054)
SEBASTOPOL	(134)	(101)
SONOMA	(171)	(129)
WINDSOR	(455)	(344)
COUNTY (UNINCORPORATED)	(8,391)	(6,340)
COUNTY TOTAL	(14,066)	(10,628)
BAY AREA TOTAL	(183,945)	(138,984)



**COMMITTEE ON TRANSPORTATION
AND INFRASTRUCTURE**

THE SURFACE TRANSPORTATION AUTHORIZATION ACT OF 2009

*A BLUEPRINT FOR INVESTMENT AND REFORM
EXECUTIVE SUMMARY*

Presented by

*Chairman James L. Oberstar, Ranking Member John L. Mica,
Chairman Peter A. DeFazio, and Ranking Member John J. Duncan, Jr.*

June 18, 2009

THE SURFACE TRANSPORTATION AUTHORIZATION ACT OF 2009
COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE
U.S. HOUSE OF REPRESENTATIVES

A BLUEPRINT FOR INVESTMENT AND REFORM
Presented by Chairman James L. Oberstar, Ranking Member John L. Mica,
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June 18, 2009

EXECUTIVE SUMMARY

America's surface transportation network is essential to the quality of life of our citizens and the productivity of the nation's economy. This expansive, national network provides all Americans – from those living in the largest cities to the smallest towns – with extraordinary freedom of mobility and unprecedented opportunity.

The Costs of Decades of Underinvestment

Regrettably, our transportation system, once the envy of the world, is losing its battle against time, growth, weather, and wear. The system is suffering from decades of underinvestment, and the costs are staggering:

- Each year, 42,500 people are killed and 2.5 million people are seriously injured in more than six million motor vehicle crashes, which are now the leading cause of death of children and young adults ages three to 34.
- Congestion is crippling our major cities and even our small towns, at a cost of more than \$78 billion a year, causing hardship for drivers and increasing costs and inefficiencies for America's businesses.
- Accidents and traffic delays cost Americans more than \$365 billion a year – \$1 billion a day – or \$1,200 for every man, woman, and child in the nation.
- The quality of our transportation system is deteriorating: almost 61,000 miles (37 percent) of all lane miles on the National Highway System (NHS) are in poor or fair condition; more than 152,000 bridges – one of every four bridges in the United States – are structurally deficient or functionally obsolete; and more than 32,500 public transit buses and vans have exceeded their useful life. The nation's largest public transit agencies face an \$80 billion maintenance backlog to bring their rail systems to a state of good repair and, within the next six years, almost every transit vehicle (55,000 vehicles) in rural America will need to be replaced.
- Since designation of the NHS in 1995, the percentage increase in miles traveled on the NHS has been three times the percentage growth in the system's lane miles.

- As a result of this underinvestment, the total cost of logistics for U.S. companies has increased from 8.8 percent of Gross Domestic Product (GDP) in 2004 to 10.1 percent in 2008 – a \$412 billion increase in four short years.
- The transportation system also imposes significant costs on the environment. In the United States, approximately 28 percent of total greenhouse gas emissions, which have been demonstrated to contribute significantly to global climate change, are attributed to the transportation sector. Private vehicles are now the largest contributor to household “carbon footprints”, accounting for 55 percent of carbon emissions from U.S. households.
- Unlike other major industrialized nations, Americans have limited transportation choices. The United States has almost no high-speed passenger rail service, even though it is widely recognized that high-speed rail can significantly reduce congestion on our highways and in the air, decrease our dependence on foreign oil, and reduce greenhouse gas emissions. We invest only a fraction of the amounts invested by European and Asian countries in high-speed rail.

Although the U.S. Department of Transportation (DOT) is charged with addressing these enormous challenges, it has not lived up to its original purpose of integrating and implementing transportation policy. Most of DOT’s policies are established and administered by separate agencies of the Department, each of which focuses on a single mode of transportation.

Since completion of the Interstate Highway System, our national transportation policy has lacked strategic focus. Although States and metropolitan regions are required to develop long-range transportation plans for highway, transit, and rail investment, there has been no attempt to aggregate these plans and establish a National Transportation Strategic Plan that is intermodal in nature and national in scope.

In addition, Federal transportation programs have no performance metrics. Today, there is no requirement for States, cities, and public transit agencies to develop transportation plans with specific performance objectives, nor does DOT ensure that States are meeting specific performance objectives. DOT and state departments of transportation primarily decide whether projects are eligible for funding, but not whether the projects that are funded actually achieve the expected benefits. Throughout Federal surface transportation programs there is limited transparency, accountability, and oversight.

There are also unnecessarily long delays – more than 10 years for many highway and transit projects – for needed transportation improvements to be planned, approved, and constructed.

Furthermore, the financing mechanism for the programs is in crisis. The Highway Trust Fund (Trust Fund), which finances surface transportation programs, does not have adequate revenues to meet existing commitments made by the Federal Government. If this is not corrected, there will be massive cuts in transportation investments beginning later this year, which will cause crippling job losses, a deepening of the economic recession, and a further deterioration of the assets and performance of the nation’s surface transportation system.

A Blueprint for Investment and Reform

Today, we advance a Blueprint for Investment and Reform that will transform Federal surface transportation from an amalgamation of prescriptive programs to a performance-based framework for intermodal transportation investment. The Blueprint is designed to achieve specific national objectives: reduce fatalities and injuries on our nation's highways; unlock the congestion that cripples major cities and the freight transportation network; provide transportation choices for commuters and travelers; limit the adverse effects of transportation on the environment; and promote public health and the livability of our communities.

Specifically, the Surface Transportation Authorization Act of 2009:

- Redefines the Federal role and restructures Federal surface transportation by consolidating or terminating more than 75 programs;
- Consolidates the majority of highway funding in four, core formula categories designed to bring our highway and bridge systems to a state of good repair; improve highway safety; develop new and improved capacity; and reduce congestion and greenhouse gas emissions and improve air quality;
- Focuses the majority of transit funding in four core categories to bring urban and rural public transit systems to a state of good repair; provide specific funding to restore transit rail systems; provide mobility and access to transit-dependent individuals; and plan, design, and construct new transit lines and intermodal facilities;
- Directs Federal highway safety investments to specific activities demonstrated to reduce fatalities and injuries on our roads;
- Establishes new initiatives to address the crippling congestion in major metropolitan regions, and eliminate bottlenecks in freight transportation;
- Creates a National Transportation Strategic Plan, based on long-range highway, transit, and rail plans developed by States and metropolitan regions, to develop intermodal connectivity of the nation's transportation system and identify projects of national significance;
- Reforms the U.S. Department of Transportation to require intermodal planning and decision-making; ensure that projects are planned and completed in a timely manner; and ensure that DOT programs advance the livability of communities;
- Requires States and local governments to establish transportation plans with specific performance standards; measure their progress annually in meeting these standards; and periodically adjust their plans as necessary to achieve specific objectives;
- Improves the project delivery process by eliminating duplication in documentation and procedures;
- Establishes a new program to finance planning, design, and construction of high-speed rail;

- Creates a National Infrastructure Bank to better leverage limited transportation dollars;
- Provides funding of \$450 billion over six years – the minimum amount needed to stop the decline in our surface transportation system, begin to make improvements, and restore and enhance the nation’s mobility and economic productivity. The Surface Transportation Authorization Act:
 - Doubles the investment in highway and motor carrier safety to \$12.6 billion;
 - Provides \$337.4 billion for highway construction investment, including at least \$100 billion for Capital Asset Investment to begin to restore the National Highway System (including the Interstate System) and the nation’s bridges to a state of good repair; and
 - Provides \$87.6 billion from the Mass Transit Account of the Highway Trust Fund and \$12.2 billion from the General Fund for public transit investment to restore the nation’s public transit systems to a state of good repair, and provide access and transportation choices to all Americans from large cities to small towns;
- Within this \$450 billion investment, the Act provides \$50 billion for Metropolitan Mobility and Access to unlock the congestion that chokes major metropolitan regions; and \$25 billion for Projects of National Significance to enhance U.S. global competitiveness by increasing the focus on goods movement and freight mobility; and
- In addition to this \$450 billion investment, the Act provides \$50 billion over six years to develop 11 authorized high-speed rail corridors linking major metropolitan regions in the United States. The high-speed rail initiative will provide greater consideration for projects that: encourage intermodal connectivity; produce energy, environmental, and other public benefits; create new jobs; and leverage contributions from state and private sources.

The \$450 billion for highway, highway safety, and transit investment over six years is a 38 percent increase above the current funding level (\$326 billion). The Surface Transportation Authorization Act also provides an additional \$50 billion investment for high-speed rail. Together, this \$500 billion investment will **create or sustain approximately six million family-wage jobs.**¹

In sum, the Surface Transportation Authorization Act of 2009 transforms the nation’s surface transportation framework and provides the necessary investment to carry out this vision. This increased investment is accompanied by greater transparency, accountability, oversight, and performance measures to ensure that taxpayer dollars are being spent effectively and in a manner that provides the maximum return on that investment.

¹ This estimate is based on 2007 Federal Highway Administration data on the correlation between highway infrastructure investment and employment and economic activity, and assumes a 20 percent state or local matching share of project costs. The Federal Highway Administration estimates that \$1 billion of Federal investment creates or sustains 34,799 jobs.

**THE SURFACE TRANSPORTATION AUTHORIZATION ACT OF 2009
COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE
U.S. HOUSE OF REPRESENTATIVES**

*A BLUEPRINT FOR INVESTMENT AND REFORM
Presented by Chairman James L. Oberstar, Ranking Member John L. Mica,
Chairman Peter A. DeFazio, and Ranking Member John J. Duncan, Jr.
June 17, 2009*

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BLUEPRINT IN BRIEF

THE NEED FOR FUNDAMENTAL REFORM AND INCREASED INVESTMENT

The Federal-Aid Highway Act of 1956 (P.L. 84-627) established formula grant programs to distribute Federal surface transportation funds to States. These programs provided Federal construction aid for specific eligible highway categories (e.g., Interstate, primary, and secondary highways).

The Federal investment provided by the Federal-Aid Highway Act, and its successors, connected communities across the nation to one another, opened new markets to unleash unparalleled economic growth, and improved mobility and quality of life for the nation. However, in the past 50 years, there have been significant economic and demographic changes that could not have been anticipated when the Interstate System was initially designed. Since 1956:

- The U.S. population has almost doubled, increasing from 169 million to 300 million;
- GDP has exploded, increasing from \$345 billion to \$14.3 trillion;
- Land use, economic development patterns, and migration patterns have changed significantly, leading to an increased dependence on our surface transportation network, particularly highways;
- The most recent National Household Survey found that 87 percent of daily trips involved the use of personal vehicles; and
- The number of passenger vehicles on the nation's roadways has increased 150 percent from 54 million vehicles to 135 million vehicles.

Many segments of the network handle volumes of traffic that greatly exceed their design standards. This increased traffic comes at a time when many highway assets, built in the 1960s and 1970s, are reaching the end of their useful design life, and need to be rebuilt or replaced. Transit assets also suffer from decades of underinvestment, even as public transit ridership rapidly increases across the United States, from the "old rail" cities to new Western towns.

Safety: The Human Toll and Economic Cost

The societal and economic toll of transportation accidents is staggering. Each year, 42,500 people are killed and 2.5 million people are seriously injured in more than six million motor vehicle crashes. Motor vehicle crashes are the leading cause of death for people of every age from three to 34. Every hour, 150 children (under the age of 19) are treated in emergency rooms for crash-related injuries. Each year, the economic cost of motor vehicle crashes to the U.S. economy is \$289 billion.

In addition, crashes involving large trucks and buses remain a significant safety concern. In 2007, more than 5,100 people were killed and 101,000 were injured in more than 400,000 motor

vehicle crashes involving large trucks and buses. The average cost of a fatal crash involving a large truck is more than \$3.6 million.

The Cost of Congestion

In 2005, traffic congestion cost \$78.2 billion, including 4.2 billion hours of delay and 2.9 billion gallons of wasted fuel, in our nation's metropolitan areas. The average driver in 28 metropolitan regions experienced 40 or more hours of delay per year. Twenty-seven years ago, only Los Angeles experienced that level of congestion. Families are losing what precious little time they have together because of time spent in traffic on the way to and from work, picking up the kids at day care, or running the endless errands that seem a part of life in today's society.

Congestion is also significantly increasing costs for American businesses. After 17 straight years of decline, the total cost of logistics – the cost of moving goods and services – for U.S. companies began to increase in 2005. Overall, logistics costs have increased from 8.8 percent of GDP in 2004 to 10.1 percent in 2008 – a \$412 billion increase in four short years.

This congestion cost can greatly affect businesses' bottom lines. For instance, General Mills spends almost \$650 million a year trucking hundreds of millions of cases of food to market. For every one mile per hour reduction in average speed of its shipments, it costs General Mills \$2 million of additional logistics costs.

A Deteriorating System

The quality of our transportation system is also deteriorating. Surface transportation assets have limited life spans. Currently, many segments of the nation's transportation infrastructure are reaching or have exceeded their useful design life. Today, almost 61,000 miles (37 percent) of all lane miles on the NHS are in poor or fair condition; more than 152,000 bridges – one of every four bridges in the United States – are structurally deficient or functionally obsolete; and more than 32,500 public transit buses and vans have exceeded their useful life. The nation's largest public transit agencies face an \$80 billion maintenance backlog to bring their rail systems to a state of good repair and, within the next six years, almost every transit vehicle (55,000 vehicles) in rural America will need to be replaced. The American Society of Civil Engineers grades our surface transportation system as follows:

Roads	D-
Bridges	C
Transit	D
Rail	C-

The American Society of Civil Engineers estimates that the nation's infrastructure requires an investment of \$2.2 trillion over the next five years to bring the infrastructure to a state of good repair.

A major deficiency in our transportation system is the absence of a high-speed rail system. High-speed rail can produce substantial economic benefits, reduce congestion on the highways and

- in the air, and produce a net reduction in greenhouse gas emissions. The United States has only one rail line that can support high-speed rail, Amtrak's Acela service between Washington, DC, and Boston, Massachusetts. However, even this line cannot operate at high speeds over major segments and operates at an average of 73 miles per hour. By contrast, major European and Asian countries rely substantially on high-speed rail and continue to expand their systems.

In 2008, Congress authorized the development of 11 high-speed rail corridors linking major metropolitan regions throughout the United States. In 2009, at the request of President Barack Obama, Congress provided \$8 billion to begin construction of these high-speed rail systems. The Passenger Rail Investment and Improvement Act of 2008 (P.L. 110-432, Division B) and this \$8 billion investment are the first serious commitments to high-speed rail in the history of the nation.

However, despite the historic nature of this investment, it pales in comparison to the investments of our global competitors. Earlier this year, China announced that it will invest \$730 billion in its railways (including high-speed rail) in the next four years (through the end of 2012). Spain, which opened its first high-speed rail line in 1992, has a network today of more than 1,200 miles of high-speed rail (traveling at 186 miles per hour). By 2020, Spain will invest almost \$140 billion to develop a network of 6,200 miles of high-speed rail lines throughout the country.

1956 Policies and 2009 Needs

The transportation programs and policies crafted more than a half-century ago are no longer well-suited to address today's challenges of improving the condition, performance, and safety of our system. With completion of the Interstate Highway System, national transportation policy lost its focus. Today, there are more than 108 individual programs, as well as dozens of set asides and takedowns, that provide Federal surface transportation funding. Overlapping and similar eligibility, transferability of funds, and the lack of transparency, accountability, and oversight make it impossible to determine whether programs are meeting national objectives. The Government Accountability Office (GAO) put it succinctly in a 2008 report: "To some extent, the Federal-aid Highway program functions as a cash transfer, general purpose grant program, not as a tool for pursuing a cohesive national transportation policy."²

In addition, our lack of a National Transportation Strategic Plan impedes our ability to replicate the successes of the Interstate Highway System in other transportation programs today. As we move beyond construction of the Interstate, we must develop a new transportation paradigm that is intermodal in nature.

Present and future demands on the nation's intermodal surface transportation network require a bold new vision, greater accountability, and a forward-thinking approach to address these challenges.

² GAO, *Restructured Federal Approach Needed for More Focused, Performance-Based, and Sustainable Programs* (2008).

THE CRISIS IN THE HIGHWAY TRUST FUND

If we do not act quickly to authorize and reform Federal transportation programs, we will face a major crisis.

The existing reauthorization act, which is financed by the Highway Trust Fund, expires on September 30, 2009. In the past 30 years, Congress has never completed action on the reauthorization act by the date on which the programs expired. Instead, Congress has extended the programs for short-term periods while action was completed on the long-term reauthorization act. During consideration of the last reauthorization act, Congress extended the programs 12 times prior to enactment of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (P.L. 109-59).

A business-as-usual reauthorization is not acceptable. In the past, during these periods of multiple short-term extensions of the programs, state departments of transportation have slowed investment because of the uncertainty regarding the long-term future of the program, and been unwilling to invest in large, long-term projects until enactment of the reauthorization act. In this time of severe economic recession, the effects of any slowed investment could offset much of the benefits of the increased transportation investment provided under the American Recovery and Reinvestment Act (P.L. 111-5).

This concern for the economic effects of short-term reauthorization extensions is critically compounded by the current financial crisis in the Trust Fund. Prompt Federal action is necessary to stabilize the Trust Fund and restore the confidence of state departments of transportation and the contractor community or many States will not have enough confidence in future financing of the programs to go forward with significant new construction.

According to DOT, the Highway Account of the Trust Fund is running out of cash and may not have enough funding to reimburse States for their Federal highway investments as early as August 2009. The shortfall is projected to be \$5 billion to \$7 billion by September 2009 and an additional \$8 billion to \$10 billion in fiscal year 2010. If the Trust Fund runs out of cash, DOT will immediately begin rationing reimbursements to States, creating cash flow problems for States and significant uncertainty for the future of the program.

The current user fees supporting the Trust Fund are completely inadequate to maintain our existing infrastructure. If we continue at existing funding levels, our road surfaces will continue to deteriorate, structurally-deficient bridges will go unrepaired, and congestion will worsen. The mainstay of funding is the 18.3-cent-per-gallon gasoline user fee, which has not been increased since 1993, and produces progressively less revenue as the fuel efficiency of automobiles increases. The current user fees generate only enough revenue to finance a \$35.1 billion of Federal highway, highway safety, and public transit investments in fiscal year 2010, which would be a 34 percent cut from this year's \$53 billion funding level. Without additional revenues, a six-year surface transportation authorization bill could fund only \$236 billion in highway, highway safety, and transit investment – \$90 billion less than the current investment level over the next six years (\$326 billion). These shortfalls could result in a loss of more than three million good, family-wage construction jobs.

The uncertainty of short-term extensions, Trust Fund cash flow problems, and potential highway, highway safety, and transit funding cuts could each cause significant job losses, and together, may severely deepen the current recession.

It is imperative for Congress to act on the Surface Transportation Authorization Act and establish a sound and sustainable revenue stream to finance the future of surface transportation.

TRANSFORMATIONAL REFORMS IN THE SURFACE TRANSPORTATION AUTHORIZATION ACT

The next surface transportation authorization must affirm the nation's commitment to building and operating an intermodal surface transportation network that can meet the demands of the 21st Century. The Surface Transportation Authorization Act creates a performance-based framework, designed to achieve results with transparency, accountability, and oversight to ensure that goals are met. This Act restructures DOT to implement more effectively the goals and objectives of the Federal surface transportation programs, improve the delivery of critical surface transportation projects, facilitate the utilization of all modal options to address needs, and provide taxpayers with a better, more measurable return on their investment in the nation's infrastructure.

A Clear Federal Role and National Objectives

Existing Federal surface transportation programs prescribe the type of project eligible for funding, but then afford States great discretion to shift funds between programs. The lack of clear Federal priorities and system-wide objectives has made it difficult to understand or identify the Federal role in surface transportation. Many of these Federal programs are ineffective in addressing current transportation challenges requiring solutions that integrate multiple modes of transportation. Further, the various program goals are often unclear and, in some cases, conflicting.

The Surface Transportation Authorization Act will transform the nation's surface transportation policies by clearly defining the role and specific objectives of the Federal Government in providing resources to States to carry out programs. These objectives include:

- Create a National Transportation Strategic Plan;
- Improve the safety of the surface transportation network;
- Bring existing highway and transit facilities and equipment to a state of good repair;
- Facilitate goods movement;
- Improve metropolitan mobility and access;
- Expand rural access and interconnectivity;
- Lessen environmental impacts from the transportation network;
- Improve the project delivery process by eliminating duplication in documentation and procedures;
- Facilitate private investment in the national transportation system that furthers the public interest;
- Ensure that States receive a fair rate of return on their contributions to the Trust Fund;
- Provide transportation choices; and
- Improve the sustainability and livability of communities.

Consolidate and Simplify Programs

To ensure that the national objectives and priorities are best addressed, the Surface Transportation Authorization Act consolidates or terminates more than 75 programs. Most highway funding will be provided under four, core formula categories:

- **Critical Asset Investment** – Consolidates the existing Interstate Maintenance program, National Highway System program, and Highway Bridge program into one streamlined, outcome-based Critical Asset Investment program whose goal is to bring the highways and bridges on the NHS (including the Interstate System) to a state of good repair and maintain that condition.
- **Highway Safety Improvement** – Restructures the Highway Safety Improvement program to focus on reducing motor vehicle crash fatalities and injuries on the nation’s highways, grade-crossings, and rural roads by investing in improvements to remove or lessen roadway safety hazards.
- **Surface Transportation** – Provides States with surface transportation funding through a flexible program that enables States and metropolitan regions to address state-specific needs including new highway and transit capacity. Facilitates local decision-making and participation by increasing the role of communities.
- **Congestion Mitigation and Air Quality Improvement (CMAQ)** – Restructures the CMAQ program to fund projects that improve air quality, reduce congestion, and improve public health and the livability of communities.

Similar consolidations are being proposed for programs in the Federal Transit Administration (FTA), National Highway Traffic Safety Administration (NHTSA), and the Federal Motor Carrier Safety Administration (FMCSA). Establishing core categories with specific performance objectives will simplify Federal surface transportation programs, and provide States, metropolitan regions, and public transit agencies with flexibility to identify the best approach to achieve the specific national performance objectives.

Require Performance Standards and Institute Accountability Measures

The Surface Transportation Authorization Act includes program-specific performance standards and measures that will hold funding recipients accountable for their choices on projects and the impact that those choices will have on meeting national objectives. These performance standards include:

- Reducing the number of people killed and injured in motor vehicle crashes;
- Restoring the highway, bridge, and public transit systems to a state of good repair; and
- Ensuring that motor carriers and commercial motor vehicle drivers comply with Federal motor carrier safety laws and regulations.

Many other performance standards will be tailored to the particular challenges of a State or metropolitan area as part of an overall long-term plan for investing surface transportation funds.

Under existing law, States may transfer up to 50 percent of their core highway formula program funds to other programs. This power to transfer funds eliminates the link between Federal goals and the actual investment decisions at state and local levels. The Surface Transportation Authorization Act continues to provide States, cities, and public transit agencies with flexibility in how they choose to meet specific national performance objectives, but it institutes transparency, accountability, and oversight for these grant recipients to ensure that they meet these performance objectives. This approach is critical to transforming Federal surface transportation investment from the existing block grant programs to a performance-based framework.

Expand Mobility and Access for People and Goods

Improving and expanding mobility on the nation's surface transportation system is critical to the nation's economic competitiveness as well as to our fellow citizens' access to work, medical care, education, and recreation. Passenger and freight mobility are important to rural, suburban, and metropolitan communities alike.

To accomplish these national objectives, the Surface Transportation Authorization Act establishes the following programs:

- **Metropolitan Mobility and Access** – Provides significant, dedicated funding to help the largest metropolitan regions address congestion. The program requires communities to develop metropolitan mobility plans to articulate each region's comprehensive local strategies for addressing surface transportation congestion and its impacts. To support Metropolitan Mobility and Access, the U.S. Department of Transportation, acting in part through a newly-created National Infrastructure Bank, may provide grants, loans, loan guarantees, lines of credit, private-activity bonds, tax-credit bonds, and other financial tools to help metropolitan regions implement their plans and finance a range of strategies, including improved transit operations, congestion pricing, and expanded highway and transit capacity.
- **Projects of National Significance** – Enhance U.S. global competitiveness by increasing the focus on goods movement and freight mobility. These high-cost projects, which cannot easily be addressed through formula grants of highway or transit funding, have significant national economic benefits, including improving economic productivity by facilitating international trade and relieving congestion at major trade gateways and corridors. To support Projects of National Significance, DOT, acting in part through the National Infrastructure Bank, will provide grants, loans, loan guarantees, lines of credit, private-activity bonds, tax-credit bonds, and other financial tools to States to finance the construction of these projects of national significance.
- **Freight Improvement** – Provides state formula grant funding for freight and goods movement projects and for improving States' ability to conduct freight planning. To

support Freight Improvement, States will receive formula apportionments funded by contract authority derived from the Trust Fund.

- **High-Speed Rail Initiative** – Advances the Committee’s and President Barack Obama’s vision for high-speed rail, and provides funding to develop the 11 authorized high-speed rail corridors linking major metropolitan regions throughout the nation. To support the High-Speed Rail Initiative, DOT, acting in part through the National Infrastructure Bank, may provide grants, loans, loan guarantees, lines of credit, private-activity bonds, tax-credit bonds, and other financial tools to States to invest in construction of these high-speed rail corridors. This funding will not be provided from the motor vehicle fuel users fees of the Highway Trust Fund.

Improve Livability and Environmental Sustainability of Communities

Providing transportation choices and creating livable communities is essential to improving mobility for all users and ensuring that the transportation system enhances our quality of life. Expanding access to sustainable modes of transportation, and incorporating long-term mobility needs into the community planning process will yield significant benefits for public health and the environment.

To provide national leadership for the creation of livable communities and the development of sustainable transportation choices, the Surface Transportation Authorization Act creates an Office of Livability within the Federal Highway Administration (FHWA) of DOT.

The Office of Livability will establish a focal point within FHWA to advance environmentally sustainable modes of transportation, including transit, walking, and bicycling. This Office will encourage integrated planning, linking land use and transportation planning, to support the creation of livable communities. To ensure that roadways are built with the needs of all users in mind, the Surface Transportation Authorization Act requires that States and metropolitan regions consider comprehensive street design principles. Comprehensive street design takes into account the needs of all users, including motorists, motorcyclists, transit riders, cyclists, pedestrians, the elderly, and individuals with disabilities. Comprehensive street design principles are not prescriptive, do not mandate any particular design elements, and result in greatly varied facilities depending on the specific needs of the community in which they are located.

The Surface Transportation Authorization Act transforms the current transportation planning process by linking transportation planning with greenhouse gas emissions reductions. The Environmental Protection Agency, in consultation with DOT, will establish national transportation-related greenhouse gas emissions reduction goals. DOT, under the existing transportation planning process, will require States and metropolitan regions to develop surface transportation-related greenhouse gas emission reduction targets and incorporate strategies to meet these targets into their transportation plans. DOT, through performance measures, will verify that States and metropolitan areas achieve progress towards national transportation-related greenhouse gas emissions reduction goals.

Improve Efficiency of Federal Programs and Delivery of Projects

The Surface Transportation Authorization Act will significantly reduce the time and administrative burden for projects in the approval process. It will also restructure key functions and offices within DOT to institute reforms and processes that foster greater collaboration and efficiency.

- **New Transit Development** – Significantly restructures transit New Starts and Small Starts to speed project delivery; ensure that all of the benefits of the proposed projects are fully evaluated; and provide a level playing field for local decision-making.
- **Under Secretary of Intermodalism** – Establishes an Office of Intermodalism within the Office of the Secretary, charged with developing and implementing a National Transportation Strategic Plan for addressing the long-term needs of the surface transportation network. The Under Secretary also has responsibility for administering the Metropolitan Mobility and Access and Projects of National Significance programs and the National Infrastructure Bank.
- **Office of Expedited Project Delivery** – Creates offices within FHWA and FTA to improve the project delivery process by eliminating duplication in documentation and procedures and expedite the development of projects through the environmental review process, design, and construction.

FUTURE SURFACE TRANSPORTATION INVESTMENT NEEDS

Reforming existing programs is vital to addressing our surface transportation needs, but we must also invest more in our infrastructure. The National Surface Transportation Policy and Revenue Study Commission (Commission), which Congress created to determine the future needs of the surface transportation system, identified a significant surface transportation investment gap. The Commission called for an annual investment level of between \$225 billion and \$340 billion – by all levels of government and the private sector – over the next 50 years to upgrade all modes of surface transportation (highways, bridges, public transit, freight rail, and intercity passenger rail) to a state of good repair. The current annual capital investment from all sources in all modes of surface transportation is \$85 billion.

Under existing transportation policy, the Federal highway, highway safety, and transit programs would be funded at a total level of \$326 billion over the next six years. This level is not adequate to meet the needs of the system. We believe that a six-year investment of \$450 billion is necessary. With the transformational reforms that we are making, the Surface Transportation Authorization Act will help give us the first-class transportation system that the nation will need in the decades to come. This level of investment is necessary to begin reducing roadway fatalities and injuries, improving mobility and access, eliminating freight bottlenecks, mitigating the impacts of our surface transportation system on the environment, and providing greater modal choice for all travelers.

A \$450 billion program will enable the Federal Government, States, and major metropolitan regions to go beyond preserving our existing assets and restoring them to a state of good repair to add new highway and transit capacity. Many of the initiatives, including the Surface Transportation, Metropolitan Mobility and Access, Freight Improvement, Projects of National Significance, and New Starts programs, permit funding of new highway and transit capacity. Of course, improving the quality of the existing systems will also enable many of these assets to handle more capacity.

In addition to allowing States and metropolitan regions to add highway and transit capacity, the Surface Transportation Authorization Act provides substantial funding for transportation needs in rural America. Newly-established programs, such as the Critical Asset Investment and Freight Improvement programs, provide States with funding to bring the NHS, almost 70 percent of which is located in rural areas, to a state of good repair. The restructured Highway Safety Improvement program requires States to focus investment on their most dangerous roads, including rural roads which account for an estimated 55 percent of all motor vehicle crash-related fatalities.

The Surface Transportation Authorization Act leverages our investment in infrastructure by creating a National Infrastructure Bank (Bank). The Bank will maximize the limited resources available for investing in our surface transportation needs and allow the Federal Government to leverage resources to invest in our most critical national transportation assets.

Located within DOT's newly-created Office of Intermodalism and working in conjunction with the Metropolitan Mobility and Access, Projects of National Significance, and High-Speed Rail initiatives, the Bank will finance a wide variety of transportation projects, including highway, transit, rail, and intermodal freight projects, with priority given to large capital infrastructure projects that promise significant national or regional economic benefits.

The Bank will provide grants and credit assistance, including secured loans, loan guarantees, and stand-by lines of credit, as well as allocations of tax-exempt private activity bonding authority and tax-credit bonding authority to projects under the Metropolitan Mobility and Access, Projects of National Significance, and High-Speed Rail initiatives.

The National Infrastructure Bank will provide the necessary resources to supplement current Federal investment to build a surface transportation infrastructure system for the 21st Century.

CONCLUSION

The challenges facing the nation's surface transportation system cannot be addressed by making simple alterations to the existing set of surface transportation programs. We must move from an amalgamation of prescriptive programs to a performance-based framework for intermodal transportation investment.

Our Blueprint for the Surface Transportation Authorization Act provides a bold new vision, greater accountability, a forward-thinking approach, and the investments necessary to ensure that Americans have a surface transportation system to meet their needs in the 21st Century.

Specific information on the future framework for Federal surface transportation programs are outlined in the attached summaries.



**COMMITTEE ON TRANSPORTATION
AND INFRASTRUCTURE**

THE SURFACE TRANSPORTATION AUTHORIZATION ACT OF 2009

*A BLUEPRINT FOR INVESTMENT AND REFORM
THE FEDERAL SURFACE TRANSPORTATION FRAMEWORK*

Presented by

*Chairman James L. Oberstar, Ranking Member John L. Mica,
Chairman Peter A. DeFazio, and Ranking Member John J. Duncan, Jr.*

June 18, 2009

THE SURFACE TRANSPORTATION AUTHORIZATION ACT OF 2009
COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE
U.S. HOUSE OF REPRESENTATIVES

A BLUEPRINT FOR INVESTMENT AND REFORM
THE FEDERAL SURFACE TRANSPORTATION FRAMEWORK

June 18, 2009

The National Surface Transportation Policy and Revenue Study Commission identifies 108 distinct Federal surface transportation programs administered by five separate Federal agencies. Of these programs, the Federal Highway Administration manages 62 separate programs; the Federal Transit Administration manages 20 separate programs; the National Highway Traffic Safety Administration manages 12 separate programs; the Federal Motor Carrier Safety Administration manages eight separate programs; and the Federal Railroad Administration manages six separate programs. In addition, dozens of set asides and takedowns exist within these 108 programs, further adding to the complexity of Federal surface transportation program administration.

The current program structure creates programmatic stovepipes with overlapping and similar eligibility among the programs. They are difficult to administer and lack transparency, accountability, specific goals, and performance management, and make it impossible to determine whether programs are meeting national objectives. The Government Accountability Office (GAO) put it succinctly in a 2008 report: “To some extent, the Federal-aid Highway program functions as a cash transfer, general purpose grant program, not as a tool for pursuing a cohesive national transportation policy.”¹

The Blueprint for Investment and Reform will transform Federal surface transportation from an amalgamation of prescriptive programs to a performance-based framework. It is designed to achieve specific national objectives: reduce fatalities and injuries on our nation’s highways; unlock the congestion that cripples major cities and the freight transportation network; provide transportation choices for commuters and travelers; limit the adverse effects of transportation on the environment; and promote public health and the livability of our communities.

Specifically, the Surface Transportation Authorization Act of 2009 redefines the Federal role and restructures Federal surface transportation by **consolidating or terminating more than 75 programs**. It consolidates most highway funding in four, core formula categories designed to bring our highway and bridge systems to a state of good repair; improve highway safety; develop new and improved capacity; and reduce congestion and greenhouse gas emissions and improve air quality. Similarly, the Act focuses most transit funding in four core categories to bring urban and rural public transit systems to a state of good repair; provide specific funding to restore transit rail systems; provide mobility and access to transit-dependent individuals; and plan, design, and construct new transit lines and intermodal facilities. Finally, it directs Federal highway safety investments to specific activities demonstrated to reduce fatalities and injuries on our roads.

¹ GAO, *Restructured Federal Approach Needed for More Focused, Performance-Based, and Sustainable Programs* (2008).

FEDERAL HIGHWAY ADMINISTRATION PROGRAM CONSOLIDATION AND TERMINATION

The Surface Transportation Authorization Act consolidates or terminates **40** Federal-Aid Highway programs:

CONSOLIDATED PROGRAMS

- **Bicycle and Pedestrian Safety program** (P.L. 109-59, § 1411(b)) – This program is consolidated within the Highway Safety Improvement program to finance technical assistance activities related to highway safety.
- **Coordinated Border Infrastructure program** (P.L. 109-59, § 1303) – This program is consolidated within a new Projects of National Significance program.
- **High Risk Rural Roads program** (23 U.S.C. § 148(f)) – This program is consolidated within the Highway Safety Improvement program.
- **Highway Bridge program** (23 U.S.C. § 144) – This program is consolidated within the Critical Asset Investment and Surface Transportation programs.
- **Indian Reservation Road Bridges program** (23 U.S.C. § 202(d)(4)) – This program is consolidated within the Indian Reservation Roads program.
- **Interstate Maintenance program** (23 U.S.C. § 119) – This program is consolidated within the Critical Asset Investment program.
- **National Corridor Infrastructure Improvement program** (P.L. 109-59, § 1302) – This program is consolidated within the Projects of National Significance program.
- **National Highway System program** (23 U.S.C. § 103(b)(6)) – Some elements of this program are consolidated within the Critical Asset Investment program and additional elements of the program are consolidated within the Freight Improvement and Surface Transportation programs.
- **National Work Zone Safety Information Clearinghouse** (P.L. 109-59, § 1410) – This program is consolidated within a unified takedown from the Highway Safety Improvement program to finance technical assistance activities related to highway safety.
- **Operation Lifesaver program** (23 U.S.C. § 104(d)(1)) – This program is consolidated within the Highway Safety Improvement program to finance technical assistance activities related to highway safety.
- **Puerto Rico Highway program** (23 U.S.C. § 165) – This program is consolidated within the Federal and Tribal Lands, Puerto Rico, and Territorial Highway program.

- **Railway-Highway Grade Crossing program** (23 U.S.C. § 130(e)) – This program is consolidated within the Highway Safety Improvement program.
- **Road Safety program** (P.L. 109-59, § 1411(a)) – This program is consolidated within the Highway Safety Improvement program to finance technical assistance activities related to highway safety.
- **Territorial Highway program** (23 U.S.C. § 215) – This program is consolidated within the Federal and Tribal Lands, Puerto Rico, and Territorial Highway program.
- **Truck Parking Facilities program** (P.L. 109-59, § 1305) – This program is consolidated within the new Freight Improvement program.
- **Work Zone Safety program** (P.L. 109-59, § 1409) – This program is consolidated within the Highway Safety Improvement program that funds roadway, bicycle and pedestrian, work zone, and grade-crossing safety technical assistance activities.

TERMINATED PROGRAMS

- **Additional Contract Authority for States with Indian Reservations** (P.L. 105-178, § 1214(d))
- **Alaska Highway program** (23 U.S.C. § 218)
- **Denali Access System program** (P.L. 109-59, § 1960)
- **Express Lanes Demonstration program** (P.L. 109-59, § 1604(b))
- **Freight Intermodal Distribution Pilot program** (P.L. 109-59, § 1306)
- **Gateway Rural Improvement Pilot program** (P.L. 109-59, § 1946)
- **Going-to-the-Sun Road program** (P.L. 109-59, § 1940)
- **Great Lakes Intelligent Transportation Systems Implementation program** (P.L. 109-59, § 1943)
- **High-Speed Rail Crossing Hazard Elimination program** (23 U.S.C. § 104(d)(2))
- **Highway Bridge Discretionary grant program** (23 U.S.C. § 144(f)(1))
- **Highway Use Tax Evasion program** (23 U.S.C. § 143)
- **Highways for LIFE Pilot program** (P.L. 109-59, § 1502)
- **Interstate Maintenance Discretionary grant program** (23 U.S.C. § 118(c))

- **Interstate Oasis program** (P.L. 109-59, § 1310)
- **Interstate System Construction Toll Pilot program** (P.L. 109-59, § 1604(c))
- **Interstate System Reconstruction and Rehabilitation Pilot program**
(P.L. 105-178, § 1216(b))
- **Magnetic Levitation Transportation program** (P.L. 109-59, § 1307)
- **Multimodal Facility Improvements program** (P.L. 109-59, § 1962)
- **National Historic Covered Bridge Preservation program** (P.L. 109-59, § 1804)
- **Nonmotorized Transportation Pilot program** (P.L. 109-59, § 1807)
(after fiscal year 2012)
- **Pavement Marking Systems Demonstration program** (P.L. 109-59, § 1907)
- **Road User Fees Field Test** (P.L. 109-59, § 1919)
- **Transportation, Community, and System Preservation program** (P.L. 109-59, § 1117)
- **Value Pricing Pilot program** (P.L. 102-240, § 1012(b))

FEDERAL TRANSIT ADMINISTRATION PROGRAM CONSOLIDATION AND TERMINATION

The Surface Transportation Authorization Act consolidates or terminates 22 Federal Transit programs:

CONSOLIDATED PROGRAMS

- **ADA Project Action** (49 U.S.C. § 5314(a)(2)) – This program is consolidated within the Coordinated Access and Mobility program.
- **Bus and Bus Facility program** (49 U.S.C. § 5309(m)(2)(C)) – Some elements of the program are consolidated within the Urban and Rural Formula programs, and additional elements of the program are part of the Intermodal and Energy Efficient Transit Facilities program.
- **Ferry Boat System program** (49 U.S.C. § 5309(m)(6) and (7)) – Some elements of the program are consolidated within the Urban and Rural Formula programs, and additional elements of the program are part of the Intermodal and Energy Efficient Transit Facilities program.
- **Elderly Individuals and Individuals with Disabilities program** (49 U.S.C. § 5310) – This program is consolidated within the Coordinated Access and Mobility program.
- **Human Services Transportation Coordination program** (P.L. 109-59, § 3046(a)(9)) – This program is consolidated within the Coordinated Access and Mobility program.
- **Intermodal Terminals program** (49 U.S.C. § 5309(m)(7)(D)) – This program is consolidated within the Intermodal and Energy Efficient Transit Facilities program.
- **Job Access and Reverse Commute program** (49 U.S.C. § 5316) – This program is consolidated within the Coordinated Access and Mobility program.
- **National Technical Assistance Center for Senior Transportation** (49 U.S.C. § 5314(c)) – This program is consolidated within the Coordinated Access and Mobility program.
- **New Freedom program** (49 U.S.C. § 5314) – This program is consolidated within the Coordinated Access and Mobility program.

TERMINATED PROGRAMS

- **Alternatives Analysis program** (49 U.S.C. § 5339)
- **Growing States and High Density States program** (49 U.S.C. § 5340)
- **Bond Proceeds Pilot program** (49 U.S.C. § 5323(e)(4))
- **Clean Fuels Grant program** (49 U.S.C. § 5308)
- **Contracted Paratransit pilot program** (P.L. 109-59, § 3009(i))
- **Elderly Individuals and Individuals with Disabilities pilot program**
(P.L. 109-59, § 3012(b))
- **Human Resource programs** (49 U.S.C. § 5322)
- **Medical Transportation Demonstration grants** (49 U.S.C. § 5314(a)(6))
- **Over-the-Road Bus Accessibility program** (P.L. 105-178, § 3038) (after fiscal year 2012)
- **Program of Interrelated Projects** (49 U.S.C. § 5328(c))
- **Public-Private Partnership pilot program** (P.L. 109-59, § 3011(c))
- **Public Transportation Participation pilot program** (P.L. 109-59, § 3046(a)(11))
- **Remote Infrared Audible Signs pilot program** (P.L. 109-59, § 3046(a)(6))

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION PROGRAM CONSOLIDATION AND TERMINATION

The Surface Transportation Authorization Act consolidates or terminates **eight** National Highway Traffic Safety programs:

CONSOLIDATED PROGRAMS

- **Alcohol-Impaired Driving Countermeasures program** (23 U.S.C. § 410) – This program is consolidated within the Highway Safety program.
- **Child Safety and Child Booster Seat Safety incentive grants program** (P.L. 109-59, § 2011) – This program is consolidated within the Highway Safety program.
- **Motorcyclist Safety grants program** (P.L. 109-59, § 2010) – This program is consolidated within the Highway Safety program.
- **Occupant Protection performance grants program** (23 U.S.C. § 405) – This program is consolidated within the Highway Safety program.
- **Seat Belt performance grants program** (23 U.S.C. § 406) – This program is consolidated within the Highway Safety program.

TERMINATED PROGRAMS

- **Innovative Project grants program** (23 U.S.C. § 407)
- **Seat Belt Incentive grant program** (23 U.S.C. § 157)
- **State Highway Safety Data Improvements grants program** (23 U.S.C. § 411)

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION PROGRAM CONSOLIDATION AND TERMINATION

The Surface Transportation Authorization Act consolidates or terminates six Federal Motor Carrier Safety programs:

CONSOLIDATED PROGRAMS

- **New Entrant Safety grants program** (49 U.S.C. § 31144) – The New Entrant Safety grants is consolidated within the Motor Carrier Safety Assistance program.
- **Border Enforcement grants program** (49 U.S.C. § 31107) – The Border Enforcement grants program is consolidated within the Motor Carrier Safety Assistance program.
- **Performance Registration Information System Management grants program** (49 U.S.C. § 31109) – The PRISM grants program is consolidated within the Commercial Vehicle Information System Network grant program.

TERMINATED PROGRAMS

- **Motor Carrier Safety Assistance Program high priority grants program** (49 U.S.C. § 31104)
- **Commercial Driver's License Information System Modernization grants program** (P.L. 109-59, § 4123)
- **Safety Data Improvement grants program** (P.L. 109-59, § 4128)

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DATE: June 15, 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 3 project delivery reminders this month:

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

Projects included in FY STP/CMAQ 2008-09 Federal Obligation Plan			
<ul style="list-style-type: none"> - \$8.7 M in Federal funding - Submit E76 Request by February 1, 2009 - Receive E76 by April 30, 2009 			
Agency	TIP ID	Project	Status/Deadlines
Benicia	SOL070045	State Park Road Bridge	\$1.67 M for CON (CMAQ & ARRA-TE) On July CTC agenda for allocation. Will receive E76 in a month.
Dixon	SOL070046	SR-113 Pedestrian Improvements	\$90,000 for CON. Contract awarded May 26 th
Fairfield	SOL070027	W. Texas St. Gateway Project Phase I & II	\$85,000 for CON Field review on May 28 th . Design underway.
Solano County	SOL050024	Vacaville - Dixon Bike Route Phase II and III	\$337,000 for CON. Construction completed.

Agency	TIP ID	Project	Status/Deadlines
Solano County	SOL050046	Old Town Cordelia Enhancements	\$500,000 for CON. Expect obligation by Mid-June.
Vacaville	SOL050013	Vacaville Intermodal Station	\$3,028,000 for CON. Requested E76 for CON.
Vacaville	SOL070028	Vacaville Downtown Creekwalk	\$53,000 for PS&E \$694,000 for CON Re-submit PS&E package due to new DBE program.
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. Received E76 on May 22 nd
Vallejo	SOL010027	Vallejo – Lemon St. Rehabilitation	\$672,000 for CON. E76 received on March 18 for CON. Contract awarded on May 19 th
Vallejo	SOL050048	Downtown Vallejo Pedestrian Enh. - Phase I	\$1,600,000 ARRA Fund and \$580,000 CMAQ for CON. Currently in PS&E. Pending E76

2. Inactive Obligations

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

More information can be found on Caltrans Local Assistance website:

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

Currently listed Inactive Projects				
Review Period: 01/01/09 – 03/31/09				
Invoice Submission Due to LPA: May 22, 2009				
Justification Due to DLAE: May 22, 2009				
Agency	Project	Unexpended Funds	Caltrans Status	Agency Responses
Fairfield	Travis Blvd. From Oliver Rd. To N. Texas St. , Signal Upgrade, Traffic Sign Install	\$170,537.81	Invoice received by State; awaiting approval. Monitor progress.	Already submitted final invoice in May. Unexpended funds will be \$30,362
Projects that will become inactive by June 2009				
Vacaville	Various Locations In Vacaville And Dixon, Leasing of electric vehicles	\$10,000	Authorized 09/08/02	Staff is working on the final report on the alt. fuels projects

Fairfield	Linear Park Between N. Texas St. & Dover Ave. Pedestrian and bike path.	\$330,000	Authorized 04/18/07	Invoiced was submitted on May, 2009.
Projects that will become inactive by September 2009				
Suisun City	Various Locations Throughout City, striping for Bike Lanes	\$15,268	Authorized 8/1/2001. Last Billed 08/25/06.	Did not spend all money. Staff is completing project's close out paper.
Fairfield	Woolner Ave. From Enterprise Dr. to Sheldon Elementary School, sidewalk improvement.	\$53,100	Authorized 9/12/2007	Construction recently completed. Fairfield submitted invoice in May, final invoice expected in June 2009

3. STIP Allocation Status for FY 2008-09 Programmed Projects

Projects programmed in the State Transportation Improvement Program (STIP) must receive an allocation from California Transportation Commission (CTC) by the end of the fiscal year in which the funds are programmed. For projects programmed in FY 2009-10, and want to receive an allocation at the August 2009 CTC meeting, sponsor must submit allocation request to MTC and Caltrans D4 Local Assistance by June 15, 2009.

In accordance with recently adopted policy by MTC, all allocated construction funds must have a contract awarded within six months of allocation, and for federal projects (i.e. TE projects), be sure the sponsor's Disadvantaged Business Enterprise (DBE) program is approved by the Local Assistance.

STIP ALLOCATION STATUS REPORT FOR FY08-09			
Projects that need allocation by July, 2009			
Submit allocation request by May 11, 2009			
Agency	Project	Unexpended Funds	Status
STA	Jepson Parkway (I-80 reliever)	\$2,400,000	Project was deferred on June CTC meeting.
Vacaville	Jepson Pkwy Gateway Enhancement	\$120,000	Project was deferred on June CTC meeting.
MTC	TE reserve	\$381,000	Will lapse due to advances of ARRA-TE Funding

STIP ALLOCATION STATUS REPORT FOR FY09-10
Projects that need allocation by June 30, 2010
Submit allocation request by April, 2010

Agency	Project	Unexpended Funds	Status
STA	Jepson Parkway (I-80 reliever)	\$3,800,000	ROW, May request and advance from programmed CON funding.
Vallejo	Vallejo Ferry Terminal Parking Phase 2	\$11,412,000	Amendment requested to CTC for \$13.1 million in FY09-10 for CON
Vacaville	Jepson Parkway Gateway enhancement	\$230,000	Potential delay until FY11-12 due to advance of ARRA-TE funding
Solano	TE reserve	\$0	TE Reserve \$721K to go to other counties due to advance of ARRA-TE funding for Solano TE projects from other counties.

4. American Recovery and Reinvestment Act update

On February 17, 2009, President Obama signed into law the American Recovery and Reinvestment Act (ARRA), which enacted a \$787 billion economic recovery package calling for significant new spending as well as tax cuts. Of this funding, \$11,600,000 was programmed for Solano local agency Local Streets and Roads projects.

The ARRA funding has two cycles: Regional ARRA Fund (T1) and State ARRA Funding (T2). Tier 1 funding has an obligation deadline of May 31 (June 30 for Caltrans) while T2 funding has a later obligation deadline of November 2009. As of early June, most agencies have been obligated T1 funding, cities adding T2 funding into T1 projects have the same June 30 obligation deadline.

Below is a table summarizing the funded projects and their current status of delivery.

PROJECT RECEIVING ARRA FUNDING

- T1: Received E-76 by May 31, 2009
- T1: Award Contract by September 30, 2009
- T2: Received E-76 by November 30, 2009

Tier	Local Agency	Project Title/Description/Location	ARRA \$	Status as of June 11
T1	City of Benicia	Benicia - East 2nd Street Overlay	\$400,000	Pending E 76
T1	City of Dixon	Dixon - Various Streets and Roads Rehabilitation	\$300,000	Obligated

	Local Agency	Project Title/Description/Location	ARRA \$	Status as of June 11
T1	City of Fairfield	Fairfield - Gateway Boulevard Resurfacing	\$900,000	Obligated
T1	City of Fairfield	Fairfield - East Tabor Ave Resurfacing	\$900,000	Pending E76
T1	City of Fairfield	McGary Road	\$1,640,000	Pending environmental clearance.
T1	County of Solano	Solano County - Various Streets Overlay	\$2,000,000	Obligated
T1	City of Suisun City	Suisun City - Sunset Avenue Road Rehabilitation	\$700,000	Obligated
T1	City of Vacaville	Vacaville - Peabody Road/Marshall Rd Pedestrian Safety Imps	\$260,000	Obligated
T1, T2	City of Vacaville	Vacaville - Various Streets Overlay	\$1,330,000 + \$46,000	Obligated
T1	City of Vacaville	Vacaville - GPS EVP System project	\$320,000	Obligated
T1, T2	City of Vallejo	Vallejo - Downtown Vallejo Streetscape	\$1,600,000 + \$538,000	Pending E76
T1	City of Vallejo	Vallejo - Various Streets Overlay	\$1,020,000	Pending E76
Tier	Local Agency	Project Title/Description/Location	ARRA \$	Status as of June 11
T2	City of Dixon	Stratford Avenue Rehabilitation	\$218,000	Pending Environmental Clearance
T2	City of Fairfield	Suisun Valley Rehabilitation	\$538,000	Pending Environmental Clearance
T2	County of Solano	Stimulus Overlay Project Phase 2	\$360,000	Pending Environmental Clearance
T2	City of Suisun City	Main Street Rehabilitation	\$170,000	Pending Environmental Clearance

Fiscal Impact:

None.

Recommendation:

Informational.

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DATE: June 15, 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
TIGER Grants for Surface Transportation*	None available. All questions must be submitted in writing via email to: TigerTeam@dot.gov .	N/A ¹
FTA Grant Program – 5316 Job Access and Reverse Commute (JARC) Program for Small Urban Projects*	Kristen Mazur, MTC (510) 817-5789	June 26, 2009
FTA Grant Program – 5317 New Freedom Program for Small Urban Projects*	Kristen Mazur, MTC (510) 817-5789	June 26, 2009
FTA Grant Program – 5316 Job Access and Reverse Commute (JARC) Program for Rural Projects*	Kristen Mazur, Caltrans (916) 654-8222	September 25, 2009

Fund Source	Application Available From	Application Due
FTA Grant Program – 5317 New Freedom Program <i>for Rural Projects*</i>	Tracey Frost, Caltrans (916) 654-8222	September 25, 2009

* New funding opportunity

¹Note regarding the American Recovery and Reinvestment Act (ARRA) of 2009 (also referred to as “Stimulus Bill”): The ARRA has some competitive grant programs, which are separate from ARRA funds available through Caltrans and MTC. Details and guidelines regarding the competitive ARRA grants are continuing to be developed. Please visit <http://www07.grants.gov/search/basic.do> and browse by category for the most up-to-date information as it may change after the date of this report.



FUNDING OPPORTUNITY

American Recovery and Reinvestment Act (ARRA)

TIGER (Transportation Investment Generating Economic Recovery) Grants

Anticipated Application Deadline Not Available

TO: STA TAC
FROM: Sara Woo, Planning Assistant

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

Eligible Project Sponsors: Public transportation agencies.

Program Description: This program will provide grants to public transit agencies for capital investments that will assist in surface transportation infrastructure projects.

Funding Available: Approximately \$1.5 billion is available nationwide through September 30, 2011 for the Secretary of Transportation to make grants on a competitive basis for capital investments in surface transportation infrastructure projects. \$20 million minimum; \$300 million maximum.

Eligible Projects: Eligible projects include, but are not limited to, highway or bridge projects, public transportation projects, passenger and freight rail transportation projects, and port infrastructure investments.

Further Details: <http://www.dot.gov/recovery/ost/>
The U.S. Department of Transportation is in the process of developing criteria for this program. Caltrans, MTC, and STA will work with the cities and County of Solano to allocate the funds when the criteria are available.

Program Contact Person: Mr. Leslie T. Rogers, Regional Administrator, U.S. Department of Transportation Region 9
(415) 744-3133

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



FUNDING OPPORTUNITY

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

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

Program Contact Person: Kristen Mazur, FTA grant staff liaison (MTC), (510) 817-5789, kmazur@mtc.ca.gov

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



FUNDING OPPORTUNITY
Federal Transit Administration (FTA) Grant
FTA 5317 New Freedom Program for Small Urban Projects
Application Due June 26, 2009

TO: STA 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:

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

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

Program Contact Person: Kristen Mazur, FTA grant staff liaison (MTC), (510) 817-5789, kmazur@mtc.ca.gov

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



FUNDING OPPORTUNITY

Federal Transit Administration (FTA) Grant
 FTA 5316 Job Access and Reverse Commute Program for Rural Projects
 Application Due September 25, 2009

TO: STA 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:

<p><u>Operating:</u></p> <ul style="list-style-type: none"> • Late night/weekend service • Guaranteed ride home service • Shuttle service • Expanded fixed-route public transit routes • Demand-responsive service • Ridesharing/carpooling activities • Voucher programs 	<p><u>Capital:</u></p> <ul style="list-style-type: none"> • Intelligent Transportation Systems (ITS) • Promotion of operating activities • Vehicles • Mobility management activities
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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">• Expansion of hours for paratransit service• Enhancement of services• Voucher programs• Volunteer driver programs	<p><u>Capital:</u></p> <ul style="list-style-type: none">• Acquisition of accessibility equipment beyond ADA requirements• Purchasing accessible vehicles to support taxi, vanpooling, and/or ridesharing programs• Mobility management activities
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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

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

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**Solano Transportation Authority
Board Meeting Highlights
June 24, 2009
6:00 p.m.**

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 June 24, 2009 STA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Authority at the Board meeting of June 24, 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
Harry Price	City of Fairfield
Jan Vick	City of Rio Vista
Len Augustine	City of Vacaville
Osby Davis	City of Vallejo

ACTION –FINANCIAL ITEMS

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

Recommendation:

Approve the following:

1. The North Connector –North Connector Phase 2 Contract, Notice to Contractors and Special Provisions, including issued Addenda Nos. 1 through 6;
2. Authorize the Executive Director or his designee to sign the contract on behalf of the STA Board subject to:
 - a. The contract amount being within the Engineer's estimate of costs for the project, to wit: an amount not to exceed \$20,840,000 and
 - b. The Executive Director or his designee having reviewed and found sufficient all required documents, including the contract signed by the contractor with all required surety bonds and certificates of insurance, and such other documents required under the contract.
3. Resolution No. 2009-13 for the North Connector –Phase 2 Contract

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

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

Recommendation:

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

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

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

C. Safe Routes to School – Part Time Program Coordinator and Safety Coordinator

Recommendation:

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

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

ACTION – NON FINANCIAL ITEMS

A. Transit Consolidation Study - Phase 2 Analysis and Recommendations

Recommendation:

Approve the following:

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

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

B. Comprehensive Transportation Plan (CTP) - Update of Local Agency Project Lists

Recommendation:

Authorize the Executive Director to:

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

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

C. Legislative Update

Recommendation:

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

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

CONSENT CALENDAR ITEMS

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

A. STA Board Meeting Minutes of May 13, 2009

Recommendation:

Approve STA Board Meeting Minutes of May 13, 2009.

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

Recommendation:

Receive and file.

C. Cordelia Sky Hills Funding Agreement

Recommendation:

Approve the following:

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

- D. Solano County Fiscal Year (FY) 2009-10 Transportation Funds for Clean Air (TFCA) 40% Program Manager Call for Projects**
Recommendation:
Approve a revised TFCA Resolution No. 2009-09 which includes the following:
1. A revised funding amount of \$250,000 for SNCI's FY 2009-10 TFCA allocation;
and
 2. A total of \$60,000 of FY 2009-10 TFCA funds for the Solano Safe Routes to School Program (previously approved on March 11, 2009).
- E. Federal Economic Stimulus Update for Transportation in Solano County**
Recommendation:
Approve the American Recovery and Reinvestment Act (ARRA) Tier 2 projects for Solano local agencies as shown in Attachment C.
- F. Solano Paratransit Vehicle Reassignment**
Recommendation:
Authorize the Executive Director to develop a plan for the reassignment of the Solano Paratransit vehicles.
- G. Contract Amendment for Marketing Consultant Services - Moore Iacofano Goltsman (MIG)**
Recommendation:
Approve Contract Amendment No. 4 with Moore Iacofano Goltsman (MIG) for STA marketing services through June 30, 2010.
- H. Contract Amendment for Transit Project Management Consultant - John Harris**
Recommendation:
Authorize the Executive Director to extend the consultant contract with John Harris for Transit Project Management until June 30, 2010 for an amount not to exceed \$15,000.
- I. Contract Amendment for Transit and Funding Consultant - Nancy Whelan Consulting**
Recommendation:
Authorize the Executive Director to extend the consultant contract with Nancy Whelan Consulting for Transit Funding and Technical Services until June 30, 2010 for an amount not to exceed \$35,000.
- J. Regional Measure 2 (RM 2) Vacaville Intermodal Station Resolution of Support**
Recommendation:
Approve Resolution No. 2009-12 authorizing the funding allocation for Regional Measure 2 funds from the Metropolitan Transportation Commission to the City of Vacaville for the Solano County Express Bus North Intermodal Facilities – Vacaville Intermodal Station.

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

A. Caltrans Report:

Doanh Nguyen, Caltrans District 4 Project Manager, provided an update on various construction projects in Solano County.

B. MTC Report:

None reported.

C. STA Reports:

1. Gus Khouri, Shaw/Yoder, Inc provided a State Legislative update.
2. Judy Leaks presented the 2009 Bike to Work winners
3. STA Status Reports:
 - A. Projects
 - B. Planning
 - C. Transit and Rideshare

INFORMATIONAL – DISCUSSION ITEMS

A. Senior and Disabled Transportation Summit

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

NO DISCUSSION

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

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

E. Project Delivery Update

F. Funding Opportunities Summary

G. STA Board and Advisory Committee Meeting Schedule for 2009

ADJOURNMENT

The STA Board meeting was adjourned at 8:05 p.m. The next regular meeting of the STA Board is scheduled for **Wednesday, July 8, 2009, 6:00 p.m., Suisun City Hall Council Chambers.**

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DATE: June 15, 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



Solano Transportation Authority

**STA BOARD AND ADVISORY
COMMITTEE MEETING SCHEDULE
REMAINDER OF CALENDAR YEAR 2009**

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Wed., June 24	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Cancelled
	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
Wed., November 4	6:00 p.m.	STA's 11 th Annual Awards	TBD	TBD
Thurs., November 5	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
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 2nd Wednesday of Every Month
 Consortium/TAC: Meets *Last* Wednesday of Every Month
 BAC: Meets 1st Thursday of every *Odd* Month
 PAC: Meets 3rd Thursday of every *Odd* Month
 PCC: Meets 3rd Fridays of every *Odd* Month