



Solano Transportation Authority

SOLANO TRANSPORTATION AUTHORITY
BOARD MEETING AGENDA

5:30 p.m., Closed Session
6:00 p.m., Regular Meeting
July 14, 2010
Suisun City Hall Council Chambers
701 Civic Center Drive
Suisun City, CA 94585

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

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

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

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

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

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

ITEM

BOARD/STAFF PERSON

I. CLOSED SESSION

A. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION

pursuant to CA Gov't Code §54956.9 et seq. Yocha Dehe Wintun Nation v. Solano Transportation Authority, Solano Transportation Authority Board of Directors;

B. PERSONNEL CLOSED SESSION pursuant to CA Gov't Code § 549547

et seq.; Public Employee Performance Review – Executive Director; and

C. CONFERENCE WITH LABOR NEGOTIATOR pursuant to CA Gov't Code §

54054.6 et seq., STA Board Chairman – STA Executive Director

(5:30 – 6:00 p.m.)

STA BOARD MEMBERS

Table listing STA Board Members: Pete Sanchez (Chair, City of Suisun City), Harry Price (Vice-Chair, City of Fairfield), Elizabeth Patterson (City of Benicia), Jack Batchelor, Jr. (City of Dixon), Jan Vick (City of Rio Vista), Len Augustine (City of Vacaville), Osby Davis (City of Vallejo), and Jim Spring (County of Solano).

STA BOARD ALTERNATES

Table listing STA Board Alternates: Mike Hudson, Chuck Timm, Mike Ioakimedes, Rick Fuller, Ron Jones, Curtis Hunt, Erin Hannigan, and Mike Reagan.

II. CALL TO ORDER/PLEDGE OF ALLEGIANCE Chair Sanchez
(6:00 – 6:05 p.m.)

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

IV. APPROVAL OF AGENDA

V. OPPORTUNITY FOR PUBLIC COMMENT
(6:05 – 6:10 p.m.)

VI. EXECUTIVE DIRECTOR'S REPORT – Pg. 1 Daryl K. Halls
(6:10 – 6:15 p.m.)

VII. COMMENTS FROM CALTRANS, THE METROPOLITAN TRANSPORTATION COMMISSION (MTC), AND STA
(6:15 – 6:20 p.m.)

A. MTC Report Supervisor Spering

B. Caltrans Report

C. STA Reports:

1. Directors Reports:

a. Planning

Robert Macaulay

b. Projects

Janet Adams

c. Transit and Rideshare

Elizabeth Richards

VIII. CONSENT CALENDAR

Recommendation:

Approve the following consent items in one motion.

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

(6:20 - 6:25 p.m.)

A. STA Board Meeting Minutes of June 9, 2010 Johanna Masiclat

Recommendation:

Approve STA Board Meeting Minutes of June 9, 2010.

Pg. 5

B. Review Technical Advisory Committee (TAC) Draft Minutes for the Meeting of June 30, 2010 Johanna Masiclat

Recommendation:

Receive and file.

Pg. 15

- C. Eastern Congestion Mitigation Air Quality Improvement (CMAQ): SNCI Climate Initiatives Funding** Robert Guerrero
Recommendation:
Approve the Solano Napa Commuter Information Program for \$445,000 from MTC's Climate Initiative ECMAQ Program.
Pg. 23
- D. Fiscal Year (FY) 2010-11 Transportation Fund for Clean Air (TFCA) 40% Program Manager Funds** Robert Guerrero
Recommendation:
Adopt Resolution No. 2010-08 approving the following projects and TFCA funding amounts for FY 2010-11:
 1. A reduced amount of \$205,929 for the Solano Napa Commuter Information Program; and
 2. \$88,000 for the Solano Bikeway Extension/McGary Road Project jointly sponsored by the City of Vallejo and County of Solano.**Pg. 27**
- E. STA Grant Proposals: MTC Climate Initiatives Grant Program** Robert Guerrero
Recommendation:
Authorize the Executive Director to submit a grant application to MTC for a total request of \$500,000 to implement the STA Safe Routes to School Program as specified in Attachment A.
Pg. 31
- F. Fiscal Year (FY) 2010-11 Transportation Development Act (TDA) Article 3 Bicycle Projects** Sara Woo
Recommendation:
Approve FY 2010-11 TDA Article 3 Resolution No. 2010-07.
Pg. 37
- G. Solano Bicycle and Pedestrian Project Funding Amendment** Sara Woo
Recommendation:
Amend the City of Fairfield's Linear Park Alternate Route Nightingale Drive project by reprogramming \$29,000 of TDA Article 3 funds from preliminary engineering (PE) to the construction phase.
Pg. 51
- H. Bicycle Advisory Committee (BAC) Member Appointment** Sara Woo
Recommendation:
Appoint David Pyle as City of Fairfield's representative to the STA Bicycle Advisory Committee for a three-year term.
Pg. 55
- I. Pedestrian Advisory Committee (PAC) Member Appointment** Sara Woo
Recommendation:
Appoint Stephen Sikes as City of Dixon's representative to the STA Pedestrian Advisory Committee for a three-year term.
Pg. 59

- J. I-780 Overcrossing Dedication** Sara Woo
Recommendation:
Support the City of Benicia nomination to dedicate the Benicia I-780 Bicycle and Pedestrian Overcrossing in the name of “Austin Howard Gibbon.”
Pg. 63
- K. Countywide Bicycle Plan Project List Amendment: Dixon West B Street Undercrossing Project** Robert Macaulay
Recommendation:
Amend the Solano Bicycle Plan Project List to include the City of Dixon West B Street Undercrossing as shown in Attachment A.
Pg. 65
- L. Fiscal Year (FY) 2010-11 & FY 2011-12 Safe Routes to School (SR2S) Programming Update** Sam Shelton
Recommendation:
Approve the STA’s SR2S Program’s revised FY 2010-11 and FY 2011-12 Final Workslope to reduce the Education and Encouragement activities by \$35,000 over the next two years in exchange for funding \$35,000 in SR2S planning activities.
Pg. 81
- M. Contract Amendment for Jepson Parkway Project Environmental Document and Preliminary Engineering** Janet Adams
Recommendation:
Authorize the Executive Director to amend the contract with PBS&J for \$75,000 for the additional work required to complete the Environmental Impact Statement (EIS) and preliminary engineering.
Pg. 87
- N. Contract Amendment for the Mark Thomas & Co./Nolte Joint Venture for the Gordon Waterline Relocation Project** Janet Adams
Recommendation:
Approve a contract amendment for MTCO/Nolte in the amount of \$235,000 for construction support services for the Gordon Water Line (Rockville Road Water Main) Relocation Project.
Pg. 91
- O. Award Construction Contract for the Mitigation Planting and Irrigation Project for the North Connector Project** Janet Adams
Recommendation:
Approve Resolution No. 2010-10 for the Mitigation Planting and Irrigation Project for the North Connector.
Pg. 103

- P. Approve Modification to the North Connector Phase 2 Project** Janet Adams
Recommendation:
Approve a modification to the North Project increasing the contingency budget of \$1,157,000 to cover the increased cost of the 30" water line, for a revised contingency budget of \$2,566,212 and a revised total construction budget of \$11,960,960.
Pg. 107
- Q. Contract Amendment for Associated Right of Way Services (ARWS) for North Connector Project** Janet Adams
Recommendation:
Approve a contract amendment with ARWS for \$2,000 and an extended term to April 2011 to complete the Right-of-Way relocation services for the North Connector Project.
Pg. 109
- R. Contract Amendment for HDR for the I-80 Eastbound Cordelia Truck Scales Relocation Project** Janet Adams
Recommendation:
Approve a contract amendment for HDR in the amount of \$1,400,000, to complete the PS&E and R/W engineering for the I-80 Eastbound Cordelia Truck Scales Relocation Project.
Pg. 113
- S. Mitigation Agreements for I-80 Eastbound Truck Scales Relocation Project** Janet Adams
Recommendation:
Authorize the Executive Director to finalize and execute separate agreements with Elsie Gridley Mitigation Bank for \$14,000 for seasonal wetland mitigation and Jenny Farms Mitigation Bank for \$95,950 for Swainson's Hawk mitigation for the I-80 Eastbound Truck Scales Relocation Project.
Pg. 129
- T. Advertise and Award Tree Removal Contracts for I-80 Eastbound Truck Scales Relocation Project** Janet Adams
Recommendation:
Approve Resolution No. 2010-11 authorizing the Executive Director to advertise and award one or more tree removal contract(s) for the I-80 Eastbound Cordelia Truck Scales Relocation Project for a total amount not-to-exceed \$120,000 plus a 20% contingency.
Pg. 145

- U. Utility Relocation Agreements for I-80 Eastbound Truck Scales Relocation Project** Janet Adams
Recommendation:
 Approve the following:
1. Authorize the Executive Director to finalize and execute separate agreements between STA, PG&E and Solano Irrigation District (SID) as required; and
 2. Approve Resolution No. 2010-12 authorizing the Executive Director to advertise and award one or more construction contracts for the SID Utility Relocations for a total amount not to exceed \$900,000 plus 20% contingency.
- Pg. 151**
- V. Fiscal Year (FY) 2010-11 Transportation Development Act (TDA) Matrix – July 2010** Elizabeth Richards
Recommendation:
 Approve the FY 2010-11 TDA Matrix – July 2010 as shown in Attachment A for the County of Solano and Vallejo Transit.
- Pg. 171**
- W. 2010 Congestion Management Program (CMP)** Robert Macaulay
Recommendation:
 Adopt the revised 2010 Solano CMP as specified in Attachment A.
- Pg. 175**

IX. ACTION NON-FINANCIAL ITEMS

- A. Public Input for Proposed Vehicle Registration Fee (VRF) Expenditure Plan Categories** Daryl K. Halls
 Bill Gray,
 Gray-Bowen, Inc.
Recommendation:
 Receive public comment and provide staff with direction regarding the eligible categories for VRF expenditures and options for allocation of VRF funds for each category.
 (6:25 – 6:55 p.m.)
Pg. 177
- B. Locally Preferred Alternative for the I-80/I-680/State Route (SR) 12 Interchange Project** Janet Adams
Recommendation:
 Authorize the Executive Director to send a letter to Caltrans to inform them STA has identified Alternative C (and Alternative C-1) as the locally preferred alternative and to include this information in the Draft EIS/EIR for public review and comment.
 (6:55 – 7:05 p.m.)
Pg. 217

- C. Solano County Transit Joint Powers Agreement – Consolidation of Benicia and Vallejo Transit Services** Elizabeth Richards
- Recommendation:*
Approve the following:
1. Resolution No. 2010-09 approving the creation of the Solano County Transit (“SOLTRANS”) Joint Powers Agency by and among the STA, the City of Benicia, and the City of Vallejo; and
 2. Authorize the Executive Director to enter into a JPA with the Cities of Benicia and Vallejo to form Solano County Transit.
- (7:05 – 7:15 p.m.)
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X. ACTION FINANCIAL ITEMS

- A. STA’ Fiscal Year (FY) 2010-11 Budget Revision and FY 2011-12 Proposed Budget** Daryl K. Halls
Susan Furtado
- Recommendation:*
Approve the following:
1. Adopt the STA’s FY 2010-11 Budget Revision as shown in Attachment A; and
 2. Adopt the STA’s FY 2011-12 Proposed Budget as shown in Attachment B.
- (7:15 – 7:25 p.m.)
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XI. INFORMATIONAL – NO DISCUSSION

- A. Regional Transportation Improvement Fee (RTIF) Update** Sam Shelton
Informational
Pg. 345
- B. PM 2.5 Hotspot Analysis Follow-up** Sam Shelton
Informational
Pg. 347
- C. Legislative Update** Jayne Bauer
Informational
Pg. 363
- D. Funding Opportunities Summary** Sara Woo
Informational
Pg. 375
- E. STA Board Meeting Schedule for 2010** Johanna Masielat
Informational
Pg. 379

XII. BOARD MEMBERS COMMENTS

XIII. ADJOURNMENT

The next regular meeting of the STA Board is scheduled for **Wednesday, September 8, 2010, 6:00 p.m., Suisun City Hall Council Chambers.**

MEMORANDUM

DATE: July 6, 2010
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report –July 2010

The following is a brief status report on some of the major issues and projects currently being advanced by the STA. An asterisk (*) notes items included in this month's Board agenda.

SB 83 Vehicle Registration Fee – Public Input Meeting *

In preparation for the development of an Expenditure Plan for a proposed vehicle registration fee, staff has been obtaining public input from various advisory committees and stakeholders on the options and specifics for this plan. This meeting has been designated as an opportunity for the public to provide input to the Board and for the Board to ask questions and discuss various options prior to final consideration by the Board at a follow up Board meeting later in July. Per direction of the Board, the focus of the plan has been on maintenance of local streets and roads, safe routes to school, and senior and disabled mobility. At the meeting, staff and the Expenditure Plan consultant, Gray-Bowen, will provide a draft Expenditure Plan and a summary of comments from the various advisory committees and stakeholders.

Selection of Locally Preferred Option for I-80/I-680/SR 12 Interchange *

For the past few years, STA has been working with Caltrans on the environmental document for the I-80/I-680/SR 12 Interchange complex. Caltrans is preparing to release this document for public review and comment in July or August of this year. Based on discussions with the City of Fairfield and the County of Solano, the two local agencies located adjacent to the interchange complex and technical information, the STA staff is recommending the STA Board inform Caltrans that Alternative C (and Alternative C-1), which would realign I-680 with SR 12 west, as the locally preferred alternative for this project. This will help clarify for the Caltrans and the various resource agencies the alternative preferred by STA and the local agencies prior to the release of the draft environmental document and the initiation of the design of the next phase of the project.

California Transportation Commission Approves CMIA Savings for Interchange

On June 30, 2010, the California Transportation Commission (CTC) approved the request from STA, MTC and Caltrans District IV for \$24 million in Corridor Mobility Investment Account (CMIA) savings from the I-80 High Occupancy Vehicle project to remain on the I-80 corridor in Solano County and to be available to help fund the next phase of the I-80/I-680/SR 12 Interchange. These CMIA savings can be used to help match an estimated \$100 million in bridge toll funds dedicated to the Interchange project.

CTC Approved Allocation of Jepson Parkway Project Funds

At the same July 1st meeting, the CTC approved \$2.4 in design funds for the design phase of the Jepson Parkway, contingent on the approval of the State Budget. Due to the State fiscal crisis, this vote took place over a year behind schedule. It is anticipated that the STA will be able to begin the design of this project in the Fall of 2010.

Solano County Transit Joint Powers Agreement *

Last year, the STA Board recommended the consolidation of the Benicia Breeze and Vallejo Transit into one transit system. This was one of several recommendations to emerge following the conclusion of an 18-month long Countywide Transit Consolidation Study. The STA has worked with members of the city councils and staff from both agencies through a Memorandum of Understanding (MOU) to develop a draft Joint Powers Agreement (JPA) and transition plan. The STA has been recommended to be a partner with the cities of Benicia and Vallejo in the formation of the new transit JPA, to be called Solano County Transit (SolTrans).

Approval of STA's FY 2010-11 and FY 2011-12 Budgets *

STA's Susan Furtado has prepared a Revised FY 2010-11 Budget and a new FY 2011-12 Budget for consideration by the STA Board. Despite challenges facing transportation in California, both budgets are balanced and will enable the STA to continue to work proactively and productively on priority plans, projects and programs contained in the STA's adopted Overall Work Plan.

Attachment:

- A. STA Acronyms List of Transportation Terms (Updated April 2010)

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

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

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

T

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

U, V, W, Y, & Z

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



SOLANO TRANSPORTATION AUTHORITY
Board Minutes for Meeting of
June 9, 2010

I. CALL TO ORDER

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

MEMBERS

PRESENT: Jack Batchelor, Jr., Acting Chair City of Dixon
Elizabeth Patterson City of Benicia
Chuck Timm, Alternate Board Member City of Fairfield
Jan Vick City of Rio Vista
Mike Hudson, Alternate Board Member City of Suisun City
Len Augustine City of Vacaville
Osby Davis City of Vallejo
Jim Spering County of Solano

MEMBERS

ABSENT: Pete Sanchez, Chair City of Suisun City
Harry Price, Vice Chair City of Fairfield

STAFF

PRESENT: Daryl K. Halls Executive Director
Bernadette Curry Interim Legal Counsel
Johanna Masiclat Clerk of the Board
Robert Macaulay Director of Planning
Elizabeth Richards Director of Transit and Rideshare
Services
Liz Niedziela Transit Manager
Susan Furtado Accountant and Administrative
Services Manager
Judy Leaks Program Manager
Sam Shelton Project Manager
Sara Woo Assistant Planner

ALSO

PRESENT: *In Alphabetical Order by Last Name:*

Kevin Adgate	Resident, City of Rio Vista
Eric Cordoba	Cordoba Consulting, Inc.
Cliff Covey	County of Solano
Dale Dennis	PDM
George Gwynn Jr.	Resident, City of Fairfield
Dan Kasperson	City of Suisun City
Wayne Lewis	City of Fairfield
Alysa Majer	City of Suisun City
Jeanne McCormack	Resident, City of Rio Vista
Kevin Graham	Resident, City of Rio Vista
Gary Leach	City of Vallejo
Brian McLean	City of Vacaville
Wayne Lewis	City of Fairfield
James Lira	Resident, City of Rio Vista
Steve Melinski	AECOM
Rod Moresco	City of Vacaville
Mike Roberts	City of Benicia
Vern Van Buskirk	Resident, City of Fairfield
Paul Wiese	County of Solano
Eddie Woodruff	Resident, City of Rio Vista

II. CONFIRM QUORUM/STATEMENT OF CONFLICT

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

III. APPROVAL OF AGENDA

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

IV. OPPORTUNITY FOR PUBLIC COMMENT

V. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls provided an update on the following topics:

- Release of Draft Rio Vista Bridge Study
- Status of Safe Routes to School Program and Grants
- Initial Senior and Disabled Advisory Committee Holds First Meeting
- Funding Next Wave of Transportation Planning and Land Use Projects
- Status of Next Phase of I-80/I-680/SR 12 Interchange

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

A. MTC Report:

None presented.

B. Caltrans Report:

Nicolas Endrawos, Caltrans District 4 Project Manager, provided a report on the State Highway Operations and Protection Program (SHOPP) Projects in Solano County.

C. STA Reports:

1. Overview of Bike to Work Day on May 13, 2010 presented by Judy Leaks

2. Directors Reports:

a. Planning:

Robert Macaulay provided an update on the SR 12 Corridor Advisory Committee.

b. Transit and Rideshare

Elizabeth Richards provided an update on the Transit Consolidation Study.

VII. CONSENT CALENDAR

On a motion by Board Member Augustine, and a second by Board Member Davis, the STA Board approved Consent Calendar Items A through P.

A. STA Board Meeting Minutes of May 12, 2010

Recommendation:

Approve STA Board Meeting Minutes of May 12, 2010.

B. Review Technical Advisory Committee (TAC) Draft Minutes for the Meeting of May 26, 2010

Recommendation:

Receive and file.

C. Fiscal Year (FY) 2009-10 Third Quarter Budget Report

Recommendation:

Receive and file.

D. Fiscal Year (FY) 2009-10 Final Budget Revision

Recommendation:

Adopt FY 2009-10 Final Budget Revision as shown in Attachment A.

E. Fiscal Year (FY) 2010-11 Transportation Development Act (TDA) Matrix – June 2010

Recommendation:

Approve the FY 2010-11 TDA Matrix – June 2010 as shown in Attachment A for Vacaville City Coach.

F. 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, 2011 for an amount not-to-exceed \$35,000.

- G. 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, 2011 for an amount not-to-exceed \$15,000.
- H. Lifeline Transportation Funding Program**
Recommendation:
 Authorize the programming of \$616,070 in STAF/Lifeline funds in FY 2009-10 and FY 2010-11 to fund the Lifeline Projects as shown in Attachment E.
- I. Resolution for Allocation of FY 2010-11 Transportation Development Act (TDA) Funds**
Recommendation:
 Approve Resolution No. 2010-05 authorizing the filing of a claim with MTC for the allocation of TDA funds for FY 2010-11.
- J. Appointment of Paratransit Coordinating Council (PCC) Members**
Recommendation:
 Appoint Rachel Ford as the Public Agency – Department of Health and Social Services representative and Ted Newton as the Social Service Provider representative to the PCC for a 3-year term.
- K. Transportation Planning and Land Use (T-PLUS) Planning Grants**
Recommendation:
 Approve the following
1. Designate \$150,000 of T-PLUS funds to planning grants for one or more jurisdictions with designated PDAs;
 2. Designate \$35,000 of T-PLUS funds to planning grants to one jurisdiction that does not have a designated PDA; and
 3. Authorize the Executive Director to issue a Call for Projects for planning grants.
- L. Solano Countywide Bicycle Plan Priority Projects – Amendment to Cycle 1 Funding Strategy**
Recommendation:
 Approve the following:
1. Amend the bike funding amount approved for the City of Vacaville’s Ulatis Creek Bicycle Path to be reduced from \$915,000 to \$810,000; and
 2. Reprogram the \$105,000 from Vacaville’s Ulatis Creek Bicycle Path project to Solano County’s Vacaville-Dixon Bicycle Route project as part of Cycle 2 bike funding.
- M. 2011 Transportation Improvement Program (TIP)**
Recommendation:
 Approve the following:
1. The 2011 Transportation Improvement Program (TIP) for Solano County’s projects; and
 2. Authorize STA staff to submit the 2011 Transportation Improvement Program (TIP) for Solano County’s projects to the Metropolitan Transportation Commission (MTC) as shown in Attachments A and B.

N. Project Manager for Jepson Parkway and Redwood Parkway – Fairgrounds Drive Improvements Projects

Recommendation:

Authorize the Executive Director to:

1. Release a Request for Proposals for Project Management Services for the Redwood Parkway – Fairgrounds Drive Improvement Project and the Jepson Parkway Project; and
2. Enter into an agreement with a consultant for Project Management Services for an amount not-to-exceed \$75,000 for a one-year term with provisions to extend yearly.

O. Public Private Partnership Feasibility Study

Recommendation:

Authorize the Executive Director to:

1. Execute a Project Management contract with Nancy Whelan Consulting for an amount-not-to exceed \$20,000;
2. Release a Request for Proposals for the Public Private Partnership (P3) Feasibility Study; and
3. Enter into a contract for Public Private Partnership (P3) Feasibility Study for an amount not-to-exceed \$130,000.

P. MTC High School Summer Internship Program

Recommendation:

Approve STA's participation in MTC's High School Internship Program, and the use of additional Safe Routes to School funds to hire up to 3 interns at 200 hours each for an amount not-to-exceed \$5,200.

VIII. ACTION – FINANCIAL ITEMS

A. Allocation of State Transit Assistance Funds (STAF) for Fiscal Year (FY) 2010-11

Elizabeth Richards reported that legislation (ABX8 6 and ABX8 9) was passed to stop the flow of funds from the Public Transportation Account (PTA) to the STAF. She cited that the legislation was passed and included in the budget package signed by the Governor in March 2010 which provided a one-time allocation of \$400 million in STAF funds.

Public Comments:

None presented.

Board Comments:

None presented.

Recommendation:

Approve STAF allocations for FY 2010-11 as shown in Attachment D.

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

B. Fiscal Year (FY) 2010-11 & FY 2011-12 Safe Routes to School (SR2S) Project Program Grant Funding

Sam Shelton provided an overview of the recommended grant funding for the SR2S Program for the next two fiscal years, FY 2010-11 and FY 2011-12. He cited that the SR2S Program has split funding between the Engineering program and the non-engineering program.

Public Comments:

None presented.

Board Comments:

Board Member Patterson requested clarification of the TAC's discussion regarding MTC's policy of programming federal funding at amounts of no less than \$250,000. Sam Shelton discussed MTC's Cycle 1 project funding policy and MTC's reasons for a \$250,000 minimum project policy. Board Member Patterson noted that this policy does not accommodate smaller safety projects. Mr. Shelton noted that the type of federal air quality funding available from MTC further restricts project types to those that expand or create bicycle and pedestrian capacity, excluding safety projects such as radar speed signs.

Board Member Patterson requested to know if the STA will help agencies secure future Safe Routes to School funding from MTC. Mr. Shelton responded that the STA is committed to helping agencies plan for all manner of grants for their priority SR2S projects.

Recommendation:

Approve the FY 2010-11 & FY 2011-12 Safe Routes to School (SR2S) Project & Program Grant funding as shown in Attachment A.

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

- C.** Prior to the presentation of this item, Board Member Spring recused himself from participation on the next item to avoid a potential conflict of interest and left the meeting.

Award Construction Contract for the Gordon Water Line (Rockville Road Water Main) Relocation Project

Dale Dennis, STA Project Manager, cited that bids were received and opened on June 7, 2010 at the STA offices. He stated that construction bids were received and announced the lowest bidder was North Bay Construction with a bid of \$1,540,067. He cited that the final project budget is \$1,848,080.00 which includes a 20% project contingency of \$308,013.00 for contract change orders.

Public Comments:

None presented.

Board Comments:

None presented.

Recommendation:

Approve Resolution No. 2010-06 for the Gordon Water Line (Rockville Road Water Main) Relocation Project.

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

Supervisor Sperring returned to the meeting.

IX. ACTION NON-FINANCIAL ITEMS

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

Steve Melinski, AECOM, provided a project review and project summary of the SR 12 Realignment/Rio Vista Bridge Preliminary Study.

Board Comment:

Board Member Patterson asked about the assumptions for cost in the appendix.

Public Comments:

Eddie Woodruff addressed the STA Board and raised concerns about the potential impact on Rio Vista businesses.

Jeanne McCormack, Director of Bank of Rio Vista, commented that moving the bridge would cause severe economic damage and the hardship of moving the route would hurt the community from farmers to major trucking construction business. She requested the adoption of the tunnel method and not impose a toll.

James Lira, small business owner, Lira Supermarket, opposed tolling the bridge. He stated moving the road hurt the community.

Ken Adgate, car dealership owner, indicated they are responsible for 40% of the tax revenue in the city. He stated that manufacturers will eliminate the dealership if they relocate.

Kevin Graham, owner Paul Graham Drilling, stated they are the largest employer in town since 1968. He requested STA consider work to keep the route as close as it is and to study in a proper fashion.

Julie McCormack raised concerns on the negative impact on their business.

Board Comments:

Mayor Jan Vick commented that Rio Vista City Council will discuss on July 28 at a city council regular special meeting. Rio Vista will provide STA with comments from the city by the August 10 deadline.

Board Member Sperring shared his own experience on the overpass on Highway 12 when he was Mayor of Suisun City. He encouraged the group to not be discouraged and actively get engaged. He also stated that if we do not find a funding strategy then he doesn't think another dime should be spent on studying the bridge.

Recommendation:

Approve the release of the Draft Rio Vista Bridge Study for a 60-day public comment period.

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

B. 2010 Congestion Management Program (CMP)

At the request of Board Member Patterson, this item was tabled until the next meeting in July to allow more time to review.

By consensus, the STA Board approved to table this item until the next meeting in July.

C. Legislative Update

Robert Macaulay recommended a support position for S. 3412, The Public Transportation Preservation Act of 2010.

Public Comments:

None presented.

Board Comments:

None presented.

Recommendation:

Approve a position of support for S. 3412, The Public Transportation Preservation Act of 2010.

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

X. INFORMATIONAL ITEMS - NO DISCUSSION

A. 2010 State Transportation Improvement Program (STIP) Update

B. Jepson Parkway Update

C. Regional Measure 2 (RM 2) Update

D. Funding Opportunities Summary

E. STA Board Meeting Schedule for 2010

XI. BOARD MEMBER COMMENTS

XII. ADJOURNMENT

The STA Board meeting was adjourned at 7:45 p.m. The next regular meeting of the STA Board is scheduled for **Wednesday, July 14, 2010, 6:00 p.m., Suisun City Hall Council Chambers.**

Attested by:



Johanna Masclat
Clerk of the Board

Date

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TECHNICAL ADVISORY COMMITTEE
DRAFT Minutes for the meeting of
June 30, 2010

I. CALL TO ORDER

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

Present:

TAC Members Present:

Charlie Knox	City of Benicia
Janet Koster	City of Dixon
Gene Cortright	City of Fairfield
Morrie Barr	City of Rio Vista
Dan Kasperson	City of Suisun City
Rod Moresco	City of Vacaville
Gary Leach	City of Vallejo
Matt Tuggle	County of Solano

STA Staff Present:

Daryl Halls	STA
Robert Macaulay	STA
Elizabeth Richards	STA
Jayne Bauer	STA
Robert Guerrero	STA
Sam Shelton	STA
Sara Woo	STA
Johanna Masielat	STA
Bridget Carlson	STA Intern
Aysha Berrios Strader	STA Intern
Marisa Berrios Strader	STA Intern

Others Present:

(In Alphabetical Order by Last Name)

Joe Aguilar	Caltrans District 4
Erik Alm	Caltrans District 4
Jennifer Brown	MV Transportation
Dale Dennis	PDM
Jeff Knowles	City of Vacaville
Alysa Majer	City of Suisun City
Monica Manuel	MV Transportation
Cameron Oakes	Caltrans District 4
David Rosenberg	City of Suisun City Intern

II. APPROVAL OF THE AGENDA

On a motion by Charlie Knox, and a second by Rod Moresco, the STA TAC approved the agenda.

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: Caltrans staff (Joe Aguilar, Erik Alm, and Cameron Oakes) presented the I-80 and SR 12 Corridor System Management Plans (CSMP).

MTC: None presented.

STA: None presented.

V. CONSENT CALENDAR

On a motion by Rod Moresco, and a second by Matt Tuggle, the STA TAC approved Consent Calendar Items A, and I.

A. Minutes of the TAC Meeting of May 26, 2010

Recommendation:

Approve TAC Meeting Minutes of May 26, 2010.

B. Fiscal Year (FY) 2010-11 Transportation Development Act (TDA) Matrix – July 2010

Recommendation:

Forward a recommendation to the STA Board to approve the FY 2010-11 TDA Matrix – July 2010 as shown in Attachment A.

C. Commute Profile 2010 Study – Solano and Napa Counties

Recommendation:

Forward a recommendation to the STA Board to approve the Commute Profile 2010 Study – Solano and Napa Counties.

D. Fiscal Year (FY) 2010-11 Transportation Development Act (TDA) Article 3 Bicycle Projects

Recommendation:

Forward a recommendation to the STA Board to approve the attached FY 2010-11 TDA Article 3 Resolution No. 2010-07.

E. Eastern Congestion Mitigation Air Quality Improvement (CMAQ): SNCI Climate Initiatives Funding

Recommendation:

Forward a recommendation to the STA Board to approve the Solano Napa Commuter Information Program for \$445,000 from MTC's Climate Initiative ECMAQ Program.

F. Fiscal Year (FY) 2010-11 Transportation Fund for Clean Air (TFCA) 40% Program Manager Funds

Recommendation:

Forward a recommendation to the STA Board to adopt a resolution approving the following TFCA funding amounts for FY 2010-11:

1. A reduced amount of \$205,929 for the Solano Napa Commuter Information Program; and
2. \$88,000 for the Solano Bikeway Extension/McGary Road Project jointly sponsored by the City of Vallejo and County of Solano.

G. Solano Bicycle and Pedestrian Project Funding Amendment

Recommendation:

Forward a recommendation to the STA Board to amend the City of Fairfield's Linear park Alternate Route Nightingale Drive project by reprogramming \$29,000 of TDA Article 3 funds from preliminary engineering (PE) to the construction phase.

H. Countywide Bicycle Plan Project List Amendment: West B Street Undercrossing

Recommendation:

Forward a recommendation to the STA Board to amend the Solano Bicycle Plan Project List to include the Dixon West B Street Undercrossing as shown in Attachment A.

I. Bicycle Advisory Committee (BAC) Member Appointment Representing the City of Fairfield

Recommendation:

Forward a recommendation to the STA Board to appoint David Pyle as City of Fairfield's representative to the STA Bicycle Advisory Committee for a three-year term.

VI. ACTION FINANCIAL ITEMS

A. Fiscal Year (FY) 2010-11 & FY 2011-12 Safe Routes to School (SR2S) Programming Specifics

Sam Shelton reviewed the submittal process of a final workscope to MTC. He indicated that final submittal date of the workscope from each CMA is due to MTC by July 30, 2010.

Recommendation:

Forward a recommendation to the STA Board to modify the STA's SR2S Program's FY 2010-11 and FY 2011-12 Final Workslope as specified.

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

VII. ACTION NON-FINANCIAL ITEMS

A. Discussion of Vehicle Registration Fee (VRF) Expenditure Plan Categories

Daryl Halls provided an overview on the development of the three expenditure plan priorities. They are 1) Maintenance of Local Streets and Roads, 2) Safe Routes to School, and 3) Senior and Disabled Transportation Mobility. He noted that the TAC is being requested to review and provide input regarding the eligible categories for VRF expenditures and the options for allocation VRF funds for each category. He added that this information will be provided to the STA Board at their meeting of July 14, 2010.

Recommendation:

Review and provide input regarding the eligible categories for VRF expenditures and options for allocation of VRF funds for each category.

A.1 Vehicle Registration Fee (VRF) Expenditure Plan - Maintenance of Local Streets and Roads Expenditure Plan Options

Recommendation:

Review and provide input regarding the “Maintenance for Local Streets and Roads” category for VRF expenditures and allocation options.

Sam Shelton reviewed the two options to distribute Agency Shares of an estimated funding of \$1.6 million per year (\$1.6 million) for the SB 83 50% for Local Streets and Roads.

After discussion, the STA TAC recommended including the elements listed below with minor changes, and Option 2 for funding distribution with a minimum per agency of \$75K/year.

- Repair and maintain local streets and roads
- Traffic signal maintenance and upgrades
- Signing, striping and lighting on roadways
- Fixing potholes

The TAC also requested to STA staff provide the actual DMV registrations by city to determine any impact on the proposed distribution formula.

A.2 Vehicle Registration Fee (VRF) Expenditure Plan - Safe Routes to Schools Expenditure Plan Options

Recommendation:

Review and provide input regarding the “Safe Routes to School” category for VRF expenditures and allocation options.

Sam Shelton reviewed the two proposed options to allocate using an estimated funding of \$800,000 per year compared to K-12 School District Student Enrollment for each school district. It was proposed to use 25% for Safe Routes to School/Education and Encouragement Programs..

After discussion, the STA TAC recommended including the elements listed below with minor change and Option 2 for funding distribution with a minimum per agency of \$40K/year and a minimum for Rio Vista of \$20K.

- Crossing guards
- Radar speed detection signs
- Improved bike and pedestrian paths near schools
- Improved rail, highway, and road crossings near schools
- Increased traffic enforcement near schools
- Bicycle & pedestrian safety programs
- Education and encouragement programs

A.3 Discussion of Vehicle Registration Fee (VRF) Expenditure Plan – Senior and Disabled Mobility

Recommendation:

Review and provide input regarding the “Senior and Disabled Mobility” category for VRF expenditures and allocation options.

Liz Niedziela reviewed the four proposed options to distribute an estimated funding of \$640,000 per year for Senior and Disabled Mobility. She added that at an earlier meeting, the Consortium supported Option 3, with an amendment to expand the eligible categories as noted below and allocate funding on a countywide basis:

- Intercity and/or local subsidized taxi services for ambulatory and/or non-ambulatory passenger
- Reduced price senior and disabled fares
- Purchase of paratransit vehicles
- Senior Shuttles
- Mobility programs (public and non-profit) to assist the disabled and seniors

After further discussion, the STA TAC concurred with the Consortium’s recommendation.

B. Locally Preferred Alternative for the I-80/I-680/State Route (SR) 12 Interchange Project

Dale Dennis, Project Consultant, provided an overview of the locally preferred alternative for the I-80/I-680/State Route (SR) 12 Interchange Project. He noted that under the National Environmental Protection Act (NEPA), a locally preferred alternative can be identified in the draft environmental document if one is known at the time of publication. He stated that staff believes that Alternative C (and Alternative C-1) should be identified in the Draft EIR/EIS as the locally preferred alternative for the reasons identified above. He indicated that staff further believes it is important the Draft EIR/EIS include this determination in the Draft EIS/EIR for public review and comment.

Recommendation:

Forward a recommendation to the STA Board to inform Caltrans that STA has identified Alternative C (and Alternative C-1) as the locally preferred alternative and to include this information in the Draft EIS/EIR for public review and comment.

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

C. State Route (SR) 12 Jameson Canyon Corridor Bicycle and Pedestrian Connections Plan

Sara Woo provided a brief update on the status of the SR 12 Jameson Canyon Road Bicycle and Pedestrian Connections Plan. Gene Cortright requested to modify the section regarding the status of McGary Road to be updated to reflect that the road is currently closed, both to vehicular and bicycle/pedestrian traffic.

Recommendation:

Forward a recommendation to the STA Board to approve the release of the draft sections of the SR 12 Jameson Canyon Road Bicycle and Pedestrian Connections Plan for a 30-day public comment period.

On a motion by Gene Cortright, and a second by Matt Tuggle, the STA TAC unanimously approved the recommendation *as amended*.

D. STA Grant Proposals: MTC Climate Initiatives Grant Program

Robert Guerrero reviewed the process to submit grant applications for MTC's Innovative Grant Program. He described in detail STA's proposal for two project applications submitted to MTC. The two projects are the Clean Air Innovative Transit Implementation and Transportation Demand Management for the SR 12/Jameson Canyon Corridor and the STA Safe Routes to School (SR2S) Education and Encouragement School Route Maps, Marketing and Education Resources, and Student Engagement Incentives.

Recommendation:

Forward a recommendation to the STA Board to approve the following two project applications for MTC's Innovative Grant Program:

1. Clean Air Innovative Transit Implementation and Transportation Demand Management for the SR 12/Jameson Canyon Corridor; and
2. STA Safe Routes to School (SR2S) Education and Encouragement School Route Maps, Marketing and Education Resources, and Student Engagement Incentives.

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

VIII. INFORMATIONAL – NO DISCUSSION

- A. Regional Transportation Improvement Fee (RTIF) Update**
- B. PM 2.5 Hotspot Analysis Follow-up**
- C. MTC CMA Block Grant Project List**
- D. Solano Rail Accident Inventory**
- E. Regional Measure 2 (RM 2) Update**
- F. Legislative Update**
- G. Funding Opportunities Summary**
- H. STA Board Meeting Highlights of June 9, 2010**
- I. STA Board and Advisory Committee Meeting Schedule for 2010**

IX. ADJOURNMENT

The meeting was adjourned at 3:30 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, August 25, 2010.**

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DATE: July 8, 2010
TO: STA Board
FROM: Robert Guerrero, Senior Planner
RE: Eastern Congestion Mitigation Air Quality Improvement (CMAQ):
SNCI Climate Initiatives Funding

Background:

The Metropolitan Transportation Commission (MTC) created a program called Climate Initiatives as part of their overall Cycle 1 Congestion Mitigation Air Quality Improvement (CMAQ) Program. This included an allocation of \$3 million of CMAQ funds for eastern Solano County (i.e. ECMAQ). MTC's Climate Initiatives Program is a separate, but related program to the STA's Block Grants. The Block Grants are discussed in more detail in a separate staff report. In summary, the STA was required to submit a Block Grant Strategy for Cycle 1 CMAQ/Surface Transportation Program (STP) funding; this included the Solano Napa Commuter Information (SNCI) Program as part of the Climate Initiatives.

Discussion:

The Cycle 1 CMAQ funding involved several separate steps to approve the allocation of local streets and roads, as well as bicycle and pedestrian projects. The remaining formal allocation action needed is the ECMAQ approval of SNCI's Rideshare Program.

SNCI's Rideshare Incentives Program continues to be a cost effective and successful program in terms of clean air emission and climate action initiatives. Benefits of the program include marketing and promotion of commute alternatives through transit brochure distribution, vanpool formations, bicycle and pedestrian education, employer presentations, marketing events, and incentives campaigns (e.g. Bike to Work Day and Commute Challenge). SNCI continues to be successful in recruiting more participants in the Bike to Work campaign, as well as recruiting large employers and their employees to participate in the Solano Commute Challenge. SNCI also took the lead in being the primary support for vanpools in Solano County and Napa County with more than 230 vanpools currently travelling to or from both counties.

The SNCI program traditionally receives the majority of its program funding through a combination of Transportation Fund for Clean Air Funds (TFCA), Clean Air Program funds and ECMAQ funds. The TFCA and Clean Air grants are not as reliable as ECMAQ; for example, Clean Air Funds provided by the Yolo Solano Air Quality Management District are expected to be reduced in future years. In addition, as indicated in a separate staff report for the Fiscal Year (FY) 2010-11 TFCA Program, a deficit of \$54,071 currently exists from a reduced TFCA estimate.

In order to maintain STA's SNCI program at its current level of service, STA staff is recommending an approval of \$445,000 from ECMAQ funds. The SNCI Program relies on an ECMAQ allocation each cycle to augment grants from TFCA and Clean Air funds, typically \$150,000-200,000 and \$50-\$100,000 respectively.

The STA TAC reviewed and unanimously recommended this item for STA Board approval at their June 30, 2010 meeting.

Fiscal Impact:

A total of \$445,000 is recommended from Cycle 1 ECMAQ for SNCI's Program. The ECMAQ funds will augment TFCA and Clean Air Funds. A shortfall of \$54,071 still exists for the program. STA staff is reviewing funding options to fully fund the SNCI the program. Options include State Transportation Assistance Funds and/or future commitments from the TFCA and Clean Air Program.

Recommendation:

Approve the Solano Napa Commuter Information Program for \$445,000 from MTC's Climate Initiative ECMAQ Program.



DATE: July 2, 2010
TO: STA Board
FROM: Robert Guerrero, Senior Planner
RE: Fiscal Year (FY) 2010-11 Transportation Fund for Clean Air (TFCA) 40%
Program Manager Funds

Background:

The Bay Area Air Quality Management District (BAAQMD) Transportation Fund for Clean Air (TFCA) 40% Program Manager Funds are administered by each Bay Area congestion management agency (CMA). The Solano Transportation Authority is the CMA for Solano County. Eligible TFCA projects are those that reduce air pollution from motor vehicles. Examples include clean air vehicle infrastructure, clean air vehicles, shuttle bus services, bicycle projects, and alternative modes promotional/educational projects.

Funding for the TFCA program is provided by a \$4 vehicle registration fee, with 60% of the funds generated applied toward the TFCA Regional Program and the remainder toward the county 40% Program Manager Program. The BAAQMD, in coordination with the CMA's, establishes TFCA policies for both programs annually.

The cities of Benicia, Fairfield, Suisun City, Vallejo, and southwestern portions of Solano County located in the Bay Area Air Basin are eligible to apply for these funds. The Yolo Solano Air Quality Management District provides similar funding (i.e. Clean Air Program Funds) for the remaining cities and the County unincorporated area within the Yolo-Solano Air Basin.

Discussion:

The TFCA funds were originally estimated at \$348,000 for FY 2010-11. On March 10, 2010, the STA Board approved the Solano Napa Commuter Information's (SNCI) Incentives Program as a priority for TFCA Program Manager Funds FY 2010-11 Program and approved up to \$260,000. The estimated remaining balance of funding was \$88,000. Two related events occurred since the STA Board action in March: 1) Solano Bikeway Extension/McGary Road Gap Closure Opportunity and 2) a reduction in this year's TFCA estimate.

McGary Road Gap Closure Opportunity

STA staff worked to find eligible TFCA projects for the remaining \$88,000 since the March 10th Board Action. After considering options, STA staff recommends funding the final segment of the McGary Road Class II Gap Closure Opportunity. McGary Road is a frontage road paralleling I-80 from Hiddenbrooke Parkway in the City of Vallejo to Red Top Road in the City of Fairfield. The majority of McGary Road is within the City of Fairfield; however, the County of Solano and the City of Vallejo also have small

segments of McGary Road within their jurisdiction. The City of Fairfield has closed McGary road to motorists and bicycle travelers for approximately 10 years due to safety issues. This created a significant barrier to the countywide bicycle network, and fixing and re-opening McGary Road became a priority project for the STA at the recommendation of the STA's Bicycle Advisory Committee.

In coordination with the City of Fairfield and the County of Solano over the last 18 months, STA staff worked to find options to fully fund the City of Fairfield's segment of McGary Road. As a result of all three agencies effort, the STA was able to help the City of Fairfield to obtain several fund sources to fully fund the reconstruction of the McGary Road, including paving of Class II bike lanes. Completion of the project is anticipated by the September 2010.

In anticipation of Fairfield's segment being completed, the County of Solano and the City of Vallejo plan to rehabilitate each of their segments of McGary Road, including paving a Class II bicycle lane. There is an opportunity for cost savings if the two segments are completed together. The total project cost to complete both segments together is \$686,467. Rehabilitation of both segments separately could amount to slightly less than \$1 million.

The County of Solano and the City of Vallejo staff requested TFCA funding to take advantage of this cost savings opportunity. The City of Vallejo and the County of Solano indicated that they can complete the project with a minimum contribution of \$88,000 from TFCA funding if available. The project could be delivered by the end of summer if it is approved for funding. It will complete the final gap of McGary Road and provide a seamless transition between each jurisdiction from a user perspective. The BAAQMD indicated that this project was eligible and cost-effective.

TFCA Estimate Reduction

The original estimate of TFCA funds was reduced to \$293,929, a difference of \$54,071. STA staff is recommending a reduction to SNCI's allocation from \$260,000 to \$205,929 to absorb the difference. This is necessary to accommodate the \$88,000 recommended for the McGary Road project described above. Staff believes that there are other opportunities for the SNCI Program to make up the loss of the \$54,071. These opportunities potentially include STAF funding and/or future commitments of TFCA and Congestion Mitigation Air Quality Program funds. STA staff will provide a recommendation on these options at the September Board meeting.

STA staff is recommending that the STA Board adopt a resolution approving the recommended reduction in funding for the SNCI Program and the approval of funding for the Solano Bikeway Extension/McGary Road Gap Closure Project. The resolution is necessary for completing a fund package submittal to the BAAQMD. The resolution is included as Attachment A.

The STA Technical Advisory Committee reviewed and unanimously recommended the STA Board approve this item at their June 30, 2010 meeting.

Fiscal Impact:

1. Solano County and the City of Vallejo will receive \$88,000 in TFCA funding to match \$598,467 to rehabilitate their segments of McGary Road. This is the minimal amount that the project needs, anything less will jeopardize the project.
2. The original FY 2010-11 TFCA fund allocation for the SNCI program will be reduced by \$54,071 as a result of a lower estimate of TFCA funding.

Recommendation:

Adopt Resolution No. 2010-08 approving the following projects and TFCA funding amounts for FY 2010-11:

1. A reduced amount of \$205,929 for the Solano Napa Commuter Information Program; and
2. \$88,000 for the Solano Bikeway Extension/McGary Road Project jointly sponsored by the City of Vallejo and County of Solano.

Attachment:

- A. Resolution No. 2010-08

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**SOLANO TRANSPORTATION AUTHORITY
RESOLUTION # 2010-08**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
APPROVAL OF TRANSPORTATION FUND FOR CLEAN AIR (TFCA) FY 2010-11
40% PROGRAM MANAGER FUNDS**

WHEREAS, the Solano Transportation Authority (STA) is the Congestion Management Agency for Solano County and is the BAAQMD designated administrator for the TFCA 40% Program Manager funds; and

WHEREAS, the estimated TFCA 40% Program Manager Funds allocation balance for FY 2010-11 is \$293,929; and

WHEREAS, the STA prioritized and approved the SNCI Program for TFCA 40% Program Manager funds for FY 2010-11 at their March 10, 2010 meeting; and

WHEREAS, the City of Vallejo and the County of Solano, through a joint partnership, have requested TFCA funding to complete the Solano Bikeway Extension/McGary Road Gap Closure Project; and

WHEREAS, the City of Vallejo will be the lead coordinator for the TFCA funding; and

WHEREAS, the Solano Bikeway Extension/McGary Road Gap Closure Project is an eligible cost-effective clean air project; and

WHEREAS, all TFCA funding is required to reduce air pollution from motor vehicles and the STA Board has determined that all the proposed projects support the BAAQMD's Clean Air Program objectives and policies, and will reduce air emissions.

NOW, THEREFORE, BE IT RESOLVED, the Solano Transportation Authority Board of Directors approve the following projects for the Fiscal Year 2010-11 Solano TFCA 40% Program Manager funds: Solano Napa Commuter Incentives Program for \$205,929 and the City of Vallejo's Solano Bikeway Extension/McGary Road Gap Closure Project for \$88,000.

Pete Sanchez, Chair
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this 14th day of July, 2010.

Daryl K. Halls, Executive Director
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 14th day of July, 2010 by the following vote:

Ayes: _____

Nos: _____

Absent: _____

Abstain: _____

Attest: _____

Johanna Masiplat
Clerk of the Board



DATE: July 1, 2010
TO: STA Board
FROM: Robert Guerrero, Senior Planner
RE: STA Grant Proposals: MTC Climate Initiatives Grant Program

Background:

On March 31, 2010, STA staff reported on the Metropolitan Transportation Commission (MTC) Climate Initiatives Program to the TAC and Consortium. MTC created the Climate Initiatives Program as part of the 2009 New Surface Transportation Act Cycle 1 Project Selection Criteria and Programming Policy adopted in December 2009. The Climate Initiatives Program focuses on four primary elements: (1) public education campaign, (2) Safe Routes to Schools, (3) Innovative Grants, and (4) evaluation of the Climate Initiatives Program. MTC's process was designed to simplify the application submittals by first issuing a call for letters of interest and then notifying interested agencies with the most promising projects to submit a formal application.

Discussion:

MTC issued a call for letters of interest on April 30th and hosted workshops in May. As reported to the STA Board in April, STA staff submitted letters of interest for the following two projects:

- 1) Clean Air Innovative Transit Implementation and Transportation Demand Management for the SR 12/Jameson Canyon Corridor
- 2) STA Safe Routes to School (SR2S) Education and Encouragement School Route Maps, Marketing and Education Resources, and Student Engagement Incentives

MTC recently announced which projects were invited to submit an application. The STA's SR2S Program was among the selected projects; unfortunately, the Clean Air Innovative Transit proposal for SR 12 Jameson Canyon was not selected.

The SR2S proposal focuses on working with new and existing partnerships to: 1) participate in education and marketing events, 2) create and distribute SR2S maps and other education materials, and 3) focus on solutions in locations where school closures and school bus program cuts have increased travel distances to schools. The grant request is for \$500,000.

With MTC's invitation, STA staff requests authorization from the STA Board to submit a grant application for the SR2S proposal at this time. The STA Technical Advisory Committee reviewed and unanimously recommended the STA Board approve this item at their June 30, 2010 meeting.

Fiscal Impact:

STA is requesting \$500,000 for the Safe Routes to School Program. MTC's Innovative Grants are federal funds and require a local match of 11.5 %. The TDA Article 3 and TFCA funds are already secured for the Safe Routes to School Program. A total of \$65,000 will count towards a local match for the \$500,000 request.

Recommendation:

Authorize the Executive Director to submit a grant application to MTC for a total request of \$500,000 to implement the STA Safe Routes to School Program as specified in Attachment A.

Attachment:

- A. STA Safe Routes to School (SR2S) Proposal Summary



Solano Transportation Authority

SOLANO TRANSPORTATION AUTHORITY

Member Agencies:
Benicia • Dixon • Fairfield • Rio Vista • Suisun City • Vacaville • Vallejo • Solano County

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One Harbor Center, Suite 130, Suisun City, CA 94585-2473 • Telephone (707) 424-6075 / Facsimile (707) 424-6074
Email: staplan@sta-snci.com • Website: solanolinks.com

June 1, 2010

Ashley Nguyen, Project Manager
Metropolitan Transportation Commission
101 Eight Street, Oakland, CA 94607

RE: Application for “Solano Transportation Authority’s (STA) Safe Routes to School (SR2S) Education and Encouragement School Route Maps, Marketing & Education Resources, and Student Engagement Incentives”

Dear Ms. Nguyen:

The Solano Transportation Authority (STA) is pleased to submit this letter of interest for the Metropolitan Transportation Commission’s (MTC) Safe Routes to School Creative Grant for the STA’s “Safe Routes to School (SR2S) Education and Encouragement School Route Maps, Marketing Materials, and Student Engagement Incentives” project. The STA is requesting \$500,000 to:

- Develop GIS-based suggested route to school maps by coding all streets for bicycle and pedestrian safety (\$200,000); and
- Publish and circulate these suggested route to school maps as part of the STA SR2S Program’s marketing and safety education campaign to register students for walking school bus and bicycle train contests (\$100,000); and
- Partner with Breathe California, the Lawrence Hall of Science, and the Solano Asthma Coalition to educate grades 3-12 students in SR2S environmental science & health issues and engage high school and middle school students to volunteer at SR2S events at their former elementary schools (\$200,000); and
- Target communities where school closures and school bus program cuts have increased travel distances to schools to achieve the maximum program and emission benefits.

STA SR2S Program Background

The STA has been a leader in SR2S Programs in the Bay Area by building a countywide program in partnership with every school district and city in Solano County. In 2008, the STA’s SR2S Plan received a Northern California American Planning Association (NCAPA) Grassroots Initiative Award for our efforts to involve people from all levels of SR2S issues, including City Engineers, STA Bicycle & Pedestrian Advisory Committee members, City Council appointees, School Board appointees, and police department representatives. Walking audits and public planning meetings helped define 29 school specific plans and countywide problems and solutions. Since the plan’s adoption in February 2008, the STA has helped leverage local funding to obtain a total of \$2.28 M in air district and federal funding grants for a variety of education, encouragement, enforcement, and engineering projects and activities.

How is this project innovative and addresses one of more E’s of SR2S?

Sustainable behavior change is the overarching goal of this mostly grant-funded SR2S Program. After fiscal year 2011-12, the STA has not identified additional sources of funding other than continuing to apply for additional state and federal grants. To make sure that our current efforts and benefits do not disappear with our grant funding, the STA is dedicated to giving schools, local agencies, and volunteers the tools to continue providing SR2S Program resources after FY 2011-12.

This project focuses on the Education and Encouragement E’s of the SR2S framework. Using *cutting-edge GIS modeling*, streets coded for student walking and bicycle safety will help create the basis of Suggested Route to School Maps for each school. In FY 2009-10, the STA has created 10 pilot maps using this technique and has commissioned an additional 5 to be completed by July 2010. These maps elegantly display suggested routes to school, accurate to the side of the sidewalk and along specific crosswalks, noting specific hazards, locations of crossing guards & traffic signals, and the walking time from potential walking school bus meeting points. The back of the maps will be a sign-up sheet for walking school buses and

bicycle trains. Student groups forming busses will sign the sheet and get their parents to sign the sheet, providing contact information and if the parent plans to join the bus. These maps will record the bus's route and be on file at the school in case of emergencies. Registered walking school buses will be able to compete for larger prizes, should the bus be seen walking to school on contest event days, which will be randomly organized throughout the school year. This makes everyday a potential walk and bike to school prize day.

Benefitting from MTC's High School Internship Program over the summer of 2010, all of the remaining streets in Solano County will have been coded for student walking and bicycling safety. Of the \$200,000 requested, about \$100,000 is estimated to be needed to design final maps for all of the remaining schools in Solano County by the end of Spring 2011 (should this funding be available by February 2011).

How does this project remove substantial barriers to implementation?

Since "project concept planning" is not eligible for Congestion Mitigation and Air Quality (CMAQ) program funding, walking audits and planning events are not part of this application. However, the data collected as part of the mapping project can help *build a countywide baseline of safety information* to assist local agencies and schools with future project concept planning and holding future walking audits that can target safety issues revealed during the mapping process. This will help *remove a substantial barrier to identifying future student travel safety issues* and assist future SR2S audits.

The STA plans to partner with Breathe California of Sacramento and the Lawrence Hall of Sciences to educate students grades 3-12 about the environmental science and issues related to SR2S. To take this partnership and outreach concept further, the STA will integrate these educational activities with *outreach and volunteer opportunities for high school and middle school students* who want to make a change in their community. All SR2S events at schools require a number of volunteers (e.g., Bicycle Rodeos, Walk and Roll Contest events, Safety Assemblies). School staff and Parent/Teacher Associations (PTAs) have often been unable to provide the needed number of volunteers to more successful events. By recruiting middle school and high school students to volunteer at events at their former elementary schools, their numbers will help *remove a substantial barrier to implementing more successful SR2S events*.

How will this project measurably reduce greenhouse gas emissions as well as yield co-benefits in reducing criteria pollutant emissions?

In 2007 and 2009, the STA collected "National Safe Routes to School Student Arrival and Departure Tally Sheets" for schools participating in the STA's SR2S planning process and subsequent programs. Currently, about 53% of students are driven to school, 22% walk, 11% carpool, 10% bus, and 2% bike. Not only has the STA established a baseline for comparison of our future SR2S program work, but there is also much more room for improvement through the combination of all four SR2S E's and room for reducing GHG and criteria pollutant emissions. The STA is currently in the process of collecting surveys conducting on May 25, 26, and 27 and plans to survey students in September 2010 near the beginning of the next school year.

Prior to receiving Bay Area Air Quality Management District (BAAQMD) Transportation for Clean Air (TFCA) grant funding, the STA performed an analysis of the number of students within a 1-mile radius of their schools. Using FY 2008-09 student enrollment addresses from the Solano County Office of Education, the STA was able to show that almost all elementary students in Solano County lived within one mile of their schools, making even the longest walking distance about 20 minutes.

However, since that analysis, several school districts in Solano County have closed schools and eliminated school bus programs, in some instances, tripling the distance to walk or bicycle to school. For example, the Vallejo City Unified School District has closed and consolidated multiple elementary schools, middle schools, and high schools, effectively creating a situation where areas east of I-80 are now served by one middle school and one high school. Dixon and Vacaville's school districts have eliminated school bus programs while Fairfield and Vallejo districts are considering additional cuts. The STA's SR2S Program will *target these expanded school boundary areas and areas without school bus programs to achieve the maximum amount of emission reductions*.

How will this project further best practices in the SR2S field, significantly adding to the knowledge base?

Safe Routes to School maps have never been produced in such a rigorous manner. Common suggested route to school maps created by public works engineers show all streets as being safe with multiple arrows pointing in all potentially safe walking directions. This element of the project will *further safe routes to school mapping practices*.

Partnerships are a typical element of successful SR2S programs. Marin and Alameda Counties began their SR2S Programs by partnering with non-profits like TransForm and the Marin County Bicycle Coalition. The STA's partnerships with Breathe California, the Lawrence Hall of Science, and the Solano Asthma Coalition will reflect the current best practices in SR2S and build on those practices by expanding their work to recruit high school and middle school volunteers. The Solano Asthma Coalition's existing connections to school nurses, school district wellness coordinators, and area hospitals (e.g., Kaiser Permanente, Sutter Health) will extend the reach of the STA's SR2S program's message. This element of the project will *further the safe routes to school practices by not only partnering with public health advocates but also partnering with the students themselves.*

Air Districts typically prioritize projects that address areas of high particulate matter (PM) emissions. Typical SR2S programs wait for schools to volunteer for the program, which is usually dependent on school principals who have the time to coordinate activities, or are fed up with the amount of congestion in front of their schools, or have experienced a recent student accident or fatality. The STA's SR2S Program has been and will continue to be proactive in our approach towards incorporating additional schools into the SR2S Program. The STA's SR2S Program will *further SR2S best practices by reaching out to schools negatively affected by expanded school boundary areas and areas without school bus programs* to achieve the maximum amount of emission reductions.

How can this project be replicated at a larger scale?

To replicate the STA's efforts on a larger scale, the STA will provide GIS map training manuals, GIS mapping templates, sample RFPs and funding agreements to help other agencies extend their current grant funding by leveraging existing public agency GIS technology and partner agencies with similar missions.

The STA has been a leader in the SR2S field with regards to replication. In 2007, the STA was a presenter at the 1st National SRTS Conference at Dearborn, Michigan, sharing how the STA began and will sustain a countywide SR2S program with multiple partner agencies and stakeholders. Recently, Sonoma County Transportation Authority contacted the STA requesting the RFP used to solicit consultants for the 2008 STA SR2S Plan.

The STA has produced a SR2S GIS Mapping & Analysis Training Manual to help other agencies reproduce our street safety coding and mapping process. With MTC's SR2S Creative Grant funding, this manual will be extended to contain sample map templates and outreach materials for use by local agencies. Copies of Requests for Proposals and Funding agreements between partner agencies and non-profits will also be made available as resources for other agencies. For example, the STA partners with the Solano County Department of Public Health for Program Coordination of SR2S Education and Encouragement events, such as safety assemblies, bicycle rodeos, and walk n' roll contests.

How much grant funding is requested and how much local match funding is available?

\$281,000 in remaining air district and other grant funding is available for the STA's SR2S program for FY 2010-11. Specifically, the STA will match this \$500,000 with at least \$65,000 in air district grants and TDA Article-3 funding, as this funding source is eligible for bicycle safety education. These funds do not include the \$942,000 in MTC SR2S Solano County funding for Cycle 1 SR2S projects and programs.

Questions

If you have any questions regarding this proposal, please contact myself at (707) 399-3211 or at sshelton@sta-snci.com. Example maps and other materials can be provided upon request.

Sincerely,

Sam Shelton
Project Manager
Solano Transportation Authority

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DATE: July 1, 2010
 TO: STA Board
 FROM: Sara Woo, Associate Planner
 RE: Fiscal Year (FY) 2010-11 Transportation Development Act (TDA)
 Article 3 Bicycle Projects

Background:

TDA funding is generated by a 1/4 cent tax on retail sales collected in California's 58 counties. Two percent of the TDA funding generated, called TDA Article 3, is returned to each county from which it was generated for bicycle and pedestrian projects. The Metropolitan Transportation Commission (MTC) administers this funding for each of the nine Bay Area counties with assistance from each of the county congestion management agencies (e.g., Solano Transportation Authority for Solano County). As part of the final approval of funds, the STA submits a Countywide Coordinated TDA Article 3 application that includes TDA Article 3 applications for each of the projects.

The TDA Article 3 funding is one of three primary bicycle and pedestrian fund sources for Solano County. The STA Board approved the following projects for TDA Article 3 funding on May 12, 2010 which included \$266,000 in TDA Article 3 funds for five priority projects:

FY 2008-09 TDA Article 3 Approved Projects			
Mode	Agency	Project	Approved Funding
Bike	City of Dixon	Vacaville-Dixon Bike Route (Phase 1): Adams Street	\$52,000
Bike	City of Dixon	Bicycle Racks at City Facilities	\$2,000
Bike	City of Fairfield	Linear Park Alternate Route: Nightingale Drive	\$29,000
Bike	Solano County	Vacaville-Dixon Bike Route (Phase 5): Hawkins Road	\$112,000
Bike/ Ped	Solano Transportation Authority (STA)	Safe Routes to School (SR2S) Program	\$71,000

Total Approved: \$266,000

Discussion:

MTC requires a resolution for projects that are approved for TDA Article 3 funds. Attachment A is a resolution that will satisfy this requirement by reiterating the STA Board's May 12th approval. Upon approval by MTC, project sponsors will be eligible to claim a reimbursement in the amount specified for each project. The STA TAC approved the recommendation at their June 30, 2010 meeting.

Recommendation:

Approve FY 2010-11 TDA Article 3 Resolution No. 2010-07.

Attachments:

- A. Resolution No. 2010-07
- B. TDA Article 3 Applications/Resolutions of Local Support from Project Sponsors

RESOLUTION 2010-07

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
APPROVING THE SUBMITTAL OF THE COUNTYWIDE COORDINATED CLAIM
TO THE METROPOLITAN TRANSPORTATION COMMISSION FOR THE
ALLOCATION OF FISCAL YEAR 2010-11 TDA ARTICLE 3 PEDESTRIAN/BICYCLE
PROJECT FUNDS TO CLAIMANTS IN SOLANO COUNTY**

WHEREAS, Article 3 of the Transportation Development Act (TDA), Public Utilities Code (PUC) Section 99200 *et seq.*, authorizes the submission of claims to a regional transportation planning agency for the funding of projects exclusively for the benefit and/or use of pedestrians and bicyclists; and

WHEREAS, the Metropolitan Transportation Commission (MTC), as the regional transportation planning agency for the San Francisco Bay region, has adopted MTC Resolution No. 875, Revised, which delineates procedures and criteria for submission of requests for the allocation of TDA Article 3 funds; and

WHEREAS, MTC Resolution No. 875, Revised requires that requests from eligible claimants for the allocation of TDA Article 3 funds be submitted as part of a single, countywide coordinated claim, composed of certain required documents; and

WHEREAS, the Solano Transportation Authority has undertaken a process in compliance with MTC Resolution No. 875, Revised for consideration of project proposals submitted by eligible claimants of TDA Article 3 funds in the County of Solano, and a prioritized list of TDA Article 3 projects, included as Attachment A of this resolution, was developed as a result of this process; now, therefore, be it

RESOLVED, that the Solano Transportation Authority approves the prioritized list of TDA Article 3 projects included as Attachment A to this resolution; and furthermore, be it

RESOLVED, that the Solano Transportation Authority approves the submittal to MTC, of the County of Solano fiscal year 2010-11 TDA Article 3 countywide, coordinated claim, composed of the following required documents:

- A. Transmittal letter
- B. A certified copy of this resolution, including Attachment A;
- C. One copy of the governing body resolution, and required attachments, for each claimant whose project or projects are the subject of the coordinated claim;
- D. A description of the process for public and staff review of all proposed projects submitted by eligible claimants for prioritization and inclusion in the countywide, coordinated claim.

Pete Sanchez, Chair
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this the day of July 14, 2010.

Daryl K. Halls, Executive Director
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 14th day of July, 2010 by the following vote:

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

Attest: _____
Johanna Masiclat
Clerk of the Board

Attachment A

	Short Title Description of Project	TDA Article 3 Amount
1.	City of Dixon Vacaville-Dixon Bicycle Route (Phase 1): Adams Street	\$52,000
2.	City of Dixon Bicycle Racks at City Facilities	\$2,000
3.	City of Fairfield Linear Park Alternate Route: Nightingale Drive*	\$29,000
4.	Solano County Vacaville-Dixon Bicycle Route (Phase 5): Hawkins Road	\$112,000
5.	STA Safe Routes to School (SR2S)	\$71,000
6.		
7.		
8.		
9.		
10.		
11.		
12.		
	Totals	\$266,000

Resolution No. 10-095

RE: REQUEST TO THE METROPOLITAN TRANSPORTATION COMMISSION FOR THE ALLOCATION OF FISCAL YEAR 2010-11 TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 PEDESTRIAN/BICYCLE PROJECT FUNDING FOR THE NORTH ADAMS STREET BIKE LANE (PHASE 1 VACAVILLE-DIXON BIKE LANE) AND BIKE RACKS AT CITY FACILITIES

WHEREAS, Article 3 of the Transportation Development Act (TDA), Public Utilities Code (PUC) Section 99200 et seq., authorizes the submission of claims to a regional transportation planning agency for the funding of projects exclusively for the benefit and/or use of pedestrians and bicyclists; and

WHEREAS, the Metropolitan Transportation Commission (MTC), as the regional transportation planning agency for the San Francisco Bay region, has adopted MTC Resolution No. 875, Revised, entitled "Transportation Development Act, Article 3, Pedestrian/Bicycle Projects," which delineates procedures and criteria for submission of requests for the allocation of "TDA Article 3" funding; and

WHEREAS, MTC Resolution No. 875, Revised requires that requests for the allocation of TDA Article 3 funding be submitted as part of a single, countywide coordinated claim from each county in the San Francisco Bay region; and

WHEREAS, the City of Dixon desires to submit a request to MTC for the allocation of TDA Article 3 funds to support the projects described in Attachment B to this resolution, which are for the exclusive benefit and/or use of pedestrians and/or bicyclists; now, therefore, be it

RESOLVED, that the City of Dixon declares it is eligible to request an allocation of TDA Article 3 funds pursuant to Section 99234 of the Public Utilities Code, and furthermore, be it

RESOLVED, that there is no pending or threatened litigation that might adversely affect the project or projects described in Attachment B to this resolution, or that might impair the ability of the City of Dixon to carry out the project; and furthermore, be it

RESOLVED, that the City of Dixon attests to the accuracy of and approves the statements in Attachment A to this resolution; and furthermore, be it

RESOLVED, that a certified copy of this resolution and its attachments, and any accompanying supporting materials shall be forwarded to the congestion management agency, countywide transportation planning agency, or county association of governments, as the case may be, of Solano County for submission to MTC as part of the countywide coordinated TDA Article 3 claim.

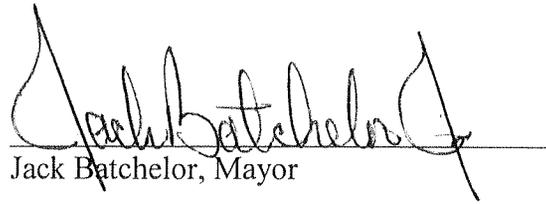
The City of Dixon City Council passed and adopted this resolution on June 8, 2010 by the following vote:

AYES: Cayler, Fuller, Batchelor

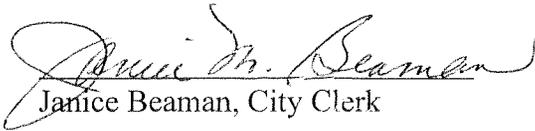
NAYS: Besneatte, Ceremello

ABSENT: None

ABSTAIN: None


Jack Batchelor, Mayor

Attest:


Janice Beaman, City Clerk

Attachment A

RE: REQUEST TO THE METROPOLITAN TRANSPORTATION COMMISSION FOR THE ALLOCATION OF FISCAL YEAR 2010-11 TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 PEDESTRIAN/BICYCLE PROJECT FUNDING FOR THE NORTH ADAMS STREET BIKE LANE (PHASE 1 VACAVILLE-DIXON BIKE LANE) AND BIKE RACKS AT CITY FACILITIES

Findings

Page 1 of 1

1. That the City of Dixon is not legally impeded from submitting a request to the Metropolitan Transportation Commission for the allocation of Transportation Development Act (TDA) Article 3 funds, nor is the City of Dixon legally impeded from undertaking the project(s) described in “Attachment B” of this resolution.
2. That the City of Dixon has committed adequate staffing resources to complete the project(s) described in Attachment B.
3. A review of the project(s) described in Attachment B has resulted in the consideration of all pertinent matters, including those related to environmental and right-of-way permits and clearances, attendant to the successful completion of the project(s).
4. Issues attendant to securing environmental and right-of-way permits and clearances for the projects described in Attachment B have been reviewed and will be concluded in a manner and on a schedule that will not jeopardize the deadline for the use of the TDA funds being requested.
5. That the project(s) described in Attachment B comply with the requirements of the California Environmental Quality Act (CEQA, Public Resources Code Sections 21000 et seq.).
6. That as portrayed in the budgetary description(s) of the project(s) in Attachment B, the sources of funding other than TDA are assured and adequate for completion of the project(s).
7. That the project(s) described in Attachment B are for capital construction and/or design engineering; and/or for the maintenance of a Class I bikeway which is closed to motorized traffic; and/or for the purposes of restriping Class II bicycle lanes; and/or for the development or support of a bicycle safety education program; and/or for the development of a comprehensive bicycle and/or pedestrian facilities plan, and an allocation of TDA Article 3 funding for such a plan has not been received by the City of Dixon within the prior five fiscal years.
8. That the project(s) described in Attachment B which are bicycle projects have been included in a detailed bicycle circulation element included in an adopted general plan, or included in an adopted comprehensive bikeway plan (such as outlined in Section 2377 of the California Bikeways Act, Streets and Highways Code section 2370 et seq.).
9. That any project described in Attachment B that is a “Class I Bikeway,” meets the mandatory minimum safety design criteria published in Chapter 1000 of the California Highway Design Manual.
10. That the project(s) described in Attachment B are ready to commence implementation during the fiscal year of the requested allocation.
11. That the City of Dixon agrees to maintain, or provide for the maintenance of, the project(s) and facilities described in Attachment B, for the benefit of and use by the public.

TDA Article 3 Project Application Form

Fiscal Year of this Claim: 2010-11 Applicant: City of Dixon

Contact person: Janet Koster

Mailing Address: 600 East A Street

E-Mail Address: jkoster@ci.dixon.ca.us Telephone: 707-678-7031 x 304

Secondary Contact (in event primary not available) Jason Riley

E-Mail Address: jriley@ci.dixon.ca.us Telephone: 707-678-7031 x 311

Short Title Description of Project: North Adams Street Bike Lane

Amount of claim: \$52,000

Functional Description of Project:

Vacaville – Dixon Bike Lane Phase 1: North Adams Street Bike Lane between West A Street and West H Streets.

Financial Plan:

List the project elements for which TDA funding is being requested (e.g., planning, environmental, engineering, right-of-way, construction, inspection, contingency, audit). Use the table below to show the project budget. Include prior and proposed future funding of the project. If the project is a segment of a larger project, include prior and proposed funding sources for the other segments.

Project Elements: Engineering/Design- \$4,000; Construction - \$44,000; Inspection/Construction Management- \$4,000.

Funding Source	All Prior FYs	Application FY	Next FY	Following FYs	Totals
TDA Article 3		\$52,000			\$52,000
list all other sources:					
1.					
2.					
3.					
4.					
Totals		\$52,000			\$52,000

Project Eligibility:	YES?/NO?
A. Has the project been approved by the claimant's governing body? (If "NO," provide the approximate date approval is anticipated).	YES
B. Has this project previously received TDA Article 3 funding? If "YES," provide an explanation on a separate page.	NO
C. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: http://www.dot.ca.gov).	YES
D. Has the project been reviewed by a Bicycle Advisory Committee? (If "NO," provide an explanation).	YES
E. Has the public availability of the environmental compliance documentation for the project (pursuant to CEQA) been evidenced by the dated stamping of the document by the county clerk or county recorder? (required only for projects that include construction).	YES
F. Will the project be completed before the allocation expires? Enter the anticipated completion date of project (month and year) <u>June 30, 2011</u>	YES

TDA Article 3 Project Application Form

Fiscal Year of this Claim: 2010-11 Applicant: City of Dixon

Contact person: Janet Koster

Mailing Address: 600 East A Street

E-Mail Address: jkoster@ci.dixon.ca.us Telephone: 707-678-7031 x 304

Secondary Contact (in event primary not available) Jason Riley

E-Mail Address: jriley@ci.dixon.ca.us Telephone: 707-678-7031 x 311

Short Title Description of Project: Bike Racks at City Facilities

Amount of claim: \$2,000

Functional Description of Project:

Purchase and installation of bicycle racks at existing City facilities such as City Hall, Police Department Building, and Market Lane Park and Ride Lot.

Financial Plan:

List the project elements for which TDA funding is being requested (e.g., planning, environmental, engineering, right-of-way, construction, inspection, contingency, audit). Use the table below to show the project budget. Include prior and proposed future funding of the project. If the project is a segment of a larger project, include prior and proposed funding sources for the other segments.

Project Elements: Purchase and install racks.

Funding Source	All Prior FYs	Application FY	Next FY	Following FYs	Totals
TDA Article 3		\$2,000			\$2,000
list all other sources:					
1.					
2.					
3.					
4.					
Totals		\$2,000			\$2,000

Project Eligibility:	YES?/NO?
A. Has the project been approved by the claimant's governing body? (If "NO," provide the approximate date approval is anticipated).	YES
B. Has this project previously received TDA Article 3 funding? If "YES," provide an explanation on a separate page.	NO
C. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: http://www.dot.ca.gov).	YES
D. Has the project been reviewed by a Bicycle Advisory Committee? (If "NO," provide an explanation).	YES
E. Has the public availability of the environmental compliance documentation for the project (pursuant to CEQA) been evidenced by the dated stamping of the document by the county clerk or county recorder? (required only for projects that include construction).	YES
F. Will the project be completed before the allocation expires? Enter the anticipated completion date of project (month and year) <u>June 30, 2011</u>	YES
G. Have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility provide its name: _____)	YES

RESOLUTION OF THE SOLANO COUNTY BOARD OF SUPERVISORS REQUESTING THE METROPOLITAN TRANSPORTATION COMMISSION TO ALLOCATE FISCAL YEAR 2010-11 TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 PEDESTRIAN/BICYCLE PROJECT FUNDING

WHEREAS, Article 3 of the Transportation Development Act (TDA), Public Utilities Code (PUC) Section 99200 et seq., authorizes the submission of claims to a regional transportation planning agency for the funding of projects exclusively for the benefit and/or use of pedestrians and bicyclists; and

WHEREAS, the Metropolitan Transportation Commission (MTC), as the regional transportation planning agency for the San Francisco Bay region, has adopted MTC Resolution No. 875, Revised, entitled "Transportation Development Act, Article 3, Pedestrian/Bicycle Projects," which delineates procedures and criteria for submission of requests for the allocation of TDA Article 3 funding; and

WHEREAS, MTC Resolution No. 875, Revised requires that requests for the allocation of TDA Article 3 funding be submitted as part of a single, countywide coordinated claim from each county in the San Francisco Bay region; and

WHEREAS, Solano County desires to submit a request to MTC for the allocation of TDA Article 3 funds to support the projects described in Attachment B to this resolution, which are for the exclusive benefit and/or use of pedestrians and/or bicyclists.

RESOLVED, the Solano County Board of Supervisors declares it is eligible to request an allocation of TDA Article 3 funds pursuant to Section 99234 of the Public Utilities Code.

RESOLVED, there is no pending or threatened litigation that might adversely affect the projects described in Attachment B to this resolution, or that might impair the ability of Solano County to carry out the projects.

RESOLVED, that Solano County attests to the accuracy of and approves the statements in Attachment A to this resolution.

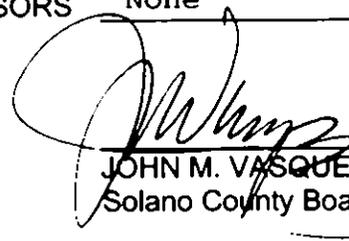
RESOLVED, that a certified copy of this resolution and its attachments, and any accompanying supporting materials shall be forwarded to the Solano Transportation Authority for submission to MTC as part of the countywide coordinated TDA Article 3 claim.

Passed and adopted by the Solano County Board of Supervisors on June 1, 2010, by the following vote:

AYES: SUPERVISORS Kondylis, Reagan, Seifert,
Spering, and Chair Vasquez

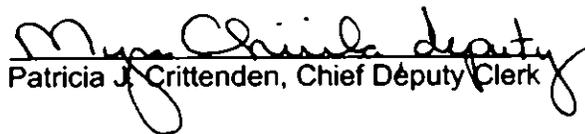
NOES: SUPERVISORS None

EXCUSED: SUPERVISORS None



JOHN M. VASQUEZ, Chair
Solano County Board of Supervisors

ATTEST:
Michael D. Johnson, Clerk
Solano County Board of Supervisors

By: 
Patricia J. Crittenden, Chief Deputy Clerk

Attachment A

FINDINGS OF THE SOLANO COUNTY BOARD OF SUPERVISORS

REQUEST TO THE METROPOLITAN TRANSPORTATION COMMISSION FOR THE ALLOCATION OF FISCAL YEAR 2010-11 TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 PEDESTRIAN/BICYCLE PROJECT FUNDING

1. That Solano County is not legally impeded from submitting a request to the Metropolitan Transportation Commission for the allocation of Transportation Development Act (TDA) Article 3 funds, nor is Solano County legally impeded from undertaking the projects described in Attachment B of this resolution.
2. That Solano County has committed adequate staffing resources to complete the projects described in Attachment B.
3. A review of the projects described in Attachment B has resulted in the consideration of all pertinent matters, including those related to environmental and right-of-way permits and clearances, attendant to the successful completion of the projects.
4. Issues attendant to securing environmental and right-of-way permits and clearances for the projects described in Attachment B have been reviewed and will be concluded in a manner and on a schedule that will not jeopardize the deadline for the use of the TDA funds being requested.
5. That the projects described in Attachment B comply with the requirements of the California Environmental Quality Act (CEQA, Public Resources Code Sections 21000 et seq.).
6. That as portrayed in the budgetary description of the projects in Attachment B, the sources of funding other than TDA are assured and adequate for completion of the projects.
7. That the projects described in Attachment B are for design engineering and environmental clearance, and an allocation of TDA Article 3 funding for such a plan has not been received by Solano County within the prior five fiscal years.
8. That the projects described in Attachment B have been included in an adopted comprehensive bikeway plan (such as outlined in Section 2377 of the California Bikeways Act, Streets and Highways Code section 2370 et seq.).
9. That the projects described in Attachment B are ready to commence implementation during the fiscal year of the requested allocation.
10. That Solano County agrees to maintain, or provide for the maintenance of, the projects and facilities described in Attachment B, for the benefit of and use by the public.

Attachment B

TDA Article 3 Project Application Form

Fiscal Year of this Claim: 2010-11 Applicant: Solano County

Contact person: Paul Wiese

Mailing Address: 675 Texas Street, Suite 5500, Fairfield CA 94533

E-Mail Address: pwiese@solanocounty.com Telephone: (707) 784-6072

Secondary Contact (in event primary not available) Matt Tuggle

E-Mail Address: mrtuggle@solanocounty.com Telephone: (707) 784-2797

Short Title Description of Project: Vacaville – Dixon Bikeway (Phase 5)

Amount of claim: \$112,000

Functional Description of Project:

Class 2 bike path along Hawkins Road from Pitt School Road to Leisure Town Road

Financial Plan:

List the project elements for which TDA funding is being requested (e.g., planning, environmental, engineering, right-of-way, construction, inspection, contingency, audit). Use the table below to show the project budget. Include prior and proposed future funding of the project. If the project is a segment of a larger project, include prior and proposed funding sources for the other segments.

Project Elements: Environmental clearance, design and right-of-way will be paid for by TDA Article 3 funds.

Funding Source	All Prior FYs	Application FY	Next FY	Following FYs	Totals
TDA Article 3 FY 10/11		\$112,000			\$112,000
List all other sources:					
1. CMAQ FY 10/11		\$250,000			\$250,000
2.					
3.					
4.					
Totals		\$362,000			\$362,000

Project Eligibility:	YES?/NO?
A. Has the project been approved by the claimant's governing body? (If "NO," provide the approximate date approval is anticipated).	Yes
B. Has this project previously received TDA Article 3 funding? If "YES," provide an explanation on a separate page.	No
C. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: http://www.dot.ca.gov).	Yes
D. Has the project been reviewed by a Bicycle Advisory Committee? (If "NO," provide an explanation).	Yes
E. Has the public availability of the environmental compliance documentation for the project (pursuant to CEQA) been evidenced by the dated stamping of the document by the county clerk or county recorder? (required only for projects that include construction).	N/A
F. Will the project be completed before the allocation expires? Enter the anticipated completion date of project (month and year) June 30, 2013	Yes
G. Have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility provide its name: _____)	Yes



DATE: July 1, 2010
TO: STA Board
FROM: Sara Woo, Associate Planner
RE: Solano Bicycle and Pedestrian Project Funding Amendment

Background:

On May 12, 2010, the STA Board approved the recommendation for Cycle 1 (Fiscal Year (FY) 2010-11 and FY 2011-12) bicycle and pedestrian funds for Solano Countywide Bicycle Priority Projects and Pedestrian Priority Projects. The funding strategy for programming Cycle 1 bike funding was to fully fund as many priority bicycle and pedestrian projects as possible and accommodate longer-term projects by getting them shelf-ready for future funding cycles.

Since the Board approval of these projects and funding amounts, administrative amendments have been identified through the programming process.

Discussion:

Attachment A provides a summary of the bicycle and pedestrian project funding amendments that have taken place as part of the programming process since the May 12, 2010 Board action, including this report's proposed amendment. The changes include the following:

City of Vacaville Ulatis Creek Bicycle and Pedestrian Path: the amendment was to reduce the funding amount of \$915,000 by \$105,000 to a new amount of \$810,000 (adopted by STA Board on June 9, 2010); and reprogram \$105,000 to Solano Vacaville-Dixon Bicycle Route project in Cycle 2. As the project continued to progress, the bids for construction were lower than expected.

City of Dixon West B Street Bicycle and Pedestrian Undercrossing: this project was originally programmed for \$1,220,000 in Cycle 1 Eastern Solano CMAQ (ECMAQ) funds, deferred to Cycle 2 to be spent on construction. During the programming process, it was noted by MTC staff that Cycle 1 funding could not be deferred to Cycle 2. Therefore, the \$1,220,000 in ECMAQ must be re-programmed to a project(s) that can spend the money in Cycle 1. STA will continue to maintain the full commitment of \$1,220,000 to the project through the Cycle 2 funding strategy.

City of Fairfield Linear Park Alternate Route – Nightingale Drive: the amendment is to reprogram \$29,000 of TDA Article 3 in the PE phase to the construction phase of the project. The local match funding for federal fund sources is required to be programmed in the same project phase as the federal

funds which it is matching. The City of Fairfield's Nightingale Drive project had to be adjusted to meet this requirement since the local match was placed in a separate phase.

The recommendation was approved by the STA TAC at their June 30, 2010 meeting.

Fiscal Impact:

No impact to the STA general fund. The \$29,000 from the recommended amendment of the City of Fairfield's Linear Park Alternate Route project will be reprogrammed from the design phase to the construction phase. The source of the funding is Transportation Development Act (TDA) Article 3 and the federal Congestion Mitigation Air Quality (CMAQ) Improvement Program.

Recommendation:

Amend the City of Fairfield's Linear Park Alternate Route Nightingale Drive project by reprogramming \$29,000 of TDA Article 3 funds from preliminary engineering (PE) to the construction phase.

Attachments:

- A. Cycle 1 Bicycle and Pedestrian Project Funding Summary

Cycle 1 Bicycle and Pedestrian Project Funding Summary

Attachment A

Mode	Bike (120 pts. max)	Ped (132 pts. max)	Sponsor	Project	Env/Design Cost	ROW/Construction Cost	Total Project Cost	Status	TDA Bike Share (\$266k FY 10-11; \$266k FY 11-12)	CMAQ: MTC Regional Bike or TLC Program	ECMAQ	Local Match	Total STA Staff Recommended Funding	Notes
Available Funding:									\$532,000	\$2,312,000	\$2,340,000	\$900,000	\$5,184,000	
Bike/Ped	81	75	Vacaville	Ulatis Creek Bicycle/Pedestrian Class I Path (Phase I) - Ulatis Drive to Leisure Town Road	\$61,000	\$854,000	\$915,000	\$61,000 needed for Env/Design. Environmental clearance expected October 2010. Construction-Ready by Spring 2011.	\$0	\$0	\$810,000	\$0.00	\$810,000	FY2010-11; local match needed
Bike/Ped	78	78	STA	SR2S Program Projects	N/A	N/A	\$120,000	Projects TBD; Note: The amount of \$142,000 is the local match needed to leverage \$1,000,000 MTC SR2S grant	\$71,000	\$0	\$0	\$0.00	\$71,000	\$35.5k FY2010-11; \$35.5k FY2011-12
Bike	77	N/A	Dixon	Vacaville-Dixon Bike Route (Phase I) - Adams Street: SR 113 to Porter Road	\$6,000	\$46,000	\$52,000	\$52,000 needed to complete Env/Design and Construction. Environmentally cleared.	\$52,000	\$0	\$0	\$0.00	\$52,000	FY2010-11; Fully funded
Bike/Ped	77	77	Suisun City	Grizzly Island Trail (Class I)	\$300,000	\$2,100,000	\$2,400,000	\$300,000 needed for Env/Design. Environmental clearance expected September 2010. If selected for funding in Cycle I, anticipated to be construction-ready by Summer 2011.	\$0	\$814,000	\$0	\$900,000	\$814,000	FY 2011-12; Regional Bike ; eligible for approx. \$300,000 SR2S
Bike	73	N/A	Dixon	Bicycle Racks at City Facilities	\$0	\$2,000	\$2,000	Construction-Ready.	\$2,000	\$0	\$0	\$0.00	\$2,000	FY2010-11; Fully funded
Bike	67	N/A	Solano County	Vacaville-Dixon Bike Route (Class II) - Hawkins Road: Pitt School Road to Leisure Town Road	\$450,000	\$3,800,000	\$4,250,000	\$300,000 needed for prelim. Env/Design. \$1M needed for env/design and construction of first phase.	\$112,000	\$0	\$250,000	\$0.00	\$362,000	Eligible for YSAQMD CAF and ECMAQ
Bike	66	N/A	Fairfield	Fairfield Linear Park Alternate Route (CII or CIII) - Nightingale Drive: Dover Avenue to Air Base Pkwy	\$45,000	\$250,000	\$250,000	\$45,000 needed for Env/Design	\$29,000	\$221,000	\$0	\$0.00	\$250,000	FY 2010-11; Regional Bike construction phase funded
Ped	N/A	99	Vallejo	Downtown Vallejo Renaissance Project (TLC/PDA eligible)	\$0	\$7,000,000	\$7,000,000	\$7,000,000 needed to complete construction. Environmentally cleared. Construction-ready.	\$0.00	\$1,277,000	\$0.00	\$0.00	\$1,277,000	FY2010-11; TLC ; local match needed
Ped	N/A	97	Dixon	West B Street Pedestrian Undercrossing	\$0	\$6,100,000	\$6,100,000	\$6.1 million needed to complete construction. Environmentally cleared as part of the Dixon Transportation Center CEQA and NEPA docs. Design completion anticipated July 2010. Construction-ready by July 2010.	\$195,000	\$0.00	\$1,175,000	\$0.00	\$1,370,000	Construction cannot be phased; Funding proposed for deferment to Cycle 2
Bike/Ped	78	78	STA	SR2S Program Projects	N/A	N/A	\$120,000	Projects TBD; Note: The amount of \$142,000 is the local match needed to leverage \$1,000,000 MTC SR2S grant	\$71,000	\$0.00	\$0.00	\$0.00	\$71,000	\$35.5k FY2010-11; \$35.5k FY2011-12
Total:									\$532,000	\$2,312,000	\$2,235,000		\$5,079,000	

Cost Assumptions
2010 \$'s

Remainder: \$0.00 \$0.00 \$105,000.00

\$105,000 ECMAQ will be deferred to Cycle 2 for Solano Vacaville-Dixon Bike Route Project; \$1,175k ECMAQ will be deferred to Cycle 2 for Dixon West B Street BikePed Undercrossing

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DATE: July 1, 2010
TO: STA Board
FROM: Sara Woo, Associate Planner
RE: Bicycle Advisory Committee (BAC) Member Appointment

Background:

The STA Bicycle Advisory Committee (BAC) is responsible for providing funding and policy recommendations to the STA Board on bicycle related issues and for monitoring, implementing, and updating the Countywide Bicycle Plan.

Membership consists of representatives from each of the seven (7) cities, the County, and a member-at-large appointment by the STA Board. The representatives are nominated either by their respective organization's mayor or city council before being considered by the STA Board for a formal appointment. Member-at-large positions are appointed directly by the STA Board. Attachment A shows the BAC membership including the current nomination and terms.

Discussion:

The City of Fairfield has nominated David Pyle to continue to participate as its representative on the STA BAC. A letter from the mayor confirming this nomination is shown in Attachment B.

Upon approval by the STA Board, this applicant will be appointed for a three-year term (from July 14, 2010 through July 14, 2013). The recommendation was approved by the STA TAC at their June 30, 2010 meeting.

Fiscal Impact:

None.

Recommendation:

Appoint David Pyle as City of Fairfield's representative to the STA Bicycle Advisory Committee for a three-year term.

Attachments:

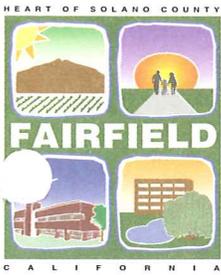
- A. STA Bicycle Advisory Committee Membership/Terms
- B. City of Fairfield Nomination Letter
- C. Nomination Form for David Pyle

STA Bicycle Advisory Committee (BAC) Membership Terms

Jurisdiction	Member	Term Expires
Member-at-Large	Barbara Wood	February 10, 2013
Benicia	J.B. Davis	April 14, 2013**
Dixon	Jim Fisk	April 14, 2013
Fairfield	David Pyle	July 14, 2013*
Suisun City	Jane Day	February 14, 2013
Rio Vista	Larry Mork	February 14, 2013
Vacaville	Ray Posey	February 14, 2013
Vallejo	Mick Weninger	December 10, 2010
Solano County	Michael Segala	February 14, 2013

* Nominated for Appointment or Reappointment

**Resignation submitted on July 3, 2010



Orig.: JM
XC: SW

Mayor Harry T. Price

Attachment B

RECEIVED

MAY - 4 2010

SOLANO TRANSPORTATION
AUTHORITY

COUNCIL

Mayor
Harry T. Price
707.428.7395

Vice-Mayor
Chuck Timm
707.429.6298

Councilmembers
707.429.6298

Catherine Moy

John Mraz

Rick Vaccaro

•••

City Manager
Sean P. Quinn
707.428.7400

•••

City Attorney
Gregory W. Stepanicich
707.428.7419

•••

City Clerk
Arletta K. Cortright
707.428.7384

City Treasurer
Oscar G. Reyes, Jr.
707.428.7496

DEPARTMENTS

Community Development
707.428.7461

•••

Community Resources
707.428.7465

•••

Finance
707.428.7496

•••

Fire
707.428.7375

•••

Human Resources
707.428.7394

•••

Police
707.428.7551

•••

Public Works
707.428.7485

May 3, 2010

Johanna Masiclat
Clerk of the Board
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun, CA 94585

Re: Appointment of Fairfield City Council Representative to the Solano
Bicycle Advisory Committee

Dear Johanna:

This letter is to confirm that I have appointed David Pyle as Fairfield's
representative to the Solano Bicycle Advisory Committee. Mr. Pyle has the
following contact information:

David Pyle
[Redacted]
Fairfield, CA 94533
[Redacted]

If you have any questions, please contact me.

Very truly yours,

Harry T. Price
Mayor

HTP/cma



BICYCLE ADVISORY COMMITTEE (BAC)
NOMINATION/STATEMENT OF INTEREST FORM

Nominee: David Pyle

Address: [Redacted] Fairfield

Phone: [Redacted]

E-mail: [Redacted]

Please provide a brief statement regarding the nominee's interest in participating with the BAC:

I am interested improving bicycling in Solano County
last year I read over 5,000 articles & comments
to me from work

Nomination Submitted by: STA staff, Sara Woo, (707) 399-3214, swoo@sta-snci.com



DATE: July 1, 2010
TO: STA Board
FROM: Sara Woo, Associate Planner
RE: Pedestrian Advisory Committee (PAC) Member Appointment

Background:

The Solano Transportation Authority's (STA) Pedestrian Advisory Committee (PAC) membership currently has vacant positions. The Committee is responsible for providing funding and policy recommendations to the STA Board on pedestrian related issues for monitoring, implementing, and updating the Countywide Pedestrian Plan.

Membership consists of representatives from a city, agency, and/or advocacy group, as well as a member-at-large. The representatives are nominated either by their respective organization's mayor or city council before being considered by the STA Board for a formal appointment. Member-at-large positions are appointed directly by the STA Board. The current STA PAC membership and terms are detailed in Attachment A.

Discussion:

The City of Dixon has nominated Stephen Sikes to continue to participate as its representative on the STA PAC. A letter from the mayor confirming this appointment is shown in Attachment B.

Upon approval by the STA Board, this applicant will be appointed for a three-year term (from July 14, 2010 through July 14, 2013).

Fiscal Impact:

None.

Recommendation:

Appoint Stephen Sikes as City of Dixon's representative to the STA Pedestrian Advisory Committee for a three-year term.

Attachments:

- A. STA Pedestrian Advisory Committee Membership/Terms
- B. City of Dixon Nomination Letter

Pedestrian Advisory Committee (PAC) Membership Terms

Jurisdiction	Member	Term Expires
Member-at-Large	Allan Deal	February 10, 2013
Benicia	Carol Day	December 10, 2010
Dixon	Stephen Sikes	July 14, 2013*
Fairfield	Betty Livingston	April 14, 2013
Rio Vista	Larry Mork	February 10, 2013
Solano County	Thomas Kiernan	April 14, 2013
Suisun City	Mike Hudson	December 10, 2010
Vacaville	Joel Brick	June 9, 2013
Vallejo	Lynne Williams	February 10, 2013
<u>Other Agency PAC Representation:</u>		
Tri City and County Cooperative Planning Group	Brian Travis	December 9, 2011
Solano Land Trust	Frank Morris	February 10, 2013
San Francisco Bay Trail Program	Maureen Gaffney	December 10, 2010
Bay Area Ridge Trail Council	VACANT	VACANT
Solano County Agriculture Commission	VACANT	VACANT
Solano Community College	VACANT	VACANT

*Nominated for Appointment or Reappointment

XC: **SW**
Original **COPY** JM

Attachment B

MAYOR JACK BATCHELOR, JR.
VICE MAYOR RICK C. FULLER
COUNCILMEMBER DANE BESNEATTE



COUNCILMEMBER KAY FULFS CAYLER
COUNCILMEMBER MICHAEL CEREMELLO, JR.
CITY TREASURER JAMES SLAUGHTER

RECEIVED

June 23, 2010

JUN 24 2010

SOLANO TRANSPORTATION
AUTHORITY

Stephen Sikes

[Redacted]
Dixon, CA 95620

Dear Stephen:

On June 22, 2010, the City Council confirmed your appointment as the Dixon Representative on the Solano Transportation Authority (STA) Pedestrian Advisory Committee. The Pedestrian Advisory Committee meets at least quarterly and the next meeting is scheduled for July 15, 2010, at 6:00 p.m., in Fairfield at the Solano Transportation Authority offices. STA staff will be contacting you with further information.

The City Council appreciates your acceptance of this appointment and sincerely hopes you will enjoy serving on the Pedestrian Advisory Committee. If you have any questions, please feel free to contact Janice Beaman or myself at 678-7000.

Jack Batchelor, Jr.
Mayor

- cc: ✓ Solano Transportation Authority
- Royce Cunningham
- Janet Koster
- Janice Beaman

City of Dixon

600 East A Street • Dixon, California • 95620-3697
(707) 678-7000 • FAX (707) 678-0960 • TTY (707) 678-1489

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DATE: July 1, 2010
TO: STA Board
FROM: Sara Woo, Associate Planner
RE: I-780 Overcrossing Dedication

Background:

The City of Benicia is currently constructing the I-780 Bicycle and Pedestrian Overcrossing Project which connects to the Benicia State Recreation Area. This project was identified as a priority project by the Bicycle Advisory Committee (BAC) and the STA through local planning efforts and coordination with the City of Benicia. The project serves to complete a bicycle transportation gap, while improving bicycle and pedestrian travel safety between the cities of Benicia and Vallejo.

Discussion:

At the April 21, 2010 BAC meeting, the advisory committee members recommended that STA work with City of Benicia to possibly dedicate the bridge in honor of a past BAC member, Austin Howard Gibbon, who originally helped develop the vision for the project. If City of Benicia staff is able to move forward with a local action to implement this, STA supports the BAC's recommendation.

Mr. Gibbon served on the BAC throughout the 1990's. He was an advocate for the safe connectivity between downtown Benicia and the northwestern, more residential part, particularly for school children. While a member of the BAC, Mr. Gibbon and his BAC colleagues worked to address the safety needs of bicyclists and pedestrians along the narrow overcrossing over I-780. The 0.1 mile length of the overcrossing's endpoints include a freeway onramp and off-ramp for I-780, with high vehicle speeds with little room for both bicyclist/pedestrian and vehicular traffic to safely travel simultaneously.

Through his early advocacy efforts on the project, the City of Benicia and the STA Bicycle Advisory Committee have since made the I-780 safety improvements a priority. The City of Benicia expects to have the project completed by the end of summer.

Fiscal Impact:

None.

Recommendation:

Support the City of Benicia nomination to dedicate the Benicia I-780 Bicycle and Pedestrian Overcrossing in the name of "Austin Howard Gibbon."

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DATE: July 8, 2010
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Countywide Bicycle Plan Project List Amendment: Dixon West B Street Undercrossing Project

Background:

The Solano Bicycle Master Plan project list and the Solano Pedestrian Master Plan project lists were adopted by the STA Board on May 12, 2010, after six months of extensive development work. During the subsequent discussion of funding priorities, it was noted that the West B Street Undercrossing project in the City of Dixon will carry both pedestrian and bicycle traffic, but that it is only listed as a project in the Pedestrian Master Plan.

Discussion:

The West B Street railroad crossing is an existing at-grade crossing of the Union Pacific railroad tracks in downtown Dixon. It receives substantial use by students traveling to nearby elementary and middle school campuses. The at-grade crossing is proposed for replacement with a grade-separated undercrossing, which can also serve as platform access for the future Dixon rail station.

The undercrossing project is only listed as a project in the Solano Pedestrian Master Plan. As such, it is only eligible for funding from pedestrian-focused sources. However, the STA BAC reviewed the project and also recommended that the project be included in the Countywide Bicycle Plan. The recommendation stemmed from the crossing carrying a number of bicycle riders, particularly school children. The West B Street Undercrossing project would be eligible for a larger number of fund sources by including this project in the Countywide Bicycle Plan. The Countywide Bicycle Plan project list is included as Attachment A.

At its meeting of June 30, 2010, the STA Technical Advisory Committee (TAC) considered this item. The TAC voted to recommend that the STA Board amend the Solano Bicycle Plan Project List to include the City of Dixon West B Street Undercrossing.

Fiscal Impact:

None. Listing the West B Street undercrossing as a bicycle project will not impact the current prioritized fund list for either pedestrian or bicycle projects, though it may impact future funding decisions.

Recommendation:

Approve an amendment to the Solano Bicycle Plan Project List which will include the City of Dixon West B Street Undercrossing as shown in Attachment A.

Attachment:

- A. Bicycle Plan Projects List

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BICYCLE PLAN PROJECTS LIST
 (Last Adopted by STA Board on March 15, 2010)

ID	Agency	Project/Segment	From/To	Description	Project Status
1.	Benicia	East West Corridor Bicycle Connection: Military East Street/ East L Street/Adams Street – Priority #1	Park Road to First Street	Plan, design, and construct class II bike lanes and/or Bicycle Boulevard/sharrows in the East L Street/Military East/Adams Street corridor from Park Road to First Street to improve safety for cyclists entering the City from the Benicia Bridge.	Planned
2.	Benicia	Park Road/Industrial Way Bike Route – Priority #2	Benicia Bridge Bikeway to Lake Herman Road	Phase I: Construct Class III Bike Route on Park Road from the Benicia Bridge Bikeway to Industrial Way. Phase II: Construct Class III Bike Route on Industrial Way from Park Road to Lake Herman Road.	Planned
3.	Benicia	East H Street Bicycle Connection to Benicia Historic Arsenal District – Priority #3	Second Street to Lower Arsenal	Plan, design, and install a Class III facility on East H Street from East Second Street to East Sixth Street, then to and along either East J Street or East K Street, and then into the Lower Arsenal as a Class I facility to Jackson Street. This project would improve overall accessibility of residents and visitors to the Arsenal District (as would a future route extending from East H Street directly into the Lower Arsenal).	Planned

ID	Agency	Project/Segment	From/To	Description	Project Status
4.	Benicia	Lake Herman Road	Industrial Way to Benicia City Limit	Construct a class II bicycle lane on Lake Herman Road from Industrial Way to the Benicia City Limit in both directions. Note: This project is developer funded	Planned
5.	Benicia	Columbus Parkway	Benicia Road to Rose Drive	0.2 mile Class II bicycle lane on Columbus Parkway from Benicia Road to Rose Drive in both directions Note: This project is developer funded	Planned
6.	Dixon	Parkway Blvd – Priority #1*	Valley Glen Rd to Pitt School Rd	Construction of 0.5 mile Class II pathway as part of a roadway overcrossing extending Parkway Boulevard from Valley Glen Road to Pitt School Road in both directions	Planned
7.	Dixon	Vaca-Dixon Bike Route: North Adams Street – Priority #2	SR 113 to Porter Road A Street to Pitt School Road	Phase 1: Striping for a Class II pathway on Adams Street from SR 113 to Porter Road in both directions Phase 2: Road widening to add Class II path on Porter Road between A Street and Pitt School Road in both directions	Planned
8.	Dixon	Bicycle Racks at City Facilities – Priority #3	Various Locations	Construction of bicycle racks, lockers, and other related amenities for bicyclists at City facilities	Planned
9.	Dixon	West B Street Bicycle and Pedestrian Undercrossing	West B Street/Union Pacific Railroad	Construction of a grade separated undercrossing of the Union Pacific Railroad tracks to replace the existing at-grade crossing at West B Street adjacent to the Multi-modal Center (B Street Bike and Pedestrian Under-Crossing Project).	Planned
10.	Dixon	Pedrick Road Overcrossing (OC)*	Pedrick Rd RR OC	Provide a grade separated over crossing of the Union Pacific Railroad tracks at Pedrick Road (Pedrick Road Over-Crossing Project). Proposed Over-Crossing Project includes 2 travel lanes in each direction plus Class I bike/ped facility.	Planned

ID	Agency	Project/Segment	From/To	Description	Project Status
11.	Fairfield	Linear Park Path Alternative Route: Nightingale Drive – Priority #1	Dover Avenue to Air Base Parkway	Construction of 0.5 miles of Class II or Class III improvements on Nightingale Drive from Dover Avenue to Air Base Parkway Pedestrian Bridge (near Swan Way). The improvements would remain even if the Linear Park is extended. This project also includes other project components such as: including enhancements to the existing Laurel Creek multiuse trail, signage, lighting, and signage north of Airbase Parkway	Planned
12.	Fairfield	Specified North Connector Connections – Priority #2	Projects TBD	Construction of specified local connections to the STA North Connector project (projects to be determined)	Planned
13.	Fairfield*	Linear Park Path	Dover Avenue to Cement Hill Road	Complete a Class I bicycle/pedestrian pathway from Solano Community College to northeastern Fairfield. The section between Solano Community College and Dover Avenue has been largely completed.	Planned
14.	Fairfield*	Laurel & Ledge-wood Creek Bike Paths	Rockville Road to SR12	Extension of the Ledge-wood Creek multi-use pathway below Rockville Road to Highway 12 near east of Beck Avenue. Extension of the Laurel Creek trail south to Travis Boulevard with a Class 2 bicycle lane along Sunset Avenue south into Suisun City.	Planned
15.	Fairfield	Red Top Road	Lopes to McGary	1 mile Class II bicycle lane on McGary Road from Lopes Road to McGary Road in both directions.	Planned
16.	Fairfield	Dover Avenue	Paradise Valley Drive to Fairfield Linear Park	1.8 mile Class II bicycle lane on Dover Avenue from Paradise Valley Drive to Fairfield Linear Park in both directions.	Planned

ID	Agency	Project/Segment	From/To	Description	Project Status
17.	Fairfield	Peabody Road	Vanden Road to Air Base Parkway	1 mile Class I bicycle/pedestrian path on Peabody Road from Vanden Road to Airbase Parkway in both directions.	Planned
18.	Fairfield	Walters Road	Cement Hill Road to Air Base Parkway	1.1 mile Class I bicycle/pedestrian path on Walters Road from Cement Hill Road to Air Base Parkway.	Planned
19.	Fairfield	Walters Road	Air Base Parkway to East Tabor Ave	0.5 Class II bicycle lane on Walters Road from Air Base Parkway to East Tabor Avenue in both directions.	Planned
20.	Rio Vista	Rio Vista Loop: Church Road – Priority #1	Airport Road to Harris Road (about 50 feet past Harris Road)	0.3 mile Class I off-street bicycle/pedestrian path on Church Road from Airport Road to Harris Road in both directions.	Planned
21.	Rio Vista	Rio Vista Loop: Airport Road – Priority #2	Saint Francis Way to Church Road	1 mile Class I off-street bicycle/pedestrian path on Airport Road from Saint Francis Way to Church Road in both directions.	Planned
22.	Rio Vista	Rio Vista Loop: Liberty Island Road – Priority #3	Airport Road to Summerset Road	1.2 mile Class I off-street bicycle/pedestrian path on Liberty Island Road from Airport Road to Summerset Road in both directions.	Planned
23.	Rio Vista*	Sacramento River Waterfront	First Street to SR 12	Construct a Class I bike/ped path along the Sacramento River from First Street to SR 12. Phase 1 completed.	Planned

ID	Agency	Project/Segment	From/To	Description	Project Status
24.	Rio Vista*	Citywide Trail System	Various Routes	Construct a looped bicycle trail system linking the waterfront, downtown and major residential areas, as identified in the Rio Vista general plan and the Countywide Bicycle Master Plan.	Planned
25.	Rio Vista	Rio Vista Loop: Gardiner Way	SR12 to Saint Francis Way	0.1 mile Class I off-street bicycle/pedestrian path on Gardiner Way from SR12 to Saint Francis Way in both directions.	Planned
26.	Rio Vista	Rio Vista Loop: Saint Francis Way	Gardiner Way to Airport Road	0.9 mile Class I off-street bicycle/pedestrian path on Saint Francis Way from Gardiner Way to Airport Road in both directions.	Planned
27.	Rio Vista	Rio Vista Loop: Summerset Road	SR12 to Liberty Island Road	400 feet Class II bicycle lane on Summerset Road from SR 12 to Liberty Island Road in both directions.	Planned
28.	Rio Vista	Rio Vista Loop: Unnamed road	Saint Francis Way to River Road/SR84	0.3 mile Class I off-street bicycle/pedestrian path on Unknown road parallel to Poppy House Rd (south)	Planned
29.	Rio Vista	Suisun City to Rio Vista (Central County Bikeway): SR12	Azevedo Road to Rio Vista Bridge	3.2 mile Class I off-street bicycle/pedestrian path on SR12 from Azevedo Road to the Rio Vista Bridge in both directions.	Planned
30.	Solano County*	Dixon to Vacaville Bike Route: Hawkins Road – Priority #1	Pitt School Road to Leisure Town Road	Construct a Class 2 bike route connection from Vacaville to Dixon, along Hawkins Road and Pitt School Road. Three segments of the Pitt School Road portion of the project have been constructed. This project was also submitted by the City of Dixon.	Planned

ID	Agency	Project/Segment	From/To	Description	Project Status
31.	Solano County	Lake Herman Road	Benicia City Limit to Vallejo City Limit	Class II bicycle lane on Lake Herman Road from Benicia City Limit to Vallejo City Limit in both directions. *This project is supported by the STA BAC as a priority long-term project	Planned
32.	Solano County	Suisun Valley Road	Mangels Boulevard to Mankas Corner Road	4.4 miles of Class II bicycle lane on Suisun Valley Road from Mangels Boulevard to Mankas Corner Road in both directions. *This project is supported by the STA BAC as a priority long term project	Planned
33.	Solano County*	Green Valley	Various locations	Construct bicycle, pedestrian, and landscaping improvements throughout the middle Green Valley area.	Planned
34.	Solano County*	Support addressing pedestrian and bicycle needs when Solano County bridges are replaced	Various bridge locations	Support bridge widening and handrails on bridge replacement projects to allow for safe bicycle and pedestrian use.	Existing Program
35.	Solano County*	Support Cordelia Hills Sky Valley open space and trail project	McGary Road to regional open space	Connect open space to McGary Road or other segment of the regional bike network.	Planned
36.	Solano County	Abernathy/Mankas Corner Route: Mankas Corner Road	Suisun Valley Road to Abernathy Road	2.1 mile class II bicycle lane on Mankas Corner Road from Suisun Valley Road to Abernathy Road in both directions.	Planned

ID	Agency	Project/Segment	From/To	Description	Project Status
37.	Solano County	Abernathy/Mankas Corner Route: Abernathy Road	Mankas Corner Road to Rockville Road	1.9 mile class II bicycle lane on Abernathy Road from Mankas Corner Road to Rockville Road in both directions.	Planned
38.	Solano County	Abernathy/Mankas Corner Route: Abernathy Road	Rockville Road to Fairfield Linear Park	0.2 mile class II bicycle lane on Abernathy Road from Rockville Road to Fairfield Linear Park in both directions.	Planned
39.	Solano County	Pleasants Valley Road	Cherry Glen Road to Yolo County Line	13 mile class II bicycle lane on Pleasants Valley Road from Cherry Glen Road to Yolo County Line in both directions.	Planned
40.	Solano County; STA	SR 12: Bicycle-Pedestrian Overcrossing	Red Top Road to North Connector	0.1 mile bike/ped overcrossing	Planned
41.	Solano County	SR 12 Shoulder Improvements	Rio Vista Bridge/Sac County Line to Walters Road (various locations)	20 mile class II bicycle lane or class III bicycle route	Planned
42.	Solano County; Fairfield	Lopes Road	Second Street (Benicia) to Mangels Blvd	9.8 mile Class III bicycle route on Lopes Road from Second Street in City of Benicia to Mangels Boulevard in both directions.	Planned

ID	Agency	Project/Segment	From/To	Description	Project Status
43.	Solano County	Jameson Canyon Route – Alternative A: Class I improvements in Jameson Canyon Corridor	Red Top Road to Napa County Line	3 miles Class I bicycle-pedestrian path in Jameson Canyon Corridor from Red Top Road to Napa County Line. Note: the SR 12 Jameson Canyon Corridor Bicycle and Pedestrian Connections plan will consider collaborative alignment alternatives between Solano County and Napa County.	Planned
44.	Solano County	Jameson Canyon Road Route – Alternative B: Class II Improvements (SR12)	Red Top Road to Napa County Line	Class II bicycle lanes included as part of SR 12 Jameson Canyon Road Widening Project	Designed
45.	Solano County	Gibson Canyon Road/Dobbins Street	East Monte Vista Avenue to Cantelow Road	4.3 mile class II bicycle lane on Gibson Canyon Road/Dobbins Street from East Monte Vista to Cantelow Road in both directions.	Planned
46.	Solano County	Cherry Glen Road	Nelson Road to Pleasants Valley Road	1.1 mile class II bicycle lane on Cherry Glen Road from Nelson Road to Pleasants Valley Road in both directions.	Planned
47.	Solano County	Nelson Road	Pena Adobe Road to Paradise Valley Road	2.1 mile Class I bike/ped path on Nelson Road from Pena Adobe Road to Paradise Valley Road	Planned
48.	Solano County	Leisure Town Road (Jepson Parkway)	Hawkins Road to Vanden Road	1.6 mile class I on Leisure Town Road from Hawkins Road to Vanden Road in both directions.	Planned

ID	Agency	Project/Segment	From/To	Description	Project Status
49.	Solano County; Caltrans; Vallejo	SR 37	SR29/Mini Drive to Sonoma County Line	2.1 mile class I bike/ped path or class II bicycle lane on SR 37 from SR 29 to Sonoma County Line in both directions.	Planned
50.	Suisun City*	Grizzly Island Trail – Priority #1	Grizzly Island Road to Mariana Boulevard	Construct a safe route to school path system from Crescent Elementary School to Crystal Middle School. Path will include a Class I Path along the south side of SR 12 from Grizzly Island Road to Marina Boulevard, then south along Marina Boulevard to Driftwood Drive.	Preliminary Design
51.	Suisun City*	Petersen Road Bike Path – Priority #2	Walters Road to Suisun City sports Complex	Construct bike lanes on Petersen Road from Walters Road to Suisun City Sports Complex. Part of Travis Air Force Base South Gate Project managed by Solano County. This is related to the fully-funded Travis AFB Southgate Access improvements. This is a Route of Regional Significance.	Planned
52.	Suisun City*	McCoy Creek Pedestrian/Bike Path – Priority #3	Pintail Drive to Railroad Ave	Construct a Class 1 pedestrian path from Pintail Drive to Railroad Avenue along McCoy Creek. This is a multiphase project.	Planned
53.	Suisun City*	SR 12 Pedestrian/Bike Gap Closure Path	Marina Blvd and Capitol Corridor Train Station	Construct Class I bike path segments on the north side of SR 12 between Marina Boulevard and the Capitol Corridor train station on Main Street. The path of travel is Complete. The landscaping and lighting is in Preliminary Design. This project will be complete in June 2010.	<u>Under Construction</u>

ID	Agency	Project/Segment	From/To	Description	Project Status
54.	Vacaville*	Ulatis Creek Bike Facilities – Priority #1	Phase I: Ulatis Dr to Leisure Town Rd; Phase II: Allison Drive to I-80	Construct Class 1 off-street bike path, and Class 2 bike lanes at various locations along Ulatis Creek from Vaca Valley Rd to Leisure Town Rd. Various segments are either Planned or Preliminary Design (depending upon location). Phase 1: Ulatis Drive to Leisure Town Road Phase 2: Allison Drive to I-80.	Planned
55.	Vacaville*	Elmira Road Bike Path – Priority #2	Leisure Town Road to Edwin Dr	Construct Class 1 off-street bike path along the old SPRR right of way on the north side of Elmira Road from Leisure Town Road to Edwin Drive.	Planned
56.	Vacaville*	Alamo Creek Bike Facilities	TBD	Construct Class 1 off-street bike path, and Class 2 bike lanes at various locations along Alamo Creek from No. Alamo Dr. to Leisure Town Rd. Various segments are either Planned or Preliminary Design (depending upon location).	Planned
57.	Vacaville	Leisure Town Road (Jepson Parkway)	I-80 to Ulatis Creek	1.5 mile class I bike/ped path on Leisure Town Road from I-80 to Ulatis Creek in both directions.	Planned
58.	Vacaville	Leisure Town Road (Jepson Parkway)	Ulatis Creek to Alamo Drive	2 mile class I bike/ped path on Leisure Town Road from Ulatis Creek to Alamo Drive in both directions.	Planned
59.	Vallejo	McGary Road – Priority #1	Vallejo City Limit to Hiddenbrook e Parkway	0.25 mile class II bicycle lane on McGary Road from Vallejo City Limit to Hiddenbrooke Parkway in both directions.	Planned
60.	Vallejo	Georgia Street Corridor Bicycle Improvements – Priority #2	Columbus Parkway to Mare Island Way	Identify alignment along the 3.4 mile Georgia Street corridor for class II bicycle lanes to provide a direct thru-route from Columbus Parkway to Mare Island Way in both directions.	Planned

ID	Agency	Project/Segment	From/To	Description	Project Status
61.	Vallejo	SR 29 – Priority #3	Georgia Street to Carquinez Bridge	2.1 mile of class II bicycle lane on SR 29 from Georgia Street to the Carquinez Bridge in both directions.	Planned
62.	Vallejo	McGary Road	Hiddenbrooke Parkway	Improve pavement condition on Hiddenbrooke Parkway leading to class II bicycle lane on McGary Road to Vallejo City Limit.	Planned
63.	Vallejo*	Bay Trail Completion	Various	Complete segments of the Bay Trail.	Planned
64.	Vallejo*	Blue Rock Springs Hans Park Pedestrian/Bike Path	Undefined	Construct a Class 1 bike/ped path along Blue Rock Springs Golf Course.	Planned
65.	Vallejo*	Columbus Parkway Pedestrian/Bike Path	I-80 to Georgia Street	Construct a Class 1 bike/ped path along Columbus Pkwy from I-80 to Georgia Street in both directions.	Planned
66.	Vallejo	Broadway Street	Alameda Street to Napa County Line	3.8 mile class II bicycle lane on Broadway Street from Alameda Street to Napa County line in both directions.	Planned
67.	Vallejo	Sacramento Street	Valle Vista to SR 37	0.9 class II bicycle lane on Sacramento Street from Valle Vista Street to SR 37 in both directions.	Planned
68.	Vallejo	Mare Island Way	Vallejo Ferry Terminal to Curtola Parkway	0.4 class II bicycle lane on Mare Island Way from Vallejo Ferry /Terminal to Curtola Parkway in both directions.	Planned

ID	Agency	Project/Segment	From/To	Description	Project Status
69.	Vallejo	Solano Avenue	Benicia Road to Sonoma Boulevard	0.5 class III bicycle route on Solano Avenue from Benicia Road to Sonoma Boulevard in both directions.	Planned
70.	Vallejo	Solano Avenue	Mariposa Street to Sonoma Boulevard	1 mile class II bicycle lane on Solano Avenue from Mariposa Street to Sonoma Boulevard in both directions.	Planned
71.	Vallejo	Mariposa Street	Redwood Boulevard to Solano Ave	1.1 class II bicycle lane on Mariposa Street from Redwood Boulevard to Solano Avenue in both directions.	Planned
72.	Vallejo*	I-780 Pedestrian/Bike Grade Separation	I-780 OC	Replace existing structure	Planned
73.	Vallejo*	Fairgrounds Drive Pedestrian/Bike Path	Marine World Parkway to Redwood Street	Construct a Class 1 bike/ped path along Fairgrounds Drive from Marine World Parkway to Redwood Street.	Planned
74.	Vallejo	SR 29	Curtola Parkway to Maritime Academy Drive	2.3 mile class II bicycle lane from SR 29 from Curtola Parkway to Maritime Academy Drive in both directions.	Planned
75.	Vallejo*	Broadway to 4 lanes and Pedestrian/Bike Path	Napa County Line to Curtola Parkway	Construct a bike/ped path along Broadway Street.	Planned

ID	Agency	Project/Segment	From/To	Description	Project Status
76.	Vallejo*	Mare Island Pedestrian & Bike System	Various	Construct a loop system of trails to connect the Mare Island Causeway with major employment and educational facilities on Mare Island.	Planned
77.	STA*	Solano Bike and Ped Wayfinding Signage	Various Locations TBD	Install common wayfinding signage on all existing and future segments of the Solano Bicycle network.	<i>Permitted and Ready to Construct</i>
78.	STA*	Safe Routes to School Projects and Programs	Various Projects	Identify, design and construct individual projects per the STA's Safe Routes to Schools Plan. Develop and implement enforcement, education and encouragement programs.	Planned
79.	STA*	Safe Routes to Transit Plan	Various Projects To Be Identified	Conduct a study and develop a Solano Safe Routes to Transit Plan. This plan would identify connections/gaps in accessibility for cyclists to transit. Develop and implement a subsequent Safe Routes to Transit Program.	Planned
80.	STA	North Connector Bicycle Connections	North of I-80 between SR 12 West to Abernathy Road and SR 12 East	Project involves roadway improvements needed to reduce congestion and improve mobility for local residents north of the Interstate 80 between State Route (SR) 12 West to Abernathy Road and SR 12 East. Improvements include bike/pedestrian path, streetscaping, landscaping, traffic calming and gateway signs.	Planned
81.	STA	Jepson Parkway Bicycle Segments	Jepson Parkway in Fairfield, Suisun City, and Vacaville	The Plan includes elements for: transit, with local and express bus and a future multi-modal rail station; bicycle and pedestrians, with a 10-foot wide bike path along most of the entire 12-mile length of the planned Parkway; a landscape element; a guide to transit-compatible land use and design, and roadway phasing and management.	Planned

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DATE: July 6, 2010
TO: STA Board
FROM: Sam Shelton, Project Manager
RE: Fiscal Year (FY) 2010-11 & FY 2011-12 Safe Routes to School (SR2S)
Programming Update

Background:

To date, the STA's Safe Routes to School Program has obtained nearly \$1M in grant funding for Fiscal Years (FY) 2009-10 and 2010-11. The Metropolitan Transportation Commission (MTC) acted on December 16, 2009 to create a Bay Area Safe Routes to School funding program. Nearly \$1M will come directly to the STA's SR2S program for FY 2010-11 and FY 2011-12. Other grant funding sources, such as air district funding, Transportation Development Act funding, and federal air quality funding will also be considered for potential programming.

Discussion:

Final Workscope for FY 2010-11 and FY 2011-12

On June 9, 2010, the STA Board recommended a total of \$1.064 M for the STA's SR2S Program for FY 2010-11 and FY 2011-12. The next step to receive this funding is to request that MTC program these funds into their Transportation Improvement Program (TIP). In general, the TIP is a listing of all federal transportation projects and programs that have received federal funding. On June 4, 2010, MTC staff requested a detailed description of the use of these funds (Attachment A) as part of the "final workscope":

1. Project Description (contact info, goals, objectives)
2. Scope of Work & Schedule (tasks, products, completion dates, partners)
3. Approach to Project Evaluation (surveys)
4. Project Cost and Funding (budget table of tasks and funds showing local match)
5. Schedule (milestones, grant obligations, contract advertisements, etc.)

TAC Member \$250,000 Minimum Project Concerns

On May 26, 2010, the STA Technical Advisory Committee (TAC) discussed the engineering project programming limitations of MTC's SR2S Congestion Management and Air Quality (CMAQ) funds. As part of MTC's Resolution 3925 for Cycle 1 Surface Transportation Program (STP)/CMAQ funds, project grants cannot be below a minimum grant size of \$250,000 for Solano County (\$500,000 for counties with populations over one million). The objective of this requirement is to minimize the number of federal-aid projects, which place administrative burdens on project sponsors, MTC, Caltrans, and Federal Highway Administration (FHWA) staff.

Individual TAC members were concerned that MTC's \$250,000 project minimum policy was too restrictive for smaller agencies and smaller SR2S projects. The Benicia TAC member, with the

concurrence of the TAC, asked STA staff to review the potential to program the MTC SR2S CMAQ funding in a more programmatic nature by lumping smaller projects together under a single countywide program for over \$250,000. The TAC voted to approve the staff recommendation with the exception of the City of Benicia TAC representative who voted no.

STA staff discussed this proposal with MTC staff and received the following comments:

1. MTC has already discussed the potential for this option with Caltrans and recommends against programming projects countywide with multiple agencies. This approach does not alleviate the administrative burdens on MTC, Caltrans and FHWA.
2. However, MTC does recommend programming projects that have multiple similar improvements within a single agency, such as programming various street rehabilitation segments as one project for at least \$250,000.

Based on MTC's response, STA staff recommends pursuing SR2S planning for multiple segment SR2S projects for MTC's Cycle 2 SR2S funding, should MTC make these funds available in FY 2012-13. This planning will also benefit other SR2S grants currently available, such as Caltrans's State SR2S grant, which has a grant maximum of \$450,000, and future Federal SR2S grants, which have had a grant maximum of \$1 M.

Swapping Program Funding for Planning Funding

In addition to this request for further program details, MTC has given the STA some flexibility with the source of funding for this \$642,000. The primary source of this funding comes from the Federal CMAQ Program, which is eligible for education/ encouragement programs and bicycle/pedestrian projects. However, MTC has made a limited amount of Surface Transportation Program (STP) funding available to be swapped with shares for CMAQ funding. STP funding can be spent on a wider variety of transportation projects and planning, including funding for additional school site walking audits and plans as well as engineering project design. This new flexibility being extended by MTC is the result of many Bay Area counties requesting planning funds to begin their SR2S Programs. To date, only Marin, Alameda, and Solano County have countywide SR2S Programs.

In 2007, the STA spent approximately \$122,300 on the 2008 STA SR2S Plan using STP funding and local gas tax funds. Consultant supported walking audits can cost between \$2,000 to \$5,000 per school, which includes time spent on the walking audit, an evening planning event, a narrative of issues and solutions, maps of the area, and conceptual designs of engineering improvements. The original vision of the STA SR2S planning process in 2007 was to hold seven "training audits" for city and school district staff at pilot schools in each Solano city, as selected by local SR2S task forces, so local agency staff could carry on additional SR2S planning. City of Benicia Public Works staffs were able to create plans for the six remaining schools in their district. However, not all of these training audits were attended by city and school district staff. Having attended seven of these training audits, sixteen additional schools were added to the plan by STA staff leading additional SR2S planning. 56 schools across the county still require SR2S planning.

STA staff recommends applying the same model of "training audits" in the fall of 2010 for seven additional schools countywide at a cost of \$35,000. As the STA's SR2S Program has gained additional attention, these training audits may receive better attendance by local agency staff, allowing them to continue this work at more schools. This will require swapping SR2S CMAQ funding for STP funding, meaning that the SR2S Program's Education and

Encouragement activities will be reduced by \$35,000 over the next two years, which is approximately 2-3 schools.

Fiscal Impact:

SR2S Program's Education and Encouragement activities will be reduced by \$35,000 over the next two years in exchange for funding \$35,000 in SR2S planning activities.

Recommendation:

Approve the STA's SR2S Program's revised FY 2010-11 and FY 2011-12 Final Workscope to reduce the Education and Encouragement activities by \$35,000 over the next two years in exchange for funding \$35,000 in SR2S planning activities.

Attachment:

- A. MTC Update on the County Safe Routes to School Program, 06-04-10

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Memorandum

TO: CMA Staff

June 4, 2010

FR: Craig Goldblatt

W. I.

RE: Update on the County Safe Routes to School Program

The congestion management agencies have been making significant headway in developing their Safe Routes to School (SR2S) Programs. Based on a number of questions I have received and upcoming deadlines, I would like to bring to your attention a number of issues:

1. CMAQ eligibility: FHWA has clarified that a number of SR2S activities are not eligible under the CMAQ program. A walking audit is considered to be a general planning activity, which is ineligible. *In response MTC is pleased to announce that there is now a limited amount of STP funds available that can be requested in place of CMAQ funds for SR2S planning activities only including walk audits. If interested, CMAs should request STP funding in their workscope submittal (#3 below) and the use of these funds for MTC consideration.* Alternatively, CMAs may elect to incur costs immediately using their CMA Planning Program funds (STP), which is available to underwrite any planning activities needed to implement their Safe Routes to School programs. Caltrans authorization and a MTC contracts are already in place to access CMA Planning Program funds.

Crossing guards and mobile radar trailers are also ineligible for CMAQ funding as they specifically address safety but do not result in changes to travel behavior, resulting in air quality improvement.

2. School Rideshare Matching Software: Some CMAs have expressed an interest in funding ridesharing programs which directly address students and school employees. MTC offers tools through the regional 511 Rideshare program, which includes a matching system that could also be used for school pool matching. If any of you are considering projects that include carpool matching, please get in touch with the 511 Rideshare program manager to discuss using this free tool first. Contact Susan Heinrich at 510.817.5822 or sheinr@mtc.ca.gov.

3. Submittal of Workscope to MTC: The next milestone for the SR2S Program is a submittal of a final workscope from each CMA no later than July 30, 2010 outlining its SR2S program concept. Please include the following components:

- a. **Project Description:** Identify the project title, project manager(s), and contact information. State the specific goals and objectives of the SR2s program for the County as a result of the funding provided by MTC.
- b. **Scope of Work and Schedule:** Detail the actions/tasks, work products, estimated completion dates and key partners.

- c. **Approach to Project Evaluation:** Describe an evaluation approach for your program and include it as a line item in your budget. There is also a MTC budget for the Climate Initiatives Evaluation Program, which potentially could offset some of the SR2S program evaluation costs, which is to be determined. However, at a minimum direct data collection in the classrooms, schools, etc. would be covered by your budget. MTC is in the process of hiring consultants to develop study approaches to evaluate the overall Climate Initiatives Program. Ultimately, this fall MTC will develop one set of evaluation metrics to be used for all nine SR2S programs, before projects/programs are implemented. An objective will be to use standard tools already being used in the field to the greatest extent possible.
- d. **Project Cost and Funding:** Describe the major resources needed for this project (e.g., staff, consultant, equipment, materials, design, construction, etc.) Provide a detailed budget that shows total project and cost breakdown for each major task/action, including a cost estimate for the project evaluation. Provide a funding table that identifies the amount of grant funds requested, amount of local match, and funding source for local match.
- e. **Schedule:** Discuss the milestones, including grant obligations, contract advertisements, and implementation milestones.

4. Availability of Funding and the TIP: MTC has already processed a generic 2009 TIP amendment which includes the County SR2S program in all nine counties for PE activities only. Final approval of this amendment will take place in mid-July. This provides an earlier opportunity for a CMA wishing to begin implementing their programs using SR2S funds. To do so, CMAs can apply to Caltrans for an E-76 (obligation) starting immediately; and after the TIP amendment is approved in July Caltrans may issue the E-76 allowing program costs to be incurred and reimbursed. Any obligations during the present FY 2009-10 (through September 30, 2010) are dependent on obligation authority being available after April 30, 2010. Please call me to discuss this further, if you are interested.

The standard approach will be to rely on the development of the 2011 TIP which will be tailored to your program submittal. The 2011 TIP will be approved in mid-December 2010. For details please refer to the programming instructions and template which were previously provided to the CMAs for the CMA Block Grant and Safe Routes to School programs. They are attached for your information.

5. Caltrans Review: Caltrans has noted that there have been a number of challenges administering and delivering federal and State SR2S projects, with respect to sub-grantees. If applicable, Caltrans will be requiring and reviewing agreements between CMAs and subgrantees, clearly outlining implementation responsibilities as a condition of authorizing your fund requests.

If you have any questions, please contact me at (510) 817-5837 or cgoldb@mtc.ca.gov.



DATE: July 1, 2010
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Contract Amendment for Jepson Parkway Project Environmental Document and Preliminary Engineering

Background:

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

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

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

A \$2.4 million allocation request for State Transportation Improvement Program (STIP) programmed funds for Plans, Specifications & Estimate (PS&E) was originally made to the California Transportation Commission (CTC) in June 2009. One year later at the June 2010 CTC meeting, this allocation request was approved pending approval of the state budget and availability of funds. As part of the 2010 STIP re-programming activities, CTC staff has reprogrammed the \$3.8 million Right-of-Way funds to Fiscal Year (FY) 2010-11. An allocation request for these funds will be made in FY 2010-11, but it remains unclear when these funds will actually be allocated. In addition, the CTC staff recently recommended the \$30 million in construction funding be moved out two additional years to FY 2014-15.

Earlier this year, the STA and the County entered into a funding agreement, whereas, the County will contribute \$1 million towards the Vanden Road project. These funds will get the design started as the project awaits allocation of state funds.

The City of Fairfield is considering the Train Station Specific Plan (TSSP), which affects the central portion of the Jepson Parkway Project area. While improvements under this TSSP are likely years away due to the current economic conditions, it will be important to coordinate the projects. The coordination needs to consider, access points along Leisure Town and Vanden Roads, to maintain a Level of Service (LOS) C, utility relocations and future utility needs, facility type with regard to urban or rural design and financial contribution of improvements above the approved Jepson Parkway Project. In addition, the City of Vacaville has plans to modify the Leisure Town/Vanden intersection; therefore, coordination with these plans is also vital with regard to timing, LOS and staging. In coordination with the Jepson Parkway design activities, the STA intends to update the Jepson Parkway Concept Plan. This update will provide a link from the 2000 Concept Plan to the current conditions; discuss implementation requirements and roles/responsibilities for implementation. The Updated Concept Plan will also provide staging opportunities for the Class 1 bike facility, consider transit stops along the corridor, provide a landscape concept plan for the entire corridor, and provide the basis for a future corridor LOS operating agreement.

The STA is planning to retain a Project Manager for this project as it get ready to move through design and Right-of-Way acquisition. Action to select and hire the Project Manager is underway.

Discussion:

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

The FEIS has been prepared and submitted to Caltrans for District and NEPA reviews. In addition, the local Working Group, which is comprised of staff from STA, the City of Fairfield City of Vacaville and the County, is coordinating on the details of the first construction phase and will be working on updating the Concept Plan. Additional engineering work is required to support his effort.

PBS&J is the lead consultant for the delivery of the EIR/EIS. They have done an excellent effort in seeking approval of the EIR and the concurrence of the preferred alternative by the federal agencies. However, it has been determined that additional effort is needed to support the approval of the Final EIS, Record of Decision (ROD) and engineering support for the Working Group coordination.

To complete this work, a contract amendment will be required. PBS&J will require a contract amendment of \$75,000. Approval of this contract amendment will enable completion of the FEIR, ROD and engineering support for the Working Group coordination.

Fiscal Impact:

The contract amendment will be funded from a federal earmark and matching 20% local funds already allocated to the project.

Recommendation:

Authorize the Executive Director to amend the contract with PBS&J for \$75,000 for the additional work required to complete the Environmental Impact Statement (EIS) and preliminary engineering.

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DATE: June 30, 2010
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Contract Amendment for the Mark Thomas & Co./Nolte Joint Venture for the Gordon Waterline Relocation Project

Background:

The Solano Transportation Authority (STA), in cooperation with the City of Vallejo, is the implementing agency for the Gordon Water Line (Rockville Road Water Main) Relocation Project. The Gordon Water Line (Rockville Road Water Main) Relocation Project includes the relocation of the existing 24-inch Gordon Water Line from its current position within the State Route (SR) 12 and Interstate 80 (I-80) corridors. Last month the STA Board awarded the construction contract for the Gordon Water Line (Rockville Road Water Main) Relocation Project.

Discussion:

Consistent with STA Board direction, staff has been proceeding with the implementation for the Gordon Water Line (Rockville Road Water Main) Relocation Project. Now that construction project has been awarded, construction will be initiated in the near future. The Mark Thomas & Company (MTCO)/Nolte team has provided design services for the Gordon Water Line (Rockville Road Water Main) Relocation Project and will be providing construction support services as STA moves into and through the construction phase. This Project recently started construction. As such, STA staff is recommending the Board approve a contract amendment with MTCO/Nolte to perform construction support services for an amount not-to-exceed \$235,000. These services are presented in more detail in Attachment A, a letter from MTCO/Nolte dated June 30, 2010.

Fiscal Impact:

The construction support services to be provided by the MTCO/Nolte team will be funded with Bridge Toll funds, which have already been allocated by the Metropolitan Transportation Commission (MTC).

Recommendation:

Approve a contract amendment for MTCO/Nolte in the amount of \$235,000 for construction support services for the Gordon Water Line (Rockville Road Water Main) Relocation Project.

Attachment:

- A. Letter from the MTCO/Nolte Joint Venture dated June 30, 2010.

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June 30, 2010

CC-09105B-B (039 R1)

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

**RE: ROCKVILLE ROAD WATER LINE PROJECT AMENDMENT REQUEST NO. 2
 CONSTRUCTION ASSISTANCE**

Dear Ms. Adams:

The current contract scope of work for the Rockville Road Water Main Project covered the environmental clearance, preparation of final Plans, specifications and estimates and bidding assistance. As we are close to moving into construction, this request is for additional tasks related to the following construction support tasks:

- Mark Thomas & Company (MTC) construction assistance;
- Biological monitoring assistance (RCL Ecology);
- Cultural Resource Monitoring (Condor Country Consulting);

A more detailed description of each task is provided below.

TASK 1 - CONSTRUCTION ASSISTANCE (MTCO)

MTCO will provide support during the construction phase and we will address Contractor questions regarding construction documents, water line design, and construction details, provide additional design services to address conflicts which may be encountered in the field during construction, perform as-built surveys and incorporate into as-built plans for submittal to the City of Vallejo and Solano County. We will also oversee and manage the two subconsultants work for biological and cultural monitoring shown in Tasks 2 and 3 of this scope. We propose to perform this work on a time and materials basis since the amount of assistance is unknown at this time. We have estimated a total of 80 hours for the construction support effort and another 50 hours for subconsultant management of cultural resource work.

Subtotal Costs = \$20,000

TASK 2 - BIOLOGICAL MONITORING ASSISTANCE (RCL ECOLOGY)

RCL Ecology completed final tasks related to the final EIR resulting from the comment received from CDFG and will be responsible for both the initial nesting bird survey and the final survey.

- Spring botanical survey and summary report of special-status plants per CDFG comments.

- Initial and final pre-construction survey for nesting birds including Swainson's hawk and riparian species.
- Monitoring for Green Valley Creek Bridge nesting.

Subtotal Costs = \$7,700

TASK 3 - CULTURAL RESOURCE MONITORING (CONDOR COUNTRY CONSULTING)

Condor Country Consulting (Condor) will be responsible for the monitoring within the Archeological Monitoring Area near Suisun Valley Road as shown on the project plans. The detailed scope of services for their work is included in Appendix A. There is a large testing budget of \$80,000 to allow for the appropriate testing required for the finding of Indian artifacts. Since what we will find is unknown, this is a conservative estimate.

Subtotal Costs = \$204,000

SUMMARY

The cost for the extra work identified in Tasks 1 through 3 above is **Two Hundred Thirty One Thousand Seven Hundred Dollars (\$231,700)**.

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

Sincerely,

MARK THOMAS & COMPANY, INC. ♦ NOLTE ASSOCIATES, INC.



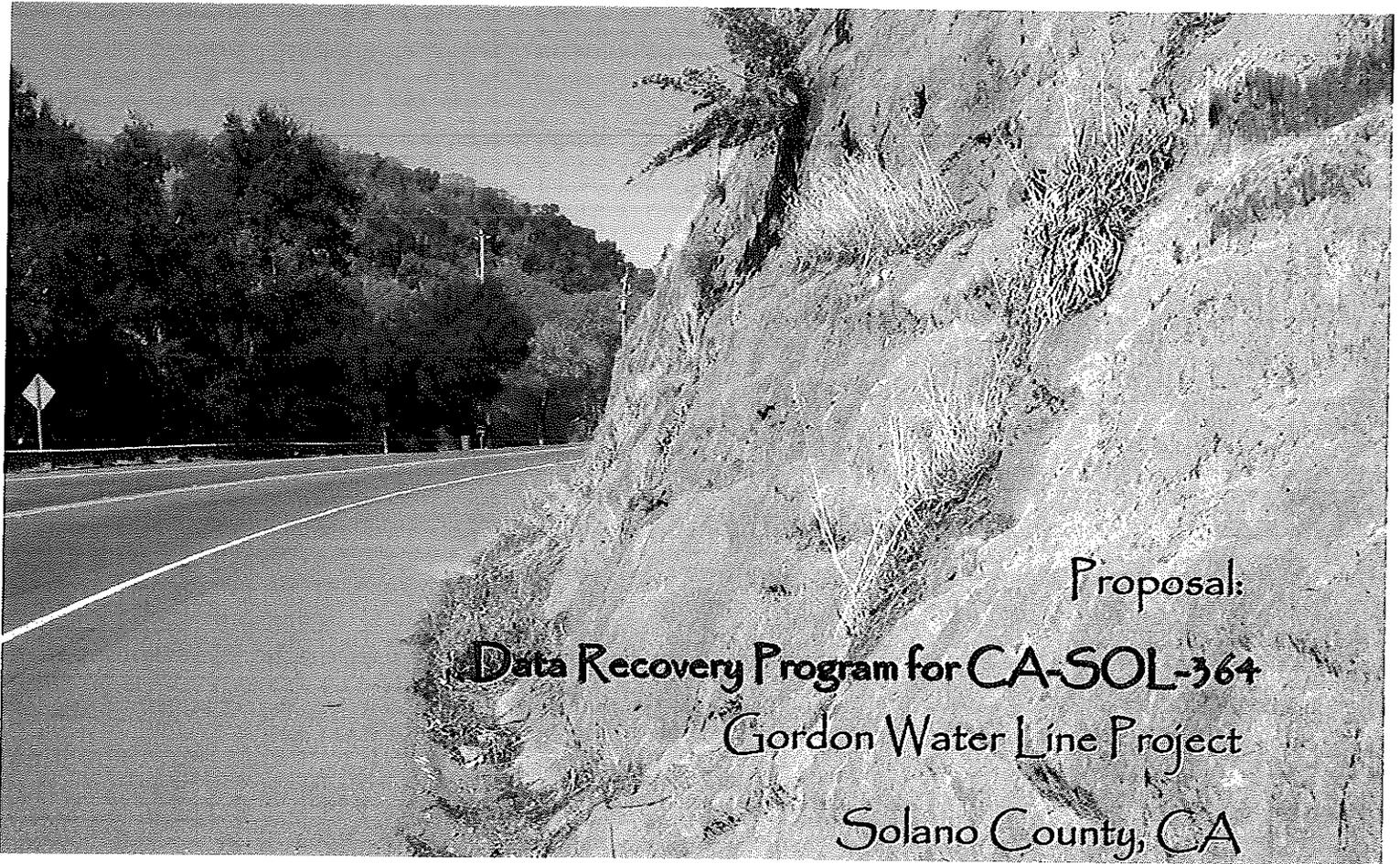
Michael J. Lohman
Principal

Enclosures: Condor Country Scope of Work & fee

EXHIBIT A

CONDOR COUNTRY CONSULTING

SCOPE OF SERVICES



Proposal:

Data Recovery Program for CA-SOL-364

Gordon Water Line Project

Solano County, CA

Submitted on June 4, 2010 to:



MARK THOMAS & COMPANY, INC.

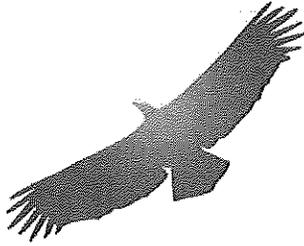
Chris H. Rockway, PE
Principal in Charge

Prepared By:



CONDOR COUNTRY
CONSULTING, INC.

411 Ferry Street, Suite 6, Martinez, CA 94553-1145
(925) 335-9308 www.condorcountry.com



CONDOR COUNTRY CONSULTING, INC.

June 4, 2010

Mr. Chris H. Rockway, PE
Mark Thomas & Company, Inc.
7300 Folsom Blvd., Suite 203
Sacramento, CA 95826

Re: Data Recovery Program at CA-SOL-364 for the Gordon Water Line Project, Solano County, CA

Dear Mr. Rockway:

Condor Country Consulting, Inc. is pleased to provide Mark Thomas & Company, Inc. with a scope of work and cost estimate for archaeological services requested for the Gordon (or Rockville Road) Water Line Project in the vicinity of Fairfield, Solano County, CA. We appreciate the opportunity to work with you on this project, and provide the exceptional level of service our other clients have come to expect from our firm.

The project owner, Solano Transportation Authority, has completed a draft Environmental Impact Report for the Gordon Water Line project which identified project significant impacts to a known archaeological deposit, CA-SOL-364. Mitigation measures have been proposed within the EIR to address impacts to a less-than significant level. This scope of work is intended to provide services to provide the technical services needed to implement the mitigation measures.

Scope of Work for Archaeological Resources: Condor shall conduct a combined site delineation testing program and data recovery effort for CA-SOL-364. The intent of this program is to delineate the horizontal boundary of the site within the trench, and mitigate for impacts to the site.

Task 1 Site Prep/Research Design

Condor Country Consulting, Inc. staff shall refine the proposed research design prepared by Jason Coleman, RPA, that was submitted to CirclePoint in October of 2009. Research questions will be reviewed, and based on conversations with Mr. Coleman, may be adjusted or re-written to minimize duplication of previous efforts undertaken at CA-SOL-364. This will involve consultation with Mr. Coleman to discuss preliminary results of his unpublished findings from the Tower Mart excavation. Task 1 will also include all mobilization for Task 2 - field activities.

Condor Country Consulting, Inc.
411 Ferry St, Suite 6, Martinez, CA 94553
E-mail: info@condorcountry.com

-1-

Office (925) 335-9308
Fax (925) 231-0571
Web address: www.condorcountry.com

Schedule: Work will commence within 1 day of notice to proceed from Mark Thomas & Co. Research Design will be presented within 30 days of NTP.

Deliverables: Condor will submit the following to Mark Thomas & Co.;

Research Design.

Task 2 Pre-excavation of trench/site testing

All archaeological excavations during the fieldwork will be implemented to collect only the data relevant to the proposed research questions defined in Task 1.

It is assumed that there is intact archaeological deposit from stations 167 to 168+93.48. Work on site will be staged and will commence with potholes in paved parking lot starting at Station 167 and extending westward to station 165+50 to determine if there are any indicators of a site west of station 167. Following the results of the potholing, a trench will be cut and "pre-excavated" to a 46" depth from station 168+93.48 west to terminus of archaeological deposit somewhere to the west. Trench will be excavated using a mechanical backhoe in very small lifts to expose potential burials.

Schedule: Work will commence within 30 days of notice to proceed. Fieldwork is expected to take up to two weeks to complete. Should an archaeological feature such as a hearth, floor, or manufacturing station be discovered in the water line trench during hand-excavation, burial removal, systematic mechanical clearing, or any other construction monitoring, the feature will be fully scientifically exposed within trench corridor confines.

Assumptions:

- Condor to provide all archaeological labor and materials.
- Contractor will provide a backhoe with a smooth plate bucket, qualified and experienced operator, K-rail, installation and removal of security/visibility fence screen, trench plate, and shall be responsible for removing/replacing trench plates on a daily basis.
- Contractor to provide pavement cutter and laborer to cut pavement. Contractor responsible for staging and disposal of pavement and trench spoils.
- Contractor responsible for traffic control and encroachment permit.
- Contractor to provide on-site porta-potty.

Task 3 Controlled units

Several areas, up to 8 cubic meters, (exact locations to be determined) will be excavated by hand using controlled archaeological excavation. It is intended that all indicators of archaeological deposit be removed from the trench, the trench be lined with geo-textile fabric, and backfilled with clean sand (or that the water pipe be installed behind the archaeologists if possible before backfilling). Work will be conducted under the direction of an archaeologist.

Schedule: Work will commence within 60 days of notice to proceed, but may be concurrent with Task 2. Fieldwork is expected to take up to two weeks to complete.

Assumptions:

- Same as for Task 2.

Task 4 Burial removal contingency

It is possible that human remains or burials may be encountered during Tasks 2 and 3. If encountered, the remains will need to be removed in consultation with the Burial Treatment Plan issued by the Most Likely Descendent. All artifacts and remains will be brought back to the Condor Country Consulting laboratory for processing and analysis.

If human remains are discovered in the sidewall of the trench, it will be up to the discretion of the Native American monitor as whether or not the removal should be pursued. If removal is pursued, excavation into the trench wall will likely be required.

It is highly recommended that a Native American monitor be present during all fieldwork activities. The Most Likely Descendent (MLD) will discuss tribal protocol in the Burial Treatment Plan.

Assumptions:

- Condor to provide all archaeological labor and materials.
- Assumes that there will be a limited number of burials encountered and that labor will not exceed 240 labor hours to remove and process the burials. For the purposes of this scope it is assumed that it takes 30 labor hours to remove and completely process each burial. Should the assumed labor effort be insufficient to remove additional burials, a change order would be prepared.
- Work will be conducted within the confines of the Burial Agreement between the STA and Tribe, if one is executed.
- Assumes Native American Monitor is not an employee or subcontractor of Condor Country Consulting, that Condor does not control their work, and that the Native American Monitor does not control or direct Condor's work. Costs for Native American Monitor(s) are not provided in this scope of work.

Task 5 Laboratory analysis

This task includes on and off-site technical analysis of archaeological materials in order to address research questions. Archaeologists require specialized laboratory analysis of various items in order to answer questions. Examples include geochemical sourcing of rock tools to identify trading patterns and assess age of the site, carbon 14 dating to assess age of site, and paleobotanical analysis to assess the prehistoric environment.

The exact nature and amount of laboratory analysis to be performed will be defined in Task 1, and will be designed to meet the needs of answering the relevant research questions. Based on consultation with SAS during Task 1, laboratory analysis will be designed to minimize or eliminate duplicative efforts. The scope of laboratory analysis will also be constrained by the terms of the Burial Agreement between STA and the Tribe. That said, it is likely that laboratory analysis may include general sorting and classification of artifacts, obsidian hydration, lithic

analysis, X-ray fluorescence, faunal analysis, basic osteological metrics and skeletal pathology study, DNA analysis, shell bead analysis, paleobotanical floatation analysis, etc. Condor Country Consulting staff will perform the bulk of this research and analysis in-house, but may subcontract specialized analysis as needed to address the relevant research questions developed in Task 1.

Assumptions

- Condor, or relevant subcontractors, to provide all archaeological labor and materials for laboratory processing.

Task 6 Curation/Report

This task included preparation of artifacts and burials for reinternment, and production of a written data recovery report that meets professional standards.

All documentation aspects of the data recovery project will be conducted in accordance with guidance outlined in the State of California Office of Historic Preservation's *Instructions for Recording Historical Resources* (OHP 1995) and the Federal *Secretary of the Interior's Standards and Guidelines for the Identification of Cultural Resources* (48 CFR 44720-23). Written field documentation will include unit and level excavation records, field supervisor's notes, and accompanying digital and print photography.

The quantity of artifactual material projected to be recovered from the CA-SOL-364 site will take up to several months to process prior to the commencement of specialized studies analyzing faunal remains, lithic artifacts, shell ornaments, bone implements, etc. Some of these analyses are highly specialized and will be conducted by recognized experts in their respective fields such as faunal analysis, obsidian hydration, XRF, etc. These sub-contractors will perform their detailed analyses and provide separate reports that will be incorporated into the body of the data recovery report and/or attached as technical appendices. Once the completed draft report has been reviewed by client and the MLD and their input has been incorporated or otherwise taken into consideration, Condor Country Consulting will provide final copies to the client, the MLD, and the California Historical Resources Information System.

Schedule:

Post-field documentation will consist of the production of a draft detailed data recovery report to be submitted to the client and the MLD up to 12 months following the completion of the construction phase of the archaeological investigations. This long turn-around time is due to the limited availability of archaeological specialists (only a few specialists perform some of the tests and these labs can be backed up).

Deliverables: Condor will submit the following to Mark Thomas & Co.;

Draft Data Recovery Report

Final Data Recovery Report

Assumptions:

- Assumes one consolidated round of review of draft report by client/owner.
- Short-term curation of artifacts and/or human remains to be at off-site, secure and climate controlled Condor Country Consulting laboratory.
- Assumes that long-term curation of artifacts and/or human remains will not be permitted by Tribe. Costs for permanent curation have not been included in this scope of work.
- Assumes preparation of materials for reinterment at parcel to be determined by STA.

Task 7 Project Management & Native American Consultation

This project will require a considerable amount of project management services, and this task allows for client meetings, teleconferences, meetings with Native American representatives, and other tasks as assigned by Mark Thomas & Co.

Deliverables: Condor will attend meetings as needed, up to 80 labor hours.

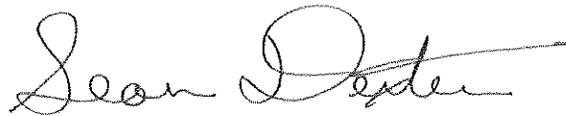
Costs:

Please see the following budget spreadsheet, with itemized costs totaling **\$203,720.50**.

Assigned Staff: The staff assigned to this project will include primarily Mr. Dexter (Principal Archaeologist) and Mr. Cuellar (Staff Archaeologist II), with assistance from Mr. Kraushaar (Staff Archaeologist) and Archaeological Technicians as needed.

We look forward to providing you with archaeological services for this project. Feel free to contact us anytime with questions. The best method to contact us is by calling (925) 335-9308.

Sincerely,



Sean Dexter
CFO/Principal Archaeologist
Condor Country Consulting, Inc.



DATE: July 7, 2010
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Award Construction Contract for the Mitigation Planting and Irrigation Project for the North Connector Project

Background:

The Solano Transportation Authority (STA) is the implementing agency for Mitigation Planting and Irrigation Project (Mitigation Site). The STA entered into an agreement on June 17, 2009 with the Solano Community College for implementation of the mitigation site for the North Connector on Solano Community College property. The Mitigation Site is located directly north of the Linear Park Trail, west side of Suisun Creek and east of Solano College Athletic fields. The work to be done consists of approximately 4 acres of mitigation planting, including placement of over 650 trees and 350 shrubs, hydroseeding, installation of electrical service for irrigation controllers, irrigation, and development of a water supply.

Discussion:

Consistent with STA Board direction, staff has been proceeding with implementation of the Mitigation Planting and Irrigation Project (Mitigation Site). The Project was designed by HD Harvey and Associates, a professional ecological consulting firm with experience in designing mitigation planting projects. In accordance with legal requirements, the Project was advertised in the Daily Republic newspaper.

Bids were received and opened on July 7, 2010 at the STA offices on One Harbor Center, Suite 130, Suisun City, CA. The construction bids received are shown in Attachment A. The lowest responsible bidder was Cagwin & Dorward, Inc. for a bid of \$233,000.00. The final Project budget is \$279,600.00, which includes a 20% project contingency of \$46,600.00 for contract change orders.

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

Fiscal Impact:

The Mitigation Planting and Irrigation Project (Mitigation Site) construction will be funded with Bridge Toll funds already allocated to the North Connector Project.

Recommendation:

Approve Resolution No. 2010-10 for the Mitigation Planting and Irrigation Project for the North Connector

Attachments:

- A. Construction Bids Received
- B. Resolution No. 2010-10 for the Mitigation Planting and Irrigation Project

Mitigation Planting and Irrigation Project (Mitigation Site)
July 7, 2010

Contractor		Amount
1	Cagwin & Dorward, Inc.	\$233,000.00
2	Sansei Gardens, Inc.	\$240,705.00
3	DK Environmental	\$248,388.00
4	Watkins & Bortolussi	\$275,100.00
5	Restoration Resources, Inc.	\$291,589.00
6	Pacific Park Landscaping	\$300,945.00
7	North Coast Resource Management	\$316,127.25
8	Elite Landscaping	\$325,832.50
9	Natures Image, Inc.	\$387,900.00

**SOLANO TRANSPORTATION AUTHORITY
RESOLUTION 2010-10**

**RESOLUTION OF THE
SOLANO TRANSPORTATION AUTHORITY
AWARDING THE MITIGATION PLANTING AND IRRIGATION PROJECT
CONTRACT AND AUTHORIZING RELATED ACTIONS NECESSARY TO
IMPLEMENT THE MITIGATION PLANTING AND IRRIGATION PROJECT
CONTRACT**

WHEREAS, on May 14, 2008 the STA Board authorized the Executive Director to advertise the Mitigation Planting and Irrigation Project Contract (Mitigation Site); and

WHEREAS, bids were received and opened on July 7, 2010 at the STA offices at One Harbor Center, Suite 130, Suisun City, California; and

WHEREAS, the engineer's estimate for the project was \$300,000; and

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

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

1. Approves the Mitigation Planting and Irrigation Project Contract, Notice to Contractors and Special Provisions, including issued Addendum No. 1, 2, and 3
2. Determines that the Mitigation Planting and Irrigation Project Contract (Mitigation Site), which addresses mitigation requirements, is in compliance with the California Environmental Quality Act (Public Resources Code §21000, et seq.), and has been fully analyzed in the Environmental Impact Report (EIR) for the North Connector project certified by the STA Board on May 14, 2008.
3. Awards the contract for furnishing labor, equipment, and materials for the Mitigation Planting and Irrigation Project Contract (Mitigation Site) Contract to Cagwin and Dorward, Inc, the lowest responsive and responsible bidder, in the amount of \$233,000.00 and require the contractor to present surety bonds for payment and faithful performance in the amounts of \$233,000.00 and \$233,000.00, respectively.
4. Authorizes the Executive Director or his designee to sign the contract on behalf of the STA Board subject to the Executive Director or his designee having reviewed and found sufficient all required documents, including the contract signed by the contractor and the required surety bonds and certificates of insurance.
5. Directs that, in accordance with the project specifications and/or upon the execution of the contract by the Executive Director or designee, any bid bonds posted by the bidders be exonerated and any checks or cash submitted for bid security be returned.

6. Authorizes the Executive Director or his designee to execute required contract change orders for up the difference between the Engineers Estimate and the contract bid amount or \$67,000.
7. Authorizes the Executive Director or his designee to sign any escrow agreements prepared for this project to permit direct payment of retention into escrow or the substitution of securities for moneys withheld by the STA to ensure performance under the contract pursuant to Public Contract Code Section 22300.
8. Delegates the STA Board's functions under Public Contract Code Sections 4107 and 4110 to the Executive Director or his designee.
9. Pursuant to Section 6705 of the Labor Code, delegate to a registered civil or structural engineer employed by the STA and so designated by the Executive Director, the authority to accept detailed plans showing the design of shoring, bracing, sloping, or other provisions to be made for worker protection during trench excavating covered by that section.
10. Declare that, should the contract award be invalidated for any reason, the STA Board in any event would not have awarded the contract to the second bidder or any other bidder but instead would have exercised its discretion to reject all of the bids received. Nothing herein shall prevent the Board from awarding the contract to another bidder in cases where the successful bidder establishes a mistake, refuses to sign the contract, or fails to furnish required bonds or insurance (see Public Contract Code Sections 5100 et seq.).

I HEREBY CERTIFY that the foregoing resolution was introduced and passed at a regular meeting of the Board of the Solano Transportation Authority, held on the 14^h day July, 2010, by the following vote:

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

Attest by: _____
 Johanna Masielat
 Clerk of the Board

 Pete Sanchez, Chair
 Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this the day of July 14, 2010.

 Daryl K. Halls, Executive Director
 Solano Transportation Authority



DATE: July 2, 2010
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Approve Modification to the North Connector Phase 2 Project

Background:

Consistent with STA Board direction, staff has been proceeding with the implementation for the North Connector Project. In May 2008, the Board authorized the Executive Director to advertise one or more construction contracts for the North Connector Project for a total amount not to exceed \$23.3 million, including construction management services. The Engineer's Estimate for construction was \$20,840,000. The project included installing a 30" water line under the N. Connector for the City of Fairfield, with the City being responsible for all costs associated with the water line, including any associated construction change orders.

On June 16, 2009, contract bids were opened and the contractor for the North Connector Phase 2 project was awarded to Ghilotti Brothers Inc., for the amount of \$9,394,748.13 (45.1% of Engineers Estimate). Project contingency of 15% of the bid amount was established as \$1,409,212.22, for a total project budget of \$10,803,960.

Discussion:

As mentioned above, the project included installing a 30" water line as part of the North Connector construction contract for the City of Fairfield, with the City being responsible for the cost. The base contract included a budgeted cost of \$1,134,070 for the construction of the water line. As discussed below, Construction Contract Change Orders (CCOs) have been executed or will need to be executed for the installation of the 30" water line.

CCO 10R, 10RS1, 10RS2, and 10RS3: City of Fairfield Waterline Casing

This base change order and supplemental change orders are for modifications to the profile grade of the 48" casing for the bore and jack under Suisun Creek, and suspension of work related to the bore and jack from 2009 until 2010 due to permit restrictions for this work. This 48" casing is the carrier pipe for the City of Fairfield cross town waterline. Because of the additional depth of shoring, modifications to the shoring type had to be made to withstand earth loads and to provide for worker safety. As such, the cost to install and to remove the shoring is significantly increased. In 2009 the Contractor was able to dewater on the adjacent project site (with permission from the developer) into an existing pit that had been dug adjacent to the project. This pit served as a desilting basin and then the water was removed from the pit through a filter, and utilized by the Solano Irrigation District (SID) for irrigation water. For work performed this year, the adjacent developer has filled in the pit, and there are no local dewatering

sites. Thus, the contractor had to implement a complex dewatering system with large desilting tanks (three 21,000 gallon tanks and three 18,000 gallon tanks), followed by two filter systems before the water can be discharged into Raines Drain through installed piping some 4000' east.

This cost of the additional work to construct the 30" water line, in conjunction with last year's work, is anticipated to be approximately \$1,157,000. This cost is in addition to the base cost of \$1,134,070. As such, staff is recommending approval of a commensurate increase in the contingency budget of \$1,157,000 to cover the increased cost of the water line. Again, the City of Fairfield will be responsible for the total cost of constructing the 30" water line and all change order relating to this work have been concurred with by the City.

Fiscal Impact:

The City of Fairfield will be funding the total costs of constructing the 30" water line.

Recommendation:

Approve a modification to the North Project increasing the contingency budget of \$1,157,000 to cover the increased cost of the 30" water line, for a revised contingency budget of \$2,566,212 and a revised total construction budget of \$11,960,960.



DATE: July 2, 2010
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Contract Amendment for Associated Right of Way Services (ARWS)
for North Connector Project

Background:

STA is taking the lead on the Right-of-Way acquisition for the North Connector Project, including Right-of-Way relocation services. In August 2008, STA retained Associated Right of Way Services (ARWS) to provide relocation services for the North Connector Project.

Discussion:

As mentioned above, STA has retained ARWS to provide relocation services for the North Connector Project. The relocation of the various businesses/tenants is almost complete, but there are a couple of property owners that still have ongoing claims. As such, staff is recommending approval of a contract amendment with ARWS that would extend the term of the contract to April 2011 and increase the contract amount by \$2,000 to complete the necessary relocation services. The remaining services are discussed in more detail in the attached letter from ARWS dated July 2, 2010 (Attachment A).

Fiscal Impact:

The relocation services recommended at part of this staff report will be funded with Regional Measure 2 (RM 2) funds already allocated to the Project.

Recommendation:

Approve a contract amendment with ARWS for \$2,000 and an extended term to April 2011 to complete the Right-of-Way relocation services for the North Connector Project.

Attachment:

- A. Letter from the ARWS dated July 2, 2010.

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Memorandum

To: Janet Adams, Director of Projects
Solano Transportation Authority

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

Project: North Connector Project

Subject: Request for Contract Extension and Additional Funds

Date: July 2, 2010

Type of Change:

Level of Effort

Scope of Services

Other

Pursuant to the Professional Services Contract, dated August 7, 2008, the Solano Transportation Authority (STA) retained the services of Associated Right of Way Services, Inc., (AR/WS) to provide relocation assistance services for the North Connector Project. On May 22, 2009, the contract was amended and extended through June 30, 2010.

AR/WS has been providing on-going relocation assistance services since August 2008. Due to additional variables including changes in the project scope and schedule, the length of time and effort required to complete the project has increased.

The project scope and level of effort required by AR/WS to complete the relocation assistance services are indicated below. The estimated budget increase is based on our experience, past billing history, time already spent and the estimated remaining relocation services necessary.

- A. An increase in the length of the estimated project schedule and increased level of effort to provide continued relocation assistance services due to a number of project occupants moving into temporary storage and requiring additional relocation assistance services upon their move from temporary storage to a permanent replacement location.
- B. Process relocation assistance claims for remaining eligible occupants.
- C. Distribution of payments currently in process by Solano Transportation Authority.
- D. Complete the relocation of Michelle Valine from storage to a permanent location.

As of June 30, 2010 our contract to provide relocation services has expired with a remaining balance of \$1,165.

Janet Adams
July 2, 2010
Page 2

Budgetary Change:

No Change At This Time Additional Funds Needed Reduction of Budget

Although the project occupants have vacated, their respective project location's relocation services continue. An additional budget of \$2,000 is requested to provide continued relocation services.

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

**Contract Extended and Additional Funds Authorized
Solano Transportation Authority**

By: _____

Date: _____

Title: _____

cc: Dale Dennis – STA Project Manager



DATE: July 2, 2010
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Contract Amendment for HDR for the I-80 Eastbound Cordelia Truck Scales Relocation Project

Background:

STA is taking the lead on completing Plans, Specifications and Estimate (PS&E) and Right-of-Way (R/W) engineering for the I-80 Eastbound Cordelia Truck Scales Relocation Project. In spring 2008, STA retained HDR Engineering, Inc. (HDR) to prepare the PS&E and R/W engineering, including coordinating utility relocations and demolition of two residences.

Discussion:

Consistent with STA Board direction, staff has been proceeding with the implementation for the I-80 Eastbound Cordelia Truck Scales. HDR is preparing the PS&E and has now reached a major milestone in that the 95% PS&E was submitted to Caltrans in May 2010. In reaching this significant milestone in the preparation of the PS&E, staff has determined it is the appropriate time to review the out of scope work that has been completed to date and to evaluate the budget required to complete preparation of the final PS&E and R/W acquisition tasks. The attached HDR letter dated June 28, 2010 discusses unforeseen tasks that have been completed since the inception of the contract. With approval of a contract amendment for HDR in the amount not-to-exceed \$1,400,000, the budget will be sufficient to complete the PS&E and R/W engineering for the I-80 Eastbound Cordelia Truck Scales Relocation project.

Fiscal Impact:

The I-80 Eastbound Cordelia Truck Scales Relocation Project is being funded with bridge toll funds all ready allocated to the Project.

Recommendation:

Approve a contract amendment for HDR in the amount of \$1,400,000, to complete the PS&E and R/W engineering for the I-80 Eastbound Cordelia Truck Scales Relocation Project.

Attachment:

- A. Letter from HDR dated June 28, 2010.

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June 28, 2010

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

**Subject: Additional Design Services
I-80 Eastbound Cordelia Truck Scales Relocation Project**

Dear Janet:

In September of last year, we meet with STA to discuss additional scope and services identified at that time. While STA recognized additional effort had been required, full agreement was not reached on all the items. In addition, STA requested that only one change request be processed for the project. Since that time HDR has continued to track additional scope and service items, communicate the need for these items with STA, and has reallocated existing budget for critical items so that progress on the project could be maintained.

The HDR team recently completed the 95% PS&E submittal and we believe that all additional work necessary to successfully complete the project has now been identified. The additional scope and services fall are describe by assigned category below, and are described in detail by task in Attachment 1.

Cordelia Vehicle Management System (CVMS) – during the validation phase of the project it was determined that the inspection concept for the facility presented in the Draft Project Report was not acceptable to the project stakeholders. Recognizing that without a viable solution to the site and vehicle inspections supported by the project stakeholders the design process could have be substantially impacted the HDR team was tasked with determining an appropriate and acceptable design. Through additional research, technical studies, design activities, and coordination with STA, Caltrans, and CHP, a solution was developed based on integration of technology components. To implement the solution, HDR prepared fact sheets and obtained approvals from Caltrans, developed an integration plan, prepared the RFP to procure the necessary services, assisted in the selection of the consultant, prepared the contract documents, and is coordinating with the consulted on the design integration, and will act as STA’s representative for the management of the work through construction. Through these efforts we have been able to maintain progress on the project design and allowing right-of-way requirements to be set, and also reached consensus with the project stakeholders on the technology integration elements and requirements.

Utility Services and Relocations – several major utility relocations and service connections are required for the project. The relocation of the SID 18” waterline at Suisun Creek and the relocation of the PG&E transmission towers in this general vicinity were not originally identified as required relocations in the Draft Project Report. The SID relocation has required several additional design efforts due to the location and environmental requirements for this area. Additional borings and geotechnical analysis were conducted. Methods of relocation were investigated and determined that directional boring would best meet the requirements. Additional field surveys were required for the relocations, including the surveying of trees and bushes that will need to be trimmed or relocated to meet PG&E and environmental requirements. In addition to the unanticipated relocations, several specific scope and design assumptions were not met and consequently additional design effort and coordination resulted; identification and design of new water connection as existing water line is insufficient, design of new sewer force main as gravity flow is not possible across Suisun Creek bridge, additional pot holes required for water line and gas line in congested area near Busch Drive, and the preparation of Reports of Investigations and new service applications.

The changes and additions to the utility relocations are significant and have required extensive coordination, and several right of way modifications and design revisions. Because we started as early as possible on the relocations we have the designs and easements completed, and continue to coordinate with the owners so that the agreements can be obtained in time for the relocations to occur without impact to the construction schedule.

Surveys and Right of Way – several unanticipated issues and additional Caltrans or project requirements have been encountered as the survey and right of way (ROW) work has progressed. The changes include; resolving discrepancies in the Caltrans District 10 right of way maps to the satisfaction of District 4, changes to the hard copy maps due to changes in the HOV Lane project by CCO, additional title reports requested by Caltrans, additional field surveys for utilities and property owners.

The decision that the Solano Transportation Authority (STA) and its Board will be responsible for condemnation has lead to changes to the deeds as they were originally prepared in Caltrans name. We anticipate one condemnation and have estimated effort to provide the Resolution of Necessity exhibits and documents.

While there have been several changes and unanticipated requirements to the ROW process, the HDR team has been able to respond to those changes and provide the necessary ROW engineering documents to STA and Caltrans so that the ROW acquisition schedule can be maintained.

Additional Design Requirements – to maintain project progress and meet the needs of effected utility owners and certain environmental requirements, STA has requested the

HDR team prepare contract documents for the SID relocations, building demolition, tree removal, prepare the Life Cycle Cost Analysis (LCCA) as a requirement of Caltrans for PA&ED approval, and to design and incorporate the Eastbound I-80 Cordelia Bypass Management System Relocation into the project plans. HDR completed the LCCA and coordinated extensively with Caltrans so as to avoid any additional delays to PA&ED. We have completed the 100% plans for the SID relocations and are on schedule for the preparation of the tree removal and demolition contract work.

Resolution of Hydraulics Concerns and Drainage Design – during the later stages of PA&ED and the early design work, SID and Caltrans presented several questions and comments on the hydraulic studies and proposed drainage features developed in the PA&ED phase. The majority of the comments centered on the Rains Drain area and associated drainage requirements. In coordination with STA and their consultants, the HDR team developed design solutions acceptable to Caltrans and SID. In developing these solutions additional hydraulic studies were performed, as well grading and drainage plans. Resulting from these studies and design coordination with SID, additional design features are now being incorporated into the project including a crossing structure of Rains Drain and a special design box culvert ‘manifold’ structure.

Design Changes – in the scope of work HDR identified 448 plan sheets but due to the complexity of the project and various changes and requirements the 95% plans include 573 sheets. While we have been able to accommodate much of the design production increase in the original, we have not been able to do that for the significant design changes. Those changes and additions include; the re-design of the I-80 off ramp and Suisun Creek Bridge at 65% PS&E due to the median barrier change on the HOV project, the development of LEED specifications as they are unavailable from Caltrans, additional lighting design work due to the “grade separated structure” and pedestrian lighting requirements at the truck scales site, additional traffic operations system requirements from Caltrans, and design support of the EIR revalidation.

HDR is requesting an amendment of \$1,397,257 for the additional services provided, and those needed to complete the project. The breakdown by category is as follows:

Cordelia Vehicle Management System:	\$237,295
Utility Services and Relocations:	\$121,411
Surveys and Right of Way:	\$144,676
Additional Design Requirements:	\$377,754
Resolution of Hydraulic Concerns:	\$106,248
Design Changes:	\$360,045
Additional Geotechnical Services:	<u>\$ 49,829</u>
Total	\$1,397,257

Attached is our estimate of the fees associated with this additional work. After you have had a chance to review it, I would like to meet with you to discuss and reach agreement on these changes. If you have any questions, please feel free to contact me.

Sincerely,

HDR Engineering, Inc.

Carlton L. Haack, P.E.
Project Manager

Attachments:

- Additional Scope and Services by Task
- Additional Fee Spreadsheet

Additional Scope and Services

1.0 Cordelia Vehicle Management System

- 1.1 Development of the Technology Implementation Plan – The concept for the facility in the Draft Project Report included an inspection booth located between the 2nd and 3rd lanes. During the project’s validation period the team and stakeholders determined this was not feasible and consequently recognized the need to integrate several technology components to meet the operational need of the facility to sort and inspect the forecasted peak of 900 commercial vehicles per hour. To accomplish the identified need, the HDR Team has undertaken and completed the research and coordination necessary to develop and gain stakeholder approval of the Technology Implementation Plan which defines the operational need and provides the recommended solution for the required technology integration. These efforts were not originally anticipated in the original scope of work.

- 1.2 Procurement and Management of Integration Consultant – HDR proposed the creation of a Technology Team consisting of the STA, Caltrans, CHP and HDR Team representatives to develop the RFP necessary to procure the necessary services, and to work with the selected consultant/contractor for implementation and construction of the technology integration. The HDR Team has prepared the scope of work and RFP, assisted in the selection of a Technology Consultant /Contractor, and at the request of STA will continue to provide coordination and oversight of the Technology Consultant /Contractor during the design, implementation and testing of the system.

- 1.3 Design Support During Construction – the HDR team will provide design support of all CVMS components during the two phase construction of the system.

2.0 Utility Services and Relocations

- 2.1 Report of Investigation and Utility Agreements – As described in the approved Scope of Services, the original assumption was that Caltrans would prepare the Report of Investigation (ROI) and Utility Agreements for utility relocations. However, the Caltrans/STA Cooperative Agreement executed in July 2009, indicates that STA is to perform all utility coordination. An ROI and Utility Agreement must be prepared for the Solano Irrigation District (SID) relocations, and separate ROIs and Utility Agreements must be prepared for each of the three PG&E utility facilities (electric transmission line electric distribution line and gas main) that must be relocated for the project. Effort includes review of the SID and PG&E responses to the Relocation Claim Letters, research on the provisions of the applicable statewide Caltrans/PG&E utility agreement, review of SID and PG&E relocation designs and cost estimates, preparation of each ROI, and

coordination with the Caltrans District Utility Coordinator. Effort also includes coordination with each utility and with STA to develop the draft Utility Agreements and assist as needed in facilitating execution of the agreements.

- 2.1 New Service Connection Applications – As described in the approved Scope of Services, the original assumption was that Caltrans would prepare all New Service Connection Applications. However, the Caltrans/STA Cooperative Agreement indicates that STA is to perform all utility coordination. The new CVEF will require preparation and submittal of a PG&E Application for Service for electric and gas services for the new CVEF, submittal of information to the City of Fairfield for water service, submittal of information to the Fairfield-Suisun Sewer District for sewer service, and submittal of information to AT&T for telephone and data service. Effort includes research to determine the required information and format for the applications, preparing the application letters in the various formats required, and assembling and submitting the application packets, which include copies of plans, CAD files, drawings and calculations for each proposed new utility service.

- 2.3 Sanitary Sewer Force Main and Pump Station Design - The original assumption was that an extension of the existing sanitary sewer pipe using gravity flow was possible. A new sewer force main will be required since the new pipe must be raised to cross Suisun Creek underneath the new bridge. HDR will design a force main from the new pump station at the relocated facilities building to the tie in point for the 2-inch force main from the existing scale facility. The effort includes design of piping and a new sewage pump lift station at the site.

- 2.4 Water Line Design – The original assumption was that an extension of the existing 2” water pipe from the existing CVEF to the new CVEF site was possible and would supply sufficient water for the new facility. During the design effort it was determined that the existing 2” water line is inadequate to provide the required irrigation, fire protection, and potable water requirements the new CVEF. After investigation, it was determined that the only feasible source for the necessary quantity of water is from a City of Fairfield water main on Hale Ranch Road, which is located about 4000 feet east of the new CVEF. Additional effort includes evaluating the size of the new water pipes needed, coordination with the City of Fairfield on connection details, and design of alignments for the pipes. Effort also includes developing the design for a fire loop and fire hydrant and fire service locations on the new CVEF.

- 2.5 Additional Potholes for Water Line Design- additional potholes are needed for the Water Service line design at Hale Ranch road and Busch Drive. Through the final verification process of water demands and service needs the City of Fairfield directed that the proposed CVEF service line be connected to the proposed City of Fairfield 30” water line along Hale Ranch Road that will be installed during the summer of 2010. HDR has coordinated with the City and their designers, Creegan

& DeAngelo, regarding the location and design of the water service lateral for the CVEF building and site. The construction work scheduled for this summer will provide a connection joint for the new CVEF service lateral that is to be installed under the Caltrans contract. This connection location requires a 385-foot lateral to extend parallel to Hale Ranch Road to the proposed meter pedestal platform outside of the future Caltrans R/W. The lateral alignment outside of the Caltrans R/W requires a crossing of an existing PG&E 6" gas main and a AT&T telephone line at Hale Ranch Road. Consequently, additional positive field verification of these utilities is required through potholing to fulfill the Caltrans Policy on High and Low Risk Underground Facilities and complete the Project Engineer's Certification of Utility Facilities

3.0 Additional Surveys and Right of Way Efforts

- 3.1 Resolving Right of Way Discrepancies and Changes – Due to discrepancies between the District 10 right of way maps, County Parcel maps, title reports and surveyed monuments HDR's sub-consultant, Chaudhary, expended additional effort in preparing the land net. These efforts included resolution of significant differences in property lines between the mapping and actual field monuments. The additional efforts included additional deed research, meetings with Caltrans RW, coordination with PG&E Land Department and additional right of way computational work.

Subsequent to preparing and submitting the hard copy maps, a Contract Change Order (CCO) for the Median Barrier under the HOV Lane Project required re-design of project elements (see 6.1 below) and corresponding revisions to the hard copy map. These revisions entailed substantial changes to the maps and included new boundary closures and descriptions.

- 3.2 Additional Field Surveys – Field surveys were needed beyond the original assumptions for several elements of the project RW engineering, design and appraisals including the following:
- Recovery of missing property corners and additional right of way monuments additional unanticipated field survey time was required to complete Suisun Creek surveys to work around access restrictions on the Valine property and on the shoulder of I-80.
 - Additional field work was required to stake PG&E easements for a field review of relocation efforts on the 12kV pole lines and 115kV distribution towers at PG&E's request.
 - Additional field surveys are required to meet property owner requests to stake proposed right-of-way and temporary construction easements.
 - Field surveys were also performed to verify and tie-in the HOV project reconstruction work. This included survey work for the relocated I-80 median

concrete barrier, final ETW and EP striping, Suisun Creek Bridge Widening work and final Storm Drain and utility verifications.

- Tree location surveys were required for the SID 18” HDD pipeline under Suisun Creek for alignment design purposes. Oak Trees along the existing truck scale off-ramp to verify removal requirements.

3.3 Additional Right-of-Way Engineering Services and Requirements – additional services and effort are required to satisfy unanticipated Caltrans and STA requirements and additional property impacts identified during the design and right-of-way process. The additional items include:

- A Construction Staking and Control Map is required per Caltrans and was not included in the original scope of work.
- Additional title reports are required for properties outside of the identified impacted parcels. Two title reports were obtained due to design changes for the PGE 12kV Distribution Line (parcels north of I-80). The Lyons tile report was required due to both the PG&E 115 kV transmission and 12kV distribution line relocations. The Nelson Trust property report was obtained as requested by Caltrans and STA for the Carter property appraisal.
- The Appraisal maps were revised after the 65% submittal due to design changes along the 18” Suisun Creek SID relocation. As the HDD alignment was finalized changes were made to avoid existing trees within the creek and to reduce vertical profile while reducing risks of a drilling release during construction.
- Greater than anticipated utility easement documents are necessary to meet the project requirements. Originally, the utilities identified in the draft project report were estimated for RW engineering and relocation. Subsequently, through the design process additional conflicts have been identified that require the preparation of plats, legal descriptions, quitclaims, JUAs, and CCUAs to meet the project and Caltrans requirements.

3.4 Right of Way Condemnation Exhibits and Documents – the HDR team will prepare the necessary design exhibits and right-of-way engineering documents for the Resolution of Necessity hearing by the STA Board and support of the condemnation process. The estimate for this work is based on a single property condemnation.

4.0 Additional Design Requirements

4.1 Design of the SID Contract Documents – STA requested that HDR prepare the design and contract documents for all SID relocations; Young and Chadbourne laterals. Additional services provided include developing construction drawings including details of control valves and metering along with specifications and engineer’s estimate necessary to construct the relocations as a separate bid package. The existing 18-inch diameter Young’s lateral and associated control

structures adjacent to Suisun Creek must be relocated to the south to accommodate the proposed Suisun Creek Bridge which was not identified in the Draft Project Report. HDR proposed, and STA approved directional boring for this work due to in-situ material, environmental, and economic considerations. The attached “Evaluation of Trenchless Construction Alternatives for Relocation of 18-inch SID Irrigation Water Main” was previously provided to STA for additional information on the proposed design and construction. HDR’s proposed subconsultant, Bennett Trenchless Engineers, will provide expertise in directional drill pipeline installation including design analysis and drawing details.

- 4.2 Private Property Demolition Contract – STA directed HDR to have the demolition work for two existing private properties to be done by a separate design contract. HDR will be required to hire GEOCON to perform asbestos and lead containing paint surveys of the existing structure to be demolished. HDR is also required to field check the two properties for the removal plans and prepare a separate PS&E contract to be administered early by STA. This work includes preparation of removal plans, Solano County based specification package and a separate bid item estimate. Additional coordination is also required to identify the necessary permitting and application needed to perform the work.
- 4.3 Pavement Life Cycle Cost Analysis – HDR prepared the pavement life-cycle cost analysis required by Caltrans. HDR developed a draft and final report with recommendations to be included in the plans and specifications, and coordinate the approval of the LCCA with Caltrans. HDR coordinated with Caltrans Planning to verify and approve the project Traffic Index values for each specific pavement design section. Additional coordination with Caltrans Design and Material functional groups was required to provide a timely approval of the LCCA report. HDR also coordinated with STA’s consultant for the final pavement design recommendations for the Final Project Report. During the review and preparation of the LCCA report HDR recognized that a design exception may be needed to use a 20-year design pavement for the I-80 widening section. A mandatory design exception fact sheet was prepared by HDR and submitted to Mike Thomas at Caltrans concurrently with the final review of the LCCA report. The fact sheet was ultimately not required due to user cost data and timely review and approval of the LCCA report. This work was not anticipated during preparation of the original scope of work as the TI approval process and LCCA report is typically performed as part of the Project Report process.
- 4.4 EB I-80 Cordelia Bypass Management System Relocation- the HDR team will coordinate, develop, and prepare the necessary design to include the relocation of the existing pre-pass WIM for the I-680/80 location into the project’s scope and plans. The team will include the relocation work as a “spot” location within the Truck Scales PS&E package.

5.0 Resolution of Hydraulics Concerns and Drainage Design

- 5.1 Additional Hydraulics Analysis and Preliminary Design Work – due to questions and comments presented by Caltrans and SID in review of the hydraulic studies and drainage features developed in the PA&ED phase of the project, it was necessary for the HDR team to spend additional time and coordination in developing solutions to the Raines Drain area that are acceptable to Caltrans and SID. This work included processing a LIDAR database to make it usable for the Raines Drain model. HDR’s work involved regenerating the surface and developing contours to match the existing topography base. The data was provided by STA’s consultant to HDR for resolution of hydraulics issues that impacted the project, but was not directly part of HDR’s scope. The work also includes the additional coordination and design of drainage facilities (detention basin, etc.) for handling or storing site runoff for the new site. The effort includes additional hydraulic analysis and preparation of additional grading and drainage plans.

- 5.2 Special Design Drainage Structures – Additional civil and structural design of a special design box culvert ‘manifold’ structure and two large non-standard reinforced concrete boxes that together capture the series of existing culverts coming under I-80 and the proposed drainage culverts that outlet to the Raines drain were required. The original assumption was that the existing culverts could be extended; however this is not possible due to the final location of the site and SR 12 connector off-ramp.

During design coordination with SID, a new Raines Drain crossing structure was identified as being necessary to maintain access Raines Drain along the existing County road. The design for this structure was not included in the original scope of work.

6.0 Design Changes and Additions

- 6.1 HOV CCO’s for Median Barrier – The HDR team redesigned the I-80 off ramp and Suisun Creek Bridge approaching the 65% design in order to accommodate the median barrier CCO unknown to HDR. The revision also required significant CAD work in re-stationing the I-80 alignment and revising plans, profiles and typical cross sections. The change was not part of the original geometric data transmitted to HDR by the STA’s consultant and was unknown to HDR until the design survey work was completed and reviewed during the 65% design.

- 6.2 Additional Architectural Detailing, Research, and Design – During the validation effort the HDR Team learned that the existing pit covers at Commercial Vehicle Enforcement Facilities across the state have exhibited design challenges and

maintenance issues. To develop a pit cover that is satisfactory to both Caltrans design and CHP, while also meeting safety requirements, HDR's architect has performed additional efforts in researching inspection pit covers, including field visits and meetings with Caltrans and CHP stakeholders. The additional effort included understanding and resolving the existing pit cover deficiencies and selection and approval of an alternative pit cover design acceptable to both Caltrans and CHP. The results of these efforts will ultimately incorporate a final product into the design, and preparation of the specifications.

- 6.4 LEED Specification Development – Caltrans is currently working on the preparation of standard LEED specifications; however, these specifications will not be approved in the timeframe necessary to achieve the mandated Silver LEED rating for this project. Consequently, the majority of the building and site related specifications will be non standard special provisions (NSSP's). The development of these NSSPs have required additional effort in the development, tracking and approval of all NSSP's related to the site and building including the original versions of new architectural specifications and sections within Division 12-Building section.
- 6.5 Additional VISSIM Modeling of the Site – The original scope of traffic analysis assumed constructing the VISSIM model with one update. During the validation process, and in response to Caltrans and CHP comments, the site was revised three times to add/remove parking locations, geometric revisions for truck turning, and changing vehicle paths/assignments within the facility. These changes resulted in the in revisions to the model and post processing the simulations to extract travel times and queue lengths necessary for Caltrans review and approval. The operations memorandum and graphics were updated to reflect these differing simulations. In addition, to present and explain the configurations and traffic simulations to the PDT and project stakeholders, four AVI videos were created for the grade separated flyover, site parking, inspection bays and static scales that were not anticipated. All work was undertaken to complete the site validation to CHP and Caltrans satisfaction.
- 6.6 Lighting Design Work – Pedestrian level and tunnel lighting was not anticipated in the original scope. However, the need for this lighting was identified in the validation effort and 35% design. The work was incorporated into the final design. Additional lighting design work includes: pedestrian, sign and tunnel lighting that will add 9-sheets to the final design.
- 6.7 Traffic Operations Systems – Caltrans comments on the 35% plans included requests for modifications on to the eastbound I-80 traffic monitoring stations (TMS). These comments requested that three (3) traffic monitoring stations and one (1) CCTV location on I-80 be modified/ relocated. The additional work would include production of additional plan sheets to install TMS detectors, including detector loops, conduit layouts, service points and associated hardware,

CCTV camera and specifications. Caltrans has also required that the westbound system be shown on the plan sheets due to the interconnectivity of both systems. The original scope included work for new TOS along the realigned off-ramps and 12 connector. At the 35% design level the I-80 TOS elements were assumed to be satisfied with the HOV project work.

- 6.8 EIR Revalidation Work – A revalidation was required to revised the project environmental document to include the proposed relocation of the PG&E 115kV Transmission line and 12kV Distribution Line. Revisions to the overall project RW take and TCE impacts were also included in the EIR revalidation. HDR provided analysis of GIS data provided by ICF/Mark Thomas PA&ED team to determine current 95% design impact areas. HDR also provided Circle Point total area of impacts for all permanent and temporary design impacts, areas for the proposed PG&E and SID relocation easements and coordination efforts with the utility agencies, Circle Point, and STA.
- 6.9 Addition of I-80 Westbound Lanes to the TMP – HDR originally assumed that a TMP (Traffic Management Plan) would be needed for the widening work along I-80 and SR 12. This includes analysis of existing traffic volumes, preparation of lane closure requirement charts and a lane closure plan to perform the widening work along I-80 and SR 12 documenting any associated user damages during those closures.

During the final design process and after the completion of the HOV project it was determined that the 2 advanced warning overhead sign bridges for the SR 12 Connector along I-80 would require extensive median barrier modifications to install the sign foundations and pedestals. Although this work can be staged at night and the foundations can be installed after the full median shoulder along the EB lanes has been provided, it would also require that the HOV lane along the WB lanes be closed during these work periods. No equipment will be needed on the WB side but do to the existing WB median shoulder being less than 2-feet and a non-standard HOV lane width the WB lane will need to be closed to perform the concrete and double thrie beam barrier removal and reconstruction work.

Caltrans required that a traffic analysis and lane closure requirement charts of the existing WB I-80 lanes be added to the TMP. The original assumption was no analysis or work would be needed on the WB side of I-80. The District did not want to use the lane requirements prepared for the HOV project due to the addition of 5th travel lane.

- 6.10 Additional Structural Design Work – The HDR Team developed structural drawings for the Suisun Creek Bridge, separation structure, building and retaining walls. As the design progressed, additional 13-sheets (not including LOTB sheets)

beyond the initial estimate were needed to depict the building and retaining walls developed during the 35% design.

7.0 Geotechnical Services

- 7.1 Additional Borings – 18” SID Line and Detention Basin – Additional geotechnical work includes additional borings (3) and CPT’s (3) necessary for the 18” SID relocation, as well as three additional borings for the potential detention basin design. The work includes permitting, field exploration, laboratory analysis and engineering analysis beyond what was anticipated in the original scope.
- 7.2 Revised Draft and Final Geotechnical Report- The additional geotechnical work described above, requires updates to the draft and final reports to present results and recommendations.

Fee Estimate for Additional Services Date: June 28, 2010		Cost By Firm and Task										Totals: Hours Cost
Task No.	Task Description	HDR	WMH	Kennedy- Jenks	Biggs Cardosa	Parikh	Chaudhary	Fehr & Peers	Geocon	Exaro	Bennett Trenchless	
1	Cordelia Vehicle Management System											
1.1	Development of the Technology Implementation Plan	63,696	14,700									78,396
1.2	Procurement and Management of Integration Consultant	61,992	42,800									104,792
1.3	Design Support During Construction		49,800									49,800
	Hourly Subtotal:	628	536									1,164
	Labor Subtotal:	125,688	107,300									232,988
	Direct Expenses & Tech Charge Subtotal:	2,324	1,983									4,307
	Task Total:	\$ 128,012	\$ 109,283	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 237,295
2	Utility Services and Relocations											
2.1	Report of Investigation and Utility Agreements	15,508										15,508
2.2	New Service Connection Applications	18,100		0								18,100
2.3	Sanitary Sewer Force Main and Pump Station Design	39,228										39,228
2.4	Water Line Design	39,228										39,228
2.5	Additional Potholes for Water Line Design	960							5,427			6,387
	Hourly Subtotal:	800	-	-	-	-	-	-	-	-	-	800
	Labor Subtotal:	\$113,024	\$0	-	-	-	-	-	-	5,427	-	\$118,451
	Direct Expenses & Tech Charge Subtotal:	\$2,960	\$0	-	-	-	-	-	-	-	-	2,960
	Task Total:	\$ 115,984	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,427	\$ -	\$ 121,411
3	Surveys and Right of Way											
3.1	Resolving Right of Way Discrepancies and Changes	11,860					31,589					43,449
3.2	Additional Field Surveys	3,712					32,248					35,960
3.3	Additional Right-of-Way Engineering Services and Requirements						32,801					32,801
3.4	R/W Condemnation Exhibits and Documents											
	Hourly Subtotal:	170	-	-	-	-	735	-	-	-	-	905
	Labor Subtotal:	\$25,908	-	-	-	-	\$96,639	-	-	-	-	\$122,547
	Direct Expenses & Tech Charge Subtotal:	\$629	-	-	-	-	\$21,500	-	-	-	-	\$22,129
	Task Total:	\$ 26,537	\$ -	\$ -	\$ -	\$ -	\$ 118,139	\$ -	\$ -	\$ -	\$ -	\$ 144,676
4	Additional Design Requirements											
4.1	Coordination and Design of SID Contract Documents	45,348	0								79,760	125,108
4.2	Private Property Demolition Contracts	13,912						6,905				20,817
4.3	Pavement Life Cycle Cost Analysis	10,448	2,240									12,688
4.4	Pre-Pass / WIM Relocation Addition	6,248	205,700									211,948
	Hourly Subtotal:	588	1,356	-	-	-	-	-	-	-	446	2,390
	Labor Subtotal:	\$75,956	\$207,940	-	-	-	\$0	-	6,905	-	79,760	\$370,561
	Direct Expenses & Tech Charge Subtotal:	\$2,176	\$5,017	-	-	-	\$0	-	-	-	-	\$7,193
	Task Total:	\$ 78,132	\$ 212,957	\$ -	\$ -	\$ -	\$ -	\$ 6,905	\$ -	\$ -	\$ 79,760	\$377,754
5	Resolution of Hydraulics Concerns and Drainage Design											
5.1	Additional Hydraulics Analysis & Preliminary Design w/ LIDAR Data	22,796	34,400									57,196
5.2	Special Design Drainage Structures	42,790	3,520									46,310
	Hourly Subtotal:	525	216	-	-	-	-	-	-	-	-	741
	Labor Subtotal:	\$65,586	\$37,920	-	-	-	-	-	-	-	-	\$103,506
	Direct Expenses & Tech Charge Subtotal:	\$1,943	\$799	-	-	-	-	-	-	-	-	\$2,742
	Task Total:	\$ 67,529	\$ 38,719	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 106,248
6	Design Changes and Additions											
6.1	HOV CCO's - Median Barrier	21,460	54,600	-	-	-	-	-	-	-	-	\$76,060
6.2	Architectural Detailing	-	22,400	15,784	-	-	-	-	-	-	-	\$38,184
6.3	Develop LEED Specifications	9,268	12,600	10,920	-	-	-	-	-	-	-	\$32,788
6.4	VISSIM Modeling for Site Validation	-	5,400	-	-	-	-	14,640	-	-	-	\$20,040
6.5	Additional Lighting Design Work	-	5,400	-	-	-	-	42,500	-	-	-	\$47,900
6.6	Traffic Operations Systems (TOS)	-	-	-	-	-	-	45,864	-	-	-	\$45,864
6.7	EIR Revalidation Work	8,980	-	-	-	-	-	-	-	-	-	\$8,980
6.8	Add Westbound Lanes to the TMP	-	-	-	-	-	-	16,717	-	-	-	\$16,717
6.9	Additional Structural Design Work	-	-	-	65,100	-	-	-	-	-	-	\$65,100
	Hourly Subtotal:	302	620	160	516	-	-	961	-	-	-	2,559
	Labor Subtotal:	\$39,708	\$100,400	\$26,704	\$65,100	-	-	\$119,721	\$0	-	-	\$351,633
	Direct Expenses & Tech Charge Subtotal:	\$3,617	\$2,294	\$592	\$1,909	-	-	\$0	\$0	-	-	\$8,413
	Task Total:	\$ 43,325	\$ 102,694	\$ 27,296	\$ 67,009	\$ -	\$ -	\$ 119,721	\$ -	\$ -	\$ -	\$360,045
7	Geotechnical Services											
7.1	Additional Borings - 18" SID Line and Detention basin						20,816					20,816
7.2	Revised Draft & Final Geotechnical Reports						14,759					14,759
	Hourly Subtotal:	-	-	-	-	-	310	-	-	-	-	310
	Labor Subtotal:	-	-	-	-	-	\$35,575	-	-	-	-	\$35,575
	Direct Expenses & Tech Charge Subtotal:	-	-	-	-	-	\$14,254	-	-	-	-	\$14,254
	Task Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$49,829	\$ -	\$ -	\$ -	\$ -	\$49,829
	Total Hours	3,013	2,728	160	516	310	735	961	0	0	446	8,869
	Total Labor	\$445,870	\$453,560	\$26,704	\$65,100	\$35,575	\$96,639	\$119,721	\$6,905	\$5,427	\$79,760	\$1,335,260
	Total Direct Expenses & Tech Charge	\$13,648	\$10,094	\$592	\$1,909	\$14,254	\$21,500	\$0	\$0	\$0	\$0	\$61,997
	TOTAL	\$459,518	\$463,654	\$27,296	\$67,009	\$49,829	\$118,139	\$119,721	\$6,905	\$5,427	\$79,760	\$1,397,257



DATE: July 2, 2010
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Mitigation Agreements for I-80 Eastbound Truck Scales Relocation Project

Background:

STA has been actively working with State of California Department of Transportation (Caltrans), California Highway Patrol (CHP) and the Federal Highway Administration (FHWA) to deliver the I-80 Eastbound Cordelia Truck Scales Relocation Project. The existing Eastbound Truck Scales which were constructed in 1958, are seriously undersized and unable to process the existing truck volumes let alone the future projected truck volumes. The purpose of the project is to construct new eastbound truck scales with the capacity to accommodate the anticipated 115% growth in truck traffic in the corridor by 2035; to provide traffic congestion relief in this section of I-80 due by reducing truck /auto weaving and queuing; and to improve the reliability of the system with increased capacity and up-to-date equipment. The Project will rebuild and relocate the Eastbound Cordelia Truck Scales Facility, build a 2-lane bridge across Suisun Creek, and construct braided ramps from the new truck scales facility to EB I-80 and EB SR 12 ramps.

Caltrans is the Lead Agency for the California Environmental Quality Act (CEQA) compliance for the I-80 Eastbound Truck Scales Relocation Project and the Lead Agency for the National Environmental Policy Act (NEPA) compliance. The CEQA and NEPA environmental documents have been approved for the Project.

Discussion:

The CEQA and NEPA environmental documents have been approved for the I-80 Eastbound Truck Scales Relocation Project. As discussed in the Biological Opinion from the US Fish and Wildlife Service, the Project will result in impacts to seasonal wetland habitat as well as Swainson's Hawk habitat, all of which can be mitigated.

The I-80 Eastbound Truck Scales Relocation Project will result in a permanent loss of 0.12 acres of seasonal wetlands and 25.59 acres of Swainson's Hawk habitat. The Project's seasonal wetland impacts will be mitigated through the purchase of 0.12 acres of seasonal wetland credits for \$14,000 at the off-site Elsie Gridley Mitigation Bank and the Project's Swainson's Hawk habitat impacts will be mitigated through the purchase of 19.19 acres of Conservation Credits for \$95,950 at the off-site Jenny Farms Mitigation Bank. Both Banks are located in Solano County. Draft agreements have been prepared and are attached (Attachment A and B). Staff recommends the Board authorize the

Executive Director to finalize and execute separate agreements between STA and the Elsie Gridley Mitigation Bank and the Jenny Farms Mitigation Bank. Should any substantial changes to one of more of the draft agreements be required, the agreement(s) would be brought back to the Board for approval.

Fiscal Impact:

The seasonal wetland and Swainson's Hawk mitigation for the I-80 Eastbound Cordelia Truck Scales Relocation Project is being funded with Bridge Toll funds.

Recommendation:

Authorize the Executive Director to finalize and execute separate agreements with Elsie Gridley Mitigation Bank for \$14,000 for seasonal wetland mitigation and Jenny Farms Mitigation Bank for \$95,950 for Swainson's Hawk mitigation for the I-80 Eastbound Truck Scales Relocation Project.

Attachments:

- A. Agreement with Elsie Gridley Mitigation Bank
- B. Agreement with Jenny Farms Mitigation Bank

Wetland Resources LLC

3030 Bridgeway, Suite 216, Sausalito, CA 94965

ELSIE GRIDLEY MITIGATION BANK

USACE: 200000614

**AGREEMENT FOR SALE OF WETLAND CREDITS
SPN-2008-00358 S**

This Agreement is entered into this 30th day of June, 2010, by and between Wetland Resources LLC. (WRLLC), and Solano Transportation Authority jointly referred to as the "Parties," as follows:

RECITALS

- A. The WRLLC has developed the Elsie Gridley Mitigation Bank (Bank) located in Solano County, California; and
- B. The Bank was approved by the U. S. Fish and Wildlife Service (Service) on October 25, 2005, and by the U.S. Army Corps of Engineers (USACE) on January 27 and March 8, 2006, and by the California Department of Fish and Game on December 19, 2005, and is currently in good standing with the applicable resource agencies; and
- C. The WRLLC has received approval from the USACE to offer Mitigation Credits (Credits) at the Bank for sale as compensation for impacts to wetlands and/or other waters of the US; and
- D. The Solano Transportation Authority is seeking to implement the project described on Exhibit "A" attached hereto (Project), which would unavoidably and adversely impact wetlands and/or other waters of the US and seeks to compensate for those said impacts by purchasing Mitigation Credits from the WRLLC at the Bank; and
- E. Solano Transportation Authority desire to purchase from WRLLC and WRLLC's desire to sell to the Solano Transportation Authority Seasonal wetland credits.

NOW, THEREFORE, THE PARTIES AGREE AS FOLLOWS:

1. Upon exercise of the Solano Transportation Authority right to purchase, further described in Provision 5 below, the Bank will sell to Solano Transportation Authority and Solano Transportation Authority will purchase from WRLLC 0.12 acres of seasonal wetlands for the \$14,000.00. Upon payment of the Purchase Price, WRLLC will deliver to the Solano Transportation Authority an executed Bill of Sale in the manner and form as

attached hereto and marked Exhibit "B". The sale and transfer herein is not intended as a sale or transfer to the Solano Transportation Authority of a security, license, lease, easement, or possessory or non-possessory interest in real property, not the granting of any interest of the foregoing.

2. The Solano Transportation Authority shall have no obligation whatsoever by reason of the purchase of the Wetland Credits, to support, pay for, monitor, report on, sustain, continue in perpetuity, or otherwise be obligated or liable for the success or continued expense or maintenance in perpetuity of the Wetland Credits sold, or the Bank. Pursuant to the Elsie Gridley Mitigation Bank Enabling Instrument with the USACE dated October 25, 2005, which by this reference is incorporated herein, and any amendments thereto, WRLLC shall monitor and make reports to the appropriate agency or agencies on the status of any Credit sold to the Solano Transportation Authority. WRLLC shall be fully and completely responsible for satisfying any and all conditions placed on the Bank or the Wetland Credits by all state or federal jurisdictional agencies. WRLLC shall hereby indemnify, protect and defend the Solano Transportation Authority against and from all such liability, responsibilities and obligations.
3. The Wetland Credits sold and transferred to the Solano Transportation Authority pursuant to the Agreement shall be non-transferable and non-assignable, and shall not be used as compensatory mitigation for any other Project or purpose, except as mutually agreed to by the Parties in a signed written amendment to this Agreement.
4. Within sixty (60) days of the effective date of this Agreement, Solano Transportation Authority must exercise its right to purchase the Wetland Credits by submitting the Purchase Price to WRLLC. If the Solano Transportation Authority fails to submit the Purchase Price to WRLLC within sixty (60) days of the Effective Date of this Agreement, this Agreement will be considered null and void.
5. Upon purchase of the Wetland Credits, WRLLC shall complete the payment receipt from attached hereto as Exhibit "C", and shall submit the completed payment receipt to the Service.
7. This Agreement shall be effective as of the date of that last signature ("Effective Date").

IN WITNESS WHEREOF, the parties have executed this Agreement as follows.

WETLAND RESOURCES LLC,
Elsie Gridley Mitigation Bank

By: _____

Date: _____

Solano Transportation Authority

By: _____

Date: _____

Exhibit "A"

**DESCRIPTION OF PROJECT
TO BE MITIGATED**

80 Eastbound Cordelia Truck Scales Relocation Project

Exhibit "B"

BILL OF SALE

SPN-2008-00358 S

In consideration of \$ _____, receipt of which is hereby acknowledged, Wetland Resources LLC does hereby bargain, sell, and transfer to the Solano Transportation Authority 0.12 acres of seasonal wetlands, for the 80 Eastbound Cordelia Truck Scales project from the Wetland Resources LLC in Solano County, California, developed, and approved by the U.S. Fish and Wildlife Service, the Army Corps of Engineers, and California Department of Fish and Game.

Wetland Resources LLC represents and warrants that it has good title to the credits, has good right to sell the same, and that they are free and clear of all claims, liens, or encumbrances.

Wetland Resources LLC covenants and agrees with the buyer to warrant and defend the sale of the credits herein before described against all and every person and persons whomsoever lawfully claiming or to claim the same.

Dated: _____

Wetland Resources LLC,
Elsie Gridley Mitigation Bank

By: _____

Exhibit "C"
WETLAND RESOURCES LLC

PAYMENT RECEIPT

PARTICIPANT INFORMATION

Name: Solano Transportation Authority
Address:

Telephone:
Contact:

PROJECT INFORMATION

Project Description:

Permit Number:

Species/Habitat Affected:

Credits to be Purchased:
Payment Amount:

Project Location:

County/Address:

PAYMENT INFORMATION

Payer:

Payee: Wetland Resources LLC, Elsie Gridley Mitigation Bank

Amount:

Method of Payment: Cash _____ Check No. _____

Received by: _____ Date: _____
(Signature)

Name: _____
Title: Manager

**AGREEMENT FOR SALE OF CONSERVATION CREDITS
JENNY FARMS CONSERVATION BANK**

I-80 Eastbound Cordelia Truck Scales Relocation Project
CEQA State Clearinghouse #2008052067

This Agreement is entered into this ____ day of _____, 2010, by and between WILDLANDS, INC., a Delaware corporation (Bank Owner) and the CALIFORNIA DEPARTMENT OF TRANSPORTATION (Department), jointly referred to as the "Parties," as follows:

RECITALS

- A. The Bank Owner has developed the Jenny Farms Conservation Bank (Bank) located in Solano County, California; and
- B. The Bank was approved by the California Department of Fish and Game (CDF&G) on December 16, 2005, and is currently in good standing with this agency; and
- C. The Bank Owner has received approval from the CDF&G to offer Swainson's hawk and burrowing owl credits (Conservation Credits) for sale as compensation for the loss of Swainson's hawk foraging and/or burrowing owl habitat as specified in the Conservation Bank Agreement through the Agreement for Sale of Conservation Credits (Bank Agreement); and
- D. Department is seeking to implement the project described on Exhibit "A" attached hereto (Project), which would unavoidably and adversely impact Swainson's hawk foraging habitat thereon, and seeks to compensate for the loss of Swainson's hawk foraging habitat by purchasing Conservation Credits from Bank Owner; and
- E. Department has been authorized by CDF&G under CEQA State Clearinghouse Number 2008052067 to purchase from the Bank Owner 19.19 Conservation Credits upon confirmation by the Bank Owner of credit availability/adequate balance of credits remaining for sale; and
- F. Department desires to purchase from Bank Owner and Bank Owner desires to sell to Department 19.19 Conservation Credits;

NOW, THEREFORE, THE PARTIES AGREE AS FOLLOWS:

1. Upon exercise of the Department's right to purchase, further described in Provision 5 below, Bank Owner will hereby sell to Department and Department will hereby purchase from Bank Owner 19.19 Conservation Credits from the Bank for the lump sum purchase price of **\$95,950.00** (Purchase Price). Upon payment of the Purchase Price, Bank Owner will then immediately deliver to Department an executed Bill of Sale and Payment Receipt in the manner and form as attached hereto and marked Exhibit "B" and Exhibit "C", respectively. The Purchase Price for the 19.19 Conservation Credits shall be paid by Department with a State of California warrant or check payable to Wildlands, Inc.
2. The sale and transfer herein is not intended as a sale or transfer to Department of a security, license, lease, easement, or possessory or non-possessory interest in real property, nor the granting of any interest of the foregoing.

3. Department shall have no obligation whatsoever by reason of the purchase of the Conservation Credits, to support, pay for, monitor, report on, sustain, continue in perpetuity, or otherwise be obligated or liable for the success or continued expense or maintenance in perpetuity of the Conservation Credits sold, or the Bank. As required by law and the Bank Agreement, Bank Owner shall monitor and make reports to the appropriate agency or agencies on the status of any Conservation Credits sold to Department. Bank Owner shall be fully and completely responsible for satisfying any and all conditions placed on the Bank or the Conservation Credits, by all state or federal jurisdictional agencies. Bank Owner hereby shall indemnify, defend and hold-harmless the Department of and from all such liabilities and obligations.

4. The 19.19 Conservation Credits sold and transferred to Department shall be nontransferable and non-assignable, and shall not be used as compensatory mitigation for any other Project or purpose, except as set forth herein this provision 4. The Parties agree that if the actual number of compensatory credits required to compensate for the Project's impacts are less than 19.19 Conservation Credits, then the Department has the exclusive right, subject only to CDF&G approval, to utilize the difference between the number purchased and the actual number required, for one or more other transportation projects.

5. Within sixty (60) days from the Effective Date of this Agreement, Department must exercise its right to purchase the 19.19 Conservation Credits by submitting the Purchase Price to Wildlands, Inc. If Department fails to exercise its right to purchase the 19.19 Conservation Credits within 60 days from the Effective Date of this Agreement, then this Agreement will be considered null and void.

6. Within seven (7) days of payment of the Purchase Price by the Department, the Bank Owner shall submit the completed Payment Receipt in the manner and form as attached hereto and marked Exhibit "C" to CDF&G.

7. In the event that the Bank Owner defaults on its obligations and responsibilities set forth herein or the purposes for which the Bank was created are extinguished, and as a result, Department is not able to utilize the 19.19 Conservation Credits as contemplated by this Agreement, Bank Owner shall reimburse Department the amount of the Purchase Price adjusted to fair market value of the said 19.19 Conservation Credits at the time of default or extinguishment.

8. Bank Owner confirms by signing this Agreement that Bank Owner is authorized to sell 19.19 Conservation Credits and said credits are currently available for sale from the Bank.

9. The Effective Date of this Agreement shall be the date of the last signature.

The remainder of this page has been intentionally left blank.

IN WITNESS WHEREOF, the parties have executed this Agreement as follows:

BANK OWNER:

WILDLANDS, INC.

By: _____ Date: _____
Name:
Its:

DEPARTMENT:

STATE OF CALIFORNIA
Department of Transportation

By: _____ Date: _____
Name:
Its:

Exhibit "A"

**DESCRIPTION OF PROJECT
TO BE
MITIGATED**

The California Department of Transportation in cooperation with the Solano Transportation Authority proposes to move and rebuild the Eastbound Cordelia Truck Scales at a new location on Interstate 80 in Solano County, California. Project is identified as EA 0A5350.

The Cordelia Truck Scales are located within the Interstate 80 /Interstate 680/State Route 12 interchange in Solano County, in the vicinity of Fairfield and Suisun City between post miles 14.0 and 15.7 on I-80 and L1.8 and L 2.0 on the SR 12. The project area extends along I-80 from the Scandia Family Center east to the SR 12 East interchange with I-80 and continues east along SR 12E to Chadbourne Road, for approximately 2 miles. The proposed Project is located within the Fairfield South 7.5-minute United States Geological Survey (USGS) quadrangle; Township 5N, Range 2W of the Mt. Diablo Meridian.

Exhibit "B"

BILL OF SALE

Contract # JFCB-10-

**I-80 Eastbound Cordelia Truck Scales Relocation Project
CEQA State Clearinghouse #2008052067
EA 0A5350**

In consideration of \$95,950.00, receipt of which is hereby acknowledged, WILDLANDS, INC. (Bank Owner) does hereby bargain, sell and transfer to the CALIFORNIA DEPARTMENT OF TRANSPORTATION (Department), 19.19 Swainson's hawk Conservation Credits in the Jenny Farms Conservation Bank in Solano County, California, developed, and approved by the California Department of Fish and Game.

Bank Owner represents and warrants that it has good title to the credits, has good right to sell the same, and that they are free and clear of all claims, liens, or encumbrances.

Bank Owner covenants and agrees with the buyer to warrant and defend the sale of the credits hereinbefore described against all and every person and persons whomsoever lawfully claiming or to claim the same.

Dated: _____

Jenny Farms Conservation Bank
WILDLANDS, INC.

By: _____

Name:

Its:

Exhibit "C"

**JENNY FARMS CONSERVATION BANK
SWAINSON'S HAWK CREDITS: PAYMENT RECEIPT**

PARTICIPANT INFORMATION

Name: CALIFORNIA DEPARTMENT OF TRANSPORTATION

Address: 11 Grand Avenue
P.O. Box 23660
Oakland, CA 94623-0660

Telephone:

Contact:

PROJECT INFORMATION

Project Description: I-80 Eastbound Cordelia Truck Scales Relocation Project (EA 0A5350)

CEQA State Clearinghouse Number: 2008052067

Species/Habitat Affected: 25.59 acres Swainson's hawk foraging habitat

Credits to be Purchased: 19.19 (0.75:1 ratio)

Payment Amount: \$95,950.00

Project Location: I-80/I-680/SR 12 Interchange

County/Address: Solano County

PAYMENT INFORMATION

Payee: Wildlands, Inc.

Payer: California Department of Transportation

Amount: Ninety-Five Thousand Nine Hundred Fifty and No/100ths dollars (\$95,950.00)

Method of payment: Cash Check No. Money Order No.

Received by: _____ Date: _____
(Signature)

Name: _____ Title: _____

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DATE: July 2, 2010
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Advertise and Award Tree Removal Contracts for I-80 Eastbound Truck Scales Relocation Project

Background:

STA has been actively working with the State of California Department of Transportation (Caltrans), California Highway Patrol (CHP) and the Federal Highway Administration (FHWA) to deliver the I-80 Eastbound (EB) Cordelia Truck Scales Relocation Project. The existing Eastbound Truck Scales which were constructed in 1958, are seriously undersized and unable to process the existing truck volumes let alone the future projected truck volumes. The purpose of the Project is to construct new eastbound truck scales with the capacity to accommodate the anticipated 115% growth in truck traffic in the corridor by 2035; to provide traffic congestion relief in this section of I-80 due by reducing truck /auto weaving and queuing; and to improve the reliability of the system with increased capacity and up-to-date equipment. The Project will rebuild and relocate the Eastbound Cordelia Truck Scales Facility, build a 2-lane bridge across Suisun Creek, and construct braided ramps from the new truck scales facility to EB I-80 and EB SR 12 ramps.

Discussion:

STA is leading the design phase for the I-80 Eastbound Cordelia Truck Scales Relocation Project and will also be taking the lead with tree removal contracts for the Project. The tree removal activities at Suisun Creek need to be completed prior to October 15, 2010 and the balance of the tree removal activities need to be completed by February 15, 2011 (start of bird nesting season) to facilitate Caltrans advertising the I-80 Eastbound Cordelia Truck Scales Relocation Project for construction, which is scheduled to start in the summer 2011.

Staff recommends that the Board authorize the Executive Director to advertise one or more tree removal contracts in accordance with all applicable sections of the California Public Contract Code and solicit bids for their construction. These contract(s) will be advertised for a minimum of twenty-one days with bids anticipated to be opened in late August. Since the STA Board will not be meeting in August, staff also recommends the Board authorize the Executive Director to award the contract(s) to the lowest responsible and responsive bidder, once the bids are received and reviewed.

Fiscal Impact:

The tree removal contracts for the I-80 Eastbound Cordelia Truck Scales Relocation Project are being funded with Bridge Toll funds all ready allocated to the Project.

Recommendation:

Approve Resolution No. 2010-11 authorizing the Executive Director to advertise and award one or more tree removal contract(s) for the I-80 Eastbound Cordelia Truck Scales Relocation Project for a total amount not-to-exceed \$120,000 plus a 20% contingency.

Attachment:

- A. Resolution No. 2010-11

**SOLANO TRANSPORTATION AUTHORITY
RESOLUTION 2010-11**

**RESOLUTION OF THE
SOLANO TRANSPORTATION AUTHORITY
TO AUTHORIZE ADVERTISING AND AWARDED TREE REMOVAL
CONTRACT(S) REQUIRED FOR THE I-80 EASTBOUND TRUCK SCALES
RELOCATION PROJECT AND TO AUTHORIZE RELATED ACTIONS
NECESSARY TO IMPLEMENT THE TREE REMOVAL CONTRACT(S)**

WHEREAS, Caltrans approved the Environmental Impact Report/Environmental Assessment (EIR/EA) and Project Report for the I-80 Eastbound Truck Scales Relocation Project (and associated SID utility relocations) in October 2009; and

WHEREAS, STA, as a Responsible Agency, approved Resolution No. 2010-02, including acceptance of the Environmental Impact Report prepared by Caltrans for the Project; and

WHEREAS, STA accepted the Caltrans prepared Project Report and approved the build alternative for the I-80 EB Cordelia Truck Scales Relocation Project; and

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

1. Approves the Tree Removal Contract(s), Notice to Contractors and Special Provisions.
2. Determines that the Tree Removal Contract(s) are in compliance with the California Environmental Quality Act (Public Resources Code §21000, et seq.), and have been fully analyzed in the following documents: Environmental Impact Report/Environmental Assessment (EIR/EA) and Project Report for the I-80 Eastbound Truck Scales Relocation Project (and associated SID utility relocations) in October 2009 and Re-validation.
3. Authorizes the Executive Director or his designee to award the contract(s) on behalf of the STA Board for furnishing labor, equipment, and materials for the Tree Removal Contract(s) to the lowest responsive and responsible bidder and requires the contractor to present surety bonds for payment and faithful performance equal to the bid amount(s) for an amount not to exceed \$120,000.
4. Authorizes the Executive Director or his designee to sign the contract(s) on behalf of the STA Board subject to the Executive Director or his designee having reviewed and found sufficient all required documents, including the contract signed by the contractor and the required surety bonds and certificates of insurance.

5. Directs that, in accordance with the project specifications and/or upon the execution of the contract(s) by the Executive Director or designee, any bid bonds posted by the bidders be exonerated and any checks or cash submitted for bid security be returned.
6. Authorizes the Executive Director or his designee to execute required contract change orders for up to 20% of the bid amount(s).
7. Authorizes the Executive Director or his designee to sign any escrow agreements prepared for this project to permit direct payment of retention into escrow or the substitution of securities for moneys withheld by the STA to ensure performance under the contract pursuant to Public Contract Code Section 22300.
8. Delegates the STA Board's functions under Public Contract Code Sections 4107 and 4110 to the Executive Director or his designee.
9. Pursuant to Section 6705 of the Labor Code, delegate to a registered civil or structural engineer employed by the STA and so designated by the Executive Director, the authority to accept detailed plans showing the design of shoring, bracing, sloping, or other provisions to be made for worker protection during trench excavating covered by that section.
10. Declare that, should the contract(s) award be invalidated for any reason, the STA Board in any event would not have awarded the contract(s) to the second bidder or any other bidder but instead would have exercised its discretion to reject all of the bids received. Nothing herein shall prevent the Board from awarding the contract(s) to another bidder in cases where the successful bidder establishes a mistake, refuses to sign the contract(s), or fails to furnish required bonds or insurance (see Public Contract Code Sections 5100 et seq.).

I HEREBY CERTIFY that the foregoing resolution was introduced and passed at a regular meeting of the Board of the Solano Transportation Authority, held on the 14th day July, 2010, by the following vote:

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

Attest by: _____
 Johanna Masielat
 Clerk of the Board

 Pete Sanchez, Chair
 Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this the day of July 14, 2010.

Daryl K. Halls, Executive Director
Solano Transportation Authority

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DATE: July 2, 2010
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Utility Relocation Agreements for I-80 Eastbound Truck Scales
Relocation Project

Background:

STA has been actively working with the State of California Department of Transportation (Caltrans), California Highway Patrol (CHP) and the Federal Highway Administration (FHWA) to deliver the I-80 Eastbound (EB) Cordelia Truck Scales Relocation Project. The existing Eastbound Truck Scales which were constructed in 1958, are seriously undersized and unable to process the existing truck volumes let alone the future projected truck volumes. The purpose of the Project is to construct new eastbound truck scales with the capacity to accommodate the anticipated 115% growth in truck traffic in the corridor by 2035; to provide traffic congestion relief in this section of I-80 due by reducing truck /auto weaving and queuing; and to improve the reliability of the system with increased capacity and up-to-date equipment. The Project will rebuild and relocate the Eastbound Cordelia Truck Scales Facility, build a 2-lane bridge across Suisun Creek, and construct braided ramps from the new truck scales facility to EB I-80 and EB SR 12 ramps.

Discussion:

STA is leading the design phase for the I-80 Eastbound Cordelia Truck Scales Relocation Project and will also be taking the lead with utility relocations for the Project. The utility relocations (PG&E and Solano Irrigation District (SID) facilities), need to be completed in advance of Caltrans advertising the project for construction, which is scheduled to start in the summer 2011.

Several agreements need to be executed for relocating various utilities, including the following: 1) 115 Kv PG&E electrical transmission line; 2) 12Kv PG&E electrical distribution line; 3) PG&E gas distribution line; and 4) various SID facilities. Draft agreements have been prepared and are attached (Attachments A and B). Staff recommends the Board authorize the Executive Director to finalize and execute separate agreements between STA and PG&E and SID as required. Should any substantial changes to one of more of the draft agreements be required, the agreement(s) would be brought back to the Board for approval.

PG&E will be relocating their own facilities, but STA will be advertising and awarding the construction contract(s) to relocate SID facilities. STA's design consultant, HDR, has completed the design for relocation of various SID facilities that are in conflict with the

new truck scale facility. As such, staff recommends that the Board authorize the Executive Director to advertise one or more construction contracts for SID Utility Relocations in accordance with all applicable sections of the California Public Contract Code and solicit bids for their construction. The construction contract(s) will be advertised for a minimum of twenty-one days with bids anticipated to be opened in late August. Since the STA Board will not be meeting in August, staff also recommends the Board authorize the Executive Director to award the contract(s) to the lowest responsible and responsive bidder, once the bids are received and reviewed.

Fiscal Impact:

The SID Utility Relocation Contract(s) for the I-80 Eastbound Cordelia Truck Scales Relocation Project are being funded with Bridge Toll funds already allocated to the Project.

Recommendation:

Approve the following:

1. Authorize the Executive Director to finalize and execute separate agreements between STA, PG&E and Solano Irrigation District (SID) as required; and
2. Approve Resolution No. 2010-12 authorizing the Executive Director to advertise and award one or more construction contracts for the SID Utility Relocations for a total amount not to exceed \$900,000 plus 20% contingency.

Attachments:

- A. STA and PG&E Agreements
- B. STA and SID Agreement
- C. Resolution No. 2010-12

DISTRICT 4	COUNTY Solano	ROUTE 80 / SR 12	POST MILE 80 PM 14.0 to 15.7 SR12 PM L1.8 to 2.0	EA 0A5351
FEDERAL AID NO. NA		UTILITY OWNER Pacific Gas and Electric Company		
FEDERAL PARTICIPATION				
On The Project <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		On The Utilities <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		

UTILITY AGREEMENT NO. 04-UT-1810.1 DATE TBD

The **Solano Transportation Authority**, hereinafter called "STA," in cooperation with the California Department of Transportation ("Caltrans"), proposes to replace the existing Interstate 80 Eastbound Cordelia Commercial Vehicle Enforcement Facility (CVEF) and relocate it one-half mile further east, in and near the City of Fairfield, County of Solano, State of California.

And

Pacific Gas and Electric Company

Herein after called "OWNER," owns and maintains ELECTRIC DISTRIBUTION FACILITIES

Within the limits of STA's project which requires RELOCATION OF ELECTRIC DISTRIBUTION FACILITIES

To accommodate STA's project.

It is hereby mutually agreed that:

I. WORK TO BE DONE

In accordance with Notice to Owner No. 1810.1 dated DATE TBD, OWNER shall relocate its existing 12kv overhead electric distribution line. All work shall be performed substantially in accordance with OWNER's Plan No. 30748732 dated December 21, 2009 consisting of two (2) sheets, a copy of which is on file in the Office of the STA at One Harbor Center, Suite 130, Suisun City, CA 94585. Deviations from the OWNER's plan described above initiated by either the STA or the OWNER, shall be agreed upon by both parties hereto under a Revised Notice to Owner. Such Revised Notices to Owner, approved by the STA and acknowledged by the OWNER, will constitute an approved revision of the OWNER's plan described above and are hereby made a part hereof. No work under said deviation shall commence prior to receipt by the OWNER of the Revised Notice to Owner. Changes in the scope of the work will require an amendment to this Agreement in addition to the revised Notice to Owner.

STA's project

The Solano Transportation Authority (STA), in partnership with the California Department of Transportation (Caltrans) and the California Highway Patrol (CHP), proposes to replace the existing Eastbound Interstate 80 Cordelia Commercial Vehicle Enforcement Facility (CVEF) and relocate it one-half mile further east. Relocating and reconstructing the truck scales will improve congestion and reduce conflicts between truck and car traffic on I-80. The STA has committed to delivering the project, which will be operated by the CHP and maintained by Caltrans. Construction is expected to begin in 2011 and be complete by 2014.

OWNER's ELECTRIC DISTRIBUTION FACILITIES and RELOCATIONS OF DISTRIBUTION FACILITIES

The existing PG&E 12kV overhead electric distribution line runs more or less north-south along Suisun Creek, crossing over Interstate 80 just east of Suisun Creek. Just south of Interstate 80, the line crosses from the east side of Suisun Creek to the west side, and crosses over the proposed location of the proposed new Suisun Creek Bridge for the new off-ramp for the new EB Cordelia Commercial Vehicle Enforcement Facility (CVEF). Because the overhead line would present problems for cranes and other construction equipment during construction of the new Suisun Creek Bridge, Solano Transportation Authority (STA) has asked PG&E to relocate about 600 feet of this line, including three (3) poles. Also, if the line were not relocated, one of the existing PG&E poles would be inside the new Caltrans right of way/access control line, in-between the Interstate 80 mainline and the new truck scales off-ramp, a situation that would be inconsistent with Caltrans encroachment policy on freeways.

In addition to the overhead distribution line, a PG&E overhead electric service line (about 1645 feet long, with six (6) poles) south of I-80 and east of Suisun Creek that currently serves buildings on the Solano County property will be relocated. A portion of this line will become a distribution line, serving both the remaining warehouse building on the Solano County property, and also providing electric service to the new CVEF. The new service line will be located outside of the new Caltrans right of way.

II. LIABILITY FOR WORK

The existing facilities described in Section I above will be relocated at STA's expense at 100% STA's expense and 0% OWNER's expense in accordance with Section 5(A) of the Master Agreement dated November 1, 2004.

III. PERFORMANCE OF WORK

OWNER agrees to perform the herein-described work with its own forces or to cause the herein described work to be performed by the OWNER's contractor, employed by written contract on a continuing basis to perform work of this type, and to provide and furnish all necessary labor, materials, tools, and equipment required therefore; and to prosecute said work diligently to completion.

IV. PAYMENT FOR WORK

The STA shall pay its share of the actual cost of the herein described work within 90 days after receipt of OWNER's itemized bill in quintuplicate, signed by a responsible official of OWNER's organization and prepared on OWNER's letterhead, compiled on the basis of the actual cost and expense incurred and charged or allocated to said work in accordance with the uniform system of accounts prescribed for OWNER by the California Public Utilities Commission (PUC) or Federal Communications Commission (FCC), whichever is applicable.

It is understood and agreed that the STA will not pay for any betterment or increase in capacity of OWNER's facilities in the new location and that OWNER shall give credit to the STA for all accrued depreciation on the replaced facilities and for the salvage value of any material or parts salvaged and retained or sold by OWNER.

Not more frequently than once a month, but at least quarterly, OWNER will prepare and submit progress bills for costs incurred not to exceed OWNER's recorded costs as of the billing date less estimated credits applicable to completed work. Payment of progress bills not to exceed the amount of this Agreement may be made under the terms of this Agreement. Payment of progress bills which exceed the amount of this Agreement may be made after receipt and approval by STA of documentation supporting the cost increase and after an Amendment to this Agreement has been executed by the parties to this Agreement.

The OWNER shall submit a final bill to the STA within 180 days after the completion of the work described in Section I above. If the STA has not received a final bill within 180 days after notification of completion of OWNER's work described in Section I of this Agreement, and STA has delivered to OWNER fully executed Director's Deeds, Consents to Common Use or Joint Use Agreements as required for OWNER's facilities; STA will provide written notification to OWNER of its intent to close its file within 30 days and OWNER hereby acknowledges, to the extent allowed by law that all remaining costs will be deemed to have been abandoned.

The final billing shall be in the form of an itemized statement of the total costs charged to the project, less the credits provided for in this Agreement, and less any amounts covered by progress billings. However, the STA shall not pay final bills, which exceed the estimated cost of this Agreement without documentation of the reason for the increase of said cost from the OWNER. If the final bill exceeds the OWNER's estimated costs solely as the result of a revised Notice to Owner as provided for in Section I, a copy of said revised Notice to Owner shall suffice as documentation.

In any event if the final bill exceeds 125% of the estimated cost of this Agreement, an amended Agreement shall be executed by the parties to this Agreement prior to the payment of the OWNER'S final bill. Any and all increases in costs that are the direct result of deviations from the work described in Section I of this Agreement shall have the prior concurrence of STA.

Detailed records from which the billing is compiled shall be retained by the OWNER for a period of three years from the date of the final payment and will be available for audit in accordance with Contract Cost Principals and Procedures as set forth in 48 CFR, Chapter 1, Part 31 by STA and/or Federal Auditors.

V. GENERAL CONDITIONS

All costs accrued by OWNER as a result of STA's request of March 12, 2009 to review, study and/or prepare relocation plans and estimates and perform inspections for the project associated with this Agreement may be billed pursuant to the terms and conditions of this Agreement.

If STA's project which precipitated this Agreement is canceled or modified so as to eliminate the necessity of work by OWNER, STA will notify OWNER in writing, and STA reserves the right to terminate this Agreement by Amendment. The Amendment shall provide mutually acceptable terms and conditions for terminating the Agreement.

OWNER shall submit a Notice of Completion to the STA within 30 days of the completion of the work described herein.

STA will acquire new rights of way in the name of Caltrans, STA or OWNER through negotiation or condemnation and when acquired in either Caltrans or STA's name, shall convey same to OWNER by Easement Deed. STA's liability for such rights of way will be at the proration shown for relocation work involved under this Agreement.

Where OWNER has prior rights in areas which will be within the highway right of way and where OWNER's facilities will remain on or be relocated on Caltrans highway right of way, a Joint Use Agreement or Consent to Common Use Agreement shall be executed by the parties.

Upon completion of the work to be done by STA in accordance with the above-mentioned plans and specifications, the new facilities shall become the property of OWNER, and OWNER shall have the same rights in the new location that it had in the old location.

DISTRICT 4	COUNTY Solano	ROUTE 80 / SR 12	POST MILE 80 PM 14.0 to 15.7 SR12 PM L1.8 to 2.0	EA 0A5351
FEDERAL AID NO. NA		UTILITY OWNER Pacific Gas and Electric Company		
FEDERAL PARTICIPATION On The Project <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No On The Utilities <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No				

UTILITY AGREEMENT NO. 04-UT-1810.3 DATE TBD

The **Solano Transportation Authority**, hereinafter called "STA," in cooperation with the California Department of Transportation ("Caltrans"), proposes to replace the existing Interstate 80 Eastbound Cordelia Commercial Vehicle Enforcement Facility (CVEF) and relocate it one-half mile further east, in and near the City of Fairfield, County of Solano, State of California.

And

Pacific Gas and Electric Company

Herein after called "OWNER," owns and maintains GAS TRANSMISSION FACILITY

Within the limits of STA's project which requires RELOCATION OF GAS TRANSMISSION FACILITY

To accommodate STA's project.

It is hereby mutually agreed that:

I. WORK TO BE DONE

In accordance with Notice to Owner No. 1810.3 dated DATE TBD, OWNER shall relocate its existing underground 6" steel gas line, and extend the existing 24" casing around the gas line to the new Caltrans right of way line. All work shall be performed substantially in accordance with OWNER's Plan No. XXXXXXXXXX dated XXXXXXXXXXXXXX consisting of XXXXXX sheets, a copy of which is on file in the Office of the STA at One Harbor Center, Suite 130, Suisun City, CA 94585. Deviations from the OWNER's plan described above initiated by either the STA or the OWNER, shall be agreed upon by both parties hereto under a Revised Notice to Owner. Such Revised Notices to Owner, approved by the STA and acknowledged by the OWNER, will constitute an approved revision of the OWNER's plan described above and are hereby made a part hereof. No work under said deviation shall commence prior to receipt by the OWNER of the Revised Notice to Owner. Changes in the scope of the work will require an amendment to this Agreement in addition to the revised Notice to Owner.

STA's project

The Solano Transportation Authority (STA), in partnership with the California Department of Transportation (Caltrans) and the California Highway Patrol (CHP), proposes to replace the existing Eastbound Interstate 80 Cordelia Commercial Vehicle Enforcement Facility (CVEF) and relocate it one-half mile further east. Relocating and reconstructing the truck scales will improve congestion and reduce conflicts between truck and car traffic on I-80. The STA has committed to delivering the project, which will be operated by the CHP and maintained by Caltrans. Construction is expected to begin in 2011 and be complete by 2014.

OWNER's GAS TRANSMISSION FACILITY and RELOCATIONS OF GAS TRANSMISSION FACILITY

About 15 feet of the existing underground PG&E 6" gas transmission line that crosses under Interstate 80 near the junction of Busch Drive and Hale Ranch Road must be relocated and the existing 24" steel casing around the 6" gas line must be extended to the new Caltrans right of way line. This gas line, which because of its 275 psig pressure, is classified by Caltrans as a "High Risk Facility", and is required to be encased within the Caltrans right of way. The existing 6" gas line is inside a 24" casing inside the existing right of way, but the new right of way line at this location will be about 15 feet to the south of the existing right of way, so the 24" casing must be extended. Because this section of the line is not straight (goes from about 13 feet below ground surface to about 4 feet below ground surface) in this section, the 6" gas line must be relocated so that the 24" casing can be extended.

II. LIABILITY FOR WORK

The existing facilities described in Section I above will be relocated at STA's expense at 0% STA's expense and 100% OWNER's expense in accordance with Section 5(B) of the Master Agreement dated November 1, 2004.

III. PERFORMANCE OF WORK

OWNER agrees to perform the herein-described work with its own forces or to cause the herein described work to be performed by the OWNER's contractor, employed by written contract on a continuing basis to perform work of this type, and to provide and furnish all necessary labor, materials, tools, and equipment required therefore; and to prosecute said work diligently to completion.

IV. PAYMENT FOR WORK

The STA shall pay its share of the actual cost of the herein described work within 90 days after receipt of OWNER's itemized bill in quintuplicate, signed by a responsible official of OWNER's organization and prepared on OWNER's letterhead, compiled on the basis of the actual cost and expense incurred and charged or allocated to said work in accordance with the uniform system of accounts prescribed for OWNER by the California Public Utilities Commission (PUC) or Federal Communications Commission (FCC), whichever is applicable.

It is understood and agreed that the STA will not pay for any betterment or increase in capacity of OWNER's facilities in the new location and that OWNER shall give credit to the STA for all accrued depreciation on the replaced facilities and for the salvage value of any material or parts salvaged and retained or sold by OWNER.

Not more frequently than once a month, but at least quarterly, OWNER will prepare and submit progress bills for costs incurred not to exceed OWNER's recorded costs as of the billing date less estimated credits applicable to completed work. Payment of progress bills not to exceed the amount of this Agreement may be made under the terms of this Agreement. Payment of progress bills which exceed the amount of this Agreement may be made after receipt and approval by STA of documentation supporting the cost increase and after an Amendment to this Agreement has been executed by the parties to this Agreement.

The OWNER shall submit a final bill to the STA within 180 days after the completion of the work described in Section I above. If the STA has not received a final bill within 180 days after notification of completion of OWNER's work described in Section I of this Agreement, and STA has delivered to OWNER fully executed Director's Deeds, Consents to Common Use or Joint Use Agreements as required for OWNER's facilities; STA will provide written notification to OWNER of its intent to close its file within 30 days and OWNER hereby acknowledges, to the extent allowed by law that all remaining costs will be deemed to have been abandoned.

The final billing shall be in the form of an itemized statement of the total costs charged to the project, less the credits provided for in this Agreement, and less any amounts covered by progress billings. However, the STA shall not pay final bills, which exceed the estimated cost of this Agreement without documentation of the reason for the increase of said cost from the OWNER. If the final bill exceeds the OWNER's estimated costs solely as the result of a revised Notice to Owner as provided for in Section I, a copy of said revised Notice to Owner shall suffice as documentation.

In any event if the final bill exceeds 125% of the estimated cost of this Agreement, an amended Agreement shall be executed by the parties to this Agreement prior to the payment of the OWNERS final bill. Any and all increases in costs that are the direct result of deviations from the work described in Section I of this Agreement shall have the prior concurrence of STA.

Detailed records from which the billing is compiled shall be retained by the OWNER for a period of three years from the date of the final payment and will be available for audit in accordance with Contract Cost Principals and Procedures as set forth in 48 CFR, Chapter 1, Part 31 by STA and/or Federal Auditors.

V. GENERAL CONDITIONS

All costs accrued by OWNER as a result of STA's request of March 12, 2009 to review, study and/or prepare relocation plans and estimates and perform inspections for the project associated with this Agreement may be billed pursuant to the terms and conditions of this Agreement.

If STA's project which precipitated this Agreement is canceled or modified so as to eliminate the necessity of work by OWNER, STA will notify OWNER in writing, and STA reserves the right to terminate this Agreement by Amendment. The Amendment shall provide mutually acceptable terms and conditions for terminating the Agreement.

OWNER shall submit a Notice of Completion to the STA within 30 days of the completion of the work described herein.

STA will acquire new rights of way in the name of Caltrans, STA or OWNER through negotiation or condemnation and when acquired in either Caltrans or STA's name, shall convey same to OWNER by Easement Deed. STA's liability for such rights of way will be at the proration shown for relocation work involved under this Agreement.

Upon completion of the work to be done by STA in accordance with the above-mentioned plans and specifications, the new facilities shall become the property of OWNER, and OWNER shall have the same rights in the new location that it had in the old location.

It is understood that said highway is a federal-aid highway and accordingly, 23 CFR Part 645 is hereby incorporated into this Agreement by reference; provided, however, the provisions of any agreements entered into between the STA and the OWNER pursuant to state law for apportioning the obligations and costs to be borne by each, or the use of accounting procedures prescribed by the applicable federal or state regulatory body and approved by the Federal Highway Administration (FHWA), shall govern in lieu of the requirements of said 23 CFR Part 645.

THE ESTIMATED COST TO THE STA FOR ITS SHARE OF THE ABOVE-DESCRIBED WORK IS \$0.

DISTRICT 4	COUNTY Solano	ROUTE 80 / SR 12	POST MILE 80 PM 14.0 to 15.7 SR12 PM L1.8 to 2.0	EA 0A5351
FEDERAL AID NO. NA		UTILITY OWNER Pacific Gas and Electric Company		
FEDERAL PARTICIPATION				
On The Project <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		On The Utilities <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		

UTILITY AGREEMENT NO. 04-UT-1810.2 DATE TBD

The **Solano Transportation Authority**, hereinafter called "STA," in cooperation with the California Department of Transportation ("Caltrans"), proposes to replace the existing Interstate 80 Eastbound Cordelia Commercial Vehicle Enforcement Facility (CVEF) and relocate it one-half mile further east, in and near the City of Fairfield, County of Solano, State of California.

And

Pacific Gas and Electric Company

Herein after called "OWNER," owns and maintains ELECTRIC TRANSMISSION FACILITIES

Within the limits of STA's project which requires RELOCATION OF ELECTRIC TRANSMISSION FACILITIES

To accommodate STA's project.

It is hereby mutually agreed that:

I. WORK TO BE DONE

In accordance with Notice to Owner No. 1810.2 dated DATE TBD, OWNER shall relocate its existing 115kv overhead electric transmission line. All work shall be performed substantially in accordance with OWNER's Plan No. 211155 dated May 10, 2010 consisting of one (1) sheet, and OWNER's Plan No. 3000114 dated May 10, 2010 consisting of one (1) sheet, a copy of which is on file in the Office of the STA at One Harbor Center, Suite 130, Suisun City, CA 94585. Deviations from the OWNER's plan described above initiated by either the STA or the OWNER, shall be agreed upon by both parties hereto under a Revised Notice to Owner. Such Revised Notices to Owner, approved by the STA and acknowledged by the OWNER, will constitute an approved revision of the OWNER's plan described above and are hereby made a part hereof. No work under said deviation shall commence prior to receipt by the OWNER of the Revised Notice to Owner. Changes in the scope of the work will require an amendment to this Agreement in addition to the revised Notice to Owner.

STA's project

The Solano Transportation Authority (STA), in partnership with the California Department of Transportation (Caltrans) and the California Highway Patrol (CHP), proposes to replace the existing Eastbound Interstate 80 Cordelia Commercial Vehicle Enforcement Facility (CVEF) and relocate it one-half mile further east. Relocating and reconstructing the truck scales will improve congestion and reduce conflicts between truck and car traffic on I-80. The STA has committed to delivering the project, which will be operated by the CHP and maintained by Caltrans. Construction is expected to begin in 2011 and be complete by 2014.

OWNER's ELECTRIC TRANSMISSION FACILITIES and RELOCATIONS OF TRANSMISSION FACILITIES

The existing PG&E "Vaca-Suisun-Jameson" 115kV overhead electric transmission line runs more or less east-west along the south side of Interstate 8 in the vicinity of the existing Caltrans truck scales, crossing over Suisun Creek near the proposed new bridge over Suisun Creek for the new CVEF off-ramp. If not relocated, the transmission line would encroach into the new Caltrans right of way for the CVEF, both at the off-ramp at Suisun Creek and at the new CVEF itself. Because of this, the Solano Transportation Authority (STA) has asked PG&E to relocate about 3000 linear feet of this line. Five existing transmission towers will be removed, including the towers at each end of the section of line to be relocated. Two new transmission towers will be installed on a new alignment south of the CVEF, and the two towers at each end of the new alignment will be replaced with two new towers, for a total of four new transmission towers. This relocation will eliminate any encroachment into the new Caltrans right of way for the new CVEF.

II. LIABILITY FOR WORK

The existing facilities described in Section I above will be relocated at STA's expense at 100% STA's expense and 0% OWNER's expense in accordance with Section 5(A) of the Master Agreement dated November 1, 2004.

III. PERFORMANCE OF WORK

OWNER agrees to perform the herein-described work with its own forces or to cause the herein described work to be performed by the OWNER's contractor, employed by written contract on a continuing basis to perform work of this type, and to provide and furnish all necessary labor, materials, tools, and equipment required therefore; and to prosecute said work diligently to completion.

IV. PAYMENT FOR WORK

The STA shall pay its share of the actual cost of the herein described work within 90 days after receipt of OWNER's itemized bill in quintuplicate, signed by a responsible official of OWNER's organization and prepared on OWNER's letterhead, compiled on the basis of the actual cost and expense incurred and charged or allocated to said work in accordance with the uniform system of accounts prescribed for OWNER by the California Public Utilities Commission (PUC) or Federal Communications Commission (FCC), whichever is applicable.

It is understood and agreed that the STA will not pay for any betterment or increase in capacity of OWNER's facilities in the new location and that OWNER shall give credit to the STA for all accrued depreciation on the replaced facilities and for the salvage value of any material or parts salvaged and retained or sold by OWNER.

Not more frequently than once a month, but at least quarterly, OWNER will prepare and submit progress bills for costs incurred not to exceed OWNER's recorded costs as of the billing date less estimated credits applicable to completed work. Payment of progress bills not to exceed the amount of this Agreement may be made under the terms of this Agreement. Payment of progress bills which exceed the amount of this Agreement may be made after receipt and approval by STA of documentation supporting the cost increase and after an Amendment to this Agreement has been executed by the parties to this Agreement.

The OWNER shall submit a final bill to the STA within 180 days after the completion of the work described in Section I above. If the STA has not received a final bill within 180 days after notification of completion of OWNER's work described in Section I of this Agreement, and STA has delivered to OWNER fully executed Director's Deeds, Consents to Common Use or Joint Use Agreements as required for OWNER's facilities; STA will provide written notification to OWNER of its intent to close its file within 30 days and OWNER hereby acknowledges, to the extent allowed by law that all remaining costs will be deemed to have been abandoned.

The final billing shall be in the form of an itemized statement of the total costs charged to the project, less the credits provided for in this Agreement, and less any amounts covered by progress billings. However, the STA shall not pay final bills, which exceed the estimated cost of this Agreement without documentation of the reason for the increase of said cost from the OWNER. If the final bill exceeds the OWNER's estimated costs solely as the result of a revised Notice to Owner as provided for in Section I, a copy of said revised Notice to Owner shall suffice as documentation.

In any event if the final bill exceeds 125% of the estimated cost of this Agreement, an amended Agreement shall be executed by the parties to this Agreement prior to the payment of the OWNERS final bill. Any and all increases in costs that are the direct result of deviations from the work described in Section I of this Agreement shall have the prior concurrence of STA.

Detailed records from which the billing is compiled shall be retained by the OWNER for a period of three years from the date of the final payment and will be available for audit in accordance with Contract Cost Principals and Procedures as set forth in 48 CFR, Chapter 1, Part 31 by STA and/or Federal Auditors.

V. GENERAL CONDITIONS

All costs accrued by OWNER as a result of STA's request of March 12, 2009 to review, study and/or prepare relocation plans and estimates and perform inspections for the project associated with this Agreement may be billed pursuant to the terms and conditions of this Agreement.

If STA's project which precipitated this Agreement is canceled or modified so as to eliminate the necessity of work by OWNER, STA will notify OWNER in writing, and STA reserves the right to terminate this Agreement by Amendment. The Amendment shall provide mutually acceptable terms and conditions for terminating the Agreement.

OWNER shall submit a Notice of Completion to the STA within 30 days of the completion of the work described herein.

STA will acquire new rights of way in the name of Caltrans, STA or OWNER through negotiation or condemnation and when acquired in either Caltrans or STA's name, shall convey same to OWNER by Easement Deed. STA's liability for such rights of way will be at the proration shown for relocation work involved under this Agreement.

Upon completion of the work to be done by STA in accordance with the above-mentioned plans and specifications, the new facilities shall become the property of OWNER, and OWNER shall have the same rights in the new location that it had in the old location.

It is understood that said highway is a federal-aid highway and accordingly, 23 CFR Part 645 is hereby incorporated into this Agreement by reference; provided, however, the provisions of any agreements entered into between the STA and the OWNER pursuant to state law for apportioning the obligations and costs to be borne by each, or the use of accounting procedures prescribed by the applicable federal or state regulatory body and approved by the Federal Highway Administration (FHWA), shall govern in lieu of the requirements of said 23 CFR Part 645.

THE ESTIMATED COST TO THE STA FOR ITS SHARE OF THE ABOVE-DESCRIBED WORK IS \$1,141,256.

DISTRICT 4	COUNTY Solano	ROUTE 80 / SR 12	POST MILE 80 PM 14.0 to 15.7 SR12 PM L1.8 to 2.0	EA 0A5351
FEDERAL AID NO. NA		UTILITY OWNER Solano Irrigation District		
FEDERAL PARTICIPATION				
On The Project <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		On The Utilities <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		

UTILITY AGREEMENT NO. 04-UT-1810.4 DATE July 14, 2010

The **Solano Transportation Authority**, hereinafter called "STA," in cooperation with the California Department of Transportation ("Caltrans"), proposes to replace the existing Interstate 80 Eastbound Cordelia Commercial Vehicle Enforcement Facility (CVEF) and relocate it one-half mile further east, in and near the City of Fairfield, County of Solano, State of California.

And

The **Solano Irrigation District**, an independent special district, a local governmental agency, formed in 1948. 508 Elmira Road, Vacaville, CA 95687 Phone: (707) 448-6847 x4000

Herein after called "OWNER," owns and maintains IRRIGATION FACILITIES

Within the limits of STA's project which requires RELOCATION OF IRRIGATION FACILITIES

To accommodate STA's project.

It is hereby mutually agreed that:

I. WORK TO BE DONE

In accordance with Notice to Owner No. **04-UT-1810.4** dated **(date TBD)**, STA shall relocate OWNER's irrigation facilities as shown on STA's contract plans, which by this reference are made a part hereof. OWNER hereby acknowledges review of STA's plans for work and agrees to the construction in the manner proposed.

Deviations from the plan described above initiated by either the STA or the OWNER, shall be agreed upon by both parties hereto under a Revised Notice to Owner. Such Revised Notices to Owner, approved by the STA and acknowledged by the OWNER, will constitute an approved revision of the plan described above and are hereby made a part hereof. No work under said deviation shall commence prior to receipt by the OWNER of the Revised Notice to Owner. Changes in the scope of the work will require an amendment to this Agreement in addition to the revised Notice to Owner. OWNER shall have the right to inspect the work during construction. Upon completion of the work by STA, OWNER agrees to accept ownership and maintenance of the constructed facilities and relinquishes to STA ownership of the replaced facilities.

STA's project

The Solano Transportation Authority (STA), in partnership with the California Department of Transportation (Caltrans) and the California Highway Patrol (CHP), proposes to replace the existing Eastbound Interstate 80 Cordelia Commercial Vehicle Enforcement Facility (CVEF) and relocate it one-half mile further east. Relocating and reconstructing the truck scales will improve congestion and reduce conflicts between truck and car traffic on I-80. The STA has committed to delivering the project, which will be operated by the CHP and maintained by Caltrans. Construction is expected to begin in 2011 and be complete by 2014.

OWNER's IRRIGATION FACILITIES and RELOCATIONS OF IRRIGATION FACILITIES

Young Lateral – about 250 feet of this 18” irrigation pipe that runs under Interstate 80 generally north-south along Suisun Creek will be impacted by the truck scales relocation project, including a portion of this pipe that crosses under Suisun Creek, and an irrigation field service. This pipe is located on 20 foot wide OWNER easements within the Carter property (APN 0027-260-120) and Solano County property (APN 0027-272-080 S.C.R.). A new 236 foot long pipe will be installed along the west side of Suisun Creek, to go around most of the work area for the proposed new Suisun Creek Bridge. Where this new pipe will be inside the new Caltrans right of way, it will be placed inside a 30” steel casing. A new 260 foot long pipe will be bored under Suisun Creek to connect to the existing 18” Young Lateral on the east side of Suisun Creek. New irrigation field services will be installed on the Carter and Solano County properties. The portion of OWNER’s existing easement that will be within the new Caltrans right of way will be quitclaimed, with the exception of the crossing under I-80 that is covered under a Caltrans Director’s Deed, which will remain in place. The portion of OWNER’s new easement that will be within the new Caltrans right of way will be covered under a Joint Use Agreement (JUA) with Caltrans.

Young Lateral 4 - about 220 feet of this 12” irrigation pipe south of Interstate 80, west of Suisun Creek that is within a 20 foot wide OWNER easement on the Carter property (APN 0027-260-120) will be impacted by relocation of the 18” Young Lateral irrigation pipe. A new section of 12” pipe will connect the relocated portion of the Young Lateral to the existing Young Lateral 4 west of Suisun Creek. The portion of OWNER’s existing easement that will be within the new Caltrans right of way will be quitclaimed.

Valine Lateral (aka “Valine Turnout” and “Suisun Creek Recovery Lateral”) – the entire length of this 8” irrigation pipe that is on a 20 foot wide OWNER easement within the Solano County property (APN 0027-272-080 S.C.R.) and the entire length of this pipe that is on a 20 foot wide OWNER easement within the Valine property (APN 0027-272-140 S.C.R.) will be impacted by the project. Since this pipe serves only the Valine property, and since the Valine property will be acquired in its entirety for the new truck scales project, this pipe will no longer be needed and will be removed and the easement quitclaimed – no replacement pipe will be constructed. The portion of OWNER’s existing easement that will be within the new Caltrans right of way will be quitclaimed.

Chadbourne Lateral 5-2 – about 515 feet of this 12” irrigation pipe that runs generally east-west, on a 20 foot wide OWNER easement within the Thompson property (APN 0027-272-180 S.C.R.) and a 20 foot wide OWNER easement within the Anheuser-Busch property (APN 0027-252-080 S.C.R.), west of Hale Ranch Road will be impacted, including an irrigation field service on the Thompson property. About 476 feet of new 12” irrigation pipe will be placed within a new 20 foot wide easement along the northwest side of the Hale property (APN 0027-272-160 S.C.R.) into the northeast corner of the Thompson property (APN 0027-272-180 S.C.R.) parallel and outside of the new Caltrans right of way line. A new field service for the Thompson property will be installed in this easement within the Thompson property. The portion of OWNER’s existing easement that will be within the new Caltrans right of way will be quitclaimed.

Chadbourne Lateral 5-2-1 – about 90 feet of this 12” irrigation pipe that runs north from the Chadbourne Lateral 5-2 in a 20 foot wide OWNER easement within the Anheuser-Busch property (APN 0027-252-080 S.C.R.) will be impacted, including an existing irrigation field service on the Anheuser-Busch property. A new irrigation field service will be installed outside of the new Caltrans right of way line, within the existing OWNER easement. The portion of OWNER’s existing easement that will be within the new Caltrans right of way will be quitclaimed.

Raines Drain – about 200 feet of this concrete lined irrigation channel that is on a 16 foot wide OWNER easement on the Valine property (APN 0027-272-080 S.C.R.) starting at the south end of two pipes that cross under Interstate I-80, will be impacted by the project. The portion of Raines Drain that will be within the new Caltrans right of way/access control line will be enclosed in new pipes and in a box culvert structure to accommodate the new CVEF on-ramp. Because the new Caltrans right of way/access control line will be along the west side of Raines Drain, OWNER will no longer be able to access Raines Drain from the west side of the channel for periodic inspections, maintenance and repair. A new crossing structure will be built over Raines Drain just south of the new CVEF, to allow OWNER to cross from the west side over to the east side of Raines Drain. A new 20 foot easement will be purchased from the Thompson property (APN 0027-272-180 S.C.R.) along the east side of Raines Drain from this new crossing structure north to the new Caltrans right of way line, to give OWNER access to the portion of Raines Drain that OWNER will continue to own and maintain. The portion of the OWNER's existing easement that will be within the new Caltrans right of way will be converted to a Consent to Common Use Agreement (CCUA) with Caltrans, with the exception of a small portion that will no longer be needed, which will be quitclaimed.

II. LIABILITY FOR WORK

Existing facilities are located in their present position pursuant to rights superior to those of the STA and will be relocated at STA's expense.

III. PERFORMANCE OF WORK

OWNER shall have access to all phases of the relocation work to be performed by STA for the purpose of inspection to ensure that the work is in accordance with the specifications contained in the Contract; however, all questions regarding the work being performed will be directed to STA's Resident Engineer for their evaluation and final disposition.

IV. PAYMENT FOR WORK

The STA shall perform the work under Section I above at no expense to OWNER.

It is understood and agreed that the STA will not pay for any betterment or increase in capacity of OWNER's facilities in the new location and that OWNER shall give credit to the STA for all accrued depreciation on the replaced facilities and for the salvage value of any material or parts salvaged and retained or sold by OWNER.

V. GENERAL CONDITIONS

All costs accrued by OWNER as a result of STA's request of March 9, 2009 to review, study and/or prepare relocation plans and estimates and perform inspections for the project associated with this Agreement may be billed pursuant to the terms and conditions of this Agreement.

If STA's project which precipitated this Agreement is canceled or modified so as to eliminate the necessity of work by OWNER, STA will notify OWNER in writing, and STA reserves the right to terminate this Agreement by Amendment. The Amendment shall provide mutually acceptable terms and conditions for terminating the Agreement.

OWNER shall submit a Notice of Completion to the STA within 30 days of the completion of the work described herein.

STA will acquire new rights of way in the name of Caltrans, STA or OWNER through negotiation or condemnation and when acquired in either Caltrans or STA's name, shall convey same to OWNER by Easement Deed. STA's liability for such rights of way will be at the proration shown for relocation work involved under this Agreement.

Where OWNER has prior rights in areas which will be within the highway right of way and where OWNER's facilities will remain on or be relocated on Caltrans highway right of way, a Joint Use Agreement or Consent to Common Use Agreement shall be executed by the parties.

Upon completion of the work to be done by STA in accordance with the above-mentioned plans and specifications, the new facilities shall become the property of OWNER, and OWNER shall have the same rights in the new location that it had in the old location.

It is understood that said highway is a federal-aid highway and accordingly, 23 CFR 645 is hereby incorporated into this Agreement.

THE ESTIMATED COST TO THE STA FOR ITS SHARE OF THE ABOVE-DESCRIBED WORK IS \$800,000.

IN WITNESS WHEREOF, the above parties have executed this Agreement the day and year above written.

SOLANO TRANSPORTATION AUTHORITY: SOLANO IRRIGATION DISTRICT:

By: _____	By: _____
Daryl Halls	Name
Executive Director	Date
Date	Title _____

APPROVED AS TO FORM AND PROCEDURE:

By: _____	By: _____
Charles Lamoree	Name
STA Legal Counsel	Date
Date	Title _____

Distribution: 1 original to STA
1 original to SID
1 copy to Caltrans R/W Utility File

**SOLANO TRANSPORTATION AUTHORITY
RESOLUTION 2010-12**

**RESOLUTION OF THE
SOLANO TRANSPORTATION AUTHORITY
TO AUTHORIZE ADVERTISING AND AWARDED SID UTILITY
RELOCATION CONTRACT(S) REQUIRED FOR THE I-80 EASTBOUND
TRUCK SCALES RELOCATION PROJECT AND TO AUTHORIZE RELATED
ACTIONS NECESSARY TO IMPLEMENT THE SID UTILITY RELOCATION
CONTRACT(S)**

WHEREAS, Caltrans approved the Environmental Impact Report/Environmental Assessment (EIR/EA) and Project Report for the I-80 Eastbound Truck Scales Relocation Project (and associated SID utility relocations) in October 2009; and

WHEREAS, STA, as a Responsible Agency, approved Resolution No. 2010-02, including acceptance of the Environmental Impact Report prepared by Caltrans for the Project; and

WHEREAS, STA accepted the Caltrans prepared Project Report and approved the build alternative for the I-80 EB Cordelia Truck Scales Relocation Project; and

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

1. Approves the SID Utility Relocation Contract(s), Notice to Contractors and Special Provisions.
2. Determines that the SID Utility Relocation Contract(s) are in compliance with the California Environmental Quality Act (Public Resources Code §21000, et seq.), and have been fully analyzed in the following documents: Environmental Impact Report/Environmental Assessment (EIR/EA) and Project Report for the I-80 Eastbound Truck Scales Relocation Project (and associated SID utility relocations) in October 2009 and Re-validation.
3. Authorizes the Executive Director or his designee to award the contract(s) on behalf of the STA Board for furnishing labor, equipment, and materials for the SID Utility Relocation Contract(s) to the lowest responsive and responsible bidder and requires the contractor to present surety bonds for payment and faithful performance equal to the bid amount(s) for an amount not to exceed \$900,000.
4. Authorizes the Executive Director or his designee to sign the contract(s) on behalf of the STA Board subject to the Executive Director or his designee having reviewed and found sufficient all required documents, including the contract signed by the contractor and the required surety bonds and certificates of insurance.
5. Directs that, in accordance with the project specifications and/or upon the execution of the contract(s) by the Executive Director or designee, any bid bonds posted by the bidders be exonerated and any checks or cash submitted for bid security be returned.

6. Authorizes the Executive Director or his designee to execute required contract change orders for up to 20% of the bid amount(s).
7. Authorizes the Executive Director or his designee to sign any escrow agreements prepared for this project to permit direct payment of retention into escrow or the substitution of securities for moneys withheld by the STA to ensure performance under the contract pursuant to Public Contract Code Section 22300.
8. Delegates the STA Board's functions under Public Contract Code Sections 4107 and 4110 to the Executive Director or his designee.
9. Pursuant to Section 6705 of the Labor Code, delegate to a registered civil or structural engineer employed by the STA and so designated by the Executive Director, the authority to accept detailed plans showing the design of shoring, bracing, sloping, or other provisions to be made for worker protection during trench excavating covered by that section.
10. Declare that, should the contract(s) award be invalidated for any reason, the STA Board in any event would not have awarded the contract(s) to the second bidder or any other bidder but instead would have exercised its discretion to reject all of the bids received. Nothing herein shall prevent the Board from awarding the contract(s) to another bidder in cases where the successful bidder establishes a mistake, refuses to sign the contract(s), or fails to furnish required bonds or insurance (see Public Contract Code Sections 5100 et seq.).

I HEREBY CERTIFY that the foregoing resolution was introduced and passed at a regular meeting of the Board of the Solano Transportation Authority, held on the 14th day July, 2010, by the following vote:

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

Attest by: _____
 Johanna Masielat
 Clerk of the Board

 Pete Sanchez, Chair
 Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this the day of July 14, 2010.

 Daryl K. Halls, Executive Director
 Solano Transportation Authority



DATE: July 2, 2010
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Fiscal Year (FY) 2010-11 Transportation Development Act (TDA) Matrix – July 2010

Background:

The Transportation Development Act (TDA) of 1971 established two sources of funds that provide support for public transportation services statewide – the Local Transportation Fund (LTF) and the Public Transportation Account (PTA). Solano County receives TDA funds through the LTF and State Transit Assistance Funds (STAF) through the PTA. The new TDA and STAF FY 2010-11 revenue projections were approved by the Metropolitan Transportation Commission (MTC) in February 2010 as required by State statute. The initial estimate is shown on the Solano FY 2010-11 TDA matrix (Attachment A).

The FY 2010-11 TDA fund estimate includes FY 2009-10 commitments through December 31, 2009. For jurisdictions that had claims processed toward the end of the calendar year or in early 2010, the MTC ‘available for allocation’ estimates needed further adjustment to take these later allocations into account. A column has been added to the TDA matrix to take these into account.

MTC is required to use County Auditor estimates for TDA revenues. TDA is generated from a percentage of countywide sales tax and distributed to local jurisdictions based on population share. Given the economic downturn, sales tax and TDA revenues have decreased and will remain suppressed until the economy improves. Staff reemphasizes that these TDA figures are revenue *estimates*. With the existing fiscal uncertainty, the TDA amounts are not guaranteed and should not be 100% claimed to avoid fiscal difficulties if the actual revenues are lower than the projections.

The TDA matrix is developed and updated to guide MTC as they review allocations from Solano jurisdictions and to prevent any jurisdictions’ TDA balances being over-subscribed. Tracking various allocations is essential given the amount of cross claiming of TDA in Solano for various shared cost transit services. One of the major services shared by multiple jurisdictions is the seven major intercity routes covered in the Intercity Transit Funding agreement and the multiple operators’ TDA shares for the new intercity taxi program. In June, the TDA matrix was updated to include the City of Vacaville’s FY 2010-11 TDA claims for operating and capital.

Discussion:

The TDA matrix is now being updated to include the County of Solano and the City of Vallejo/Vallejo Transit TDA claims. The County of Solano is claiming for the unincorporated area ADA paratransit service and transit administration for a total of \$65,000. In addition, they are claiming \$328,000 for streets and roads. The County will be phasing out of the Unmet Needs process over the next few years.

The City of Vallejo plans to claim only \$176,765 for transit operations. Vallejo Transit has been able to utilize federal ARRA funds to reserve TDA funds for future years when ARRA funds are no longer available. Both the County of Solano and Vallejo claims are consistent with the TDA matrix. The balance of Vallejo's FY 2010-11 TDA funds will be put in reserve to cover future operating costs.

Both the Consortium and TAC reviewed and recommended approval of the TDA matrix.

Fiscal Impact:

No impact to STA Budget.

Recommendation:

Approve the FY 2010-11 TDA Matrix – July 2010 as shown in Attachment A for the County of Solano and Vallejo Transit.

Attachment:

- A. FY 2010-11 TDA Matrix – July 2010 (An enlarged color copy has been provided to the Board members under separate enclosure and is available upon request by contacting the STA at (707) 424-6075.)

FY2010-11 TDA Matrix -July 2010 version

062310 - v7

FY 2010-11

AGENCY	TDA Est from MTC (1)	Projected Carryover (1)	Available for Allocation (1)	Adjustments for FY10 claims allocated after 12/31/09	Paratransit		Local Service					Intercity										Total	Balance					
					ADA Subsidized Intercity Tax Phase I (3)	Paratransit /local taxi	Benicia Breeze	Dixon Read-Ride	FAST	Rio Vista Delta Breeze	Vacaville City Coach	Vallejo Transit	FAST		FAST		Vjo T		Vjo T		FAST			FAST		VJO T		
													Rt 20	Rt 30	Rt 40	Rt. 78	Rt. 80	Rt 85	Rt. 90	Intercity Subtotal	Intercity Subtotal			STA Planning	STA/VV STIP swap	Transit Capital	Streets & Roads	
2/24/2010	2/24/2010	FY 10-11			(4)							(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(9)	(10)	(11)	(12)			
Benicia	856,130	821,354	1,677,484	883,548	12,750							\$ 2,512	\$ 3,048	\$ 8,372	\$ 51,294	\$ (1,665)	\$ (3,382)	\$ 5,483	\$ 19,415	\$ 46,247	\$ 23,847					\$ 985,807	691,677	
Dixon	537,755	45,287	583,042	65,199	1,989							\$ 1,577	\$ 38,898	\$ 10,025	\$ 1,379	\$ (338)	\$ (5,509)	\$ 5,739	\$ 56,239	\$ (4,468)	\$ 14,982					\$ 133,941	449,101	
Fairfield	3,257,193	2,982,412	6,239,605	876,469	106,080							\$ 68,766	\$ 76,660	\$ 148,334	\$ 10,671	\$ (10,866)	\$ (45,522)	\$173,342	\$ 467,102	\$ (45,717)	\$ 90,994					\$ 1,494,928	4,744,677	
Rio Vista	251,603	221,983	473,586	52,805	1,530														0	\$ -	\$ 6,879					\$ 61,214	412,372	
Suisun City	883,029	-48,950	834,079	51,913								\$ 14,572	\$ 16,956	\$ 69,852	\$ 5,146	\$ (1,934)	\$ (19,848)	\$ 62,546	\$ 163,926	\$ (16,636)	\$ 24,031					\$ 223,234	610,845	
Vacaville	2,951,487	610,418	3,561,905	161,052	73,644					748,017		\$ 76,541	\$ 87,289	\$ 83,845	\$ 9,119	\$ 440	\$ (11,016)	\$ 64,059	\$ 311,734	\$ (1,457)	\$ 82,601	\$ 750,000	1,274,000			\$ 3,399,591	162,314	
Vallejo	3,704,430	1,947,429	5,651,859	165,460	42,500	53,317					0	\$ 14,908	\$ 36,238	\$ 28,249	\$ 79,785	\$ (18,354)	\$ (29,979)	\$ 20,477	\$ 99,872	\$ 31,452	\$ 103,222					\$ 495,823	5,156,036	
Solano County	616,798	467,143	1,083,941	539,101	7,650	65,000						\$ 14,178	\$ 19,932	\$ 22,214	\$ 17,485	\$ 19,846	\$ 8,418	\$ 23,772	\$ 80,096	\$ 45,749	\$ 17,203				328,000	\$ 1,082,799	1,142	
Total	13,058,425	7,047,076	20,105,501	2,795,547	246,143																						\$ 7,877,337	12,228,164

NOTES:
 Background colors on Rt. Headings denote operator of intercity route
 Background colors denote which jurisdiction is claiming funds

- (1) MTC February 24, 2010 estimate; Reso 3939
- (2) Adjusted for FY10 claims allocated after 12/21/09
- (3) Claimed by Vacaville; amounts as agreed to by local jurisdictions
- (4) Includes flex routes, paratransit, local subsidized taxi
- (5)
- (6)
- (7)
- (8) Net Due and Consistent with FY2010-11 Intercity Transit Funding Agreement and FY2008-09 Reconciliation
- (9) Claimed by STA from all agencies per formula
- (10) Second and final year of swap
- (11) Transit Capital purchases include bus purchases, maintenance facilities, etc.
- (12) TDA funds can be used for repairs of local streets and roads if Solano County does not have transit needs that can reasonably be met.

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DATE: July 8, 2010
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Revised 2010 Congestion Management Program (CMP)

Background:

California law requires urban areas to develop a Congestion Management Program (CMP). The CMP plans strategies for addressing congestion problems by holding jurisdictions to a variety of mobility standards in order to obtain state gas tax subventions. These mobility standards include Level of Service (LOS) standards on the CMP network and transit standards. To help jurisdictions maintain these mobility standards, the CMP lists improvement projects in a seven-year Capital Improvement Program (CIP). Jurisdictions that are projected to exceed the CMP standards, based on the Napa-Solano Travel Demand Model, are required to create a deficiency plan to meet the CMP standards within the seven-year time frame of the CIP.

The 2009 CMP was approved by the STA Board on September 9, 2009. In order for projects in the CMP's CIP to be placed in the Regional Transportation Improvement Program (RTIP), state law requires that the CMP be consistent with the Regional Transportation Plan (RTP). The Metropolitan Transportation Commission (MTC) found the 2009 Solano CMP to be consistent with the RTP.

Discussion:

Subsequent to STA approval and MTC acceptance of the 2009 Solano CMP, several programs have been updated that impact the CMP. These updates impact the content of the CMP, as well as the CMP's CIP. The STA staff have proposed CMP amendments to address those changes as follows:

Model Update. STA adopted an update to the Napa-Solano Travel Demand Model. The update did not involve changes to the base land use for roadway network, but did involve technical network and unique land use corrections, as well as a reduction in "K" factors and peak hour modifications. The updated model did not result in significant changes to the Level of Service reports found in Table 1.

Safe Routes to School. Safe Routes to Schools (SR2S) provides congestion relief by diverting trips from single occupant vehicles to bicycle, pedestrian and carpool/transit. STA has worked further with local cities and school districts to obtain grant funding for SR2S projects, and to provide coordination resources for the delivery of those projects. New text for SR2S is found on Page 39 of the amended 2009 Solano CMP. In the CIP, RTP project 230550 is amended to address both MTC and STA SR2S programs.

Senior and Disabled Transit. The CMP and RTP currently address ‘Lifeline’ transit programs for low income residents, but do not adequately address transportation for senior and disabled residents. By providing transit alternatives for senior and disabled residents, STA and partner providers can help these populations obtain and/or maintain mobility while providing some limited reduction in congestion. New text for Senior and Disabled Transit is found on Page 36 of the amended 2009 Solano CMP. In the CIP, RTP project 22423 is amended to address both MTC and STA SR2S programs.

At its meeting of May 26, 2010, the STA Technical Advisory Committee (TAC) reviewed the proposed amendments to the CMP. The TAC voted unanimously to recommend that the STA Board approve the CMP with the amendments identified.

At its meeting of June 9, 2010, the STA Board received the updated 2010 Solano CMP. The Board delayed action on this item for 30 days to allow Board members more time to review the document.

Fiscal Impact:

None.

Recommendation:

Adopt the revised 2010 Solano CMP as specified in Attachment A.

Attachment:

- A. 2010 Solano CMP (This document has been provided to the STA Board Members under separate enclosure. To obtain a copy, please contact the STA at (707) 424-6075.)



DATE: July 7, 2010
TO: STA Board
FROM: Daryl Halls, Executive Director
Bill Gray, Gray-Bowen, Inc.
RE: Public Input for Proposed Vehicle Registration Fee (VRF) Expenditure
Plan Categories

Background:

In 2009, the State Legislature approved and the Governor signed Senate Bill (SB) 83 (Hancock) which authorizes Congestion Management Agencies (CMAs) to place a countywide measure before the county's voters to propose raising the motor vehicle registration fee up to \$10 to fund projects benefitting or mitigating the effects of the automobile congestion. For Solano County, each \$1 in motor vehicle registration fee would generate an estimated \$320,000 per year or up to \$3.2 million per year if a \$10 fee was enacted. SB 83 requires a majority vote for passage.

At the STA Board meeting of April 14, 2010, the STA Board acted on a recommendation by the State Transportation Improvement Authority (STIA) Board to authorize staff to collect additional data and/or initiate feasibility studies for several new revenue options. One of the recommended revenue options was to evaluate the feasibility of Solano County voter receptivity to a motor Vehicle Registration Fee (VRF) as authorized by the passage of SB 83. As part of this action, the Board directed staff to focus the potential Expenditure Plan on three categories and public opinion polling on the following: maintenance of local streets and roads (fixing potholes), safe routes to school, and senior and disabled mobility.

On June 15, 2010, the Solano Transportation Improvement Authority (STIA) Board was presented the summary results of a public opinion poll of 804 likely Solano County voters conducted by EMC Research. Alex Evans of EMC Research presented the results and responded to questions. A copy of the results presented to the STIA Board has been included as Attachment A.

In order to prepare a potential SB 83 Expenditure Plan in a timely manner, STA retained the consultant firm of Gray-Bowen to assist in this effort. Gray-Bowen is currently assisting the Alameda CMA and the Contra Costa Transportation Authority (CCTA) in the development of their Counties' SB 83 Expenditure Plans. At the Board meeting, Bill Gray of Gray-Bowen presented a list of Expenditure Plan categories and six options, including not proceeding forward with an Expenditure Plan. The STIA Board recommended staff and the consultant prepare a draft Expenditure Plan focused on option #1 that includes a proposed \$10 VRF and funding for all three categories.

Discussion:

The draft Expenditure Plan (option #1) focuses on the three initial expenditure plan priorities identified by the Board:

1. Maintenance of Local Streets and Roads
2. Safe Routes to School
3. Senior and Disabled Mobility

This approach strives to dedicate resources to assist all three transportation needs and priorities of the STA Board. As part of this action, the Board also requested staff to prepare options for allocating the funds from the proposed fee for each of the three categories and options for flexibility within and between the categories based on local community needs. A discussion of the Expenditure Plan was presented for input to the STA’s Technical Advisory Committee (TAC), Transit Consortium, and Senior and Disabled Advisory Committee. Presentations are also scheduled for the Paratransit Coordinating Council (PCC), Bicycle Advisory Committee (BAC) and at a Countywide Safe Routes to School Advisory Committee meeting. A summary of each committee’s input will be provided at the July 14th STA Board meeting.

Consistent with Expenditure Plan option #1 which focuses on allocating funds for all three specified categories, staff is recommending the following allocation formula:

Maintenance of local streets and roads:	50%
Safe routes to school:	25%
Senior and disabled mobility:	20%
Administration of the VRF:	5%

DISCUSSION OF VRF EXPENDITURE PLAN CATEGORIES (Attachment B)

1. MAINTENANCE OF LOCAL STREETS AND ROADS

Solano County’s average Pavement Condition Index (PCI) for the condition of its local streets and roads has dropped 6 points from almost “good” to “fair” since 2000. Pavement that is in very poor condition is the most expensive to rehabilitate. If these trends continue, Solano County local streets and roads PCI will reach “at-risk” status, potentially multiplying current street rehabilitation costs by five times. Cities with the lowest PCI averages, such as Rio Vista (47 – poor), Suisun City (53 – at-risk), and Vallejo (54 – at-risk) have already reached more expensive road rehabilitation stages.

Based on a proposed \$10 VRF and dedication of 50% of the fee revenues to maintenance of local streets and roads, this would provide an estimated \$1.6 million in annual funds for this purpose. STA staff discussed two options for the allocation of maintenance of local streets and roads funds with the STA’s Technical Advisory Committee (TAC), which is comprised of the cities’ and county public works directors.

The first option was to allocate the funds utilizing the existing local streets and roads distribution formula adopted by the Metropolitan Transportation Commission (MTC) and STA Board for the allocation of federal cycle funds.

This is based on 25% population, 25% lane-miles, 25% agency street rehabilitation shortfalls, and 25% preventative maintenance spending. However, under this option, several smaller cities would only receive between \$22,000 and \$57,000 per year. This would result in smaller cities having to wait between 5 to 10 years to accumulate enough VRF funds for a meaningful road rehabilitation project.

The second option sets aside a \$75,000 per year minimum for all agencies, speeding up the delivery of road rehabilitation projects countywide. This reduces larger city shares by less than 1 %, while increasing smaller city share to a more meaningful amount. See Attachment C for an illustration of these two options.

At their meeting of June 30th, the TAC unanimously recommended the Board consider option 2 for the allocation of maintenance of local streets and roads funds.

2. SAFE ROUTES TO SCHOOL

In 2008, the STA Board adopted a Safe Routes to School (SR2S) Plan in partnership with the seven cities, seven school districts, the County of Solano, and the Solano County Office of Education. The STA has been able to obtain \$1.3 million in one-time grants to fund SR2S activities over the next two fiscal years. Without a new local funding source, it is estimated that SR2S funding will be reduced to 20% of planned capacity by Fiscal Year (FY) 2012-13. In addition, the SR2S grants also place restrictions on what SR2S activities can be funded. For example, two SR2S priorities, radar speed signs and crossing guards, are ineligible for the majority of the grants funding currently available.

A 25% share of the projects VRF funding under Expenditure Plan option# 1 would generate an estimated \$800,000 per year for the Safe Routes to School Program. Staff discussed two options with the STA TAC for the allocation of Safe Routes to School funding (Attachment D). The first option would set aside \$110,000 for a countywide school crossing guard equipment, training and funding program and \$240,000 for the STA's SR2S Education and Encouragement Program. This would enable STA to expand the SR2S Program to all of Solano County's schools. The remaining \$450,000 in SR2S funding would be allocated using enrollment from the most recent fiscal year enrollment statistics by school district.

The second option would establish a school district share minimum at \$40,000, leaving \$100,000 for the countywide crossing guard program and \$232,000 for the STA's SR2S Education and Encouragement Program. The intent of the minimum amount of funding is to assist local agencies in building smaller SR2S projects that are currently ineligible for SR2S grants in a realistic timeframe. Under both options, it is recommended that these SR2S funds would only be accessible if local agencies submit project and program improvement plans through partnerships between the cities/County and the school districts.

A countywide Safe Routes to School meeting has been scheduled for July 13th to review and discuss options for Safe Routes to School funding. Representatives from the STA's Countywide SR2S Steering Committee and each of seven community level SR2S Advisory Committees have been invited to attend. A summary of their comments will be provided at the Board meeting.

The STA's Bicycle Advisory Committee is scheduled to meet on July 8th to discuss the VRF Expenditure Plan and specifically the Safe Routes to School component of the Plan. A summary of the BAC's comments will be provided at the Board meeting.

The TAC reviewed both options and recommended option two with a modification to provide a minimum of \$20,000 for Rio Vista and a \$40,000 minimum for the other jurisdictions and to align the minimum allocation based on student enrollment within city boundaries rather than school district boundaries. A copy of this modified option is included in Attachment D1.

3. SENIOR AND DISABLED MOBILITY

Solano County's senior population is projected to increase from 48,200 to 76,800 over the next ten years (an increase of 60%). Over this same timeframe, Solano County's disabled population is projected to increase from 8,570 to 11,500 (an increase of 35%). Currently, 64% of senior and disabled transportation in Solano County is dependent upon local Transportation Development Act (TDA) funding. Over the last two years, due to the State fiscal crisis and lagging economy, TDA revenues in Solano County have dropped by 10%. This has impacted Solano County's ability to maintain current services and ability plan for the future demand for senior and disabled mobility needs.

Staff presented four options for the allocation of an estimated \$640,000 (20% of VLF funds) in annual Senior and Disabled Mobility funding (Attachment E). Option 1 proposes to allocate the funding to each transit operator based on the share of senior and disabled residents located within the jurisdiction served by the transit operator.

Option 2 proposes to distribute the funding with a minimum amount of \$50,000 for the smaller cities and the unincorporated County with the remaining funds to be distributed using the number of senior and disabled residents located within each jurisdiction.

Option 3 proposes to dedicate all of the Senior and Disabled Mobility to funding the Solano Intercity and local taxi scrip program and to funding a reduced price Senior and Disabled Fare Program.

Option 4 proposes to dedicate \$320,000 (50%) of the funding for the Intercity Taxi Scrip Program and reduced Senior and Disabled Fare Program. The remaining 50% would be distributed back to each operator based on the share of senior and disabled population with a minimum of \$25,000 for smaller cities and the unincorporated County.

The Senior and Disabled Mobility category of the proposed VRF Expenditure Plan was discussed at a June 24th meeting of the STA's Senior and Disabled Advisory Committee. At the meeting, the Committee opted to appoint a Subcommittee to discuss the Senior and Disabled Mobility category of the VRF Plan in more detail and to provide a specific recommendation to the STA Board. The meeting of the Subcommittee has been scheduled for July 12th. A summary of the Subcommittee's comments will be provided at the Board meeting.

The Paratransit Coordinating Council (PCC) is scheduled to meet on July 15th to discuss this category. Their comments will be forwarded to the Board prior to subsequent action by the STA Board.

The Solano Express Transit Consortium met on June 30th and reviewed and discussed the four options for allocating the Senior and Disabled Mobility funds. The Consortium recommended the Board consider a modified version of option 3 that allocates the funding on a countywide basis, but expands the eligible funding categories to include the following:

- Intercity and/or local subsidized taxis services for ambulatory and/or non-ambulatory passengers
- Reduced price senior and disabled fares
- Purchase of paratransit vehicles
- Senior shuttles
- Non-profit mobility programs to assist the disabled and seniors

DRAFT VRF EXPENDITURE PLAN (Attachment F)

Staff has developed a draft Solano Vehicle Registration Fee (VRF) Expenditure Plan based on the direction of the STA Board and the advisory committees and public comments received to date. The plan contains the following sections:

- A. Purpose of the Expenditure Plan
- B. Statutory Authorization and Requirements
- C. Programmatic Expenditures
- D. Governing Board and Organizational Structure

FLEXIBILITY BETWEEN CATEGORIES & AMENDMENTS TO THE PLAN

One of the follow-up discussions requested by the Board was the issue of flexibility. The Expenditure Plan does include a provision pursuant to future amendments to the Plan. As proposed, this would limit expenditures to the three specified categories of maintenance of local streets and roads, safe routes to school, and senior and disabled mobility, but would provide the flexibility for a local jurisdiction to request modifying the funding between categories for a specific year, subject to the approval of the STA Board. A future amendment to the Expenditure Plan would require approval by two-thirds vote of the STA Board, representing a majority of the population, plus a 45-day public notification and opportunity to provide comment.

Recommendation:

Receive public comment and provide staff with direction regarding the eligible categories for VRF expenditures and options for allocation of VRF funds for each category.

Attachments:

- A. STIA Board (June 15, 2010) Powerpoint – Summary of Poll Results
- B. Proposed Allocation VRF Funds by Category
- C. Maintenance of Local Streets and Roads Eligible Expenditures and Allocation Options
- D. Safe Routes to School Eligible Expenditures and Allocation Options
(D1 Updated Safe Routes to School Eligible Expenditures and Allocation Options)
- E. Senior and Disable Mobility Eligible Expenditures and Allocation Options
- F. Draft Solano Vehicle Registration Fee (VRF) Expenditure Plan

TELEPHONE SURVEY OF LIKELY
SOLANO COUNTY NOVEMBER 2010 VOTERS

Presentation of Results

Presented to:
SOLANO TRANSPORTATION IMPROVEMENT AUTHORITY
JUNE 15, 2010



EMC Research, Inc.

436 14th Street, Suite 820
Oakland, CA 94612
(510) 844-0680
EMC 10-4272



Methodology

- ▶ Telephone Survey of likely November 2010 voters in Solano County
- ▶ 804 completed interviews
- ▶ Margin of error ± 3.5 percentage points
- ▶ Conducted May 9-13, 2010
- ▶ Interviews conducted by trained, professional interviewers

As with any opinion research, the release of selected figures from this report without the analysis that explains their meaning would be damaging to EMC. Therefore, EMC reserves the right to correct any misleading release of this data in any medium through the release of correct data or analysis.

Please note that due to rounding, percentages may not add up to exactly 100%

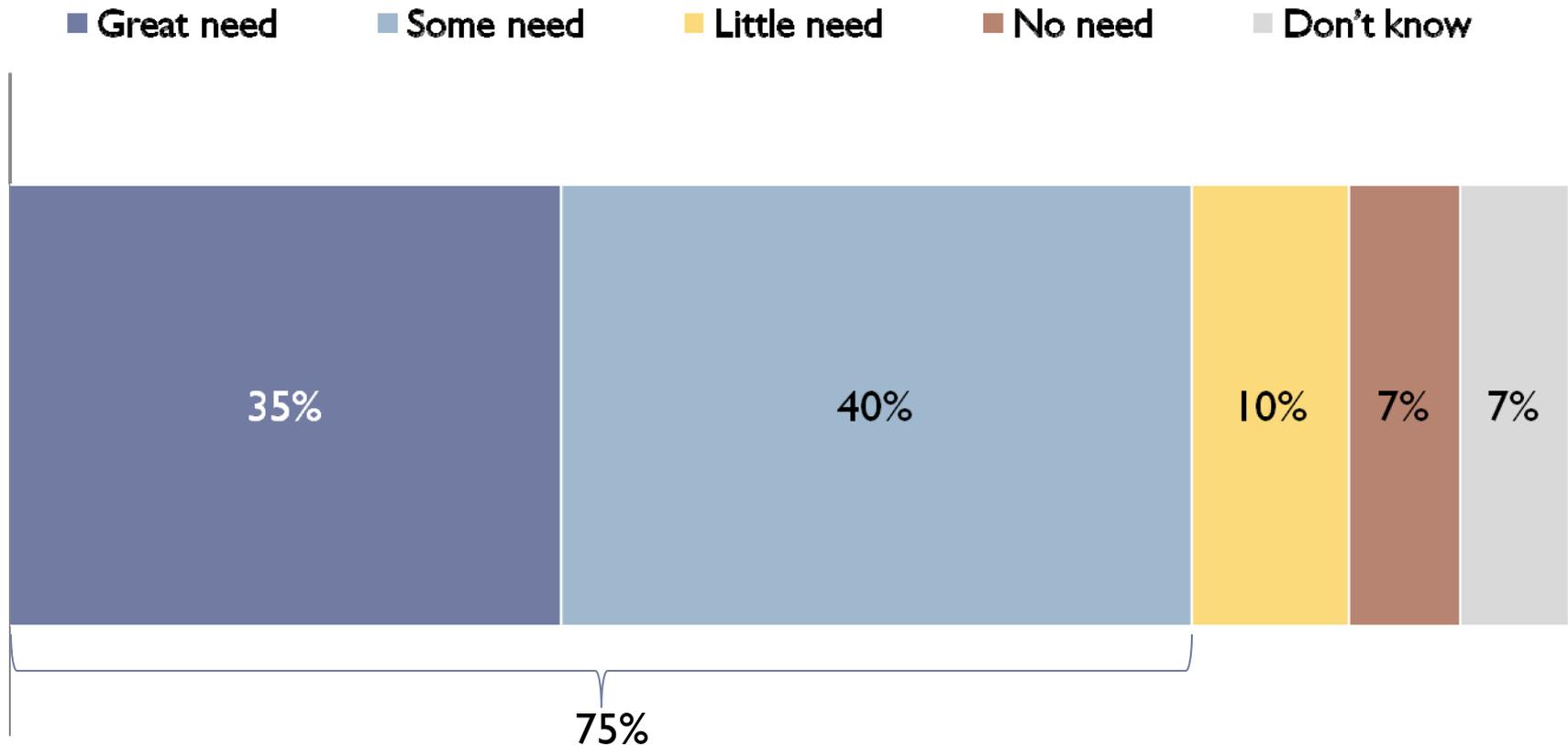
City	Number of Respondents	Margin of Error for Sub-Group
Fairfield	194 (24%)	+/-7.0%
Vallejo	185 (23%)	+/-7.2%
Vacaville	177 (22%)	+/-7.4%
Benicia	73 (9%)	+/-11.5%
Suisun	60 (7%)	+/-12.7%
Dixon	38 (5%)	+/-15.9%
Rio Vista	22 (3%)	+/-20.9%
Unincorporated	55 (7%)	+/-13.2%

Conclusions

- ▶ **Initial vote on a \$10 vehicle registration fee ballot measure is right at 50%.**
 - ▶ Women, Democrats, and younger voters are the most supportive. The measure sees the most support in Vallejo and Fairfield.
 - ▶ Vacaville and unincorporated areas of the county are the least supportive.
- ▶ **While a 20 year sunset is not appealing to voters, reducing the fee attracts slightly more supporters.**
 - ▶ A \$5 fee boosts support slightly, to 54% in favor.
- ▶ **Creating safe routes to school for children and repairing and maintaining local streets and roads are the top transportation expenditure priorities for Solano County voters.**
 - ▶ Other programs that are supported include: fixing potholes and transportation programs for seniors and disabled persons.
- ▶ **Voters see a need for increased funding for transportation.**
 - ▶ Three out of four voters believe there is some need for transportation funding.

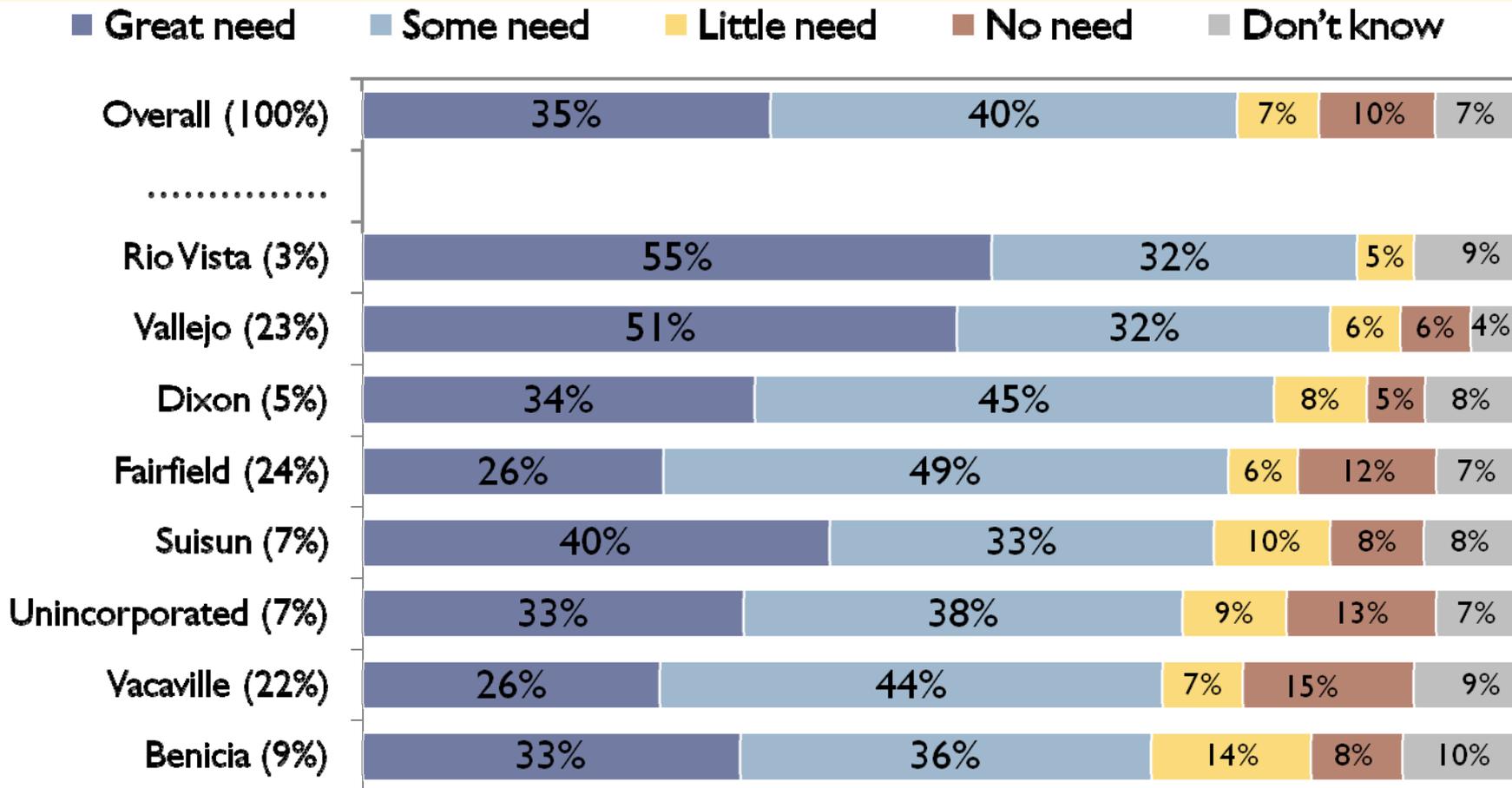
Three-quarters think that additional transportation funding is needed in Solano County

Thinking about Solano County's transportation network, including streets, roads, and public transit, would you say that there is a great need for additional funding, some need, a little need, or no real need for additional funding? (Q14)



Voters in Rio Vista, Vallejo, and Dixon see the greatest need for additional transportation funding

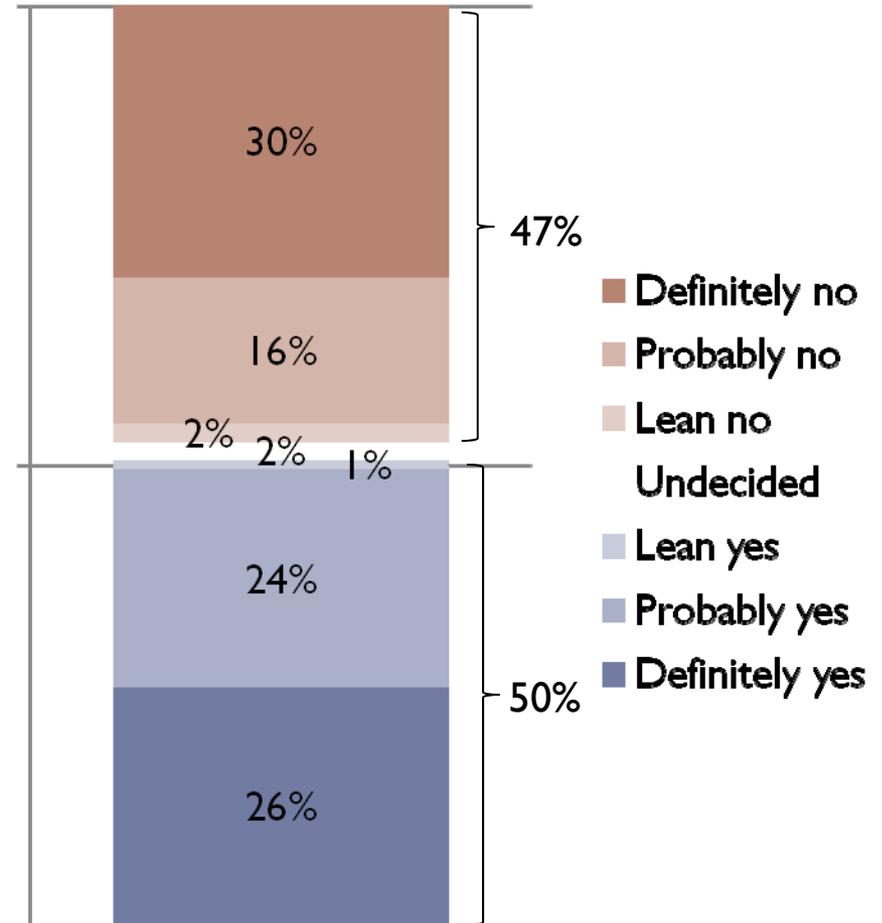
Thinking about Solano County's transportation network, including streets, roads, and public transit, would you say that there is a great need for additional funding, some need, a little need, or no real need for additional funding? (Q14)



Initial support for the measure as asked is right at 50%

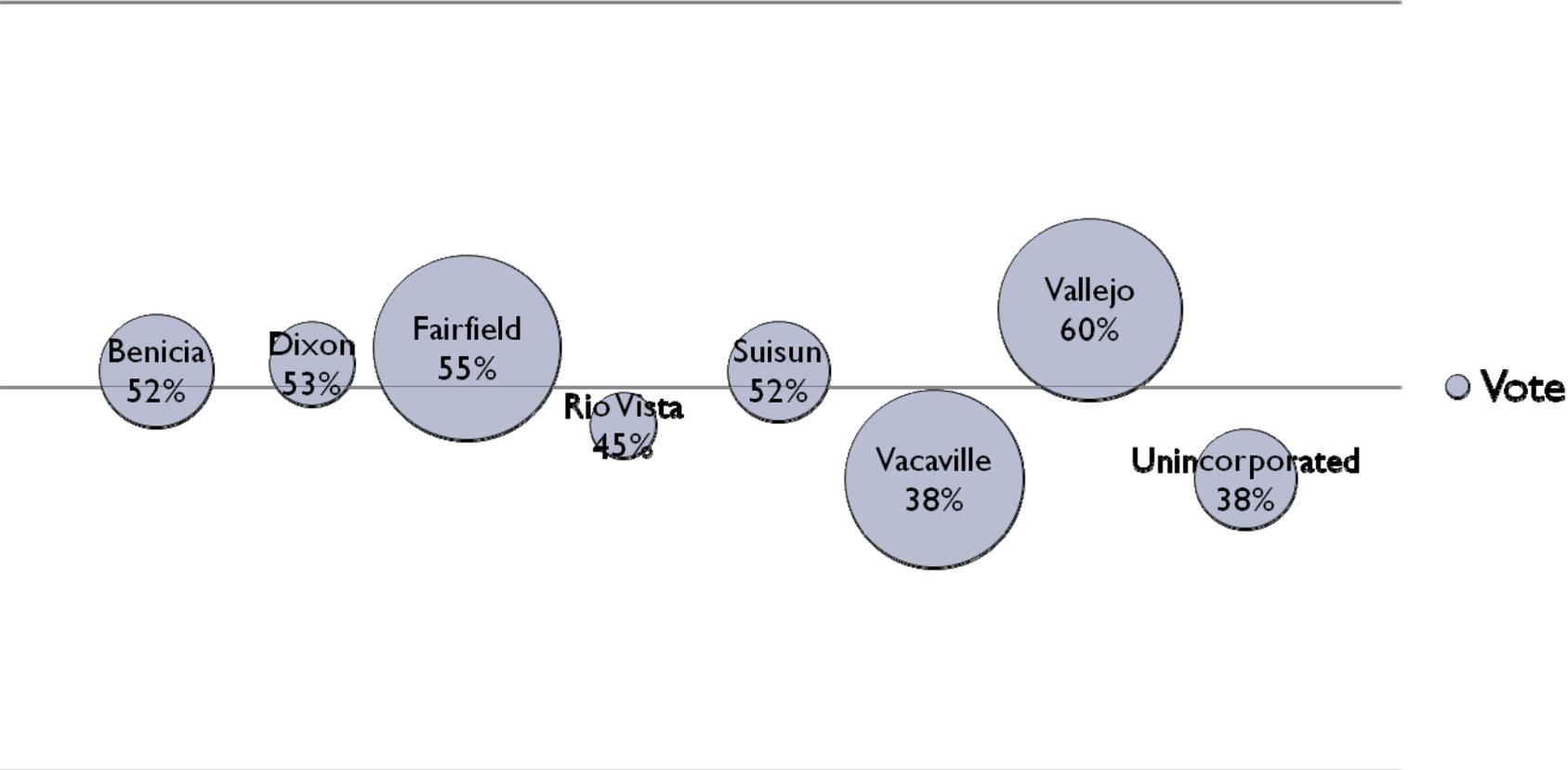
*Shall a local **vehicle registration fee of ten dollars** be established and proceeds directed to fixing potholes, providing more and easier transportation options for seniors and the disabled, and creating safe routes to school; with expenditures subject to strict monitoring and with all revenues staying in Solano County?*

Would you vote “Yes” to approve this measure, or “No” to reject it? (Q16)



The measure sees the highest support in Fairfield and Vallejo, and the lowest support in Vacaville and unincorporated areas

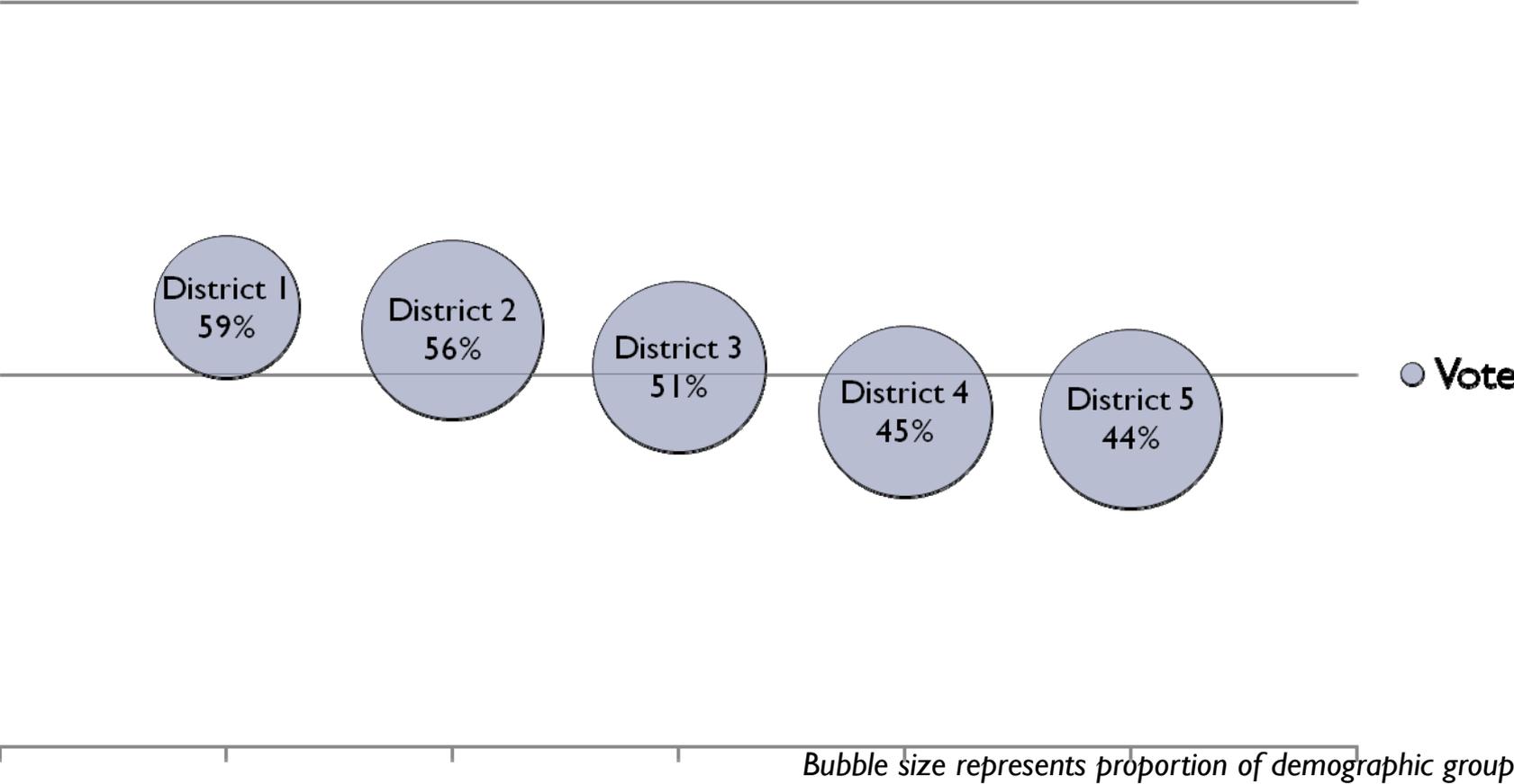
If this measure [\$10 vehicle registration fee] were on the ballot today, would you vote “Yes” to approve this measure, or “No” to reject it? (Q16)



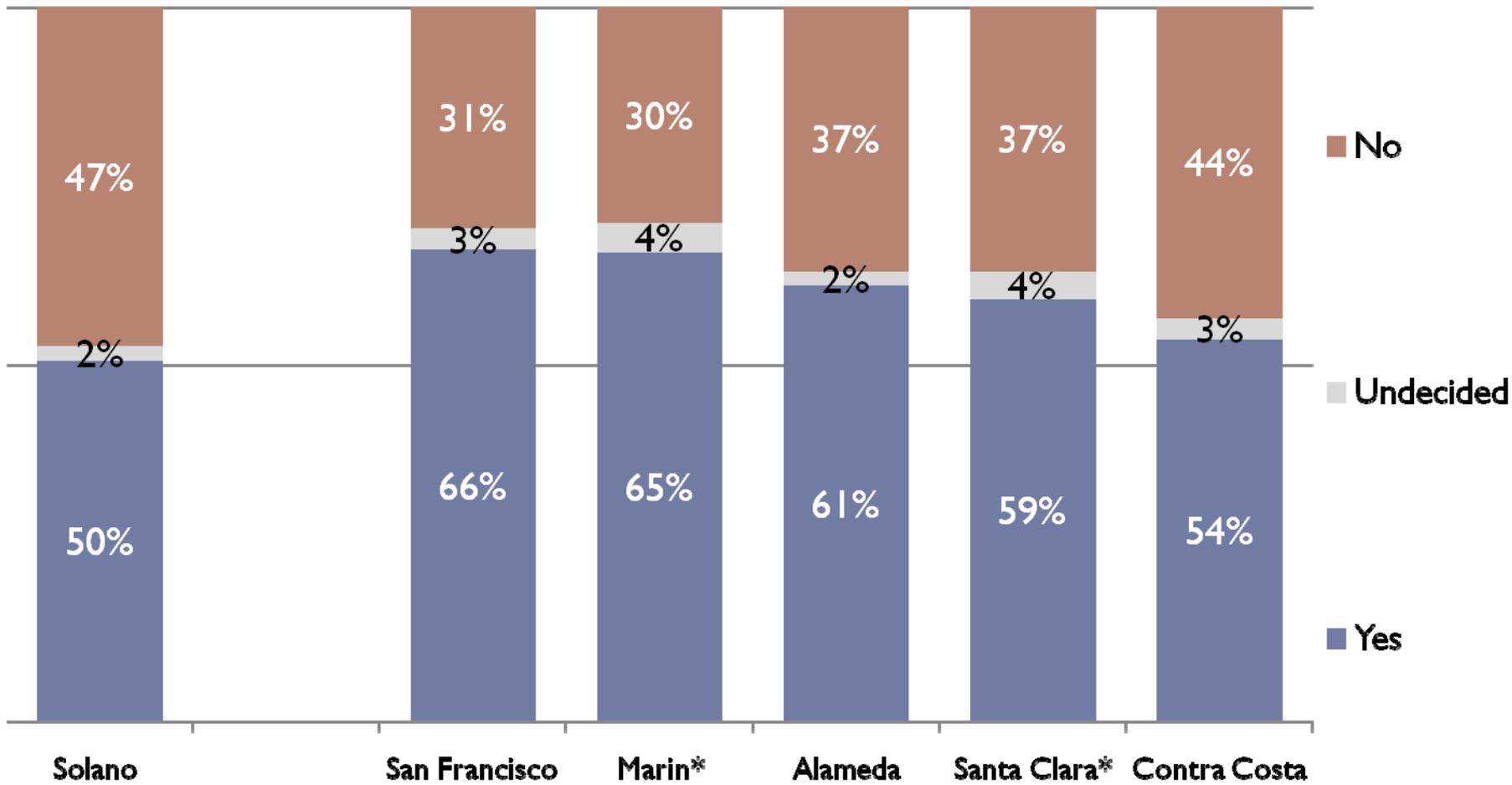
Bubble size represents proportion of demographic group

Support for the measure is highest in Supervisorial Districts 1 and 2, and support is lowest in Districts 4 and 5

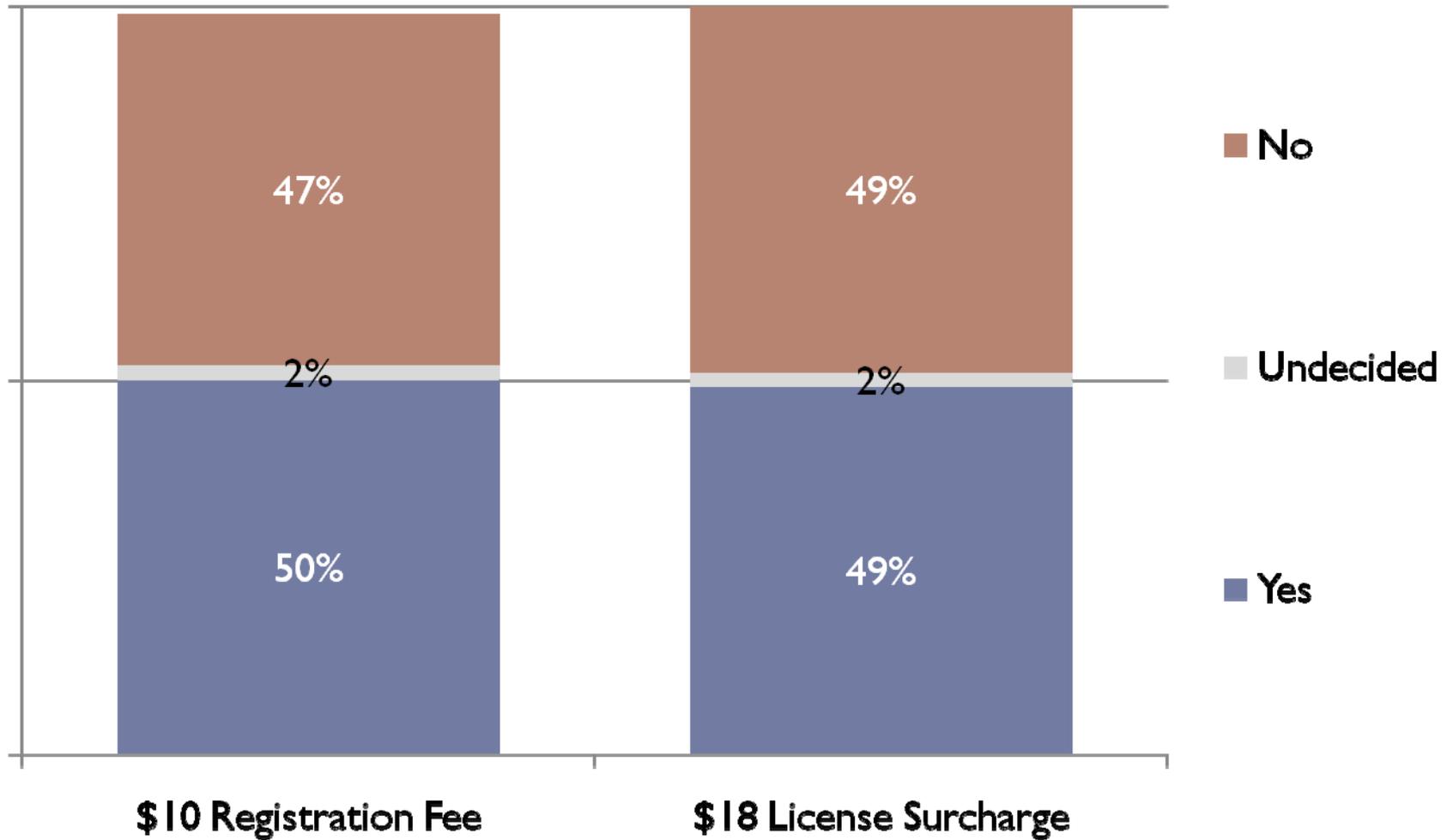
If this measure [\$10 vehicle registration fee] were on the ballot today, would you vote “Yes” to approve this measure, or “No” to reject it? (Q16)



Comparison of \$10 VRF measures



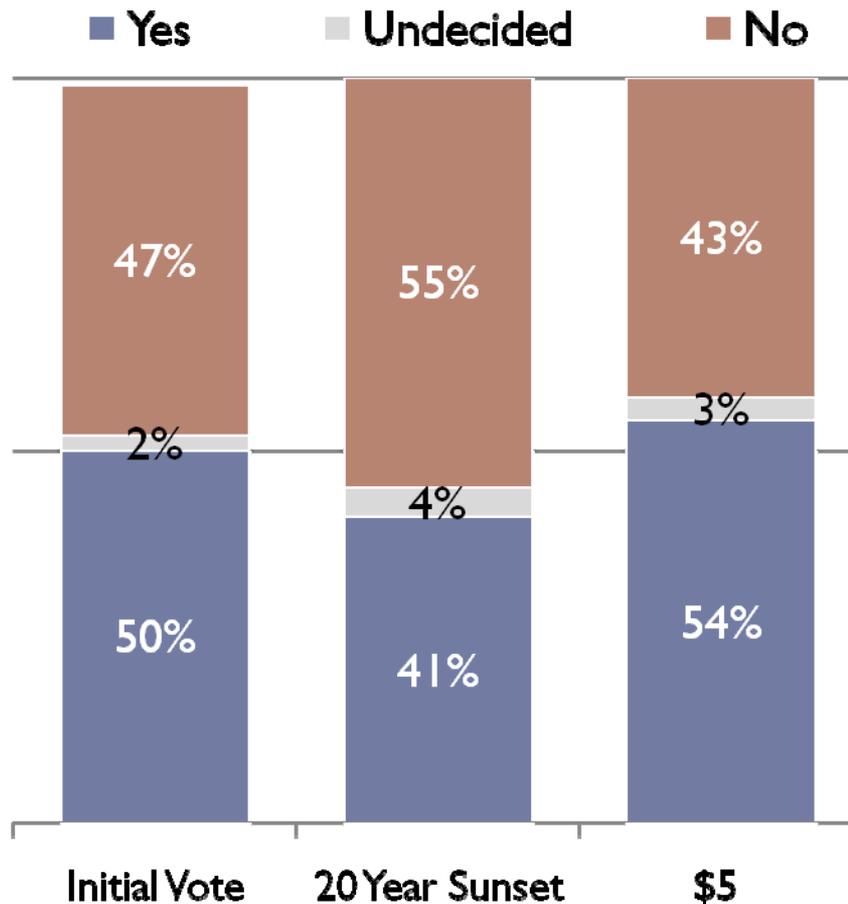
Voter support for the \$18 parks surcharge and the \$10 registration fee is nearly identical



The sunset provision does not attract more support, while reducing the fee to \$5 increases support only marginally

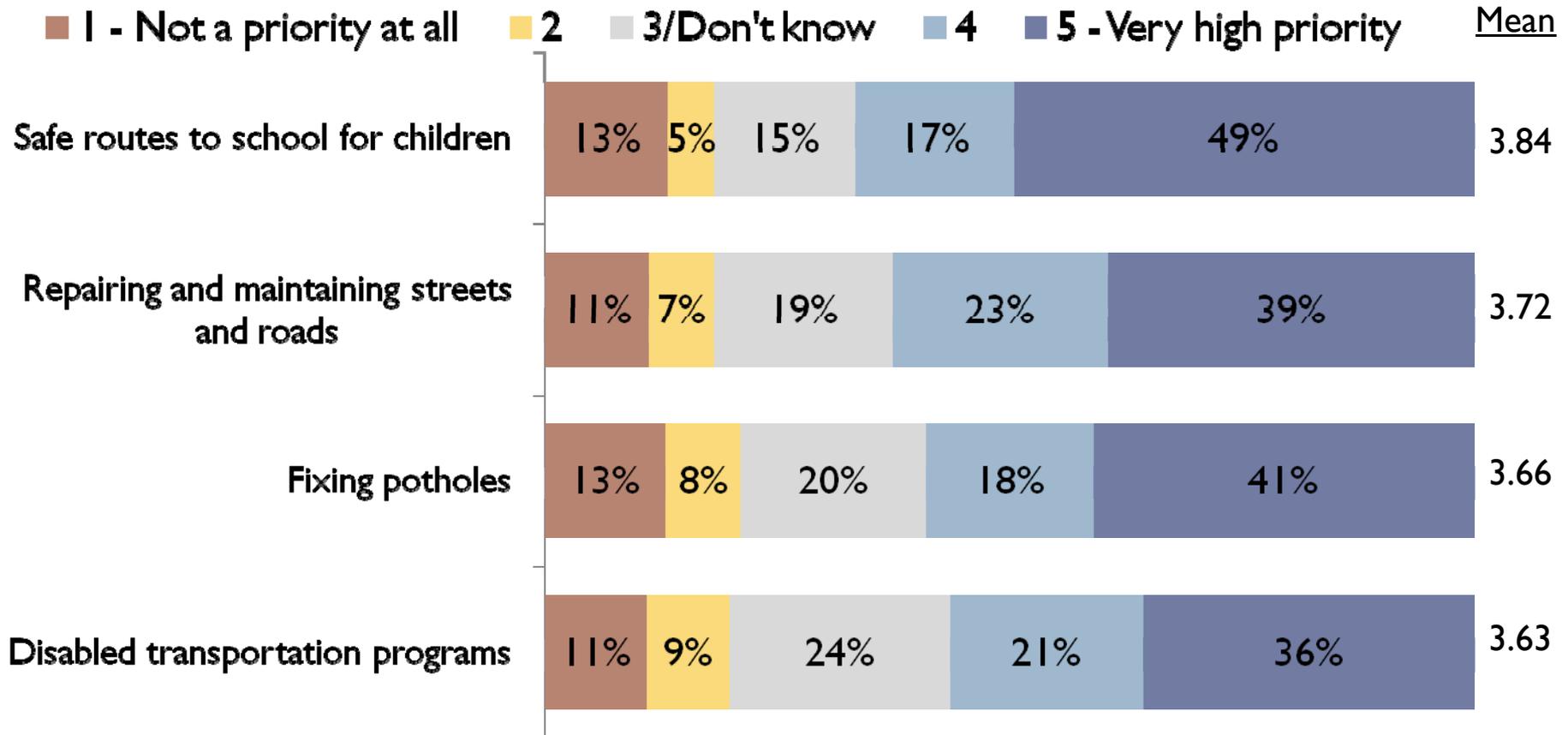
Thinking about the second measure I just read, the county vehicle registration fee measure, what if the county vehicle registration fee measure expired after twenty years and could not be continued without another vote on the fee and the expenditure plan? (Q17)

Instead of ten dollars, what if the fee was five dollars? (Q18)



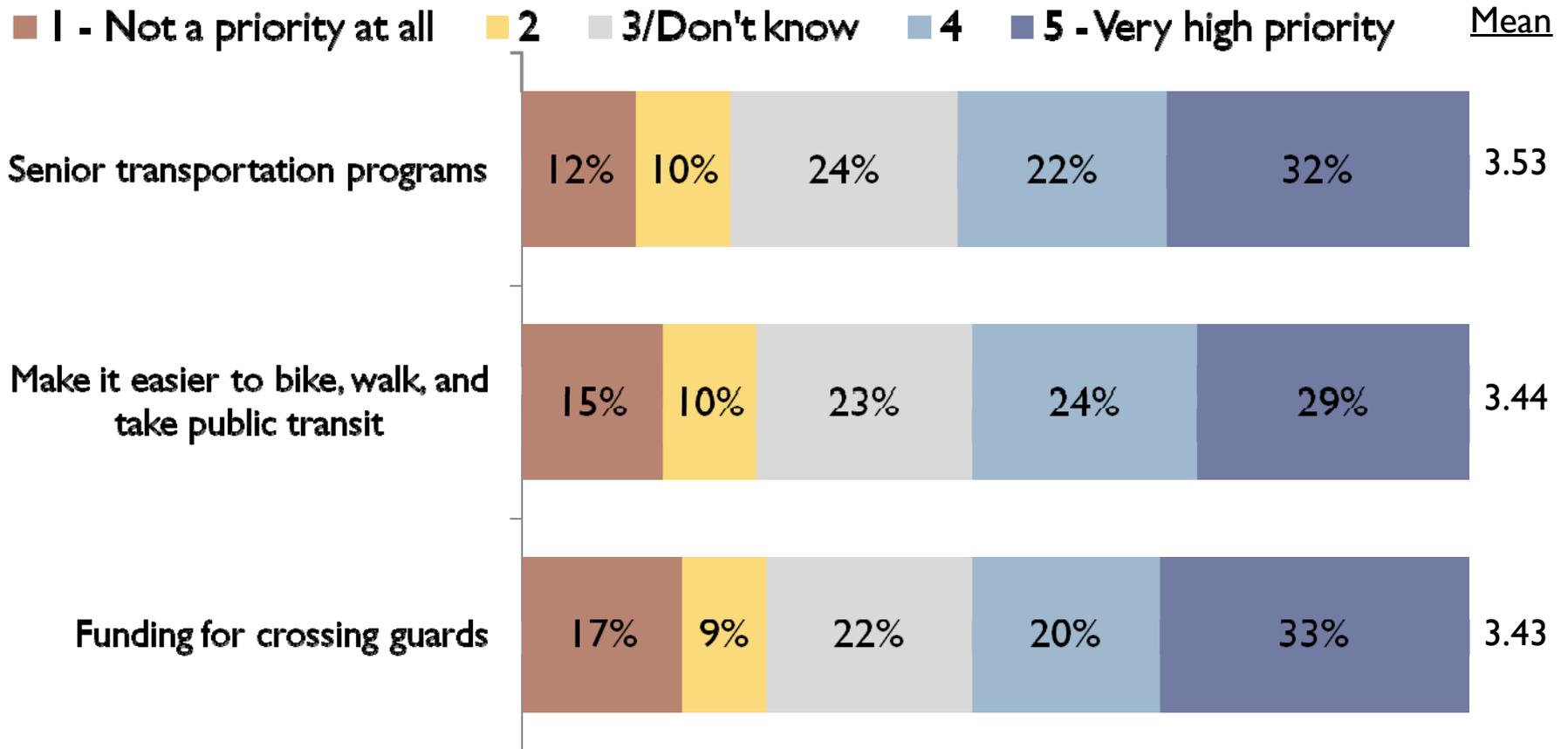
Safe routes to school for children and repairing local streets and roads are the top expenditure priorities

I am going to read you a list of things the [\$10 VRF] measure might pay for. For each one, please tell me how high of a priority it should be to pay for with the revenues. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority. (Q20-29)



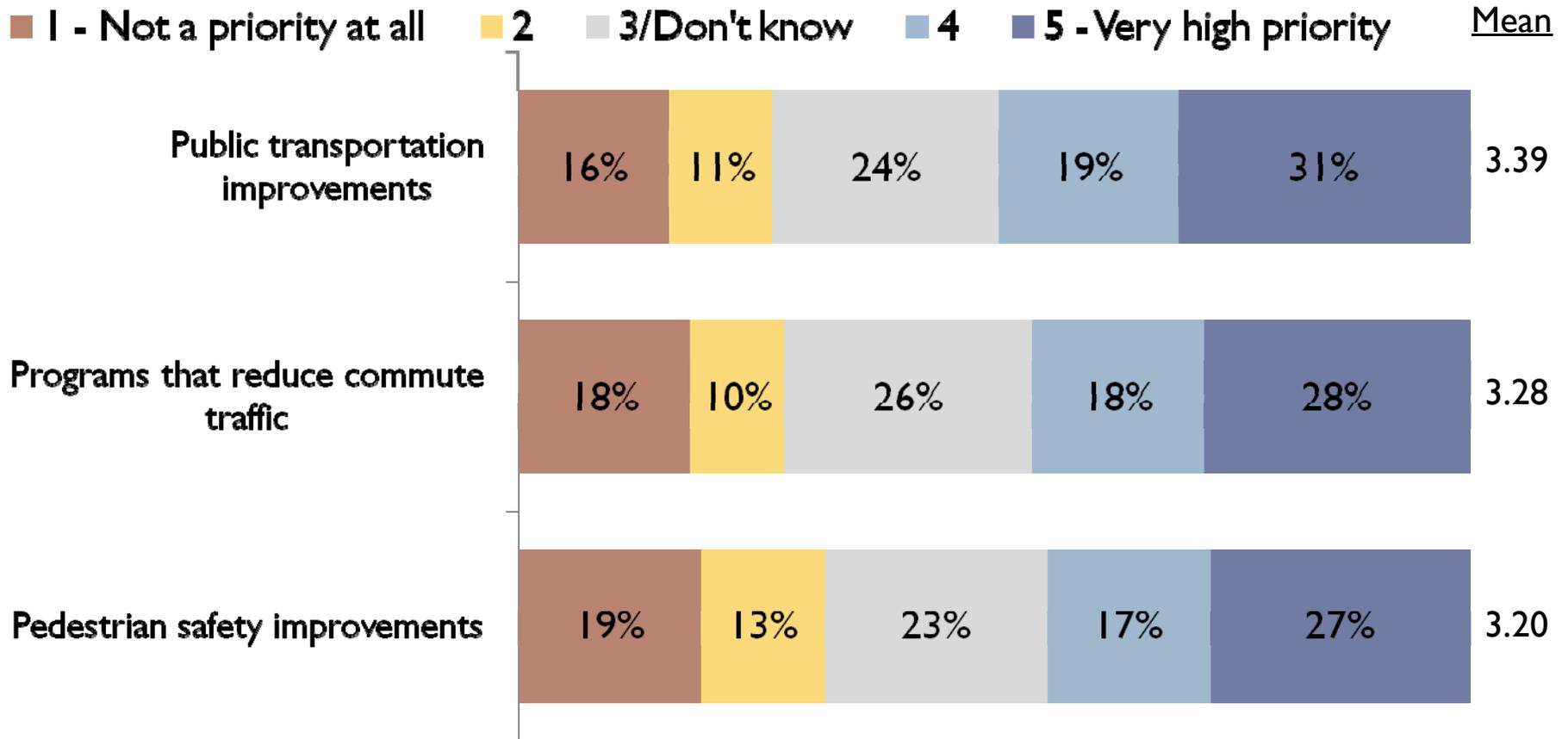
Mid-level transportation expenditure priorities for Solano County voters

I am going to read you a list of things the [\$10 VRF] measure might pay for. For each one, please tell me how high of a priority it should be to pay for with the revenues. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority. (Q20-29)



Pedestrian safety improvements and reducing commute traffic are not voter priorities

I am going to read you a list of things the [\$10 VRF] measure might pay for. For each one, please tell me how high of a priority it should be to pay for with the revenues. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority. (Q20-29)



Overview of Expenditure Priorities

By City

Voter Priorities	Overall	Vallejo	Fairfield	Vacaville	Benicia	Suisun	Dixon	Rio Vista	Unincorp
Safe routes to school for children	3.84	3.90	3.95	3.71	3.82	3.95	3.95	3.81	3.58
Repairing and maintaining local streets and roads	3.72	3.98	3.82	3.43	3.55	3.81	3.51	3.81	3.63
Fixing Potholes	3.66	3.93	3.77	3.29	3.64	3.58	3.35	4.00	3.73
Disabled Transportation Programs	3.63	3.79	3.64	3.61	3.45	3.76	3.35	3.71	3.35
Senior Transportation Programs	3.53	3.55	3.59	3.51	3.40	3.69	3.55	3.38	3.38
Make it easier to bike, walk, and take public transit	3.44	3.64	3.59	3.28	3.44	3.39	3.16	3.33	3.09
Funding for crossing guards	3.43	3.47	3.46	3.41	3.37	3.59	3.51	3.45	3.15
Public transportation improvements	3.39	3.52	3.49	3.17	3.53	3.41	3.49	3.41	2.98
Reduce commute traffic	3.28	3.30	3.41	3.18	3.45	3.41	2.87	3.18	3.09
Pedestrian safety improvements	3.20	3.52	3.33	2.99	3.15	3.34	3.13	3.10	2.98

Options for next step

	OPTION 1 \$10 Registration Fee	OPTION 2 \$10 Registration Fee	OPTION 3 \$10 Registration Fee	OPTION 4 \$5 Registration Fee	OPTION 5 \$5 Registration Fee	OPTION 6 Do not place measure on ballot
Funds Generated	\$3.2 Million annually	\$3.2 Million annually	\$3.2 Million annually	\$1.6 Million annually	\$1.6 Million annually	n/a
Safe Routes to Schools <ul style="list-style-type: none"> • Crossing Guards • Radar speed detection signs • Improved bike and pedestrian paths near schools • Improved rail, highway, and road crossing signs near schools • School shuttle programs • Bicycle and pedestrian safety programs • Education and encouragement programs 						
Senior and Disabled Transportation <ul style="list-style-type: none"> • Intercity and local subsidized taxi services for ambulatory and non-ambulatory transit • Reduced-price senior and disabled passes • Purchase of paratransit vehicles • Senior shuttles • Non-profit mobility programs assisting the disabled and seniors 						
Maintenance of Local Streets and Roads <ul style="list-style-type: none"> • Street repaving and rehabilitation • Traffic signal maintenance and upgrades • Signing and striping on roadways • Fixing potholes 						



Solano Transportation Improvement Authority
One Harbor Center, Suite 130
Suisun City, CA 94585
Tel: 707.424.6075

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Expenditure Plan Categories

STIA Board Meeting, June 15, 2010



Maintenance of Local Streets and Roads

- ▣ Street repaving and rehabilitation
- ▣ Traffic signal maintenance and upgrades
- ▣ Signing and striping on roadways
- ▣ Fixing potholes



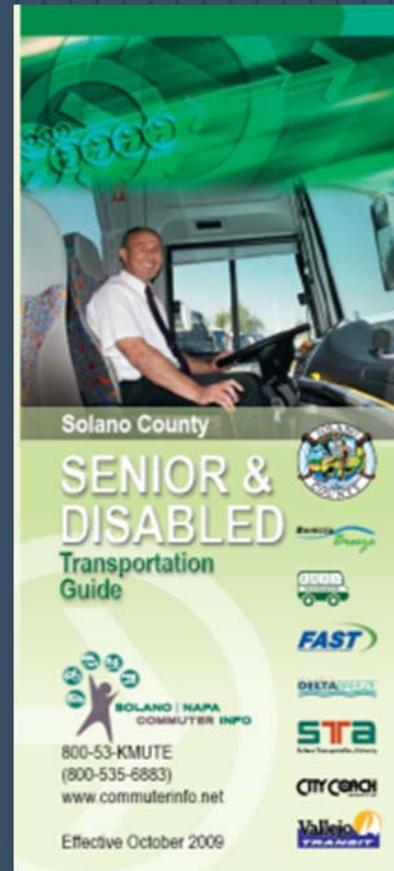
Safe Routes to School

- ❑ Crossing Guards
- ❑ Radar speed detection signs
- ❑ Improved bike and pedestrian paths near schools
- ❑ Improved rail, highway, and road crossing signs near schools
- ❑ Increased traffic enforcement near schools
- ❑ Bicycle & pedestrian safety programs
- ❑ Education and encouragement programs



Senior & Disabled Transportation

- ▣ Intercity and local subsidized taxis services for ambulatory and non-ambulatory transit
- ▣ Reduced-price senior & disabled passes
- ▣ Purchase of paratransit vehicles
- ▣ Senior shuttles
- ▣ Non-profit mobility programs assisting the disabled & seniors



Options

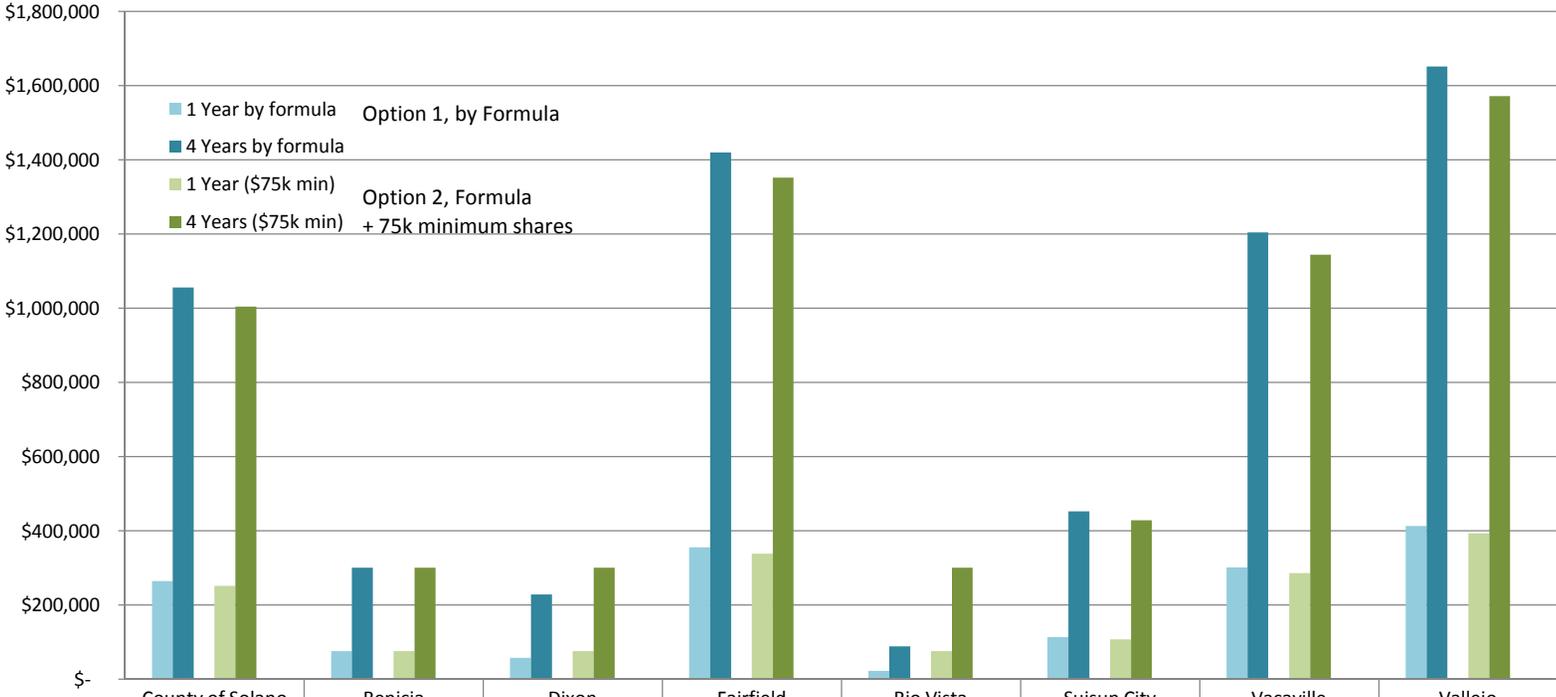
	Option 1 \$10 Fee	Option 2 \$10 Fee	Option 3 \$10 Fee	Option 4 \$5 Fee	Option 5 \$5 Fee	Option 6 No Fee
Funds Generated	\$3.2 M annually	\$3.2 M annually	\$3.2 M annually	\$1.6 M annually	\$1.6 M annually	\$0
Maintenance of Local Streets and Roads 						
Safe Routes to School 						
Senior and Disabled Transportation 						

Proposed Public Input Process

- June 24 Senior & Disabled Transportation Advisory Committee
- June 30 STA Technical Advisory Committee
- June 30 STA Transit Consortium
- July 8 Bicycle Advisory Committee
- July 8 or 13 Countywide Safe Routes to School Advisory Committee
- July 14 STA Board Public Workshop
- July 15 Paratransit Coordinating Council
- Prior to August 6 STA Board Action



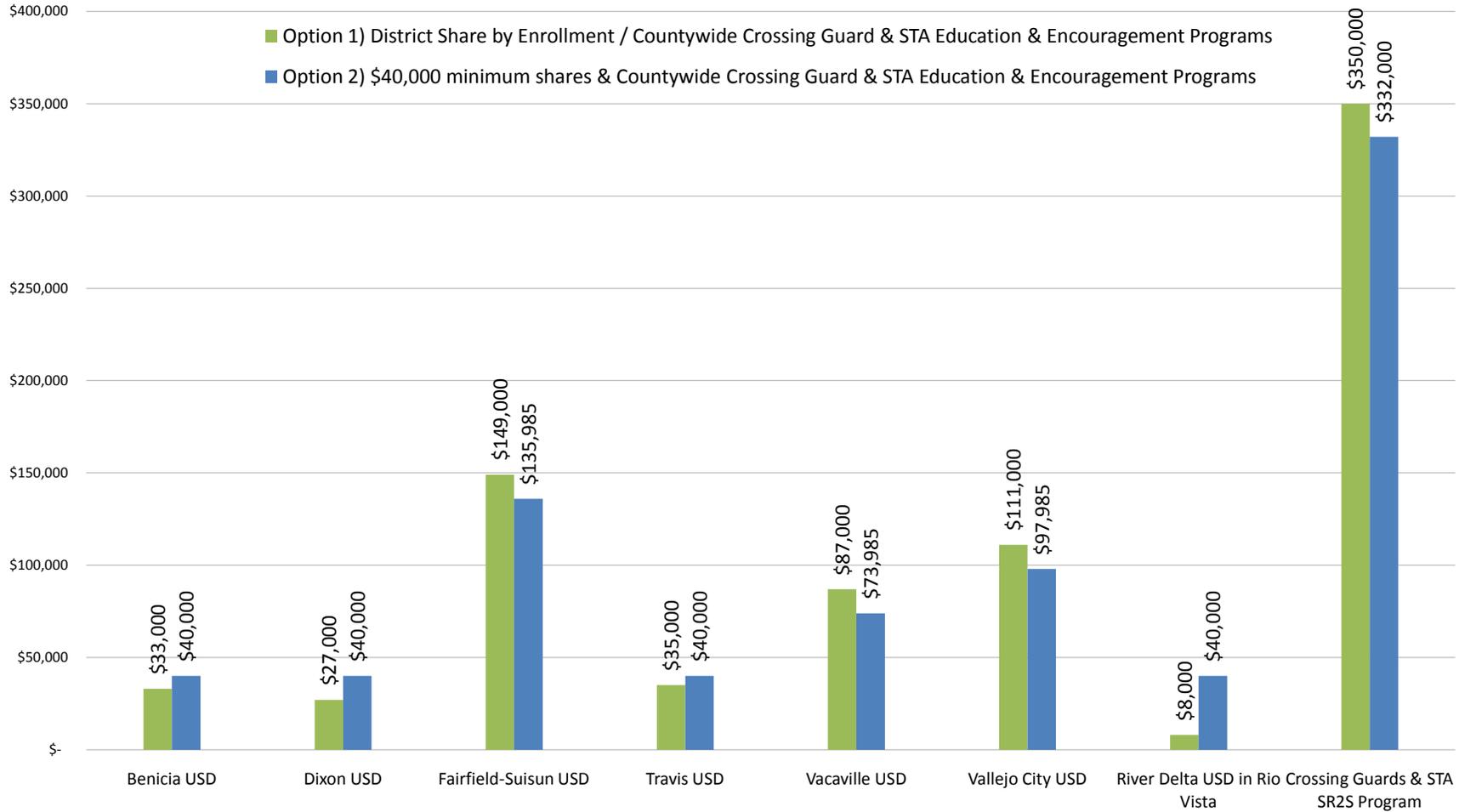
SB 83, 50% for Local Streets and Roads
Two Options to distribute Agency Shares of \$1.6 M (1 year & 4 years projections)
Option 1 is by formula and Option 2 is by formula with \$75k annual minimums for Benicia, Dixon, and Rio Vista

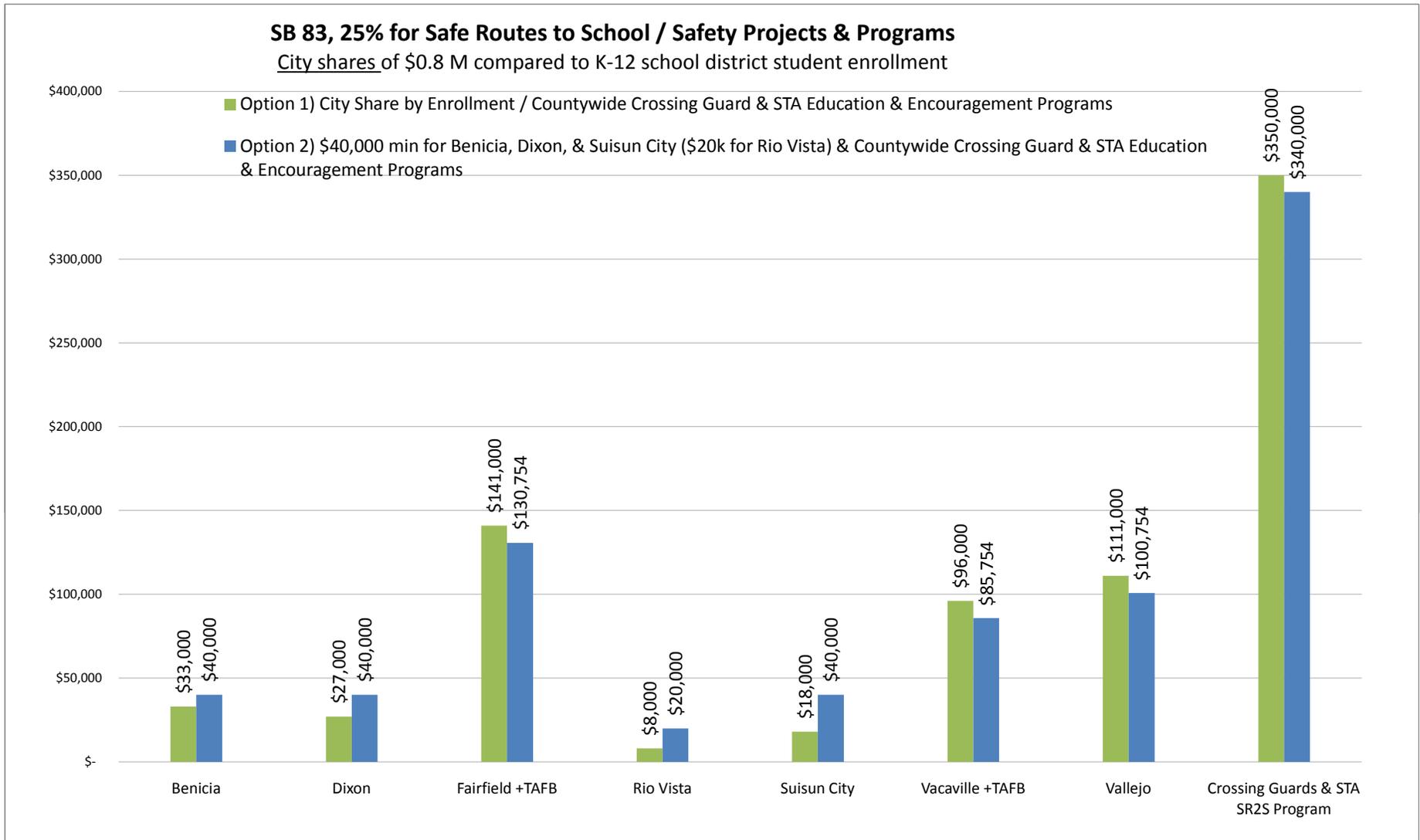


	County of Solano	Benicia	Dixon	Fairfield	Rio Vista	Suisun City	Vacaville	Vallejo
1 Year by formula	\$264,000	\$75,000	\$57,000	\$355,000	\$22,000	\$113,000	\$301,000	\$413,000
4 Years by formula	\$1,056,000	\$300,000	\$228,000	\$1,420,000	\$88,000	\$452,000	\$1,204,000	\$1,652,000
% Share	16.52%	4.66%	3.56%	22.17%	1.38%	7.07%	18.82%	25.82%
1 Year (\$75k min)	\$251,000	\$75,000	\$75,000	\$338,000	\$75,000	\$107,000	\$286,000	\$393,000
4 Years (\$75k min)	\$1,004,000	\$300,000	\$300,000	\$1,352,000	\$300,000	\$428,000	\$1,144,000	\$1,572,000
% share with 75k min	15.69%	4.69%	4.69%	21.13%	4.69%	6.69%	17.88%	24.56%

* Formula used for distribution of funding is the Metropolitan Transportation Commission's (MTC) Local Streets & Roads Formula: 25% Population, 25% Lane-miles, 25% agency street rehabilitation funding shortfall, 25% preventative maintenance spending.

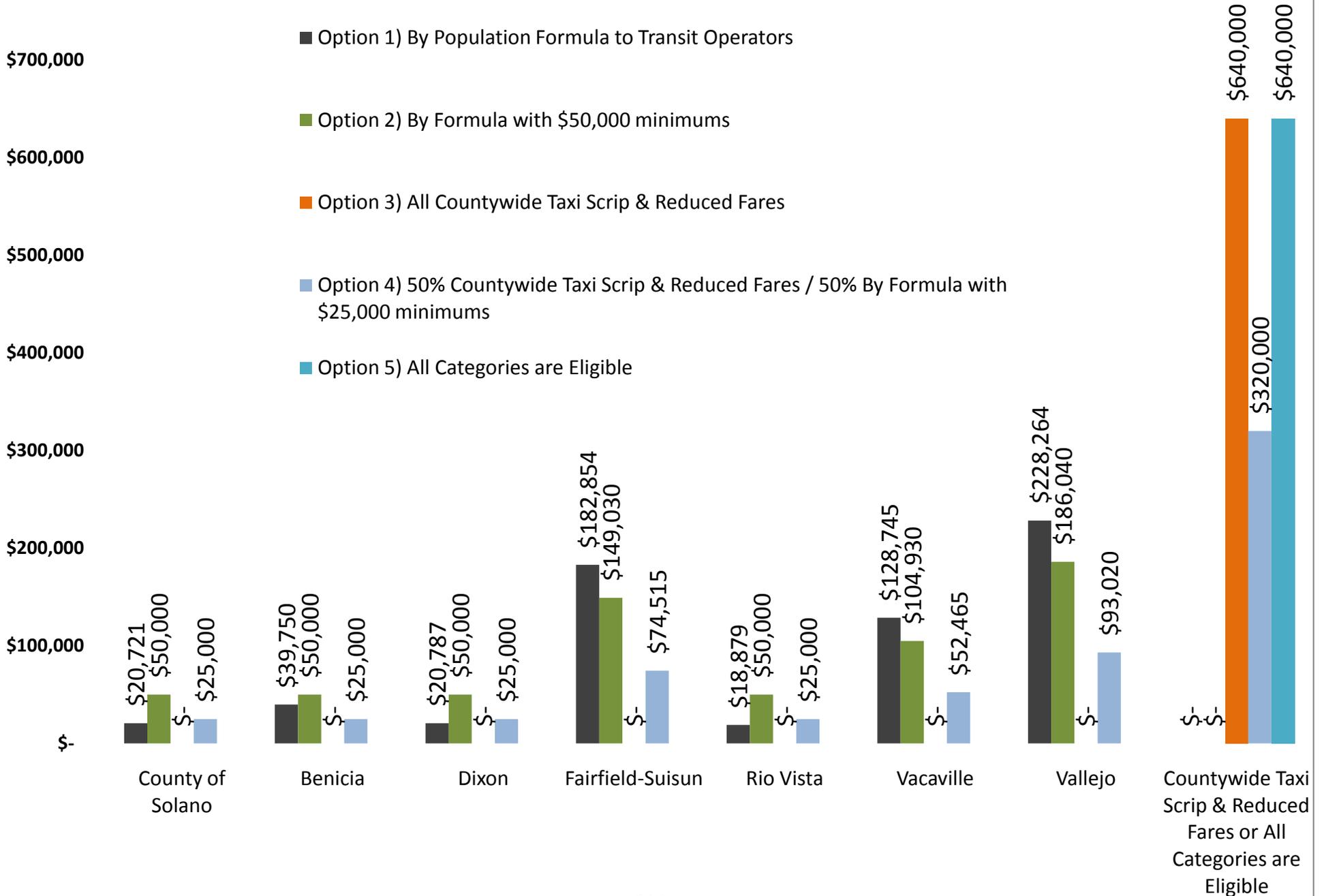
SB 83, 25% for Safe Routes to School / Safety Projects & Programs
 School District Annual Shares of \$0.8 M compared to K-12 school district student enrollment





SB 83, 20% for Senior and Disabled Mobility

Five Options to distribute \$640,000



SOLANO TRANSPORTATION AUTHORITY VEHICLE REGISTRATION FEE EXPENDITURE PLAN

A. Purpose of the Expenditure Plan

The Solano County Vehicle Registration Fee Expenditure Plan (Plan) will guide the annual expenditures of the funds generated by a \$10 per year vehicle registration fee (Fee), if approved by voters in the November 2010 election. Solano County has significant unfunded transportation needs, and this Fee would provide funding to meet some of those needs. It is expected that this Fee will generate approximately \$3,200,000 per year.

The Fee would be administered by the Solano Transportation Authority (STA). The goal of this Plan is to support transportation investments in a way that sustains the transportation network and reduces traffic congestion and vehicle-related pollution in Solano County and the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo (County). The Fee would be a key part of an overall strategy to develop a balanced, well thought-out program that improves transportation, mobility and safety for the County's residents. The Fee will fund programs that:

- Repair and maintain local streets and roads in the County.
- Support programs and projects identified in the Solano Safe Routes to Schools Plan.
- Support programs and vehicle acquisition for Senior and Disabled Mobility.

The Plan would have the following specific elements:

- All of the money raised by the Fee would be used exclusively for transportation projects and programs in the County.
- None of the funds raised, outside of the costs incurred by the Department of Motor Vehicle to collect the Fee, can be taken by the State.
- Projects and programs included in the Plan must have a relationship or benefit to the owner's of motor vehicles paying the Fee. Those elements contained in the Plan have demonstrated that relationship.
- The Plan will help fund roadway repairs and maintenance that make roads in the County safer, more efficient and less congested for motorists, bicyclists and pedestrians.
- The Plan will establish a reliable source of funds to implement the Solano Safe Routes to Schools Plan in order to reduce traffic congestion around schools, increase safety for bicycle and pedestrian access to schools, and reduce childhood obesity.
- The Plan will establish a reliable source of funds for Senior and Disabled Mobility services in order to reduce congestion related to individual operation of vehicles typically used for transportation of seniors and the disabled.
- The Plan will provide matching funds for funding made available from other sources for the programs eligible and included in the Plan.

B. Statutory Authorization and Requirements

The opportunity for a Countywide transportation agency, such as the STA, to place this Fee before the voters was authorized in 2009 by the passage of Senate Bill 83, authored by Senator Loni Hancock. The STA Board may choose to place a transportation measure (Measure) on the November 2, 2010 ballot to enact a \$10 vehicle registration fee that would be used for local transportation and transit improvements throughout the County, as specified in the Plan. A majority vote of the electorate is required to adopt this Fee.

The statute requires that the Fee collected be used only to pay for programs and projects that bear a relationship or benefit to the owners of motor vehicles paying the Fee, and that the expenditures be consistent with a regional transportation plan. The Fee will be imposed on each annual motor-vehicle registration or renewal of registration in Solano County occurring on or after six-months following the November 2, 2010 election, where the Measure was approved by the voters, for an unlimited period, unless otherwise terminated by the voters of Solano County. To implement this Fee, the statute requires the governing board of the STA to adopt an Expenditure Plan. The statute also requires the ballot measure resolution be approved by majority vote of the STA Board at a noticed public hearing. The Joint Powers Agreement establishing the STA further requires that the STA Board vote also represent the majority of the population in Solano County.

C. Programmatic Expenditures

The Plan identifies three types of programs that will receive funds generated by the Fee. Below are descriptions of each program and the percentage of the annual revenue that will be allocated to each program. In addition, not more than five percent (5%) of the fee collected would be used for Plan administration and accountability, including the cost of annual audits.

Local Streets and Roads Repair and Maintenance	50%
<hr/>	
<ul style="list-style-type: none">• Repair and maintain local streets and roads. This covers all portions of the roadway, including curb and gutter or roadway shoulder, but excluding sidewalks.• Repair, maintain and install traffic control signs, signals and controllers.• Repair, maintain and install street lights.• Repair, maintain and install accessibility improvements to meet federal and state requirements.• Revenue estimate - \$1,600,000 per year.• Revenue distribution – direct return to source based upon the following formula: 25% jurisdiction population, 25% jurisdiction lane-miles, 25% jurisdiction street rehabilitation funding shortfalls, 25% jurisdiction preventative maintenance local streets and roads repair and maintenance.	
Safe Routes to Schools	25%
<hr/>	
<ul style="list-style-type: none">• Install and maintain radar feedback signs near schools.• Install, improve and maintain bicycle and pedestrian paths near schools.• Improve rail, highway and road crossings near schools.• Help cities or school districts hire crossing guards.• Provide for additional traffic enforcement near schools.• Conduct bicycle and pedestrian safety programs, and education and encouragement programs consistent with the Solano Safe Routes to Schools Plan.• Revenue Estimate - \$800,000 per year.	

- Revenue distribution – 25 % for countywide Safe Routes to School programs, with remaining funds distributed by direct return to source based upon jurisdiction student population, with a minimum \$20,000 per year for the City of Rio Vista and a minimum \$40,000 for all other Solano County cities.

Senior and Disabled Mobility

20%

-
- Intercity and local subsidized taxi service for ambulatory and non-ambulatory transit.
 - Reduced-fare senior and disabled transit passes.
 - Purchase of paratransit and senior shuttle vehicles.
 - Non-profit mobility programs to assist seniors and the disabled.
 - Revenue estimate - \$ 640,000 per year.
 - Revenue distribution – funds to be allocated by STA Board with recommendation from the STA’s Senior and Disabled Advisory Committee.

D. Governing Board and Organizational Structure

1. Agency Responsible for Administering Proceeds of Fee

The STA, pursuant to California Government Code Section 65089.20, shall place a majority vote ballot measure before the voters to authorize a \$10 per year increase in the motor vehicle registration fee. If so approved, the STA will collect and administer the Fee in accordance with the Plan.

2. Contract with Department of Motor Vehicles

The STA shall contract with the Department of Motor Vehicles to collect the fee imposed pursuant to California Government Code section 65089.20 upon the registration or renewal of registration of a motor vehicle registered in the County, except those vehicles that are expressly exempted under this code from the payment of registration fees, pursuant to California Vehicle Code section 9250.4, as approved by the voters of Solano County.

3. Annual Budget Financial Projections

The Annual Budget, adopted by the STA each year, will project the expected Fee revenue, other anticipated funds and planned expenditures for administration and programs.

4. Annual Report

The STA shall complete an Annual Report, which shall be made available to the public and will include the following:

- Revenues collected
- Expenditures by programs, including distribution of funds within each program, and administrative costs
- Accomplishments and benefits realized by the programs
- Proposed projects for funding in each program
- Project sponsors receiving funds through this Plan will be required to provide an annual report to the STA that specifies funds expended and the progress of projects and programs funded by this plan.

Before adopting the Annual Report, the STA will hold a public meeting and will address public comments in the Annual Report.

5. Use of Proceeds

The proceeds of the Fee shall be used solely for the programs and purposes set forth in the Plan and for the administration thereof. The STA will administer the proceeds of the Fee to carry out the mission described in the Plan. Pursuant to California Government Code Section 65089.20, not more than five percent (5%) of the Fee shall be used for administrative costs associated with the programs and projects, including the annual audit of the Plan's expenditures.

Pursuant to California Vehicle Code Section 9250.4, the initial setup and programming costs identified by the Department of Motor Vehicles (Department) to collect the Fee upon registration or renewal of registration of a motor vehicle shall be paid by the STA from the Fee. Any direct contract payment with the Department by the STA shall be repaid, with no restriction on the funds, to the STA as part of the initial revenue available for distribution. The costs deducted pursuant to this paragraph shall not be counted against the five percent (5%) administrative cost limit specified in California Government Code Section 65089.20(d).

The costs of placing the Measure authorizing imposition of the Fee on the ballot, including payments to the County Registrar of Voters and payments for the printing of the portions of the ballot pamphlet relating to the Fee, advanced by the STA, shall be paid from the proceeds of this Fee, and shall not be counted towards the five percent (5%) limit on administrative costs. The costs of preparing the Plan, advanced by the STA, shall be paid from the proceeds of the Fee subject to the five percent (5%) limit on administrative costs. At the discretion of the STA, these costs may be amortized over a period of years.

The proceeds of the Fee shall be spent only inside the limits of Solano County. None of the proceeds, outside of the costs incurred by the Department to collect the fee, shall be taken by the State.

6. Duration of Fee

The Fee, if so approved, would be imposed annually unless repealed.

7. Severability

If any provision of this Plan or the application thereof to any person or circumstance is held invalid, the remainder of this Plan and the application thereof to other persons or circumstances shall not be affected. If any proposed expenditure based on this Plan is held invalid, those funds shall be redistributed to other expenditures in accordance with the Plan.

8. Amendments to the Plan

It is expected that the Plan will be amended from time to time. Amendments to the Plan shall be limited to the three funding programs specified in Section C (Programmatic Expenditures). Amendment to the Plan shall be approved by a two-thirds vote of the STA Board, representing the majority of the population of Solano county. The City Clerks of the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo, and the County Clerk of the County of Solano, will be given a minimum of 45-days notice and opportunity to comment on any proposed Plan amendment prior to its adoption.

9. Option to Bond

The STA shall be authorized to issue bonds for the purposes of implementing the Plan. The bonds will be paid with the proceeds of the Fee. The costs associated with bonding will be borne only by programs in the Plan utilizing the bond proceeds. The costs and risks associated with bonding will be presented in the STA's Annual Budget and will be subject to public comment before approving a bond sale.

10. Statute of Limitations

Any suit, action or proceeding in any court against the STA, or against any officer of the STA, to prevent or enjoin the collection under this ordinance, of any Fee or any amount of Fee required to be collected must be brought within 120 days of the approval of the imposition of the Fee by the voters of Solano County.

11. Effective Date

The Measure shall take effect at the close of the polls on the day of election at which the Fee is adopted by a majority of the electors voting on the Measure.

DRAFT

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DATE: June 30, 2010
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Locally Preferred Alternative for the I-80/I-680/State Route (SR) 12 Interchange Project

Background:

The I-80/I-680/SR 12 Interchange, located along the I-80 corridor in Solano County, is one of the busiest in Northern California. Each day, the volume of cars, buses, and trucks exceed the roadway's capacity, causing long delays and back-ups, particularly during commute hours. Improving this major bottleneck is a top priority for Solano County and the State of California.

For many years, the California Department of Transportation (Caltrans), in cooperation with the Solano Transportation Authority (STA), Solano County, and the cities of Fairfield and Suisun City, has been evaluating a variety of alternatives to improve local and regional mobility and safety within the corridor.

The I-80/I-680/SR 12 Interchange Project evolved out of the broader I-80/I-680/I-780 Major Investment Study (MIS). STA, in cooperation with Caltrans, initiated the MIS in 2001 to evaluate current and 2030 projected countywide mobility needs and corridor-related issues. The MIS was completed in 2004 and identified several areas of concern within the corridor, including:

- Increasing traffic volumes exceeding current capacity
- Increasing traffic delays
- Deteriorating level of service
- Increasing traffic conflicts at key merging areas
- Increasing need for park-and-ride facilities
- Doubling of the truck traffic and associated demand for trucking facilities

These issues formed the basis for the I-80/I-680/SR 12 Interchange Project; Attachment A is the Project Area Map. To resolve the issues, the following key improvements were recommended:

- Modify or construct new interchanges;
- Add freeway capacity, High Occupancy Vehicle (HOV) and auxiliary lanes;
- Construct a local roadway parallel to I-80 to connect SR 12 East to SR 12 West (evolved into the North Connector Project, now known as the Suisun Parkway); and
- Reconfigure or relocate and expand of the truck scales.

Based on the needs identified in the MIS and with input from the public, Caltrans, in cooperation with STA staff, began development of alternatives that would address these needs.

Initial Alternatives Identification

In early 2003, even before the MIS was completed, STA initiated a series of public meetings to identify possible alternatives to address the needs of the I-80/I-680/SR12 Interchange complex. An informational Open House was held in March 2003, followed in May 2003 by a public scoping meeting to receive input on issues of concern and the scope of the analysis to be conducted as part of the environmental process. Attendees at the scoping meeting also identified numerous potential alignments and issues of interest. This public input was also used by Caltrans and STA to further develop and refine the criteria that would be used to evaluate various alternatives and refine the project Purpose and Need.

Project Purpose and Need

Out of the MIS and public input process, Caltrans and STA prepared a Purpose and Need statement for the I-80/I-680/SR 12 Interchange Project. Developing the Purpose and Need statement is the first step in the environmental processes and is one of the key factors in evaluating and screening alternatives.

The project's Purpose and Need statement was developed in a collaborative effort with the cities of Fairfield and Suisun City, Solano County, and in consultation with various resource agencies including the US Fish and Wildlife Service, California Department of Fish and Game, and the Environmental Protection Agency, among others. The Purpose and Need of the project was defined as the following:

- Reduce congestion through the I-80/I-680/SR 12 interchange to accommodate current and future traffic volumes.
- Reduce the amount of cut-through traffic on local roads attempting to avoid congestion on the freeway system.
- Establish logical and adequate access to and from the freeway system to accommodate existing and planned land uses in the project area.
- Accommodate current and future truck volumes using the I-80, I-680 and SR 12 corridors for goods movement.
- Accommodate current and future truck volumes accessing the truck scales facility within the interchange area.
- Improve safety conditions within the project limits.
- Increase the use of High Occupancy Vehicle (HOV) lanes and ridesharing through the project area.

Alternatives Evaluation Process

Based on the MIS and input gathered from the public and key stakeholder agencies, twelve (12) alternatives were developed and evaluated using a two-tier screening process.

Tier 1 Screening

The alternatives evaluation process began with 12 alternatives. These alternatives were evaluated for:

- The ability to fulfill project purpose and need.
- General feasibility or the presence of an obvious “fatal flaw”.
- The effect on traffic operations and major environmental issues.
- Any substantial local opposition.

Tier 1 Screening Results: Eight alternatives were withdrawn and four (A, B, C, D) were advanced for in-depth study. (Attachment B)

Tier 2 Screening

The Tier 2 Screening of Alternatives A, B, C and D included evaluation of:

- The alternative's ability to fulfill project purpose and need.
- Detailed environmental analysis.
- Traffic operations.
- Engineering considerations.

Tier 2 Screening Results: Alternatives A and D were eliminated because Alternative A would result in a higher overall cost and greater environmental right-of-way impacts than Alternative B, but with little added benefit and Alternative D would construct an elevated roadway system (viaduct), which would have created significant visual impact and alterations to highway access in commercial areas. (Attachment C)

During the course of evaluating and screening alternatives, several projects with independent utility were identified and pursued as separate projects. These projects include the I-80 HOV Lanes, the North Connector (Suisun Parkway) and the I-80 Eastbound Cordelia Truck Scales Relocation. The first project has been completed, the North Connector (Suisun Parkway) is under construction and the I-80 Eastbound Cordelia Truck Scales Relocation Project is currently in final design, with start of construction anticipated in 2011.

Upon completion of the Tier 2 screening, two Alternatives, B and C, were recommended to be advanced for further study in the Environmental Impact Report/Environmental Impact Statement (EIR/EIS). These Alternatives (B and C) are considered "ultimate" or full-build alternatives to meet the long-term traffic and safety demands of the project area. In addition to the ultimate Alternatives, two fundable (or Phase 1) Alternatives for B and C have been developed and evaluated in the EIR/EIS. The two Phase 1 Alternatives evaluated in the EIR/EIS represent the fundable portions of the full-build alternatives. Phase 1 construction is expected to be complete by 2022. The key elements of Alternatives B and C (including Phase 1) are described below:

Alternative B (Attachment D)

- Retains the same basic alignments that exist today but would braid all of the freeway-to-freeway connections with the next adjacent interchange (either local or Truck Scales).
- The I-80/I-680 Interchange would be reconfigured to have the I-680 connectors, including HOV lanes, which would come into and out of the median of I-80.
- Local traffic and trucks would use new slip ramps from/to the freeway to freeway connectors that are connected to the Suisun Valley Road Interchange.
- No direct connections from I-680 North to I-80 West/SR 12 West. Traffic would need to use local arterial (Red Top Road).
- The westbound Truck Scales would be reconstructed and braided ramps on the east with the SR 12 East Interchange would be provided.
- Adds new access to downtown Suisun City and parallel roads and interchanges along SR 12 East.

Alternative B Phase 1 (Attachment E)

- Improved interchange at Suisun Valley Road
- Widening I-80 from west of Green Valley Road to Dan Wilson Creek
- Realignment of Neitzel Road
- Improved interchange at Green Valley Road

- I-680 connectors, including HOV lanes, which would come into and out of the median of I-80, along with the HOV connectors.
- Widening I-680 from Gold Hill Interchange to I-80
- New Beck Avenue/SR 12 East Interchange

Alternative C (Attachment F)

- Realigns I-680 to the west to connect directly with SR 12 West, thereby combining the I-80/I-680 and SR12/I-80 Interchanges into a single interchange, with direct connectors for all movements, with the exception of direct connections between I-80 East and SR 12 (W) and the corresponding movement from SR 12 (W) and I-80 West.
- All I-80/I-680 connections would be freeway-to-freeway ramps, including HOV direct connectors.
- The Green Valley Road Interchange would have direct connections to I-80, with the west side ramps connecting further to the west and braided with the freeway connectors to eliminate any weave conflicts.
- Existing I-680, between I-80 on the north and the beginning of the realignment (near Red Top Road) on the south would be converted to a local street.
- Adds new access to downtown Suisun City and removes one access point to downtown Fairfield.

Alternative C Phase 1 (Attachment G)

- Realigns I-680 to the west to connect directly with SR 12 West, thereby combining the I-80/I-680 and SR 12/I-80 Interchanges into a single interchange, with the following direct connectors: 1) I-80 West to I-680 South, 2) I-680 North to I-80 East, and 3) I-80 West to SR12 West; and 4) SR12 West to I-80 East
- New direct HOV connectors between I-680 and I-80 to the east
- New interchange at SR 12West/Red Top Road
- New roadway connecting the I-80/Red Top Road Interchange with Business Center Drive
- Realigned connector from I-80 West to SR 12 West
- Improved interchange at Red Top Road and I-80
- Realigned and widened I-80 West
- New overcrossing and improved interchange at Green Valley Road
- New bridge over Green Valley Creek
- New interchange at I-680 and Red Top Road
- Realign Lopes and Fermi Roads (local)
- New lane on SR 12 East from I-80 to Pennsylvania

Public Participation

To ensure public awareness and involvement throughout the project development and environmental process, STA staff prepared and distributed four newsletters containing Project information and updates. Caltrans, in cooperation with STA, held public meetings, including two in April 2007 (a property owner meeting for owners and tenants in the vicinity of Alternative C and an informational open house to provide overall project updates and collect feedback) and an informational open house in Fairfield in March 2009.

In addition, the Project was also presented and discussed with the public at meetings held for the North Connector Project in December 2006 and October 2007.

Information about the Project has also been provided through STA's website including copies of all project newsletters, project studies and presentations made to the public and STA Board.

Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS)

STA has worked closely with the Caltrans to prepare the Draft EIR/EIS for the Project. The Draft EIR/EIS is nearing completion and is anticipated to be published for public and agency review in July of this year. The Draft EIR/EIS will be made available for a 60-day review period during which a public hearing will be held within the project area.

Identification of the Preferred Alternative

The Draft EIR/EIS includes extensive study of both Alternatives B and C. The alternatives were compared to assess:

- The project's ability to fulfill project Purpose and Need
- Extent and level of significance of environmental impacts
- Effect on traffic operations and engineering considerations
- Constructability and phasing

Attachment H contains a comprehensive comparison of the Alternatives based on the evaluation contained in the Draft EIR/EIS. Based upon the analyses and consultation performed to date, staff recommends Alternative C (and Alternative C - Phase 1) be identified as the locally preferred Alternative for the following reasons:

1. Traffic operations of Alternative C would be superior to Alternative B. Alternative C would include all freeway to freeway movements between I-80 and I-680 via direct connectors, whereas Alternative B would not have a direct connector between I-680 North and I-80 West.
2. Alternative C would encourage regional traffic to stay off local roads by providing a high-capacity connection from I-680 to SR 12 West/I-80 West that would carry an acceptable level of traffic during peak hours (500 vehicles per hour in 2035). Without this connection, traffic making the same movement using Alternative B would more likely use Red Top Road which would pass by Rodriguez High School.
3. Alternative C would provide drivers on I-680 with standard, outside-lane entrances/exits to I-80. Alternative B would provide these entrances/exits in the median, potentially increasing driver confusion.
4. Alternative C would create relatively less traffic friction (less merging on and off the freeway) in the area between Green Valley and Suisun Valley Roads. Alternative B would leave two partial interchanges (I-80/SR 12 West and I-80/I-680) that, together with the median-lane I-680 to I-80 merge and the outer lane braided traffic, could lead to greater traffic friction and driver confusion.
5. Alternative C would move I-680 away from the residential areas in Cordelia, reducing noise impacts on an existing community and potential impacts to the Village of Cordelia Historic District.
6. The environmental impacts of Alternatives B and C would be similar, including impacts to biology, farmland and other areas of environmental concern.
7. Alternative C offers more favorable construction phasing and staging opportunities, as it will be constructed on a new alignment. Staging and construction for Alternative B would be more complicated because the improvements would be constructed essentially in the same alignment and existing traffic would need to be accommodated.

8. The Alternative C alignment would impact light industrial areas that are relatively less difficult to relocate, whereas the Alternative B alignment would impact freeway commercial areas that are relatively more difficult to relocate.

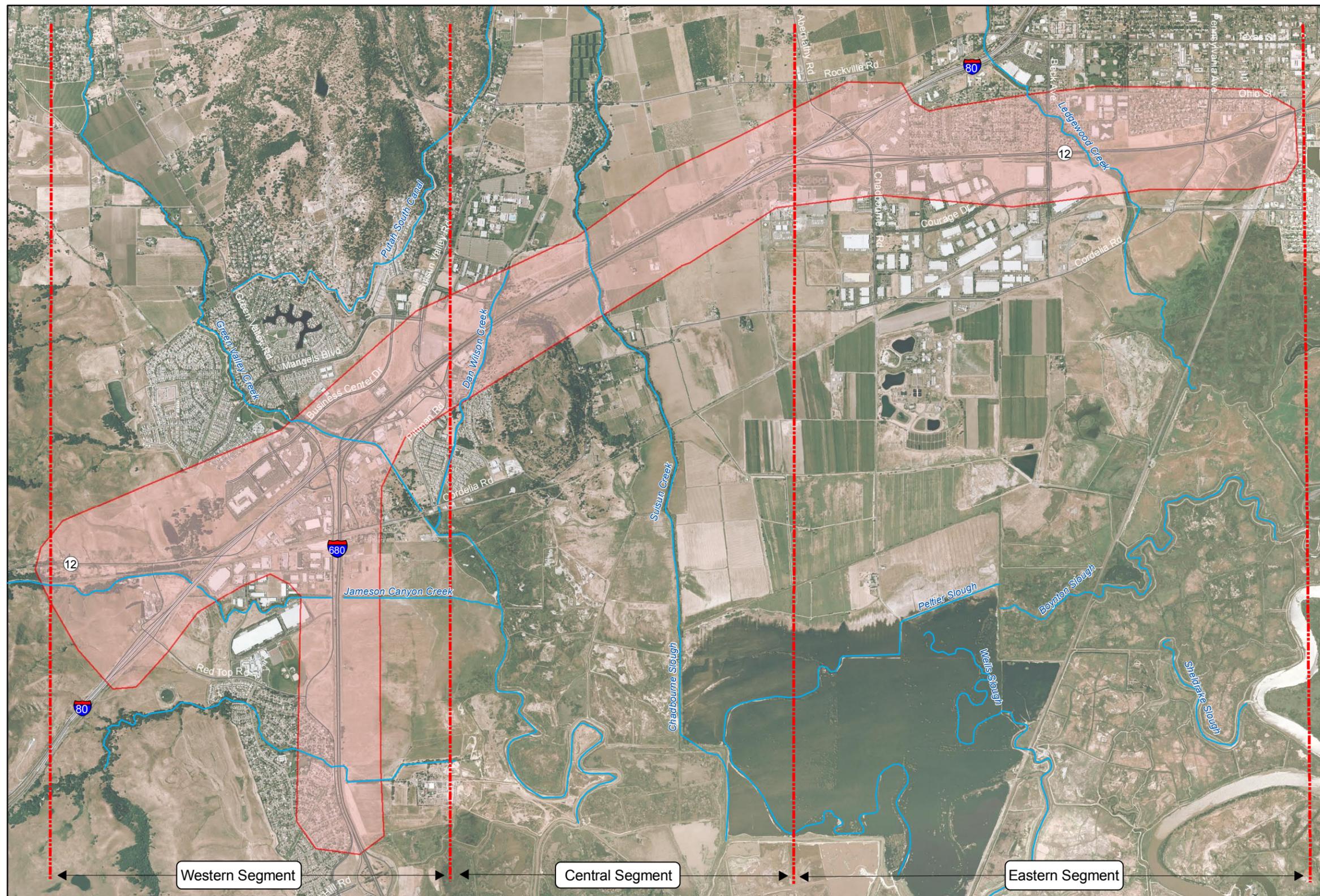
Under the National Environmental Protection Act (NEPA), a locally preferred alternative can be identified in the draft environmental document if one is known at the time of publication. In this case, staff believes that Alternative C (and Alternative C-1) should be identified in the Draft EIR/EIS as the locally preferred alternative for the reasons identified above. Staff further believes it is important the Draft EIR/EIS include this determination to allow full public disclosure and comment.

Recommendation:

Authorize the Executive Director to send a letter to Caltrans to inform them STA has identified Alternative C (and Alternative C-1) as the locally preferred alternative and to include this information in the Draft EIS/EIR for public review and comment.

Attachments:

- A. Project Area Map
- B. Tier 1 Screening
- C. Tier 2 Screening
- D. Alternative B Features
- E. Alternative B Phase 1 Features
- F. Alternative C Features
- G. Alternative C Phase 1 Features
- H. Alternatives Comparison Table



Legend

I680/I80/SR12 Interchange

-  Proposed Project Area
-  Segment Lines



1 inch equals 3,000 feet

0 750 1,500 Meters

0 3,100 6,200 Feet

Source: Nolte 2007, ESRI 2005, CirclePoint 2007, NAIP 2006.



Source: Circle Point 2008.

**Figure 2-1
Project Area Map**

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Summary of Tier 1 Screening Results

Tier 1 Screening Results - Alternatives Withdrawn From Further Study

During the initial development and screening of alternatives for the I-80/I-680/State Route (SR) 12 Interchange Project, twelve (12) alternatives were identified and evaluated for Tier 1 screening. Of these twelve (12) alternatives, eight (8) were withdrawn from further study for the reasons noted below.

1. Eliminate Green Valley Interchange

Proposed removal of the Green Valley Road Interchange, in lieu, route traffic through Suisun Valley Road and two proposed new Red Top Road Interchanges (on SR 12 and I-680) and one existing Red Top Road Interchange on I-80.

Rejected based on preliminary traffic operations analyses and because it didn't meet Purpose and Need.

2. I-80 Viaduct

Proposed elevating of I-80 on a structure (or viaduct) through the Interchange Complex area for regional traffic in both directions.

Rejected due to extremely high cost without appreciable benefit over other alternatives, out-of-character visual impacts for a rural road segment, lack of regional traffic access from viaduct to freeway commercial businesses, and potential driver confusion.

3. Combined Green Valley and Suisun Valley Roads Interchanges

Proposed combining Green Valley Road and Suisun Valley Road Interchanges as a couplet by eliminating the ramps in between and routing traffic through frontage roads to the adjacent interchange.

Rejected based on preliminary traffic operations analyses.

4. I-680 Exit/Enter I-80 to the Outside

Proposed I-680 entering and exiting along the outside of I-80.

Rejected based on preliminary traffic operations analyses that indicated higher costs with similar or worse operations.

5. Eliminate Suisun Valley Road Interchange

Proposed removing the Suisun Valley Road Interchange and routing traffic through Green Valley Road Interchange and two proposed new Red Top Road Interchanges (on SR 12 and I-680).

Rejected based on preliminary traffic operations analyses and because it didn't meet Purpose and Need.

6. South Parkway – 4-Lane Arterial

Proposed widening Cordelia Road to a 4-lane facility to connect I-680 and SR 12 East.

Rejected due to proposed use of the local road network for regional trips and impacts to the Primary Suisun Marsh.

7. South Parkway – Expressway/Freeway

Proposed a parallel route South of I-80 intended to connect I-680 and SR 12 East.

Rejected due to impacts on the Primary Suisun Marsh.

8. South Parkway – Frontage Alignment

Proposed routing a South Parkway along the east side of I-680 and the south side of I-80, to connect I-680 and SR 12 East.

Rejected due to impacts to historic resources and limited incentive to travel an arterial with multiple signals instead of a freeway segment of the same length.

Conclusion:

Based on the results of the Tier 1 screening, the eight (8) alternatives noted above were withdrawn from consideration for the reasons noted. Four (4) alternatives, A through D, were recommended for further detailed study and are described in Attachment B.

Summary of Tier 2 Screening Results

Tier 2 Screening Results - Alternatives withdrawn From Further Study

Following completion of the Tier 1 screening, four (4) alternatives were carried forward into the Tier 2 screening. Of the four (4) alternatives described below, two were withdrawn from further study and two were recommended for further detailed study in the Environmental Impact Report/Environmental Impact Study (EIR/EIS) for the reasons noted below.

Alternative A

- This would retain the same basic alignments that exist today, but would separate the local interchanges from the mainline by using collector-distributor (C-D) roads. The State Route (SR) 12 West Interchange would be braided with C-D roads.
- The I-80/I-680 Interchange would be reconfigured to have the I-680 mixed-flow connectors come into and out of the median of I-80, along with the High Occupancy Vehicle (HOV) connectors.
- Local traffic and trucks would use a new slip ramp to access the C-D roads.
- No direct connections from I-680 North to I-80 West/SR 12 West. Traffic would need to use local arterials (most likely Red Top Road past Rodriguez High School).
- The Truck Scales would be reconstructed and braided ramps would be provided with adjacent interchange ramps.

Recommendation: This alternative would have a higher cost and greater environmental and right of way impacts than Alternative B, but with little added benefit. This alternative is not recommended for further study.

Alternative B

- This would retain the same basic alignments that exist today, but would braid all of the freeway-to-freeway connections with the next adjacent interchange (either local or Truck Scales).
- The I-80/I-680 Interchange would be reconfigured to have the I-680 connectors come into and out of the median of I-80, along with the HOV connectors (as in Alternative A). Local traffic and trucks would use new slip ramps braided with the Suisun Valley Road Interchange.
- No direct connections from I-680 North to I-80 West/SR 12 West. Traffic would need to use local arterials (most likely Red Top Road past Rodriguez High School).
- The Truck Scales would be reconstructed and braided ramps would be provided with adjacent SR 12 East Interchange ramps.

Recommendation: This alternative would provide similar congestion relief benefits as Alternative A, but with less environmental and right of way impacts. This alternative is recommended for further study.

Alternative C

- This would realign I-680 to curve to the northwest and connect to I-80 and SR 12 West (Jameson Canyon) near the existing SR 12 West/I-80 Interchange.
- The I-80/I-680 and SR 12/I-80 Interchanges would be combined, including a direct connection between SR 12 West and I-680.
- All I-80/I-680 movements would be freeway-to-freeway ramps, with HOV connections included.
- The west ramps to and from the Green Valley Road Interchange would connect to I-80 farther west than today, removing the weave between those and the I-80/SR 12 West freeway connectors.
- All other ramps would connect directly to the freeway, with the exception of the east ramps from the reconstructed Truck Scales, which would be braided with the SR 12 East Interchange.
- The existing I-680, between I-80 on the north and the beginning of the realignment (near Red Top Road) on the south, would be converted to a local street.

Recommendation: This alternative would provide improved mainline flow along I-80. This alternative is recommended for further study.

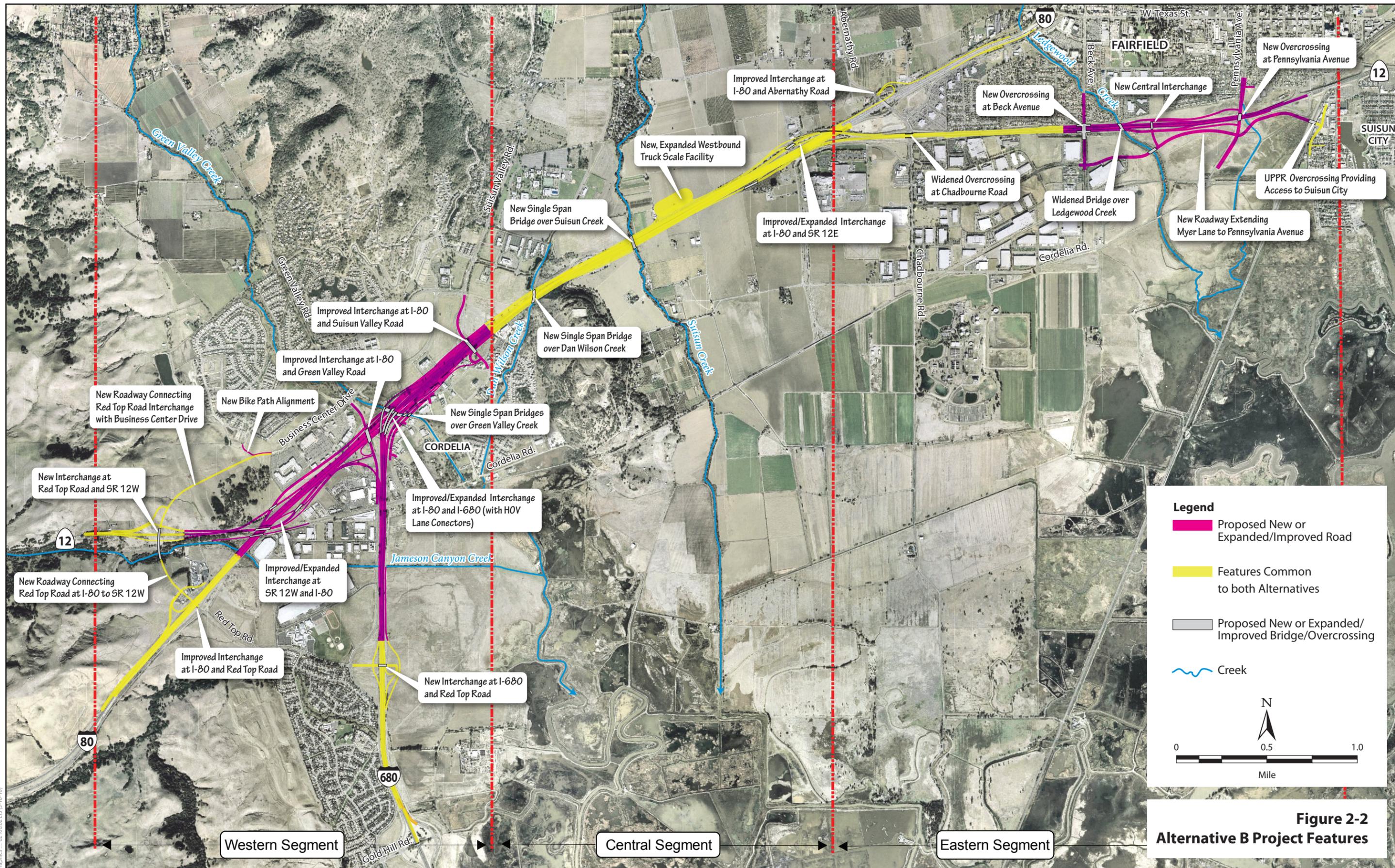
Alternative D

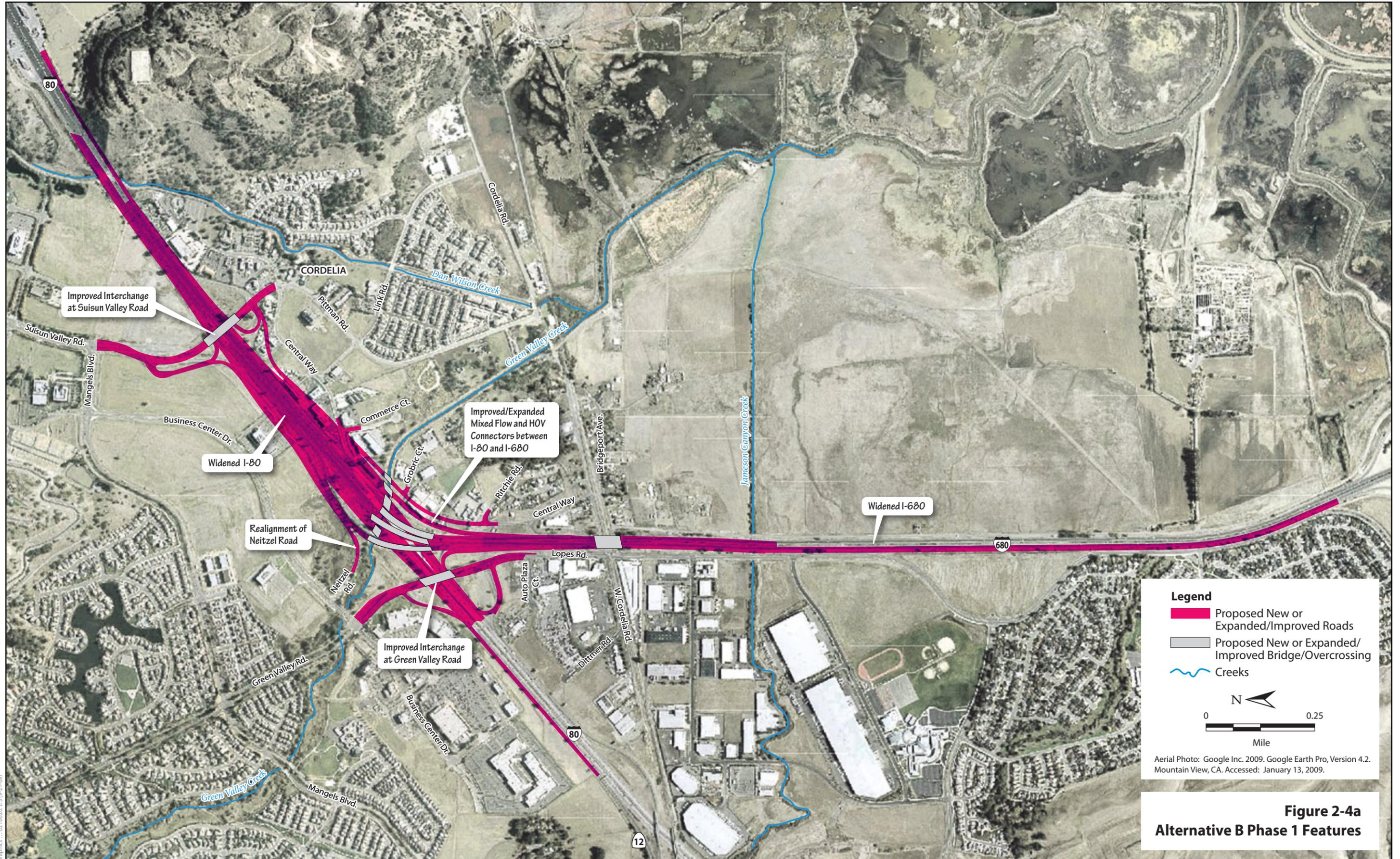
- The I-80/I-680 connectors would be relocated to the east by means of parallel viaducts running along the outsides of I-80.
- The viaducts would connect to I-80 near the relocated Truck Scales and would be braided with SR 12 East. Local traffic and trucks would use new slip ramps.
- No direct connections from I-680 northbound to I-80 West/SR 12 West. Traffic would need to use local arterial (most likely Red Top Road by Rodriguez High School).
- HOV connectors between I-680 and I-80 would be provided.
- The I-80 viaduct would be braided with the SR 12 east connector ramps.
- The Truck Scales would be reconstructed and have braided ramps on the east. SR 12 West would be braided with the Green Valley Road Interchange and the slip ramps braided with the Suisun Valley Road Interchange.

Recommendation: The addition of an elevated structure (viaduct) in this area would have significant visual impact and access alterations to highway commercial areas. This alternative is not recommended for further study.

Conclusion

Upon completion of Tier 2 screening, Alternatives A and D were withdrawn from further study and Alternatives B and C were carried forward for further study in the EIR/EIS.

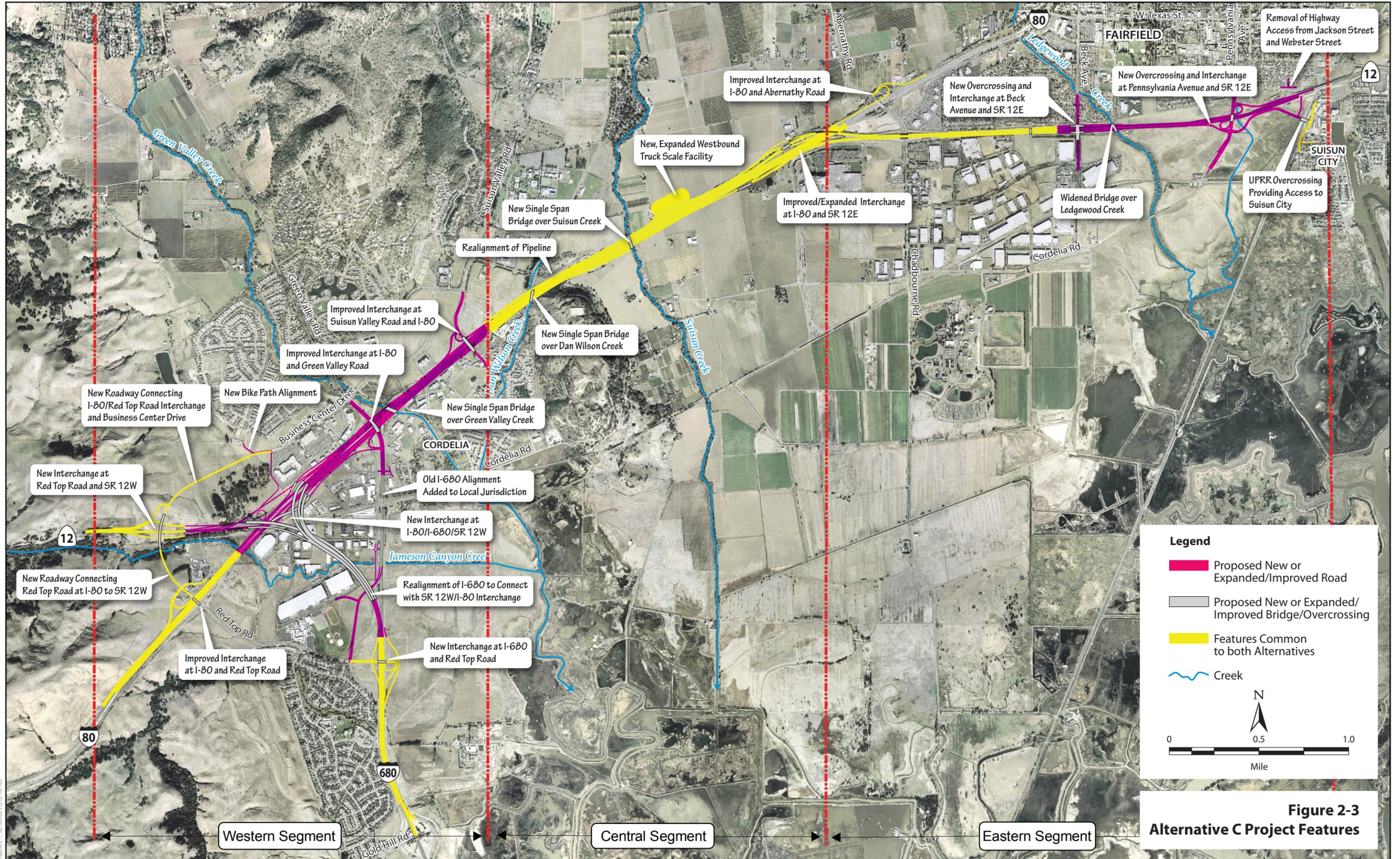




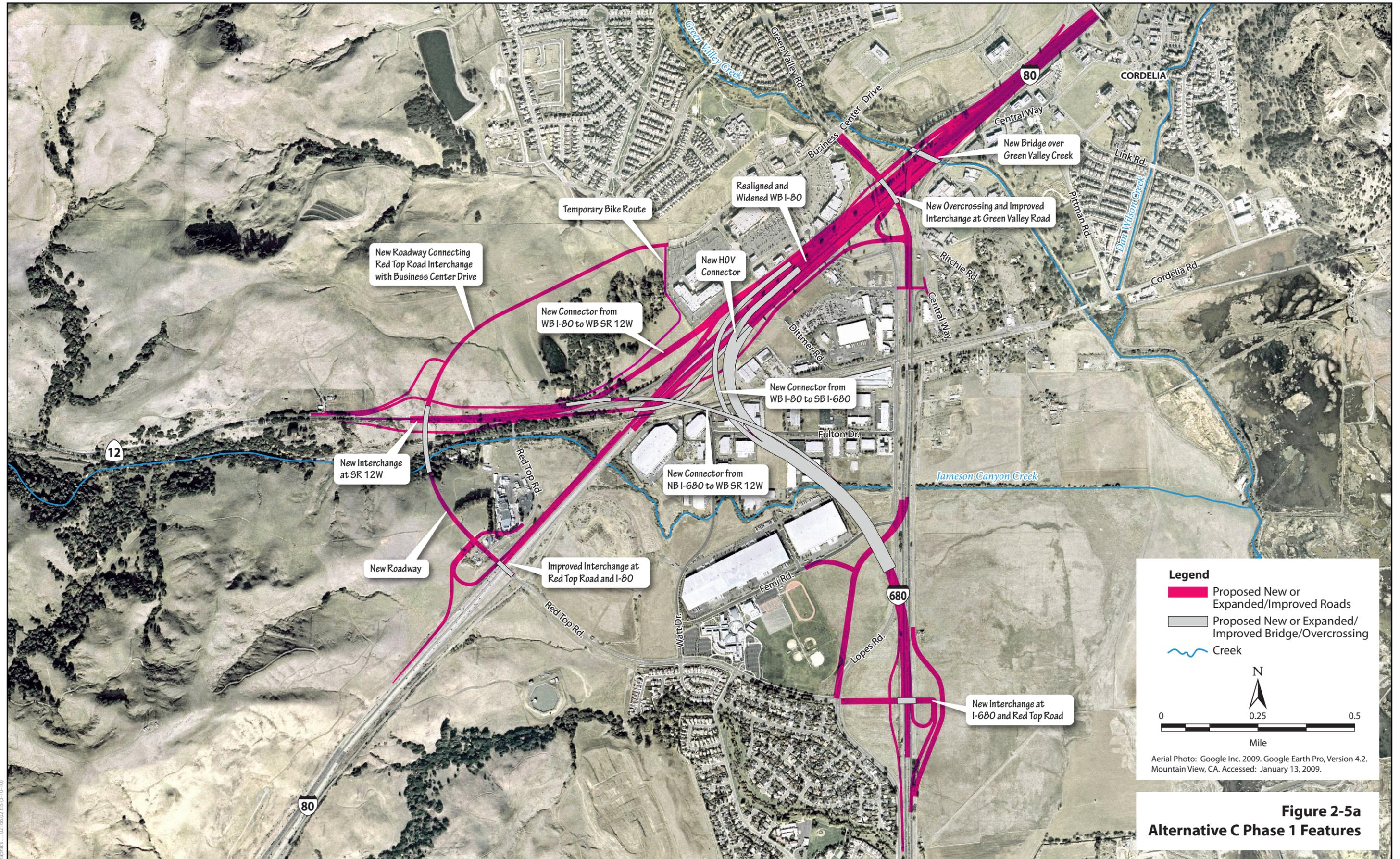
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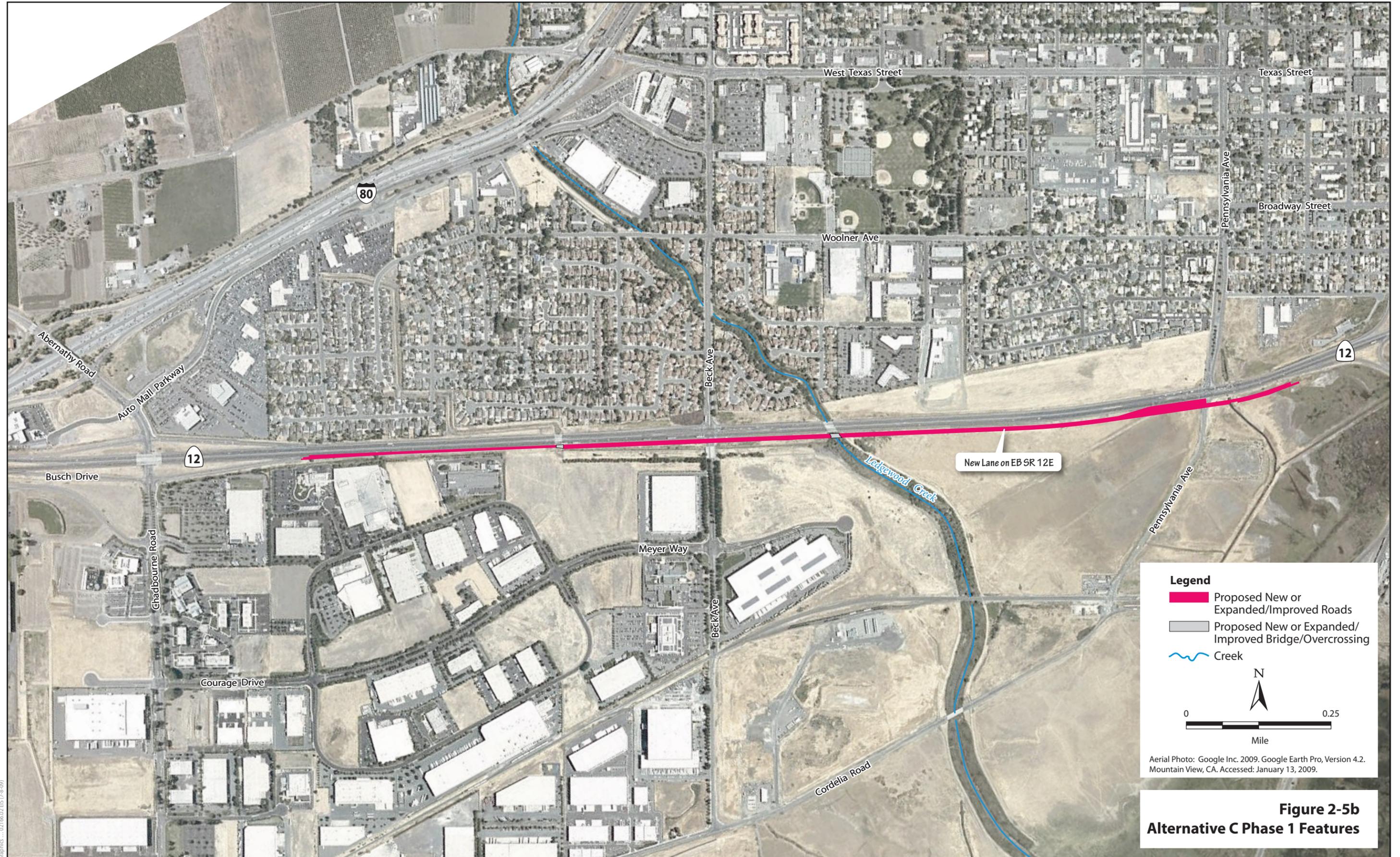
Graphics ... 021.66.02.E5 (7-8-09)



Graphics ... 0216602 EIS (3-10-10)



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Legend

- Proposed New or Expanded/Improved Roads
- Proposed New or Expanded/Improved Bridge/Overcrossing
- Creek

N

0 0.25

Mile

Aerial Photo: Google Inc. 2009. Google Earth Pro, Version 4.2. Mountain View, CA. Accessed: January 13, 2009.

Figure 2-5b
Alternative C Phase 1 Features

Graphics: ...021.66.02.E5 (7-8-09)

**I-80/I-680/SR 12 Interchange Project
Comparison of Alternatives**

Preliminary Draft

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Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
HUMAN ENVIRONMENT						
3.1.1—Land Use						
Effect on Fairfield Linear Park	No effect	Minimal impact	No effect	Minimal impact	No effect	None required
3.1.2—Growth						
Potential to Induce Growth	No effect	Any new or intensified development would occur in accordance with county and local plans	Same as B	Same as B	Same as B	None required
3.1.3—Farmlands						
Direct Conversion of Farmland	No effect	18 parcels, ~140 acres affected	None	19 parcels, ~122 acres affected	9 parcels, ~77 acres affected	Provide Replacement Conservation Easement
Conversion of Agricultural Lands under Williamson Act Contracts	No effect	48.76 acres would be converted	None	40 acres would be converted	None	None required
Conversion of Agricultural Lands under Conservation Easements	No effect	22.5 acres of Valine easement converted	None	22.5 acres of Valine easement converted	None	Provide Replacement Conservation Easement
3.1.4—Community Impacts						
Community Character and Cohesion	No effect	No separation or division of an existing neighborhood	Effects would be similar to full build	Same as B; Possible beneficial effect on Cordelia area by moving highway further from residential areas	Effects would be similar to full build	None required
Displacement of Residences and Businesses	No effect	1 residential displacement. 201 partial and 27 full acquisitions of businesses; relocation parcels available	67 partial and 5 full acquisition of businesses; relocation parcels available	1 residential displacement; 144 partial and 32 full acquisitions of businesses; relocation parcels available	54 partial and 9 full acquisitions of businesses; relocation parcels available	None required

Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
Environmental Justice	No effect	9 displacements in Environmental Justice Block Groups; No residential displacements; business displacements are spread out over project area	Fewer than under full build; Same as B	10 displacements in Environmental Justice Block Groups; Same as B	Fewer than under full build; Same as B	None required
3.1.5—Utilities and Emergency Services						
Potential Effect to Utilities	No effect	Possible impacts on utilities or interruption of service during construction and operation	Same as B	Same as B	Same as B	Minimize Disruption of Utilities Services
Potential Effects on Police, Fire, and Emergency Service Providers during Construction	No effect	Possible short-term effects due to lane closures during construction	Same as B	Same as B	Same as B	Prepare Transportation Management Plan (TMP)
3.1.6—Traffic and Transportation/Pedestrian and Bicycle Facilities						
Effects on System-Wide MOEs	<p>2015: in a.m. peak hour condition would not worsen significantly, but in p.m. peak hour VHD would increase more than 100%, duration of congestion would nearly double, queues on SR 12E would back traffic up on I-80</p> <p>2035: Significant congestion and delays in a.m. peak hour; severe congestion on SR 12E in p.m. peak hour</p>	Beneficial impact in a.m. peak hour (VMT up 7%, VHD down nearly 70%, network travel speed up 25%) and p.m. peak hour (VMT up 60%, VHD down 70%, network travel speed up 140%)	<p>2015: Beneficial impact in p.m. peak hour (VMT up 11%, VHD down 58%, network travel speed up 32%) and very little effect in a.m. peak hour (VMT down less than 0.5%, VHD up nearly 20%, network travel speed up 3%)</p> <p>2035: Beneficial impact in a.m. peak hour (VMT up 5%, VHD down nearly 100%, network speed up 17%) and in the p.m. peak hour (VMT up 39%, VHD down 47%, network speed up 82%)</p>	Same as B	<p>2015: Beneficial impact in p.m. peak hour (VMT up 7%, VHD down 39%, network travel speed up 20%) and minimal effect in a.m. peak hour (VMT down less than 0.5%, VHD up 3%, no change in network travel speed)</p> <p>2035: Beneficial impact in a.m. peak hour (VMT up 1%, VHD down 18%, network speed up 6%) and in the p.m. peak hour (VMT up 16%, VHD down 16%, network speed up 25%)</p>	None required

Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
Effects on Travel Times	<p>2015: Peak direction travel times would increase to 8 to 15 minutes in the a.m. peak hour, and 12 to 34 minutes in the p.m. peak hour</p> <p>2035: Peak direction travel times would increase to 11 to 20 minutes in the a.m. peak hour and 17 to 48 minutes in the p.m. peak hour</p>	Beneficial impact, peak direction reduction in travel time of 20%–40% in a.m. peak hour and 10%–85% in the p.m. peak hour	<p>2015: Beneficial impact, peak direction reduction in travel time of 4%–35% in the a.m. peak hour and 30%–75% in the p.m. peak hour</p> <p>2035: Beneficial impact, peak direction reduction in travel time of 10%-50% in the a.m. peak hour and 19%-73% in the p.m. peak hour</p>	Beneficial impact, peak direction reduction in travel time of 20%–25% in the a.m. peak hour and 15%–80% in p.m. peak hour	<p>2015: Beneficial impact, peak direction reduction in travel time of 0%–7% in a.m. peak hour, and 0%–60% in p.m. peak hour.</p> <p>2035: Beneficial impact in a.m., peak direction reduction in travel time of 5%–20%; worsening of peak direction travel time in p.m. peak hour, of 29% to more than 200% (see Section 3.1.6)</p>	None required
Effects on Freeway Operations	<p>2015: In a.m. peak hour, bottleneck on WB SR 12E; congestion remains at near existing levels, with congested period lasting about 1.5 hours.</p> <p>In p.m. peak hour, bottlenecks on EB I-80, EB SR 12Et, and WB SR 12E; congested period increases to 3 hours.</p> <p>2035: In a.m. peak hour, bottlenecks on WB 12W, I-80, and 12E in a.m. peak hour, congested period increases to 3 hours.</p> <p>In p.m. peak hour, bottlenecks in both directions on SR 12E and I-80, on SR 12W EB, and I-680 NB; congested period</p>	<p>In a.m. peak hour, no bottlenecks within project limits; congestion decreases to existing levels (relative to 3 hours under 2035 No Build).</p> <p>In p.m. peak hour, bottleneck on EB I-80 at Air Base Parkway (east of project limits), congested period decreases to 3 hours (relative to 6 hours under No Build).</p>	<p>2015: In a.m. peak hour, bottleneck on WB SR 12E; congestion remains near existing levels.</p> <p>In p.m. peak hour, bottleneck on EB SR 12E, congestion decreases to near existing levels (relative to 3 hours under 2015 No Build). 2035: In a.m. peak hour, bottlenecks on SR 12W WB and SR 12E WB, congestion decreases to near existing levels (relative to No Build).</p> <p>In p.m. peak hour, bottlenecks on I-80 WB, I-80 EB, SR 12W EB, and SR 12E EB; congested period would decrease to 4.5 hours (relative to 6 hours under 2035 No Build).</p>	<p>In a.m. peak hour, no bottlenecks within project limits; congestion decreases to near existing levels (relative to 3 hours under 2035 No Build).</p> <p>In p.m. peak hour, bottleneck on EB I-80 at Air Base Parkway (east of project limits), congested period decreases to 3 hours (relative to 6 hours under 2035 No Build).</p>	<p>2015: In a.m. peak hour, bottleneck on WB SR 12E; congestion remains near existing levels.</p> <p>In p.m. peak hour, bottleneck on EB and WB SR 12E; congested period decreases to about 2 hours (relative to 3 hours under 2015 No Build).</p> <p>2035: In a.m. peak hour, bottlenecks on EB and WB SR 12E; congested period decreases to 2.5 hours, relative to 3 hours under 2035 No Build.</p> <p>In p.m. peak hour, I-80 WB, I-80 EB, SR 12W EB, and SR 12E WB and EB; congested period would decrease to 5 hours, relative to 6</p>	None required

Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
	increases to 6+ hours.				hours under 2035 No Build.	
Effects on Intersection Operations	<p>2015: in the a.m. peak hour, 3 intersections would operate unacceptably (one ramp terminal intersection and two non-ramp terminal intersections); in the p.m. peak hour, 9 intersections would operate unacceptably (5 ramp terminal intersections and 4 non-ramp terminal intersections).</p> <p>2035: in the a.m. peak hour 8 intersections would operate unacceptably (4 ramp terminal intersections and 4 non-ramp terminal intersections); in the p.m. peak hour, 22 intersections would operate unacceptably (14 ramp terminal intersections and 8 non-ramp terminal intersections).</p>	All intersections except Lopes Road/Gold Hill Road would operate acceptably in a.m. peak hour; in p.m. peak hour 4 non-ramp terminal intersections would continue to operate unacceptably	<p>2015: two non-ramp terminal intersections would operate unacceptably in the a.m. peak hour; in p.m. peak hour, 1 ramp terminal intersection and 3 non-ramp terminal intersections would operate unacceptably</p> <p>2035: one ramp terminal intersection and 3 non-ramp terminal intersections would operate unacceptably in the a.m. peak hour; 8 ramp terminal intersections and 7 non-ramp terminal intersections would operate unacceptably in the p.m. peak hour</p>	All intersections would operate acceptably in the a.m. peak hour; 3 non-terminal ramp intersections would operate unacceptably in the p.m. peak hour	<p>2015: one ramp terminal intersection would operate unacceptably in the a.m. peak hour; in the p.m. peak hour, 3 ramp terminal intersections and 2 non-ramp terminal intersections would operate unacceptably</p> <p>2035: one ramp terminal intersection would operate unacceptably in the a.m. peak hour; in the p.m. peak hour, 3 ramp terminal intersections and 5 non-ramp terminal intersections would operate unacceptably</p>	Design and Construct Intersection Improvements
Effects on Pedestrian and Bicycle Facilities	No effect	May require special design or construction measures to ensure that existing facilities can be maintained	Same as B	Same as B	Same as B	Maintain Existing or Accommodate Planned Bicycle and Pedestrian Facilities
Effects on Transit Routes and Service	Worsened traffic conditions in p.m. peak hour in 2015 and 2035 will result in delays for buses and paratransit vehicles	Improved traffic operations would reduce delays for buses and paratransit vehicles	Same as B	Same as B	Same as B	Adjust Transit Routes and Stops as Needed

Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
Construction Period Description of Vehicle, Pedestrian, and Bicycle Circulation	No effect	Construction would result in temporary condition of additional traffic from construction vehicles and workers and possibly temporary lane closures and detours	Same as B	Same as B	Same as B	Develop and Implement a Transportation Management Plan and Construction Scheduling to Minimize Adverse Effects
3.1.7—Visual and Aesthetic Resources						
Temporary Visual Impacts Caused by Construction Activities	No effect	Temporary impacts that would not contrast with existing visual character	Same as B, but to a lesser extent	Same as B	Same as B, but to a lesser extent	None required
Long-Term Changes in Visual Quality and Character	No effect	Result in adverse and beneficial changes to visual character. Adverse visual impacts would occur at Viewpoint 8 in Landscape Unit 1 and Viewpoint 2 in Landscape Unit 3.	Same as B, but to a lesser extent	Result in adverse and beneficial changes to visual character. Adverse visual impacts would occur at viewpoints 6 and 8 in Landscape Unit 1 and Viewpoint 2 in Landscape Unit 3.	Same as C, but to a lesser extent.	Use Appropriate Building Materials and Forms for the Westbound Truck Scales Incorporate Aesthetic Recommendations in Design of Freeway-Related Structures Replace Landscaping as Appropriate
Effect on Officially Designated Scenic Highways	No effect	No effect; there are no existing scenic highways in the project area	Same as B	Same as B	Same as B	None required
Light and Glare	No effect	Increased lighting and glare during construction and, to some extent, during operations, but consistent with existing conditions	Same as B	Same as B	Same as B	Incorporate Appropriate Light and Glare Screening Measures

Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
3.1.8—Cultural Resources						
Effects on Unknown or Known Resources from Construction	No effect	Potential to disturb buried cultural resources during construction	Same as B	Same as B	Same as B	Conduct Geomorphological Research and Subsurface Investigations Stop Work if Buried Cultural Deposits Are Encountered during Construction Activities
Discovery of Human Remains during Construction	No effect	Potential to disturb buried human remains during construction	Same as B	Same as B	Same as B	Protection of Human Remains if Encountered during Excavation Activities as per State Health and Safety Code Section 7050.5 and Public Resources Code 5097
Potential to Affect Historic Properties at 177 Main Street, the Suisun City Train Depot (APN 0032-020-240)	No effect	Construction on the parcel would create visual impact, but would not substantially alter the existing setting, so no adverse effect would result	No effect; no project improvements in the area	Same as B	No effect; no project improvements in the area	None required
Potential to Affect Village of Cordelia Historic District	No effect	Construction on empty parcel within the district boundaries will not affect integrity of district	Same as B	Removal of elevated ramps may result in beneficial visual impact	Removal of elevated ramps may result in beneficial visual impact	None required
Potential to Affect Suisun City Historic District	No effect	Construction at the edge of the district would result in minor visual impact but would not substantially alter the existing setting, so no adverse effect would result	No effect; no project improvements in the area	Same as B	No effect; no project improvements in the area	None required

Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
Effects to Historic Resource Protected under Section 4(f)	No effect	Minor or negligible impact on the Suisun City Train Depot (APN 0032-020-240), and the Village of Cordelia and Suisun City Historic Districts	Minor or negligible impact on the Village of Cordelia Historic District	Minor or negligible impact on Suisun City Train Depot (APN 0032-020-240) and Suisun City Historic District	No effect	None required
PHYSICAL ENVIRONMENT						
3.2.1—Hydrology and Floodplain						
Hydraulic Capacity and Floodplain of Green Valley Creek	No effect	Flow characteristics would be improved; existing structures would be replaced with freespan structures; existing piers would be removed	Same as B	Same as B	Same as B	None required
Hydraulic Capacity and Floodplain of Dan Wilson Creek	No effect	Flow characteristics would be improved; existing structures would be replaced with freespan structures; existing piers would be removed	Same as B	Same as B	No effect; no project improvements in the area	None required
Hydraulic Capacity and Floodplain of Suisun Creek	No effect	Flow characteristics would be improved; existing structures would be replaced with freespan structures; existing piers would be removed	No effect; no project improvements in the area	Same as B	No effect; no project improvements in the area	None required
Hydraulic Capacity and Floodplain of Raines Drain	No effect	Increased mainline elevation (up to 3' higher) and relocation of westbound truck scales (reduction of floodplain storage) will result in impacts on the existing floodplain	No effect; no project improvements in the area	Same as B	No effect; no project improvements in the area	Construct Upstream Inlet Structure and Underground Flood Control Storage

Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
Hydraulic Capacity and Floodplain of Alonzo Drain and Ledgewood Creek	No effect	New bridges over Ledgewood Creek would be freespan; bridge/culvert widening would not alter existing conditions	Bridge/culvert widening would not alter existing conditions	Same as B, Phase 1	Same as B, Phase 1	None required
Hydraulic Capacity and Floodplain of Pennsylvania Avenue Creek	No effect	Culvert widening and new culverts would not alter existing conditions	No effect; no project improvements in the area	Same as B	No effect; no project improvements in the area	None required
3.2.2—Water Quality and Stormwater Runoff						
Increased Runoff and Associated Operational Water Quality Issues	No effect	Increase in impervious surfaces would result in increase in runoff	Same as B, but to a lesser extent	Same as B	Same as B, but to a lesser extent	Construct Upstream Inlet Structure and Underground Flood Control Storage Prepare and Implement Storm Water Pollution Prevention Plan and Best Management Practices
Potential Water Quality, Erosion and Sediment Control Issues during Construction	No effect	Potential for sediment or pollutants associated with construction to enter waterways	Same as B, but to a lesser extent	Same as B	Same as B, but to a lesser extent	Prepare and Implement Storm Water Pollution Prevention Plan and Best Management Practices
Potential to Require Dewatering during Construction	No effect	Anticipated due to water level	Same as B	Same as B	Same as B	Prepare and Implement Storm Water Pollution Prevention Plan and Best Management Practices
3.2.3—Geology/Soils/Seismic/Topography						
Risk of Fault Rupture during Operations	No effect	Potential impact due to faults in the vicinity	Same as B	Same as B, though elevated structures are proposed in immediate vicinity of faults	Same as C	Implement Requirements from State and Local Standards into Final Project Design Implement Recommendations from Draft Geotechnical Reports to Accommodate Permanent Fault-Related Ground Deformation Effects from Surface Fault Rupture on Project

Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
						Facilities and to Accommodate Effects of Ground Shaking on Project Facilities
Risk from Ground Shaking during Operation	No effect	Potential impact due to active faults in the vicinity	Same as B	Same as B	Same as B	Implement Requirements from State and Local Standards into Final Project Design Implement Recommendations from Draft Geotechnical Reports to Accommodate Permanent Fault-Related Ground Deformation Effects from Surface Fault Rupture on Project Facilities and to Accommodate Effects of Ground Shaking on Project Facilities Conduct Future Geotechnical Investigations
Risks from Development on Unstable Materials	No effect	Potential impact at bridge and overcrossing locations	Same as B	Same as B	Same as B	Implement Requirements from State and Local Standards into Final Project Design Conduct Future Geotechnical Investigations Implement Recommendations from Draft Geotechnical Report to Accommodate Effects of Liquefaction on Project Facilities/Design Specific Project Elements to Accommodate Effects of Liquefaction

Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
Risk from Landslides or Other Slope Failure during Operation	No effect	Potential effects from landslides and debris flows in hilly areas of the project area	Same as B	Same as B	Same as B	Implement Requirements from State and Local Standards into Final Project Design Conduct Future Geotechnical Investigations Conduct Future Geotechnical Investigation/Implement Preliminary Recommendations from Draft Geotechnical Report to Accommodate Effects of Slope Failure on Project Facilities
Risk during Operation as a Result of Development on Expansive Soils	No effect	Soils in the project area have moderate to high shrink-swell potential	Same as B	Same as B	Same as B	Conduct Future Geotechnical Investigations
Risk during Operation as a Result of Weak Foundation Materials and Postconstruction Settlement	No effect	Potential consolidation settlement hazard in the vicinity of Suisun Valley Road and Dan Wilson Creek	Same as B	Same as B	Potential consolidation settlement hazard in the vicinity of Suisun Valley Road; no project improvements proposed in the vicinity of Dan Wilson Creek	Implement Requirements from State and Local Standards into Final Project Design Conduct Future Geotechnical Investigations Implement Preliminary Recommendations from Draft Geotechnical Report to Accommodate Effects of Consolidation Settlements on Project Facilities
Runoff, Erosion, and Sedimentation from Grading Activities Associated with Construction	No effect	Potential impact during construction activities	Same as B	Same as B	Same as B	Prepare and Implement Storm Water Pollution Prevention Plan and Best Management Practices

Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
3.2.4—Paleontology						
Destruction of Vertebrate or Otherwise Scientifically Significant Paleontological Resources as a Result of Construction Activities	No effect	Excavation for foundations in sensitive units could result in the inadvertent destruction of fossil resources	Same as B, but to a lesser extent as less excavation occurs in high-sensitivity areas	Same as B, but to a greater extent as there would be more excavation in sensitive units	Same as B, but to a lesser extent as less excavation occurs in high-sensitivity areas	<p>Conduct Preconstruction Surveys</p> <p>Educate Construction Personnel in Recognizing Fossil Material</p> <p>Retain a Qualified Professional Paleontologist to Monitor Ground-Disturbing Activities</p> <p>Stop Work and Conduct Appropriate Treatment if Substantial Fossil Remains Are Encountered During Construction</p>
3.2.5—Hazardous Waste/Materials						
Potential for Exposure of Construction Workers or Nearby Land Uses to Previously Unknown Hazardous Materials as a Result of Construction Activities	No effect	Project area has a moderate risk of previously unreported hazards	Same as B	Same as B	Same as B	Develop a Health and Safety Plan to Address Worker Health and Safety
Potential for Exposure of Known Hazardous Materials to Humans or the Environment as a Result of Construction Activities	No effect	Hazardous materials present may include heavy metals, ACMs, contaminated soils, ADL	Same as B	Same as B	Same as B	<p>Conduct Sampling, Testing, Removal, Storage, Transportation, and Disposal of Yellow Striping along Existing Roadways</p> <p>Dispose of Soils Contaminated with ADL, Arsenic, Pesticides, and Herbicides in Accordance with Appropriate Regulations</p> <p>Time Construction to Avoid Exposure of Construction Workers to Respiratory Irritants from Aerially Applied Chemicals</p>

Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
						Sampling and Testing of Groundwater Perform Groundwater Contamination Testing
Potential for Exposure of Humans and the Environment to Hazardous Conditions from the Accidental Release of Hazardous Materials as a Result of Construction Activities	No effect	Potential for accidental release of materials associated with construction equipment, or from utility lines	Same as B	Same as B	Same as B	Develop a Health and Safety Plan to Address Worker Health and Safety
3.2.6—Air Quality						
Conformity with the Regional Transportation Plan	No effect	N/A	Not in RTP	N/A	This alternative is included in 2035 RTP and 2009 TIP	Amend the Transportation Improvement Program to Include Additional Alternatives
Potential Violations of Carbon Monoxide NAAQS or CAAQS	Not anticipated to exceed 1- or 8-hour NAAQS or CAAQS	Not anticipated to exceed 1- or 8-hour NAAQS or CAAQS	Same as B	Same as B	Same as B	None required
Potential Violations of PM2.5 NAAQS or CAAQS	No effect	Not yet determined whether considered Project of Air Quality Concern; consultation ongoing	Same as B	Same as B	Same as B	None required
Potential Generation of Significant Levels of MSAT Emissions	Lower MSAT emissions than all build alternatives except Alternative C, Phase 1 for 2035	Minor increase in all MSAT emissions compared to No Project conditions	Same as B	Same as B	Minor increase in all MSAT emissions for 2015; minor increase in all but 2 air toxics for 2035	Implement Measures to Reduce MSAT and Criteria Pollutant Emissions
Potential Generation of Significant Operation-Related Emissions of Ozone Precursors, Carbon Monoxide, and Particulate Matter	Lower emissions of ozone precursors than all build alternatives except Alternative C, Phase 1 for 2035	Minor increase in emissions of all ozone precursors compared to No Project conditions	Same as B	Same as B	Same as B, except for decrease in ROG, PM10 and PM2.5 for 2035	Implement Measures to Reduce MSAT and Criteria Pollutant Emissions

Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
Potential Temporary Increase in Ozone Precursors (ROG and NOx), CO, and PM10 Emissions during Grading and Construction Activities	No effect	Temporary increase in all ozone precursors due to construction	Same as B	Same as B	Same as B	Implement California Department of Transportation Standard Specification Section 14 Implement Additional Control Measures for Construction Emissions of Fugitive Dust Implement Measures to Reduce Exhaust Emissions from Off-Road Diesel Powered Equipment
3.2.7—Noise						
Exposure of Noise Sensitive Land Uses to Increased Traffic Noise	Noise levels would increase as traffic congestion increases	Increased noise in areas D, E, and R affecting 49 units; no effect under NEPA	Increased noise in areas D, E, and R affecting 21 units; no effect under NEPA	Increased noise in areas E, H, and R affecting 37 units; no effect under NEPA	Increased noise is area E affecting 1 unit; no effect under NEPA	None required, abatement under consideration
Exposure of Noise-Sensitive Land Uses to Construction Noise	No effect	Construction equipment would generate noise	Same as B	Same as B	Same as B	Minimize Construction Noise
3.2.8—Energy						
None						
BIOLOGICAL ENVIRONMENT						
3.3.1—Natural Communities						
Loss or Disturbance of Riparian Woodland Resulting from Construction	No effect	Permanent loss of 1.28 acres; temporary disturbance of 0.35 acres	Permanent loss of 0.08 acres; temporary disturbance of 0.06 acres	Permanent loss of 1.98 acres; temporary disturbance of 0.41 acres	Permanent loss of 0.64 acres; temporary disturbance of 0.09 acres	Place Environmentally Sensitive Area Fencing around all Sensitive Biological Resources in and near the Construction Area Conduct Environmental Awareness Training for Construction Employees Retain a Biological Monitor to Conduct Daily Visits during Construction in Sensitive Habitats Avoid and Minimize

Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
						Potential Disturbance of Riparian Communities Compensate for Temporary and Permanent Loss of Riparian Vegetation
3.3.2—Wetlands and Other Waters						
Loss or Disturbance of Perennial Drainage Resulting from Construction	No effect	Permanent loss of 0.62 acres; temporary disturbance of 0.46 acres	Permanent loss of 0.14 acres; temporary disturbance of 0.09 acres	Permanent loss of 0.66 acres; temporary disturbance of 0.45 acres	No effect	Place Environmentally Sensitive Area Fencing around all Sensitive Biological Resources in and near the Construction Area Protect Water Quality and Prevent Erosion and Sedimentation into Drainages and Wetlands Restore Temporarily Disturbed Drainage Habitat and Compensate for Permanent Loss of Drainage Habitat
Loss or Disturbance of Jurisdictional Seasonal Drainages Resulting from Construction	No effect	Permanent loss of 1.78 acres; temporary disturbance of 0.80 acres	Permanent loss of 0.64 acres; temporary disturbance of 0.11 acres	Permanent loss of 1.88 acres; temporary disturbance of 0.57 acres	Permanent loss of 0.97 acres; temporary disturbance of 0.30 acres	Place Environmentally Sensitive Area Fencing around all Sensitive Biological Resources in and near the Construction Area Protect Water Quality and Prevent Erosion and Sedimentation into Drainages and Wetlands Restore Temporarily Disturbed Drainage Habitat and Compensate for Permanent Loss of Drainage Habitat
Loss or Disturbance of Perennial Marsh Resulting from Construction	No effect	Permanent loss of 5.23 acres; temporary disturbance of 5.13 acres	Permanent loss of 0.52 acres; temporary disturbance of 1.84 acres	Permanent loss of 5.47 acres; temporary disturbance of 2.30 acres	Permanent loss of 0.87 acres; temporary disturbance of 0.19 acres	Place Environmentally Sensitive Area Fencing around all Sensitive Biological Resources in and near the Construction Area Protect Water Quality and Prevent

Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
						Erosion and Sedimentation into Drainages and Wetlands Restore Temporarily Disturbed Drainage Habitat and Compensate for Permanent Loss of Drainage Habitat Restore Temporarily Disturbed Perennial Marsh Compensate for Permanent Loss of Wetlands
Loss or Disturbance of Alkali Seasonal Marsh Resulting from Construction	No effect	Permanent loss of 1.75 acres; temporary disturbance of 0.28 acres	No effect	Permanent loss of 1.03 acres; temporary disturbance of 0.13 acres	Permanent loss of 0.05 acres; temporary 0.01 acres	Protect Water Quality and Prevent Erosion and Sedimentation into Drainages and Wetlands Restore Temporarily Disturbed Drainage Habitat and Compensate for Permanent Loss of Drainage Habitat Compensate for Permanent Loss of Wetlands
Loss or Disturbance of Jurisdictional Seasonal Wetland Resulting from Construction	No effect	Permanent loss of 7.57 acres; temporary disturbance of 1.65 acres	Permanent loss of 1.38 acres; temporary disturbance of 0.42 acres	Permanent loss of 7.69 acres; temporary disturbance of 1.04 acres	Permanent loss of 2.24 acres; temporary disturbance of 0.96 acres	Protect Water Quality and Prevent Erosion and Sedimentation into Drainages and Wetlands Restore Temporarily Disturbed Drainage Habitat and Compensate for Permanent Loss of Drainage Habitat Compensate for Permanent Loss of Wetlands
3.3.3—Plant Species						
None						

Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
3.3.4—Animal Species						
Potential Loss or Disturbance of Western Pond Turtles Resulting from Construction	No effect	Construction in and near ponds and streams could result in loss or disturbance of habitat	Same as B	Same as B	Same as B, but to a lesser extent as there would be less construction in or near suitable aquatic habitat	Place Environmentally Sensitive Area Fencing around all Sensitive Biological Resources in and near the Construction Area Conduct Environmental Awareness Training for Construction Employees Retain a Biological Monitor to Conduct Daily Visits during Construction in Sensitive Habitats Avoid and Minimize Potential Disturbance of Riparian Communities Compensate for Temporary and Permanent Loss of Riparian Vegetation Conduct Preconstruction Surveys for Western Pond Turtle
Potential Disturbance of Nesting White-tailed Kites Resulting from Construction	No effect	Tree removal and construction noise could result in disturbance to nesting birds	Same as B	Same as B	Same as B	Place Environmentally Sensitive Area Fencing around all Sensitive Biological Resources in and near the Construction Area Conduct Environmental Awareness Training for Construction Employees Retain a Biological Monitor to Conduct Daily Visits during Construction in Sensitive Habitats Avoid and Minimize Potential Disturbance of Riparian Communities Compensate for Temporary and Permanent Loss of

Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
						Riparian Vegetation Conduct Preconstruction Nesting Bird and Raptor Surveys and Establish a No-Disturbance Buffer, if Necessary
Potential Disturbance of Burrowing Owls and Permanent Loss of Habitat Resulting from Construction	No effect	Construction activities could disturb nesting owls and implementation of the project would result in loss of nesting and foraging habitat	Same as B	Same as B	Same as B	Place Environmentally Sensitive Area Fencing around all Sensitive Biological Resources in and near the Construction Area Conduct Environmental Awareness Training for Construction Employees Retain a Biological Monitor to Conduct Daily Visits during Construction in Sensitive Habitats Avoid and Minimize Potential Disturbance of Riparian Communities Compensate for Temporary and Permanent Loss of Riparian Vegetation Conduct Preconstruction Surveys for Active Burrowing Owl Burrows and Implement the California Department of Fish and Game Guidelines for Burrowing Owl Mitigation, if Necessary Compensate for Loss of Burrowing Owl Nesting Habitat

Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
Potential Disturbance of Nesting Northern Harriers Resulting from Construction	No effect	Construction activities could disturb nesting birds and implementation of the project would result in loss of nesting and foraging habitat	Same as B	Same as B	Same as B	Conduct Preconstruction Nesting Surveys for Northern Harrier in the Annual Grassland Habitat North of SR 12W
Potential Disturbance of Nesting Loggerhead Shrikes Resulting from Construction	No effect	Construction activities could disturb nesting birds	Same as B	Same as B	Same as B	Place Environmentally Sensitive Area Fencing around all Sensitive Biological Resources in and near the Construction Area Conduct Environmental Awareness Training for Construction Employees Retain a Biological Monitor to Conduct Daily Visits during Construction in Sensitive Habitats Avoid and Minimize Potential Disturbance of Riparian Communities Compensate for Temporary and Permanent Loss of Riparian Vegetation Conduct Preconstruction Nesting Bird and Raptor Surveys and Establish a No-Disturbance Buffer, if Necessary
Potential Disturbance of Nesting Tricolored Blackbirds Resulting from Construction	No effect	Construction activities could disturb nesting birds	Same as B	Same as B	Same as B	Place Environmentally Sensitive Area Fencing around all Sensitive Biological Resources in and near the Construction Area Conduct Environmental Awareness Training for Construction Employees Retain a Biological Monitor to Conduct Daily Visits during Construction

Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
						<p>in Sensitive Habitats</p> <p>Avoid and Minimize Potential Disturbance of Riparian Communities</p> <p>Compensate for Temporary and Permanent Loss of Riparian Vegetation</p> <p>Conduct Preconstruction Nesting Bird and Raptor Surveys and Establish a No-Disturbance Buffer, if Necessary</p>
Potential Disturbance of Nesting Migratory Birds and Raptors Resulting from Construction	No effect	Construction activities could remove or disturb occupied nests	Same as B	Same as B	Same as B	<p>Place Environmentally Sensitive Area Fencing around all Sensitive Biological Resources in and near the Construction Area</p> <p>Conduct Environmental Awareness Training for Construction Employees</p> <p>Retain a Biological Monitor to Conduct Daily Visits during Construction in Sensitive Habitats</p> <p>Avoid and Minimize Potential Disturbance of Riparian Communities</p> <p>Compensate for Temporary and Permanent Loss of Riparian Vegetation</p> <p>Conduct Preconstruction Nesting Bird and Raptor Surveys and Establish a No-Disturbance Buffer, if Necessary</p>
Potential Disturbance to Nesting Swallows Resulting from Construction	No effect	Construction activities associated with bridge construction could result in loss of active nests	Same as B	Same as B	Same as B	Prevent Swallows from Nesting Adjacent to New Bridge Construction

Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
Potential Disturbance to Roosting Bats Resulting from Construction	No effect	Construction could result in removal of bat roosting habitat and disturb roosting bats	Same as B	Same as B	Same as B	Conduct Preconstruction Surveys for Roosting Bats in Mature Trees

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Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
River Lamprey						
Potential Effects on River Lamprey Resulting from Construction						
Water Quality Effects	No effect	Construction activities could result in sediments or contaminants entering streams	Same as B, but no effects at Suisun Creek	Same as B	Same as B, but no effects at Suisun Creek	Prepare and Implement Storm Water Pollution Prevention Plan and Best Management Practices Prevent Contaminants and Hazardous Materials from Entering the Stream Channel Restrict In-Water Work to Avoid Special-Status Fish Spawning Seasons
Channel Morphology and River Lamprey Habitat	No effect	Construction in and adjacent to streams could affect channel morphology and streamside vegetation	Same as B, but no effects at Suisun Creek	Same as B	Same as B, but no effects at Suisun Creek	Minimize Impacts on Creek Channels
Water Temperature Effects	No effect	Minimal impact to water temperature from removal/addition of shading	Same as B, but no effects at Suisun Creek	Same as B	Same as B, but no effects at Suisun Creek	Minimize Impacts on Creek Channels
Interference with River Lamprey Movement	No effect	Dewatering activities associated with construction could interfere with fish movement	Same as B, but no effects at Suisun Creek	Same as B	Same as B, but no effects at Suisun Creek	Restrict In-Water Work to Avoid Special-Status Fish Spawning Seasons Provide Alternate Migration Corridor through Creek Channels
Disturbance and Direct Injury to River Lamprey	No effect	Noise, vibration and other physical disturbances could disturb fish; direct injury could result during in-stream work	Same as B, but no effects at Suisun Creek	Same as B, but to a lesser extent due to less construction in the vicinity of Ledgewood Creek	Same as B, but no effects at Suisun Creek	Restrict In-Water Work to Avoid Special-Status Fish Spawning Seasons Provide Alternate Migration Corridor through Creek Channels Minimize Noise Impacts on Special-Status Fish Species

Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
Potential Water Quality Effects on River Lamprey Associated with Operations	No effect	Increase in impervious surfaces could result in increase in pollutants entering streams	Same as B, but no effects at Suisun Creek	Same as B	Same as B, but no effects at Suisun Creek	Prepare and Implement Storm Water Pollution Prevention Plan and Best Management Practices Prevent Contaminants and Hazardous Materials from Entering the Stream Channel
Central Valley Fall-Run/Late-Fall-Run Chinook Salmon						
Potential Effects on Chinook Salmon Resulting from Construction						
Water Quality Effects	No effect	Construction activities could result in sediments or contaminants entering streams	Same as B, but no effects at Suisun Creek	Same as B	Same as B, but no effects at Suisun Creek	Prepare and Implement Storm Water Pollution Prevention Plan and Best Management Practices Prevent Contaminants and Hazardous Materials from Entering the Stream Channel Restrict In-Water Work to Avoid Special-Status Fish Spawning Seasons
Chinook Salmon Habitat and Channel Morphology	No effect	Construction in and adjacent to streams could affect channel morphology and streamside vegetation	Same as B, but no effects at Suisun Creek	Same as B	Same as B, but no effects at Suisun Creek	Minimize Impacts on Creek Channels
Water Temperature Effects	No effect	Minimal impact to water temperature from removal/addition of shading	Same as B, but no effects at Suisun Creek	Same as B	Same as B, but no effects at Suisun Creek	Minimize Impacts on Creek Channels
Interference with Chinook Salmon Movement	No effect	Dewatering activities associated with construction could interfere with fish movement	Same as B, but no effects at Suisun Creek	Same as B	Same as B, but no effects at Suisun Creek	Restrict In-Water Work to Avoid Special-Status Fish Spawning Seasons Provide Alternate Migration Corridor through Creek Channels

Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
Disturbance to Potential Spawning Habitat	No effect	Construction associated with the bridge over Suisun Creek could result in disturbance to spawning habitat located 20 feet downstream of bridge	No effect	Same as B	No effect	Minimize Impacts on Creek Channels Avoid Potential Fish Spawning Habitat
Disturbance and Direct Injury of Chinook Salmon	No effect	Noise, vibration and other physical disturbances could disturb fish; direct injury could result during in-stream work	Same as B, but no effects at Suisun Creek	Same as B, but to a lesser extent due to less construction in the vicinity of Ledgewood Creek	Same as B, but no effects at Suisun Creek	Restrict In-Water Work to Avoid Special-Status Fish Spawning Seasons Provide Alternate Migration Corridor through Creek Channels Minimize Noise Impacts on Special-Status Fish Species
Potential Water Quality Effects on Chinook Salmon Resulting from Operations	No effect	Increase in impervious surfaces could result in increase in pollutants entering streams	Same as B, but no effects at Suisun Creek	Same as B	Same as B, but no effects at Suisun Creek	Prepare and Implement Storm Water Pollution Prevention Plan and Best Management Practices Prevent Contaminants and Hazardous Materials from Entering the Stream Channel
Potential Interference with Fish Movement Resulting from Operations	No effect	Culvert extension in Ledgewood Creek under SR 12E would worsen fish passage conditions	Same as B	Same as B	Same as B	Implement Culvert Retrofit at the SR 12E Crossing on Ledgewood Creek

Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
Sacramento Splittail						
Potential Water Quality Effects on Sacramento Splittail Resulting from Construction	No effect	Construction associated with bridges over Ledgewood Creek could result in sediments or contaminants entering the creek	Same as B, but to a lesser extent	Same as B, but to a lesser extent	Same as B, but to a lesser extent	Prepare and Implement Storm Water Pollution Prevention Plan and Best Management Practices Prevent Contaminants and Hazardous Materials from Entering the Stream Channel
Potential Water Quality Effects on Sacramento Splittail Associated with Operations	No effect	Increase in impervious surfaces could result in increase in pollutants entering Ledgewood Creek	Same as B, but to a lesser extent	Same as B	Same as B, but to a lesser extent	Prepare and Implement Storm Water Pollution Prevention Plan and Best Management Practices Prevent Contaminants and Hazardous Materials from Entering the Stream Channel
3.3.5—Threatened and Endangered Species						
Loss or Disturbance of Contra Costa Goldfields Resulting from Construction	No effect	Construction would result in the loss of 30 plants (this number may vary from year to year), and permanent loss of 55.95 acres and temporary disturbance of 14.02 acres of critical habitat	No effect	Construction would result in the loss of 30 plants, and permanent loss of 39.53 acres and temporary disturbance of 7.24 acres of critical habitat	No effect	Place Environmentally Sensitive Area Fencing around all Sensitive Biological Resources in and near the Construction Area Protect Water Quality and Prevent Erosion and Sedimentation into Drainages and Wetlands Compensate for the Loss of Contra Costa Goldfields
Potential Loss or Disturbance of Callippe Silverspot Butterfly Resulting from Construction	No effect	Construction would result in the loss of habitat and could result in the loss of individuals	No effect	Same as B	Same as B	Avoid and Minimize Potential Direct and Indirect Disturbance of Populations of Johnny Jump-Ups

Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
Potential Loss or Disturbance of Vernal Pool Fairy Shrimp/Vernal Pool Tadpole Shrimp Resulting from Construction	No effect	Construction would result in direct affect to 1.12 acres and indirect affect to 1.78 acres of potential habitat	Construction would result in direct affect to 0.20 acres and indirect affect to 0.04 acres of potential habitat	Construction would result in direct affect to 1.11 acres and indirect affect to 1.30 acres of potential habitat	Construction would result in direct affect to 1.08 acres and indirect affect to 0.58 acres of potential habitat	Protect Water Quality and Prevent Erosion and Sedimentation into Drainages and Wetlands Avoid and Minimize Potential Indirect Disturbance of Vernal Pool Fairy Shrimp and Vernal Pool Tadpole Shrimp Habitat Compensate for Loss of Direct and Indirect Impacts on Vernal Pool Fairy Shrimp or Vernal Pool Tadpole Shrimp Habitat
Potential Loss of Valley Elderberry Longhorn Beetle Habitat Resulting from Construction	No effect	Construction would result in direct affects to 11 shrubs and indirect affects to 1 shrub	Construction would result in direct affects to 2 shrubs, and no indirect affects.	Construction would result in direct affects to 10 shrubs and indirect affects to 1 shrub	Construction would result in direct affects to 6 shrubs and indirect affects to 4 shrubs	Establish a Minimum 20-Foot-Wide Buffer around All Elderberry Shrubs Where Feasible Implement Dust Control Measures Compensate for Direct Effects on Valley Elderberry Longhorn Beetle Habitat
Potential Loss of California Red-legged Frog and its Habitat Resulting from Construction	No effect	Construction would result in permanent loss of 1.32 acres of aquatic habitat, 95.72 acres of upland habitat, and 16.46 proposed critical habitat and temporary disturbance of 3.69 acres of aquatic habitat, 26.40 acres of upland habitat and 2.97 of proposed critical habitat	Construction would result in permanent loss of 0.22 acres of aquatic habitat, and 12.07 acres of upland habitat, and temporary disturbance of 1.67 acres of aquatic habitat, and 2.86 acres of upland habitat; no critical habitat would be affected	Construction would result in permanent loss of 1.05 acres of aquatic habitat, 72.58 acres of upland habitat, and 17.85 proposed critical habitat and temporary disturbance of 0.86 acres of aquatic habitat, 20.30 acres of upland habitat and 3.45 of proposed critical habitat	Construction would result in permanent loss of 0.59 acres of aquatic habitat, 48.94 acres of upland habitat, and 17.77 proposed critical habitat and temporary disturbance of 0.19 acres of aquatic habitat, 14.55 acres of upland habitat and 3.55 of proposed critical habitat	Place Environmentally Sensitive Area Fencing around all Sensitive Biological Resources in and near the Construction Area Conduct Environmental Awareness Training for Construction Employees Retain a Biological Monitor to Conduct Daily Visits during Construction in Sensitive Habitats Avoid and Minimize Potential Disturbance of Riparian Communities Compensate for

Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
						Temporary and Permanent Loss of Riparian Vegetation Conduct Preconstruction Surveys for California Red-Legged Frog Monitor Construction Occurring near Potential California Red-Legged Frog Habitat Compensate for Loss and Disturbance of California Red-Legged Frog Habitat
Potential Loss of Swainson's Hawk Nesting and Foraging Habitat Resulting from Construction	No effect	Construction would result in the permanent loss of 224.38 acres of foraging habitat and 1.28 acres of potential nesting habitat and the temporary disturbance of 72.45 acres of foraging habitat and 0.35 acres of potential nesting habitat	Construction would result in the permanent loss of 44.74 acres of foraging habitat and 0.08 acres of potential nesting habitat and the temporary disturbance of 11.91 acres of foraging habitat and 0.06 acres of potential nesting habitat	Construction would result in the permanent loss of 217.87 acres of foraging habitat and 1.97 acres of potential nesting habitat and the temporary disturbance of 58.32 acres of foraging habitat and 0.42 acres of potential nesting habitat	Construction would result in the permanent loss of 124.54 acres of foraging habitat and 0.64 acres of potential nesting habitat and the temporary disturbance of 29.90 acres of foraging habitat and 0.09 acres of potential nesting habitat	Place Environmentally Sensitive Area Fencing around all Sensitive Biological Resources in and near the Construction Area Conduct Environmental Awareness Training for Construction Employees Retain a Biological Monitor to Conduct Daily Visits during Construction in Sensitive Habitats Avoid and Minimize Potential Disturbance of Riparian Communities Compensate for Temporary and Permanent Loss of Riparian Vegetation Conduct Preconstruction Nesting Bird and Raptor Surveys and Establish a No-Disturbance Buffer, if Necessary Compensate for Loss of Swainson's Hawk Foraging Habitat
Central California Coast Steelhead						

Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
Potential Effects on Steelhead Resulting from Construction						
Water Quality Effects	No effect	Construction activities could result in sediments or contaminants entering streams	Same as B, but no effects at Suisun Creek	Same as B	Same as B, but no effects at Suisun Creek	Prepare and Implement Storm Water Pollution Prevention Plan and Best Management Practices Prevent Contaminants and Hazardous Materials from Entering the Stream Channel Restrict In-Water Work to Avoid Special-Status Fish Spawning Seasons
Steelhead Habitat and Channel Morphology	No effect	Construction in and adjacent to streams could affect channel morphology and streamside vegetation	Same as B, but no effects at Suisun Creek	Same as B	Same as B, but no effects at Suisun Creek	Minimize Impacts on Creek Channels
Water Temperature Effects	No effect	Minimal impact to water temperature from removal/addition of shading	Same as B, but no effects at Suisun Creek	Same as B	Same as B, but no effects at Suisun Creek	Minimize Impacts on Creek Channels
Interference with Steelhead Movement	No effect	Dewatering activities associated with construction could interfere with fish movement	Same as B, but no effects at Suisun Creek	Same as B	Same as B, but no effects at Suisun Creek	Restrict In-Water Work to Avoid Special-Status Fish Spawning Seasons Provide Alternate Migration Corridor through Creek Channels
Disturbance to Potential Spawning Habitat	No effect	Construction associated with the bridge over Suisun Creek could result in disturbance to spawning habitat located 20 feet downstream of bridge	No effect	Same a B	No effect	Minimize Impacts on Creek Channels Avoid Potential Fish Spawning Habitat

Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
Disturbance and Direct Injury to Steelhead	No effect	Noise, vibration and other physical disturbances could disturb fish; direct injury could result during in-stream work	Same as B, but no effects at Suisun Creek	Same as B, but to a lesser extent due to less construction in the vicinity of Ledgewood Creek	Same as B, but no effects at Suisun Creek	Restrict In-Water Work to Avoid Special-Status Fish Spawning Seasons Provide Alternate Migration Corridor through Creek Channels Minimize Noise Impacts on Special-Status Fish Species
Potential Water Quality Effects on Steelhead Resulting from Operations	No effect	Increase in impervious surfaces could result in increase in pollutants entering streams	Same as B, but no effects at Suisun Creek	Same as B	Same as B, but no effects at Suisun Creek	Prepare and Implement Storm Water Pollution Prevention Plan and Best Management Practices Prevent Contaminants and Hazardous Materials from Entering the Stream Channel
Potential Interference with Fish Movement Resulting from Operations	No effect	Culvert extension in Ledgewood Creek under SR 12E would worsen fish passage conditions	Same as B	Same as B	Same as B	Implement Culvert Retrofit at the SR 12 Crossing on Ledgewood Creek
3.3.6—Invasive Species						
Potential Introduction and Spread of Invasive Plant Species Resulting from Construction	No effect	Construction activities have the potential to spread invasive plant species	Same as B	Same as B	Same as B	Avoid the Introduction and Spread of Invasive Plants—Minimize Soil Disturbance, Restore Disturbed Areas Using Native Species
3.3.7—Native Trees						
None						
3.3.8—Suisun Marsh Secondary Management Area						
None						



DATE: July 2, 2010
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Solano County Transit Joint Powers Agreement – Consolidation of Benicia and Vallejo Transit Services

Background:

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

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

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

Discussion:

Since the STA Board action in June 2009, the STA, Benicia, and Vallejo have met multiple times. Over the past year a Memorandum of Understanding (MOU) was approved by the three organizations to guide the development of a Solano County Transit Joint Powers Agreement (JPA) and Transition Plan. The JPA is the topic of this staff report.

The development of the MOU, JPA and Transition Plan have been guided by the Solano County Transit Coordinating Committee in coordination with a Management Committee

and a Staff Working Committee. The Coordinating Committee members are Benicia Mayor Patterson, Vallejo Mayor Davis, Benicia Councilmember Ioakimedes, and Vallejo Councilmember Hannigan. The Management Committee consists of the Benicia and Vallejo City Managers and the STA's Executive Director. The Staff Working Committee has been the staff level committee from all three agencies with support from legal counsel and consultants.

Over the past year, there has been a consistently high level of cooperation and interest in working toward consolidation and better transit coordination and service. Guiding principles were developed and incorporated into an MOU that was approved by the three agencies (Benicia, Vallejo and STA) to establish a framework for moving toward consolidation. The STA approved the MOU in September 2009 (Attachment A).

A JPA was drafted, reviewed multiple times and approved by the Coordinating Committee in May 2010 (Attachment B). Key points of the JPA are:

- The consolidated Benicia/Vallejo transit agency will be known as Solano County Transit (SolTrans);
- The JPA Board will be comprised of the Mayors of Benicia and Vallejo, a City Councilmember from each jurisdiction, and the fifth voting member will be Solano's MTC representative;
- The STA will be an ex-officio member of the Board;

The Coordinating Committee directed that the JPA be forwarded to the member agencies once a Transition Plan was completed. The Transition Plan has been prepared to guide the development of the new SolTrans organization (Attachment C). The Transition Plan covers the following:

- Background
- Structure and Governance
- Financial Management (including a one and 10-year budget)
- Organizational and Human Resources Management
- Service Planning and Operations
- Capital Project Management
- Other Issues: WETA Transition and new Administration Building
- Implementation Schedule

In June 2010, the STA Board approved a contract to retain Phil McGuire to function as the Interim Executive Director of the new JPA. If the JPA is approved by the member agencies, he will work with the new SolTrans Board to begin the steps necessary to build the organization prior to transferring and hiring staff hiring a permanent Executive Director, transferring service and other contracts, and transferring operating funds and capital assets related to operating service. This transitional process is projected to conclude by the Spring of 2011.

Construction of transit capital projects such as Curtola Park and Ride, Vallejo Station, Benicia's Park and Rides will remain with the Cities. With the transfer of transit service operations from the Cities to the JPA, the intention is to reimburse the Cities for any auditable funds they have advanced in the past to cover transit costs as well as to start the new JPA on sound financial grounds. To address these and other one-time transitional costs (moving, re-branding, professional services) an estimate has been developed with

the Cities and is incorporated into the Transition Plan. STA and SolTrans will approach MTC to assist with these costs and STAF funds were approved by the STA Board in June 2009 to serve as local match.

During the transition, service levels will remain consistent to both cities. Funding for a joint Short Range Transit Plan (SRTP) is being secured from MTC and will provide the opportunity for the new agency in its first year to review how the newly combined transit service area may be served.

Both the JPA and Transitional Plan have been reviewed and recommended for adoption by both cities and the STA by the MOU's Coordinating Committee. The JPA is scheduled to next be reviewed for action by the Benicia City Council on July 20. The Vallejo City Council is scheduled to review the JPA for action on July 27 with a City Council briefing on July 20 and the Council Transit (VTAC) committee meeting on July 8. If the JPA is approved by the three member agencies, the first SolTrans JPA meeting is expected to occur in September 2010.

Fiscal Impact:

STA will support the transition as needed with staff time, legal counsel services, and consultant services in support of this effort.

Recommendations:

Approve the following:

1. Resolution No. 2010-09 approving the creation of the Solano County Transit ("SOLTRANS") Joint Powers Agency by and among the STA, the City of Benicia, and the City of Vallejo; and
2. Authorize the Executive Director to enter into a JPA with the Cities of Benicia and Vallejo to form Solano County Transit.

Attachment:

- A. South County Transit MOU
- B. Solano County Transit JPA
- C. Solano County Transit Transition Plan
- D. Resolution No. 2010-09

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Final Benicia/Vallejo Transit Consolidation Evaluation MOU

October 28, 2009

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

THIS AGREEMENT is made and entered into as of this 28th day of Oct., 2009, by and among the municipal corporations of the CITY OF BENICIA ("BENICIA") and the CITY OF VALLEJO ("VALLEJO"), and the SOLANO TRANSPORTATION AUTHORITY, a joint powers entity organized under Government Code section 6500 et seq. and the Congestion Management Agency of Solano County ("STA"). Unless specifically identified, the various public agencies herein may be commonly referred to as "the Parties" or "Authority and Cities" or "Jurisdictions" as the context may require.

RECITALS

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

WHEREAS, STA was created in 1990 through a Joint Powers Agreement between the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, Vallejo and the County of Solano to serve as the Congestion Management Agency for Solano.

WHEREAS, STA as the Congestion Management Agency (CMA) for the Solano area, the STA partners with various transportation and planning agencies, such as the Metropolitan Transportation Commission (MTC) and Caltrans District 4.

WHEREAS, STA is responsible for countywide transportation planning, programming transportation funds, managing and providing transportation programs and services, delivering transportation projects, and setting transportation priorities.

WHEREAS, STA has sponsored, and the COUNTY and CITIES have joined and participated in, various studies of the potential consolidation of transit systems and,

WHEREAS, STA's transit consolidation study was approved by the STA Board with a recommendation to consider consolidation pursuant to adopted guiding principles of transit

services in Benicia and Vallejo; and

WHEREAS, STA's coordination of the annual multi-agency Transportation Development Act (TDA) matrix, the State Transit Assistance Fund's (STAF) project funding for the county, and Regional Measure 2 funding has clarified and simplified the funding claims process locally and regionally, including for both Benicia and Vallejo;

WHEREAS, evaluation of the funding and service benefits of consolidation needs to occur prior to undertaking the step of establishing a joint powers agency for the provision of transit to Benicia and Vallejo and to allow the parties an opportunity to regularly review and refine data and funding formulae by following the guiding Principles set forth in Part II below to guide the consolidation and funding of Benicia-Vallejo transit operations in the future.

AGREEMENT

NOW, THEREFORE, following approval by the respective governing body of each agency, STA and the cities of BENICIA and VALLEJO, in consideration of the mutual promises herein, agree as follows:

Part I

South Solano Transit Advisory Committee; Management Committee; Staff Working Group

In order to facilitate the evaluation of the potential consolidation of the Benicia and Vallejo transit services, there is hereby established the "South Solano Transit Advisory Committee." The function of the Advisory Committee is to oversee the goals and work plan in order to facilitate the consolidation and any interim service plans of the two transit services, consistent with the adopted guiding principles. Following the completion of the work plan the Advisory Committee will make a recommendation relative to consolidation to the respective city councils of Benicia and Vallejo and to the STA Board. The Advisory Committee is a body subject to the provisions of the Ralph M. Brown Act (Government Code Sections 54950 et seq.) and will consist of the Mayor of each city and each city's alternate to the STA Board. At the first meeting of this Committee, a chairperson will be selected. Further meetings shall be called by the chair when necessary and appropriate but not less than every two months for the duration of this MOU

There shall also be a South Solano Transit Management Committee to monitor and oversee the progress of the work plan and other activities set forth herein. The Management Committee shall consist of the City Manager or their designee of each city and the STA Executive Director and shall meet at the call of any member.

A staff Working Group made up of the STA Director of Transit Rideshare Service, the STA Transit Manager, the Public Works Directors of Benicia and the COV, the Finance Director and Transit Coordinator of Benicia, and the Transportation Superintendent and Contract Administrator/Operations Analyst from the City of Vallejo, will implement the day to day

progress of the work plan and other activities set forth herein.

Part II
Guiding Principals

The members of the South County Transit Advisory Committee have adopted the following Principles to guide the study and evaluation of the potential consolidation of Benicia and Vallejo Transit:

- A. The Benicia Breeze and Vallejo Transit services shall be consolidated to streamline, simplify, and improve access for transit riders through enhanced service coverage, frequency, affordability, and mobility options contingent upon available funding. The consolidated service shall be responsible for coordinating transportation services in Benicia and Vallejo and to locations beyond the two cities such as Bay Area Rapid Transit (BART).
- B. Consolidated transit service provides an opportunity to improve standards for greenhouse gas emissions and energy reductions, reduce single-occupant vehicle miles traveled, thereby minimizing the carbon footprint of Benicia and Vallejo residents. A consolidated transit service will further the Benicia and Solano County Climate Action Plans greenhouse gas reduction targets.
- C. The Benicia Breeze and Vallejo Transit service consolidation shall be consistent with the Countywide Transportation Plan Transit Element to maximize the ability of Solano residents, workers, and visitors to reach destinations within Solano County, and to access regional transportation systems.
- D. The consolidated transit service shall be designed to be comparatively cost effective and efficient while considering the unique characteristics of each jurisdiction.
- E. The consolidation of services shall be managed in a public and transparent process to encourage participation by residents, stakeholders, and decision-makers in both communities.
- F. The consolidated transit service shall strive to maintain the continuity of current service provided by both jurisdictions, minimizing service disruptions and passenger inconveniences due to the transition. If possible, service levels shall be maintained and expanded.
- G. The consolidated transit service shall maximize opportunities for regional funding.

Part III

Work Plan to Facilitate the Implementation of the South Solano Transit Authority

The following steps outline the requirements and schedule for consolidating Vallejo Transit and Benicia Breeze as recommended in the Solano County Transit Consolidation Study. The respective staff of the cities of Benicia and Vallejo and the STA will lead the transition planning effort with the support of STA consultants. The Committees and staff shall make every effort to complete the tasks in the work plan by December 31, 2009 and to fully consolidate transportation services of the two cities by July 1, 2010.

A. Task Area 1: Structure and Governance

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

B. Task Area 2: Public Outreach

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

C. Task Area 3: Finance

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

Task Area 4: Human Resources

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

Task Area 5: Legal

- Identify legal requirements to establish consolidated entity
- Potential for near term, operating MOU

Establishment of Joint Powers Agreement (JPA)
Determine how potential United States Department of Labor (USDOL) 13(c) labor protections would be applied to the consolidated entity
Identify organization or entity to provide legal services
Assist in determination of how to best contract for services (exiting service contracts and/or new bids)

Task Area 6: Service Planning and Operations

Establish service objectives and standards including customer service and training standards for a consolidated system
Prepare consolidated Short Range Transit Plan
 Operations
 Capital Improvement Plan (CIP)
Determine how existing service contracts will be transferred and transitioned

Part IV
Interim Service Planning

In preparation for consolidation of the two transit services, the Parties agree to work cooperatively to deliver service to the two cities in the most effective and efficient manner and consistent with the Transit Consolidation Goals in Section II of this MOU until the services are fully consolidated.

1. Changes in fares or transit routes shall not become effective until approval by the SSTAC and the respective city councils of Benicia and Vallejo.
2. The criteria for evaluating consolidated transit services shall be developed as part of the SRTP and may include, but are not limited to, the following:
 - a) Productivity Measures
 - Farebox recovery ratio
 - Cost per vehicle service hour
 - Cost per vehicle mile
 - Cost per passenger trip
 - Passengers per vehicle service hour
 - b) Policy/Coverage Requirements (contingent on available funding)
 - Provides connectivity between cities
 - Provides regional transit connections
 - Meets unmet transit needs
 - User friendly
 - Consistent with greenhouse gas reduction goals
 - Consistent with future federal and regional transportation planning
 - Established life cycle costing criteria

Part V
Joint Powers Agreement

Based on the results of the work plan, a joint powers agreement shall be developed for adoption by the Parties leading to consolidated transit functions on July 1, 2010. A draft JPA shall be presented to the SSTAC no later than August 31, 2009.

Part VI
General Terms and Conditions

A. Term of Agreement.

The term of this Agreement shall be as follows:

- a. The Goals set forth herein shall continue in effect until modified in writing by the parties or the two transit functions are consolidated;

B. Indemnification.

The PARTIES and STA shall defend, indemnify and hold harmless each other and their respective officers, agents, employees, or subcontractors from any claim, loss or liability, including, without limitation, those for personal injury (including death) or damage to property, arising out of or connected with any aspect of the performance by any of the Parties, or their respective officers, agents, employees, or subcontractors of activities required under this Agreement, and any fees and/or costs reasonably incurred by the staff attorneys or contract attorneys of the Party(ies) to be indemnified, and any and all costs, fees and expenses incurred in enforcing this provision.

C. No Waiver.

The waiver by any Party of any breach or violation of any requirement of this Agreement shall not be deemed to be a waiver of any such breach in the future, or of the breach of any other requirement of this Agreement.

D. Notices.

All notices required or authorized by this Agreement shall be in writing and shall be delivered in person or by deposit in the United States mail, by certified mail, postage prepaid, return receipt requested. Any mailed notice, demand, request, consent, approval or communication that a PARTY desires to give to the other PARTIES shall be addressed to the other PARTIES at the addresses set forth below. A PARTY may change its address by notifying the other PARTIES of the change of address. Any notice sent by mail in the manner prescribed by this paragraph shall be deemed to have been received on the date noted on the return receipt or five days following the date of deposit, whichever is earlier.

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

CITY OF BENICIA
Robert Sousa
Finance Director
250 East "L"
Benicia, CA 94510

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

E. Subcontracts.

Within the funds allocated by the PARTIES under this agreement, any member agency may be authorized by the Advisory Committee or the Management Committee to contract for any and all of the tasks necessary to undertake the projects or studies contemplated by this Agreement.

F. Amendment/Modification.

Except as specifically provided herein, this Agreement may be modified or amended only in writing and with the prior written consent of the Parties.

G. Interpretation.

Each PARTY has reviewed this Agreement and any question of doubtful interpretation shall not be resolved by any rule or interpretation providing for interpretation against the drafting party. This AGREEMENT shall be construed as if all Parties drafted it. The headings used herein are for convenience only and shall not affect the meaning or interpretation of this Agreement. The terms of the Agreement are set out in the text under the headings. This Agreement shall be governed by the laws of the State of California.

H. Severability.

If any provision of this Agreement, or any portion thereof, is found by any court of competent jurisdiction to be unenforceable or invalid for any reason, such provision shall be severable and shall not in any way impair the enforceability of any other provision of this Agreement.

I. Local Law Compliance.

The Parties shall observe and comply with all applicable Federal, State and local laws, ordinances, and Codes including those of the Federal Transit Administration (FTA).

J. Non-Discrimination Clause.

- a. During the performance of this Agreement, the Parties and their subcontractors shall not deny the benefits thereof to any person on the basis of race, religion,

color, ethnic group identification, national origin, ancestry, physical handicap, mental disability, medical condition, marital status, age, sex or sexual orientation , nor shall they discriminate unlawfully against any employee or applicant for employment because of race, religion, color, ethnic group identification, national origin, ancestry, physical handicap, mental disability, medical condition, marital status, age, sex or sexual orientation. STA shall ensure that the evaluation and treatment of employees and applicants for employment are free of such discrimination.

- b. The Parties shall comply with the provisions of the Fair Employment and Housing Act (Government Code section 12900, et seq.), the regulations promulgated thereunder (Title 2, California Code of Regulations, section 7285.0, et seq.), the provisions of Article 9.5, Chapter 1, Part 1, Division 3, Title 2 of the Government Code (sections 11135-11139.5) and any state or local regulations adopted to implement any of the foregoing, as such statutes and regulations may be amended from time to time.

K. Access to Records/Retention.

All Parties, any federal or state grantor agency funding all or part of the compensation payable hereunder, the State Controller, the Comptroller General of the United States, or the duly authorized representatives of any of the above, shall have access to any books, documents, papers and records of any PARTY which are directly pertinent to the subject matter of this Agreement for the purpose of making audit, examination, excerpts and transcriptions. Except where longer retention is required by any federal or state law, the PARTIES shall maintain all required records for three years after final payment for any work authorized hereunder, or after all pending matters are closed, whichever is later.

L. Conflict of Interest.

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

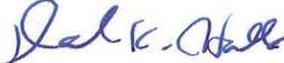
M. Entirety of Agreement.

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

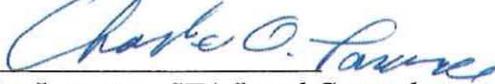
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IN WITNESS WHEREOF, this Agreement was executed by the PARTIES hereto as of the date first above written.

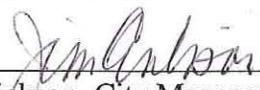
SOLANO TRANSPORTATION AUTHORITY

By: 
Daryl K. Halls, Executive Director

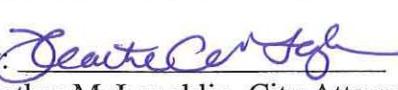
APPROVED AS TO FORM

By: 
Charles Lamoree, STA Legal Counsel

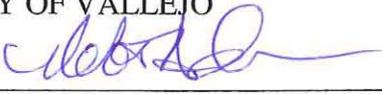
CITY OF BENICIA

By: 
Jim Erickson, City Manager

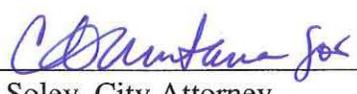
APPROVED AS TO FORM

By: 
Heather McLaughlin, City Attorney

CITY OF VALLEJO

By: 
Robert F. D. Adams, Interim City Manager

APPROVED AS TO FORM

By: 
Fred Soley, City Attorney

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SOLANO COUNTY TRANSIT (“SOLTRANS”)

JOINT POWERS AGREEMENT

This Joint Powers Agreement is by and among the CITY OF BENICIA, a municipal corporation (hereinafter "BENICIA"), the City of Vallejo, a municipal corporation (hereinafter "VALLEJO"), and the SOLANO TRANSPORTATION AUTHORITY (hereafter "STA"), a joint powers agency and the congestion management agency for Solano County (hereinafter "STA"), which public entities (collectively "Members" or "Member Agencies") have entered into this Joint Powers Agreement ("Agreement") creating Solano County Transit, a joint powers agency. All Members of the Authority are public entities organized and operating under the laws of the State of California and each is a public agency as defined in California Government Code Section 6500.

RECITALS

- A. Government Code Sections 6500-6515 permit two or more local public entities, by agreement, to jointly exercise any power common to them and, thereby, authorizes the Members to enter into this Agreement.
- B. In the performance of their essential governmental functions, Benicia and Vallejo each provide transit services within their respective municipal boundaries and to areas outside of said boundaries in order to perform or participate in intercity, regional transit services.
- C. Among the responsibilities and transportation functions performed by STA, said agency provides planning, funding and management of intercity transit routes and paratransit services and, further, STA is eligible to act as a transit provider.
- D. Public entities have the opportunity to provide transit and related services in a cooperative and coordinated manner, in order to best manage the public resources committed and necessary for delivery of such transit services.
- E. The formation of Solano County Transit enables the Members to take advantage of the opportunities for more economical provision of transit services through economies of scale and to improve and expand the provision of a variety of transit services including, but not limited to, normal and customary intra-city bus transit, intercity transit, paratransit services, dial-a-ride, commuter and passenger ferries, and connecting transit to other transportation providers such as BART and/or the Capitol Corridor commuter train in such manner and at such time as the Members may decide necessary and appropriate for public benefit.
- F. The governing board of each Member has determined that it is in the Member's best interest, and in the public interest, that this Agreement be executed and they become Participating Members of Solano County Transit.

AGREEMENT

1. Formation of the South Solano Transit (SolTrans).
Pursuant to Chapter 5, Division 7, Title 1 of the Government Code of the State of California (commencing with Section 6500) as amended from time to time, and commonly known as the Joint Powers Authority Law, the Members hereby create a joint powers agency which is named Solano County Transit and may otherwise be referred to as "SolTrans" or such other acronym, brand or identifier as determined appropriate by the Board.

2. Parties to Agreement.

In mutual consideration of the promises herein, each Member certifies that it intends to, and does, contract with every other Member which is a signatory to this Agreement and, in addition, with such other Member as may be later added as provided in Section 18. Each Member also certifies that the deletion of any Member from this Agreement does not affect this Agreement or the remaining Members' intent to contract with the other Members then remaining.

3. Purpose; Transfer of Assets; Succession to Existing Contracts.

Solano County Transit will be the agency created by the merger of the presently existing transit services in Benicia and Vallejo through this joint powers agreement. In accordance with a merger schedule, business plan or merger plan approved by the Members contemporaneous with this joint powers agreement, Benicia and Vallejo with transfer, and Solano County Transit will receive, all the transit related assets, personal property, rolling stock and equipment of each presently operating transit service and, thereafter, will operate as a unified entity separate and apart from the originating cities of Benicia and Vallejo. Unless prohibited by law, Solano County Transit shall succeed to and undertake all those transit related agreements in place at the execution of this Agreement. Any debt of a Member to be assumed by Solano County Transit such as but not limited to, funds advanced by Member to their transit system, shall be specifically set forth and described in the approved merger schedule, business plan or merger plan.

4. Transit Employees.

To the degree required by law, existing transit employees of each agency will become employees of the Authority.

5. Membership.

In addition to the originating members Benicia, Vallejo and STA, the following entities, or types of entities, are eligible for membership in Solano County Transit:

- a. Municipal corporations located within the County of Solano;
- b. The County of Solano; or
- c. Any other public entity or public/private partnership providing, or proposed to provide, transit in Solano County.

New members may be added upon the approval of 2/3rds of the Solano County Transit Board and with not less than one vote on the part of each then existing Member agency.

6. Limitation.

Except as otherwise authorized or permitted by the JPA Law and for purposes of, and to the extent required by Government Code Section 6509, Solano County Transit is subject to the restrictions upon the manner of exercising the powers of the Members specified in the Bylaws.

7. Guiding Principles

The following Principles are intended to guide the consolidated Benicia and Vallejo transit services:

- a. The Benicia Breeze and Vallejo Transit services were consolidated to streamline, simplify, and improve access for transit riders through enhanced service coverage, frequency, affordability, and mobility options contingent upon available funding. The consolidated service shall be responsible for coordinating transportation services in Benicia and Vallejo and to locations beyond the two cities such as Bay Area Rapid Transit (BART).
- b. Consolidated transit service is intended to improve standards for greenhouse gas emissions and energy reductions, reduce single-occupant vehicle miles traveled, thereby minimizing the carbon footprint of Benicia and Vallejo residents. A consolidated transit service will further the Benicia and Solano County Climate Action Plans greenhouse gas reduction targets.
- c. The Benicia Breeze and Vallejo Transit consolidation shall be consistent with the STA's Countywide Transportation Plan Transit Element to maximize the ability of Solano residents, workers, and visitors to reach destinations within Solano County, and to access regional transportation systems.
- d. The consolidated transit service shall be designed to be comparatively cost effective and efficient while considering the unique characteristics of each jurisdiction.
- e. The consolidation of services shall be managed in a public and transparent process to encourage participation by residents, stakeholders, and decision-makers in both communities.
- f. The consolidated transit service shall strive to maintain the continuity of current service provided by both jurisdictions, minimizing service disruptions and passenger inconveniences due to the transition. If possible, service levels shall be maintained or expanded.
- g. The consolidated transit service shall maximize opportunities for regional funding.

8. Powers.

Solano County Transit is authorized, in its own name, to do all acts necessary to fulfill the purposes of this Agreement referred to in Section 3 including, but not limited to, each of the following:

- a. Make and enter into contracts;
- b. Incur debts, liabilities and obligations; provided that no debt, liability or obligation of Solano County Transit is a debt, liability or obligation of any Member except as separately agreed to by a Member agreeing to be so obligated;
- c. Acquire, hold, construct, manage, maintain, sell or otherwise dispose of real and personal property by appropriate means, excepting only eminent domain;
- d. Receive contributions and donations of property, funds, services and other forms of assistance from any source including, but not limited to, special or general taxes and assessments; Sue and be sued in its own name;
- e. Employ agents and employees;
- f. Lease real or personal property as lessee and as lessor;
- g. Receive, collect, invest and disburse moneys;
- h. Issue revenue bonds or other forms of indebtedness, as provided by law;
- i. Carry out other duties as required to accomplish other responsibilities as set forth in this Agreement;
- j. Assign, delegate or contract with a Member or third party to perform any of these duties of the Board, including, but not limited to, acting as Executive Director for Solano County Transit;

- k. Exercise all other powers necessary and proper to carry out the provisions of this Agreement;
- l. Claim transit funds from state and federal sources.
- m. These powers will be exercised in the manner provided by applicable law and as expressly set forth in this Agreement or reasonably inferred therefrom.

9. Board of Directors.

The initial Governing Board of Solano County Transit is comprised of five (5) voting directors and one (1) ex-officio, non-voting director. When a director is absent, their alternative may act in their place.

- a. Upon approval of this joint powers agreement, the City Councils of Benicia and Vallejo will appoint two directors and one alternate to be voting members of the Board. Thereafter, each new Member Agency of the Solano County Transit shall appoint two directors and one alternate to be voting members of the Board. The STA Board will appoint the ex-officio member. The directors and/or alternate director appointed by a Member Agency other than the Solano Transportation Authority must be an elected official and a member of the city council or governing board of the member agency. The fifth voting director shall be the Solano County representative to the Metropolitan Transportation Commission (MTC), unless such representative is from either Benicia or Vallejo City Councils or a Supervisorial representative from District 1 or 2, in which case the fifth voting director shall be determined through a process to be established by the balance of the JPA Board. Such process may include the appointment of the MTC representative from the aforementioned jurisdictions at the sole discretion of the remaining JPA Board.
- b. All actions of the Board require the affirmative vote of a majority of the board and at least one vote of director representing each Member Agency.
- c. Directors shall serve a term of two (2) years unless earlier removed by a vote of the remaining directors or replaced by the appointing Member Agency in accordance with that Member Agency's procedures. A voting director is automatically removed if he or she is no longer an elected official or the Solano County representative to the MTC. Directors may serve any number of terms.
- d. Directors and alternate directors are eligible for a stipend of up to \$100 per meeting with a maximum of one compensated meeting per month. The Board may authorize reimbursement of expenses incurred by directors or alternate directors on behalf of the Authority.
- e. The Board may delegate certain powers to specified committees but may not delegate the power to remove Member's representative or amend this joint powers agreement or the Bylaws of Solano County Transit.

10. Committees.

The following committees are hereby established:

- a. Executive Management Committee. The Executive Management Committee periodically meets as necessary to assist in advising the employees or agents and the Board of the Authority, to review proposed budget items, service and fare adjustments, and to otherwise provide management assistance and oversight as necessary. The Executive Committee shall consist of the city managers or designees for Benicia and Vallejo and the Executive Director or designee of the STA.

- b. Technical Advisory Committee. The Technical Advisory Committee will consist of staff representatives appointed by the city manager or executive director of the Member Agencies to coordinate with Agency staff on funding and service issues.
- c. Citizen's Advisory Committee. Each Member Agency will appoint three citizens with demonstrated expertise or special interest in, transit issues and who reside within the boundaries of the agencies that they represent to serve on a Citizen's Advisory Committee (CAC). This will include representatives selected by Benicia, Vallejo and the STA. The CAC will serve as an advisory committee to the Solano County Transit Board and will review and comment to the Solano County Transit Board on the following matters:
 - i. Service and fare adjustments,
 - ii. Development of Short Range Transit Plans, and
 - iii. Review of the agency's annual work plan.
- d. Other Committees. The Board may create other committees from time to time as necessary and appropriate.

11. Officers and Employees

- a. The officers of Solano County Transit are the Board Chair, Vice-Chair, Executive Director, Legal Counsel, Chief Fiscal Officer/Treasurer, and Clerk to the Board. The positions of Chair and Vice-Chair shall be appointed by the members of the Solano County Transit Board from their membership. The Chair and Vice-Chair are directors elected or appointed by the Board at its first meeting and serve the remainder of the year in which appointed and one additional year. Thereafter, terms for Chair and Vice-Chair are one year beginning January 1. The Chair and Vice Chair assume their office upon election by the governing board. If either the Chair or Vice-Chair ceases to be a director, the resulting vacancy will be filled at the next meeting of the Board.
- b. The Board shall appoint an Executive Director and Legal Counsel to the Authority who shall serve at the pleasure of the Authority Board. The Executive Director shall appoint the Authority's Chief Fiscal Officer/Treasurer and the Clerk and who shall serve at the pleasure of the Executive Director.
- c. Board may authorize reimbursement of expenses incurred by officers or employees on behalf of the Authority.
- d. The Board may create such other offices and appoint individuals to such offices it considers either necessary or convenient to carry out the purposes of this Agreement.

12. By-Laws

The Authority Board shall adopt bylaws as necessary and proper for the efficient and effective functioning of the Authority.

13. Limitation on Liability of Members for Debts and Obligations of South Solano Transit Authority.

Pursuant to Government Code Section 6508.1, the debts, liabilities, and obligations of Solano County Transit do not constitute debts, liabilities, or obligations of any party to this Agreement. A Member may separately contract for or assume responsibility for specific debts, liabilities, or obligations of Solano County Transit.

14. Fiscal Year.

The first fiscal year of Solano County Transit is the period from the date of this Agreement through June 30, 2011. Each subsequent fiscal year of the Solano County Transit begins on July 1st and ends on June 30th.

15. Budget.

The Board may adopt, at its sole discretion, an annual or multi-year budget not later than sixty (60) days before the beginning of a fiscal year.

16. Annual Audits and Audit Reports.

The Chief Financial Officer/Treasurer will cause an annual financial audit to be made by an independent certified public accountant with respect to all Solano County Transit receipts, disbursements, other transactions and entries into the books. A report of the financial audit will be filed as a public record with each Member. The audit will be filed no later than required by State law. Solano County Transit will pay the cost of the financial audit and charge the cost against the Members in the same manner as other administrative costs.

17. Establishment and Administration of Funds.

- a. Solano County Transit shall be responsible for the strict accountability of all funds and reports of all receipts and disbursements. It will comply with the provisions of law relating to the establishment and administration of funds, particularly Section 6505 of the California Government Code.
- b. The funds will be accounted for on a full accrual basis.
- c. The Chief Financial Officer/Treasurer will receive, invest, and disburse funds only in accordance with procedures established by the Board and in conformity with applicable state or federal law.
- d. Should Solano County Transit contract with a member agency for the provision of all or some financial services, the funds of Solano County Transit will be maintained in a separate account(s) from those of the member agency itself.

18. New Members.

- a. For the purpose of this section only, all Members admitted after the initial creation of Solano County Transit are New Members.
- b. A public entity meeting the criteria in Section 5 above may be admitted as a New Member upon a two-thirds (2/3) vote of the Board and upon complying with all other requirements established by the Board and the Bylaws.
- c. Each applicant for membership as a New Member must pay all fees and expenses, if any, set by the Board in order to pay for the costs of adding the New Member and to address their participation in the ownership of Solano County Transit assets and liability for any debt of Solano County Transit upon approval as a New Member.

19. Withdrawal From Membership.

Members may withdraw in accordance with conditions set forth in the Bylaws provided that no Member may withdraw if such withdrawal would adversely affect a bond or other indebtedness issued by the Solano County Transit Authority. No withdrawal from membership shall be effective until approval by the Board of a withdrawal schedule, business plan or withdrawal plan approved by the Members Agencies.

20. Termination and Distribution.

- a. This Agreement continues until terminated or the agency is dissolved.
- b. This Agreement it cannot be terminated until such time as all principal of and interest on bonds and other forms of indebtedness issued by Solano County Transit are paid in full or assumed by a successor agency. Thereafter, this Agreement may be terminated by the written consent of two-thirds (2/3) of the Members; provided, however, that this Agreement and Solano County Transit shall continue to exist after termination for the purpose of disposing of all claims, distribution or assets and all other functions necessary to conclude the obligations and affairs of Solano County Transit.
- c. After termination or dissolution of Solano County Transit, any surplus money on deposit in any fund or account of Solano County Transit will be returned to the Member Agencies as required by law. The Board is vested with all powers of Solano County Transit for the purpose of concluding and dissolving the business affairs of the agency.

21. Notices.

Notice to each Member under this Agreement is sufficient if mailed to the Member and separately to the Member's Directors to their respective addresses on file with Solano County Transit.

22. Prohibition Against Assignment.

No Member may assign a right, claim, or interest it may have under this Agreement. No creditor, assignee or third party beneficiary of a Member has a right, claim or title to any part, share, interest, fund or asset of Solano County Transit. However, nothing in this section prevents Solano County Transit from assigning any interest or right it may have under this Agreement to a third party.

23. Amendments.

This Agreement may be amended by an affirmative vote of the governing bodies of two-thirds (2/3rds) of the Members acting through their governing bodies. A proposed amendment must be submitted to each Member at least thirty (30) days in advance of the date when the Member considers it. An amendment is to be effective immediately unless otherwise designated.

24. Severability.

If a portion, term, condition or provision of this Agreement is determined by a court to be illegal or in conflict with a law of the State of California, or is otherwise rendered unenforceable or ineffectual, the validity of the remaining portions, terms, conditions and provisions is not affected.

25. Liability of Solano County Transit.

Subject to limitations thereon contained in any trust agreement or other documents pursuant to which financing of Solano County Transit is implemented, funds of Solano County Transit may be used to defend, indemnify, and hold harmless Solano County Transit, any Member Agency, any Director or alternate, and any employee or officer of the agency for actions taken within the scope of their duties and acting on behalf of Solano County Transit.

26. Governing Law.

This Agreement will be governed by and construed in accordance with the laws of the State of California.

27. Counterparts.

This Agreement may be executed in several counterparts, each of which is an original and all of which constitutes but one and the same instrument.

28. Effective Date.

This Agreement becomes effective and Solano County Transit exists as a separate public entity when approved by the governing boards of the three original Members.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the day and year written below.

SOLANO TRANSPORTATION AUTHORITY

APPROVED AS TO FORM

By: _____
Daryl K. Halls, STA Executive Director

By: _____
Charles Lamoree, STA Legal Counsel

CITY OF BENICIA

By: _____
Jim Erickson, City Manager

By: _____
Heather McLaughlin, City Attorney

CITY OF VALLEJO

By: _____
Robert F. D. Adams, City Manager

By: _____
Fred Soley, City Attorney

2010

Solano County Transit SolTrans

DRAFT Transition Plan



7/02/2010

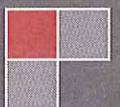


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Section 1: INTRODUCTION

1.1 Background

In 2005, the Solano Transportation Authority (STA) Board held a retreat to discuss a variety of policies and financial issues facing Solano County. One of the resulting action items directed STA staff to complete a comprehensive evaluation and consolidation study of Solano County's six transit operators. Currently each transit service is operated by a local City government.

To guide this effort, the STA Board adopted a set of four goals for the consolidation study:

1. To streamline transit service, simplifying and improve access to transit use for riders.
2. To achieve service efficiencies and economics.
3. To provide a central focus on transit service for the County.
4. To create a robust transit service to meet the growing transit needs of the County.

Over the next several years, the study was funded, a consultant retained (DKS Associates) and a countywide transit consolidation study was conducted. The study began with extensive outreach to a broad range of stakeholders, an analysis of existing services, funding trends, and potential opportunities for consolidation of multiple combinations or all of the six transit operators. In Phase II, six major consolidation options were presented and analyzed against criteria established by the STA Board. A Transit Consolidation Steering Committee, consisting of the full STA Board and all the City Managers/and County CAO, guided this effort. In May 2009, the Steering Committee reviewed the findings of Phase II, and forwarded several recommendations to the STA Board for action.

One of the Steering Committee's recommendations was the consolidation of Benicia and Vallejo Transit systems. In June 2009, the STA Board took action to move forward by recommending the consolidation of the Benicia and Vallejo Transit systems. This was with the concurrence of the Board members from these two jurisdictions.

During the course of the Transit Consolidation Study, both Benicia and Vallejo requested an assessment of their transit systems. A consultant, funded by the STA, conducted both assessments. Benicia's current local transit service structure was implemented after the assessment of the service in FY2008-09 and following the inauguration of SolanoExpress Rt. 78. The City of Benicia has operated the Benicia Breeze transit service for many years. It currently operates five routes, two shuttles, dial-a-ride, paratransit service and a taxi scrip program. The majority of service is local with some service to Diablo Valley College (DVC) and Sun Valley Mall in Contra Costa County as well as to Vallejo Medical Centers. The Benicia Breeze service uses a fleet of cutaway buses to deliver service Monday-Saturday. Benicia Breeze carried 80,000 passengers in FY2008-09.

The City of Vallejo has been operating bus service since the 1930's. Vallejo Transit currently operates seven local routes, three intercity routes, ADA paratransit service, and a taxi scrip program. In addition, the City of Vallejo operates the Baylink Ferry and its complementary bus service to San Francisco, Rt. 200. This ferry/Rt. 200 service is in the process of being transitioned to the Water Emergency Transit Authority (WETA) as directed by State legislation. Vallejo Transit has a fleet of approximately 70 large buses for fixed-route service includes 10

buses that are leased to Fairfield and Suisun Transit for Route 90 and 12 buses cutaways for paratransit service. Service is offered Monday-Saturday on all routes with limited service on Sundays. In FY2008-09, the Vallejo Transit bus system carried 1.8 million passengers.

Since the June 2009 STA Board action and recommendation that Benicia and Vallejo transit services be consolidated, the two cities have been actively working together with STA at the policy and staff levels. Meetings were held monthly from June 2009 through October 2009. A policy level committee (Coordinating Committee) guided the effort. The Mayors of Benicia and Vallejo and a councilmember from each City were the Committee members. Two other committees were established: Management Committee and a Working Group. The two City Managers and the STA Executive Director comprise the Management Committee and Benicia, Vallejo, and STA transit staffs and consultants comprise the Working Group.

By the Fall of 2009, the Coordinating Committee had prepared a Memorandum of Understanding (MOU) to guide the development a Joint Powers Agreement (JPA) which would operate the proposed combined transit service. The Coordinating Committee selected Solano County Transit (SolTrans) as the name for the new organization. A JPA was drafted, refined and approved by the Coordinating Committee in May 2010.

Benicia conducted public outreach in fall and winter of 2009/10 to explain the proposed consolidation and address any concerns. Public interest was minimal and issues raised were addressed.

A more extensive public outreach in both Benicia and Vallejo to address transit service issues will be as part of the process of developing the first joint Benicia/Vallejo Short Range Transit Plan (SRTP). This is discussed in further detail in Chapter 5

1.2 Purpose

The purpose of the Transition Plan is to provide the Coordinating Committee and City decision-makers with information on key issues related to governance, finances, organizational responsibilities, and service planning. It also provides a transition plan for the key functions of the agency. As such the Transition Plan will inform decisions about the formation of the consolidated agency and provides a roadmap for transitioning from two city operated transit services to an independent transit authority operated through a Joint Powers Agreement (JPA).

1.3 Transition Plan Organization

The Transition Plan is organized in six sections following this introductory section. A brief description of each section is provided below.

Structure and Governance – This section includes the principles guiding the consolidation, the Joint Powers Authority structure and membership, and discusses the establishment of by-laws for the new organization.

Financial Management – Presents the one-time and ongoing costs of consolidation, a draft 2010-11 budget for the consolidated agency, and ten-year budget outlook. This section provides a description of how the financial management functions will be organized and delivered. The recommended capital asset ownership is also discussed.

Organization and Human Resources Management – Presents the organization structure and staffing plan, a plan for transitioning existing employees to the new agency, and describes how the human resources and benefits administration function will be carried out. The development of human resources policies and procedures is also discussed.

Service Planning and Operations – This section discusses the development of the Short Range Transit Plan for the new agency and presents options for managing the transit operating contracts.

Capital Project Management – Addresses how capital projects will be managed for the new agency.

Other Issues – This section addresses the transition of ferry service to WETA and discusses the Downtown Bus Transfer Center Administration Building

Implementation Schedule – A schedule is provided for the key activities required to ensure that the new agency is fully functioning before the end of FY2010-11.

Section 2: STRUCTURE AND GOVERNANCE

The decision to consider consolidating Benicia Breeze and Vallejo Transit took place over several years, beginning with the initial recommendations contained in the Solano County Transit Consolidation Plan. An initial undertaking of the Cities of Benicia and Vallejo was to start with the establishment of a Memorandum of Understanding (MOU) laying out the intent of the two parties to work cooperatively toward consolidating under a formal Joint Powers Agreement (JPA). A key component of the MOU is the Guiding Principles that the Steering Committee developed early in the planning process.

2.1 Guiding Principles for Consolidation

The Coordinating Committee adopted the following guiding principles in July 2009, and incorporated these principles into the Memorandum of Understanding adopted by the City of Benicia, City of Vallejo, and STA Board.

1. The Benicia Breeze and Vallejo Transit services shall be consolidated to streamline, simplify, and improve access for transit riders through enhanced service coverage, frequency, affordability, and mobility options contingency upon available funding. The consolidated service shall be responsible for coordinating transportation services in Benicia and Vallejo and to locations beyond the two cities such as Bay Area Rapid Transit (BART).
2. Consolidated transit service provides an opportunity to improve standards for greenhouse gas emissions and energy reductions, reduce single-occupant vehicle miles traveled, thereby minimizing the carbon footprint of Benicia and Vallejo residents. A consolidated transit service will further the Benicia and Solano County Climate Action Plans greenhouse gas reduction targets.
3. The Benicia Breeze and Vallejo Transit service consolidation shall be consistent with the Countywide Transportation Plan Transit Element to maximize the ability of Solano residents, workers, and visitors to reach destinations within Solano County, and to access regional transportation systems.
4. The consolidated transit service shall be designed to be comparatively cost effective and efficient while considering the unique characteristics of each jurisdiction.
5. The consolidation of services shall be managed in a public and transparent process to encourage participation by residents, stakeholders, and decision-makers in both communities.
6. The consolidated transit service shall strive to maintain the continuity of current service provided by both jurisdictions, minimizing service disruptions and passenger

inconveniences due to the transition. If possible, service levels shall be maintained and expanded.

7. The consolidated transit service shall maximize opportunities for regional funding.

These principles will continue to be in effect as the agencies transition from city operated transit services to a consolidated transit agency operated through a Joint Powers Agreement.

2.2 Form of Governance

The Coordinating Committee opted to recommend a Joint Powers Authority as the form of governance of the new agency. The government Code of the State of California, Chapter 5, Division 7, title 1 commencing with Section 6500 permits two or more local public entities, by agreement, to jointly exercise any power common to them. This State law is commonly known as the Joint Powers Authority Law.

The City of Benicia, the City of Vallejo, and the Solano Transportation Authority are members of the Joint Powers Authority and each member agency will approve the Joint Powers Agreement to form Solano County Transit (SolTrans). New members may be added upon the approval of two-thirds of the Solano County Transit Board and with not less than one vote on the part of each then existing member agency.

2.3 Board Membership and Terms

The initial Governing Board of Solano County Transit will be comprised of five voting directors and one ex-officio, non-voting director. The Cities of Benicia and Vallejo will each appoint two directors and one alternate to be voting members of the Board. Each City's alternate shall vote only in the absence of one of the directors from their City. The STA Board will approve the ex-officio member. The directors and/or alternate director appointed by a member agency other than the Solano Transportation Authority must be an elected official and a member of the City Council or governing Board of the member agency. The fifth voting director shall be the Solano County representative to the Metropolitan Transportation Commission (MTC), unless such representative is from either Benicia or Vallejo City Councils or a Supervisorial representative from District 1 or District 2, in which case the fifth voting director shall be determined through a process to be established by the balance of the JPA Board.

Directors shall serve a term of two years unless removed by a vote of the remaining directors or replaced by the appointing member agency. Directors may serve any number of terms.

An Executive Management Committee, Technical Advisory Committee, and Citizen's Advisory Committee are established in the Joint Powers Agreement. The Board may create other committees from time to time as necessary and appropriate.

2.4 By-Laws and Policies and Procedures

The Solano County Transit Board shall adopt by-laws as necessary and proper for the efficient and effective functioning of the agency. The by-laws may establish among other things, the conditions for withdrawal of a member, the scheduling of Board meetings, quorum requirements, provisions for amending the by-laws, requirements for records and reports, and the conflict of interest code. The Board may amend the by-laws from time to time.

Section 3: FINANCIAL MANAGEMENT

In recent years, all California and Bay Area transit agencies have been operating within serious fiscal constraints due to the current economic conditions. Both Benicia Breeze and Vallejo Transit are facing funding shortfalls in the near term. As a consolidated agency, SolTrans will face similar revenue constraints, but will also have greater opportunity to improve the efficiency of its combined services and to take advantage of potential new funding sources and existing regional sources of funds. The financial impacts of consolidation, a draft FY2010-11 budget, financial management requirements and issues, and capital asset ownership are addressed in this section.

3.1 Financial Impacts of Consolidation

Consolidation of Benicia Breeze and Vallejo Transit provides opportunities for cost savings and will also result in new requirements and additional costs. The draft FY2010-11 budgets for both entities were reviewed and analyzed for purposes of identifying revenues available and estimated costs and cost savings that might be realized from the consolidation. Based on this review, a consolidated FY2010-11 budget was developed.

In general, the financial impacts of consolidation fall into two areas: one-time costs, and ongoing or recurring costs.

Ongoing Cost Impacts

A review of the two transit agencies' budgets indicated that certain administrative costs could be eliminated with consolidation, and other administrative costs may increase. Some Vallejo allocated administrative overhead costs were identified as potential reductions.

As an independent agency, and based on existing staffing, one additional staff position is recommended to meet the functional needs of the new agency. Initially, information technology, legal, and audit costs are expected to be greater than the current level of expenditure of the two transit agencies. The economies of scale experienced by the cities for these items are not expected to be achieved by the separate and independent agency. The amount of administrative savings in Vallejo overhead costs are projected to be greater than or equal to the anticipated increased administrative costs of the new agency.

Vallejo Transit and Benicia Breeze contract for fixed route and paratransit services with MV Transit. The contract between Benicia Breeze and MV Transit is not providing service as cost effectively as the contract between Vallejo Transit and MV Transit. Alternative contracting terms and structures are proposed to be examined to develop the most cost-effective means for operating the consolidated service. Savings are projected to be achieved through these contract alternatives. At this time, these savings are not reflected in the draft FY2010-11 budget for SolTrans, but will be addressed through future contract negotiations after the JPA is formed.

One-Time Costs

To initiate services as a new agency, there will be certain start-up costs and potential requirements to retire debt incurred previously by the two transit agencies. The one-time costs for SolTrans start up are estimated to be between the range of \$1,248,500 - \$1,486,500. These costs are presented separate from the annual FY2010-11 budget to provide a more accurate picture of the annual ongoing budget of the agency. It is recommended the new agency work with STA and the Metropolitan Transportation Commission (MTC) to seek regional funding to offset the one-time transitional costs and as such these revenues are not included in the FY2010-11 annual budget.

A summary of the estimated one-time expenses is provided below.

One-Time Expense	Low Estimate	High Estimate
• Debt Retirement (<i>To be substantiated with auditable documentation</i>)	\$850,000	\$850,000
• Office Relocation	\$93,500	\$167,000
• Re-Branding of new transit services	\$195,000	\$279,500
• Professional Services (legal, HR, etc.)	\$110,000	\$190,000
TOTAL	\$1,248,500	\$1,486,500

3.2 Draft FY2010-11 Budget and Financial Plan

A consolidated budget based on the draft budgets for Benicia Breeze and Vallejo Transit for FY2010-11 was developed and reviewed extensively by the Staff Working and Management Committees. The Summary Budget for FY2010-11 is shown in Appendix A.

Key assumptions used in developing the budget are:

- All transit revenues currently available to both transit systems will be dedicated to the new authority;
- Vallejo Ferry service will continue in local operation through FY2010-11;
- 7 full time staff positions (a combination of 5 existing positions at Vallejo Transit, 1 position at Benicia Breeze, and 1 new position) will serve SolTrans;
- Financial services, benefits administration, payroll, information technology and legal services will be provided through contracts;
- Existing transit operating service contracts will continue as currently structured. Potential savings will be reflected when options are fully assessed and implementation is imminent;
- Modest changes in transit service levels will be implemented, and expenses will be kept within budgeted revenues.

The FY2010-11 budget is balanced, and Transportation Development Act (TDA) reserves of \$4.8 million are projected to be available at fiscal year end.

3.3 Ten Year Outlook

Using the FY2010-11 combined budget as a base, the costs and revenues were estimated for the ten year period ending in FY2018-19. Due to declines in TDA revenues, the elimination of State Transit Assistance funds (STAF) for a period, the uncertainties of when STAF funding might resume, and the exhaustion of American Recovery and Reinvestment Act (ARRA) federal economic stimulus funds, both Benicia Breeze and Vallejo Transit face annual operating deficits in the near term. Specifically, Benicia Breeze would be in a deficit position in FY2011-12 without cost cutting measures or new/increased revenues. Vallejo Transit has approximately \$4.8 million in TDA reserves in FY2010-11. These TDA reserves have been generated by utilizing the one-time only ARRA funds first. Drawing down on those reserves over time would defer a deficit position until FY2012-13.

The potential for reducing operating service contract costs over the next year will have a positive impact on the SolTrans budget, and would likely avoid a deficit for the agency until FY2013-14 if no other measures were taken. By conducting a joint Short Range Transit Plan, it is recommended SolTrans evaluate all available revenue sources, fare structure, service levels and service delivery, and the capital plan for new agency over the next ten years.

An important goal of the Short Range Transit Plan (SRTP) process is to balance resources with expenditures through cost effective and equitable service provision. In addition, establishing reasonable operating reserves for SolTrans will be an important financial objective. The operating reserve will address unforeseen circumstances impacting costs or revenues and will allow for logical, well planned responses to changes in financial position. The SolTrans Board of Directors will need to establish a financial reserve policy including a minimum and maximum amount to be funded as well as processes and conditions for allocating reserve funds.

Findings from the draft FY2010-11 budget and initial ten year outlook indicate that:

- Some new/increased administrative costs of the consolidated transit agency are projected to be offset by administrative overhead savings;
- Opportunities exist for cost savings in operating service contracts;
- Regional and countywide funding for one-time consolidation costs need to be identified;
- Financial issues facing the consolidated agency are similar to those the two existing agencies would face independently if consolidation were not to occur; however opportunities to address this shortfall should be increased through consolidation
- Existing reserves will be exhausted and deficits are predicted to occur in 1 – 3 years without cost cutting measures or revenue enhancements.

3.4 Financial Management Services

The existing transit agencies are provided with a range of financial services from their respective cities. Both cities charge the transit operation with a share of the costs for providing those services. As proposed, the new joint powers agency will be independent of the operations of the

two cities and will need to establish an independent finance accounting section within the new agency. However, due to the size of the new agency, it is not cost effective for all finance functions to be initially performed “in-house”; rather, certain services will be best provided by others under contract to the new agency.

The SolTrans staffing plan recommends a Finance Manager who is responsible for performing the majority of the finance functions with minimal staff support within the agency. An in-house grants administrator will perform grants acquisition and management. The transit operating service contractors are responsible for fare collection, fare handling, and cash deposits of fares to the bank. The Finance Manager, however, will need to be supported with an accounting system, payroll processing, and other cash management services.

The Staff Working Committee considered alternatives for procuring financial services for SolTrans, including issuing a Request for Proposals (RFP) to the two cities and any other public entities that might be interested and capable of providing these services. Although the Cities of Benicia and Vallejo staff initially agreed that an RFP process was not necessary in the short term, and that Vallejo would provide accounting services and Benicia would provide cash for payments to be reimbursed with grant funds this approach was abandoned at the City of Vallejo’s request. SolTrans will issue an RFP for these services and select a contractor for these services. The contract costs are estimated to be within the current budget for these items.

Accounting Services

The draft scope of services that will be needed by SolTrans includes the following:

1. Manage the general ledger, accounts payable, accounts receivable, and payroll of SolTrans using the City’s accounting system.
2. Establish and maintain internal controls.
3. Maintain banking relationships required to carry out the services of this contract.
4. Support SolTrans in the preparation of annual financial statements.
5. Support SolTrans in the development of annual budgets.
6. Coordinate with SolTrans on payroll processing.
7. Provide regular financial reports as required by SolTrans, including monthly financial reports.
8. Establish an A-87 Indirect Cost Allocation plan for SolTrans, if needed.
9. Provide cash management for the JPA, including payments for operating and capital needs of the agency that are reimbursed by grants and other sources of funds.

Armored car services will be provided under a contract between SolTrans and a private provider, similar to the current practice with Vallejo Transit.

Procurement Management

As a Federal Transit Administration (FTA) grantee, SolTrans will need to meet FTA’s procurement requirements. These requirements are significant and require specialized training and expertise to manage. As recommended by FTA, SolTrans should employ an experienced Procurement Manager responsible for this function.

3.5 Asset Ownership

Benicia Breeze and Vallejo Transit own assets typical of all transit agencies. The majority of these assets were procured with federal, State, or regional transit grant funds and are recommended to be transferred to the new agency. A summary of the assets to be transferred is shown below.

Currently Owned By Vallejo Transit	
Asset	Location
• 60 Transit Buses	1850 Broadway
• 10 Transit Buses	Leased to Fairfield and Suisun Transit
• 28 In-Bus Monitoring Cameras	
• 12 Paratransit Vans	3215 Sonoma Boulevard
• 8 Service Vehicles	1850 Broadway
• Admin/Maintenance Facility <ul style="list-style-type: none"> - Land, building - Paving, fencing, lighting - Vehicle washer - Bus Terminal - Maintenance equipment - Computer software 	1850 Broadway
• Security Tower	York and Marin
• Security Tower	Curtola and Lemon
• Sereno Transit Center	Sereno Street
• Bus Shelter (400)	Various Bus Stops

Currently Owned By Benicia Breeze	
Asset	Location
7 Transit Buses	
• 10 Paratransit Vans	
• 1 Service Vehicle	
• Bus Shelters	Various Bus Stops

These assets will need to be transferred in accordance with the requirements of the grants with which they were funded. The asset transfers will be recorded in the accounting records and fixed asset inventories of both cities and SolTrans.

The Vallejo Station and the Downtown Bus Transfer Center are currently included as assets of the Public Works Department of the City of Vallejo. The Vallejo Station is under development and will serve bus and ferry riders. It is funded with a variety of sources of federal, State and regional funds. The Downtown Bus Transfer Center is under construction. Improvements to Curtola Park and Ride have been funded for development. The City of Vallejo is managing the development of these projects and is likely to operate and maintain the facilities. At this time, it is recommended that the Vallejo Station, the Downtown Bus Transfer Center, and Curtola Park and Ride remain as assets of the City of Vallejo. Transfer of the Downtown Bus Transfer Facility may be considered by SolTrans and the City of Vallejo in the future. Opportunities to generate revenue at these facilities for the purpose of covering maintenance or other transit costs should be reviewed.

3.6 Grantee Status

Both Benicia Breeze and Vallejo Transit are grantees of the Federal Transit Administration (FTA), Caltrans, and MTC. It is recommended that existing open grants with Benicia Breeze and Vallejo Transit will be transferred to SolTrans once the new JPA has gained status as a new grantee. Existing grants must be inventoried, those ready to be closed will be closed, and a determination on whether open grants will be transferred or will remain with the two cities will be made. Examples of grants that may remain with the cities include Vallejo Station grants, grants for projects (assets) that will remain with the cities, and grants that are within six months of completion and close out.

It is recommended that Vallejo, Benicia, and STA staff schedule a meeting with FTA Region IX to discuss the potential consolidation efforts transpiring between Vallejo and Benicia to update FTA and to receive guidance and recommendations of how to proceed.

There are five (5) basic steps in becoming a FTA grantee: Step 1: Demonstrate Legal Capacity; Step 2: Comply with Civil Rights; Step 3: Demonstrate Financial Capacity; Step 4: Demonstrate Technical Capacity; and Step 5: Transportation Electronic Award and

Management (TEAM). These steps can all be accomplished by the new JPA and are briefly described below.

1. **Demonstrate Legal Capacity:** Legal capacity is demonstrated by submitting an authorizing resolution to FTA which provides the basis for the new grantee mission and goals and develops the legal authority to specify the programs the grantee is eligible for federal funding. The legal counsel also certifies that the grantee will comply with federal regulations in the FTA Master Agreement.
2. **Comply with Civil Rights:** Benicia and Vallejo should already have signed policies statements assuring complaints with Title VI of the Civil Right Act of 1964. However, the two cities could have different procedures. For example, their public notification process and/or complaint process could be different between the two cities. The Board would need to select Benicia's or Vallejo procedures, or blend the two together. A new Disadvantaged Business Enterprise (DBE) Plan and Annual Goal would need to be established for the new entity along with Equal Employment Opportunity (EEO) plan.
3. **Demonstrate Financial Capacity:** Each new grantee must be capable of proving they can provide the local share portion of the projects they apply to FTA for. To demonstrate financial capacity, a three to five year financial profile is required for FTA and Region IX for approval.
4. **Demonstrating Technical Capacity:** This process is related to the Federal Certification and Assurances certified by legal counsel. There are 24 areas covered by the Triennial Review. The triennial review is one of the Federal Transit Administration's (FTA) management tools for examining grantee performance and adherence to current FTA requirements and policies. Mandated by Congress in 1982, the triennial review occurs once every three years. It examines how recipients meet statutory and administrative requirements, especially those that are included in the Annual Certifications and Assurances those grantees submit.

Benicia and Vallejo recent Triennial Review recommendations should be reviewed and the status of corrective implementation updated.

24 areas covered by triennial review by STA:

- | | |
|--------------------------------------|---|
| 1. Legal | 13. Fare Increases and Major Service Reductions |
| 2. Financial | 14. Half Fare |
| 3. Technical | 15. Americans with Disabilities Act |
| 4. Satisfactory Continuing Control | 16. Charter Bus |
| 5. Maintenance | 17. School Bus |
| 6. Procurement | 18. National Transit Database |
| 7. Disadvantaged Business Enterprise | 19. Safety and Security |
| 8. Buy America | 20. Drug-Free Workplace |
| 9. Debarment/ Suspension | 21. Drug and Alcohol Program |
| 10. Lobbying | 22. Equal Employment Opportunity |
| 11. Planning/Program of Projects | 23. ITS Architecture |
| 12. Title VI | 24. ARRA |

In some of these areas, the manuals will need to be rewritten to replace the current city with the new entity name.

5. **Set up Transportation Electronic Award and Management (TEAM) accounts.** The new entity will need to complete forms to set up accounts for each person in the organization who will have access to TEAM and who will have access to Electronic Clearing House Operation (ECHO). TEAM web based program that is designed for grant management. In TEAM, the grantee will apply for grant and submit milestones reports to FTA. The ECHO system is the electronic reimbursement system set up for drawing down FTA funds after the funds have been expended. The funds are then wired to the grantee bank account within one to two business days. The new entity will also need a Data Universal Numbering System DUNS number to apply for FTA funding. This procedure takes up two to three weeks.

Section 4: ORGANIZATION AND HUMAN RESOURCES MANAGEMENT

4.1 Organization and Staffing Plan

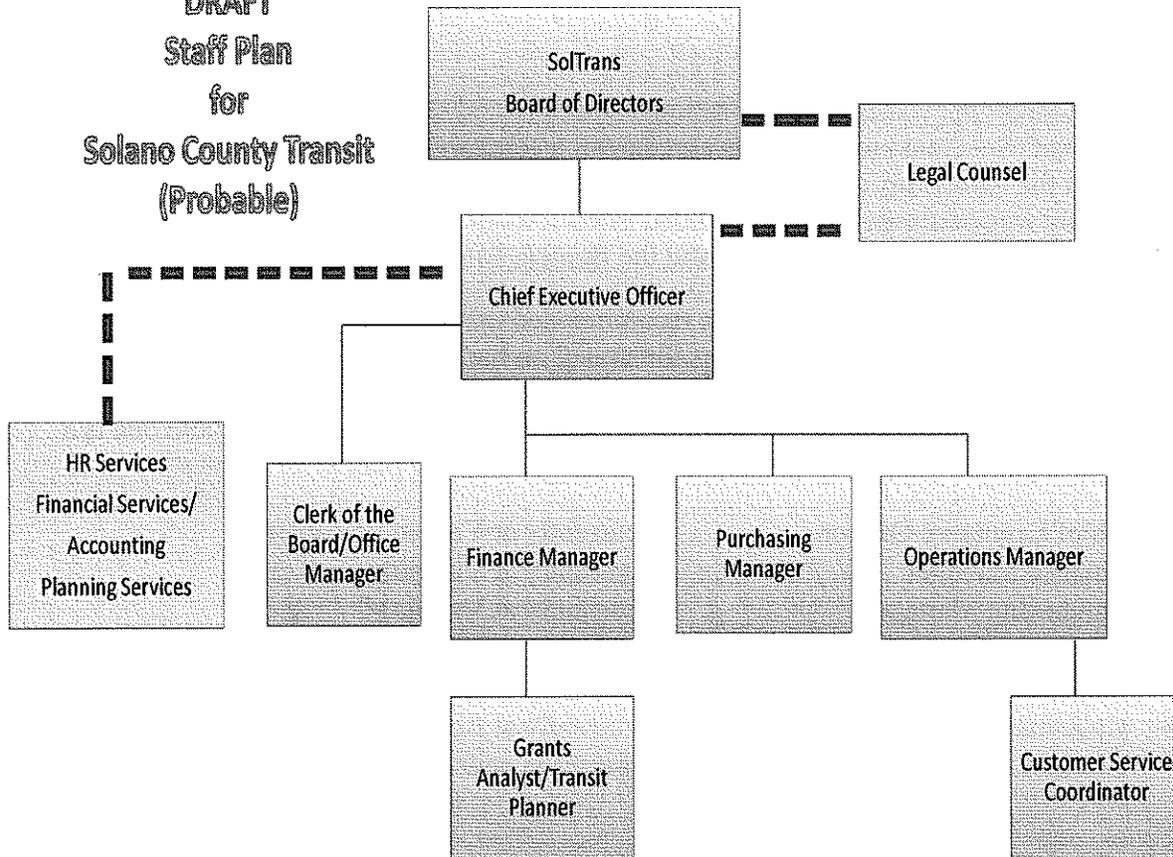
In order to address the issues of organizational structure and staffing for the proposed Solano County Transit (SolTrans) joint powers agreement, a comparison study was performed of transit properties in the North Bay and Contra Costa County of similar size and scope. A concurrent job analysis study was performed which included interviews of all incumbent staff and management of Vallejo City Transportation Division and the Benicia Breeze.

Based on the results of these studies, it is recommended that the consolidated agency be comprised initially of seven employees as illustrated on the attached Draft Staff Plan for Solano County Transit. Of these seven, five represent the current positions at Vallejo City Transportation Division; one represents the current position at Benicia Breeze; and one is a proposed new position. More specifically, the proposed staffing plan is as follows:

- Chief Executive Officer (currently at Vallejo (vacant))
- Finance Manager (currently at Vallejo)
- Purchasing Manager (currently at Vallejo)
- Operations Manager (currently at Vallejo)
- Grants Analyst/Transit Planner (currently at Vallejo (vacant))
- Customer Service Coordinator (currently at Benicia Breeze (vacant))
- Clerk of the Board/Office Manager (proposed new position)

Initially, legal, financial and human resources services, and certain transit planning services are recommended to be provided through contractual agreements. These functions will report to the Chief Executive Officer and Board of Directors as depicted on the Draft Staff Plan. Over time, it is expected that SolTrans may bid out for some or all of these services. One of the first tasks of the JPA will be to confirm or modify the proposed staffing.

**DRAFT
Staff Plan
for
Solano County Transit
(Probable)**



4.2 Position Descriptions

Detailed Position Descriptions have been drafted for the proposed staffing plan described above. In some cases, the titles have been modified; however, the functional responsibilities remain similar to the incumbent positions. These Position Descriptions are subject to final review and approval by the SolTrans Board of Directors or its designee.

A Clerk of the Board/Office Manager position has been added to address the new function of the agency board administration. Organization of Board agendas and materials, serving as Clerk at the Board meetings, and compiling meeting minutes are some of the responsibilities of this position. In addition, this position will provide administrative management and support to the office.

4.3 Salaries and Benefits

A salary and benefits package for the seven proposed positions is being developed for approval by the new JPA. Three of the positions are currently filled by existing staff from the City of Vallejo. The intent is to cause no harm to any existing employees who transfer from the City of Vallejo to the SolTrans JPA. Although the details are not specified in this Transition Plan, the SolTrans salary and benefit package is intended to be equivalent to the existing actual salary and benefit package. This can be offered and accommodated in the proposed SolTrans budget.

4.4 Transfer of Existing Employees

Job descriptions have been drafted and will be approved by the new JPA before the transfer of existing employees. A salary range with a compensation package will be approved. It is recommended that an Executive Director be selected prior to the transitioning of employees to enable this individual to coordinate the application and selection process for the remaining staff. An interim Executive Director has been retained to help complete the transition and to facilitate the recruitment of the permanent Executive Director.

The SolTrans JPA will adopt a policy for transitioning existing employees of City of Benicia/Benicia Breeze and City of Vallejo/Vallejo Transit to the new JPA. The policy will be developed and implemented in coordination with the Cities of Benicia and Vallejo. The intent of the policy will be to transition employees with minimal disruption, equal employment opportunities considerations and consistency in policy administration. This policy will be utilized to transition staff with employee status at the Cities of Benicia and Vallejo that work to support transit operations at the time of the transition.

The SolTrans Board will approve the process and a policy for transitioning employees. It will identify an application process for existing employees only and a time period for acting on these applications. All existing employees will be required to complete an application for the position they are interested in transitioning to if they wish to be considered for a position with the new JPA. The new Executive Director will interview the incumbents and decide upon the appointments. Transitioning employees will be given notification in writing of the results of their application and interview. If they have been selected, their compensation package will be specified in the offer. This process is projected to be brief from beginning to end (approximately

a week). It will be concluded prior to recruitment to fill vacancies from outside applicants. New SolTrans employees will be subject to all personnel policies and procedures adopted by the JPA.

4.5 Provision of Human Resources Services

The Human Resources functions shall be contracted out on an as-needed basis. Such services shall include, but are not limited to, salary and benefits administration. Consultations and guidance on general human resources matters will be performed on an as-needed basis. SolTrans shall also have the option of obtaining consulting assistance and guidance on additional human resource issues, such as recruitment, hiring, accommodation, performance, discipline, and other personnel matters.

4.6 Human Resources Policies and Procedures

The SolTrans JPA will need to adopt Human Resources Policies and Procedures. These may be initially drawn from Policies and Procedures used by the member agencies. The areas that will need to be covered will include, but may not be limited to, the following subjects:

- Employment At Will
- Equal Employment Opportunity
- Americans with Disabilities
- Employment Eligibility and Registry
- Recruitment and Selection
- Introductory Period
- Job classification Administration
- Compensation Policy
- Performance Evaluation Program
- Personnel Records
- Hours of Work
- Alternative Work Weeks
- Overtime Pay
- Attendance & Tardiness
- Poor Performance and Discipline Issues
- Grievance Procedure
- Resignation/Termination
- Retirement and Social Security
- Health and Welfare Benefits
- Workers' Compensation
- Holidays
- Vacations and Management Leave
- Sick Leave
- Professional Training & Development
- Expense Reimbursement
- Security and Privacy
- Computer and Email Policy
- Safety and Workplace Violence
- Dress Code
- Driving Policy

Section 5: SERVICE PLANNING AND OPERATIONS

5.1 Existing Services

Benicia Breeze

The City of Benicia provides primarily local public transportation services. The City values and is committed to providing public transportation mobility to its residents and employers. The City provides four different services:

- Fixed Route Bus
- Dial-a-Ride
- Paratransit
- Subsidized Local and Intercity Taxi

Local flex route bus services are provided throughout Benicia. One fixed-route and a few weekly special shuttles connect Benicia to Contra Costa County at Sun Valley Mall and Diablo Community College in Pleasant Hill and to Vallejo medical facilities. The fleet consists of 17 vehicles and primarily cutaways are used on all services. In FY2009-10, Benicia Breeze is projected to carry 87,000 passenger trips. MV Transportation Inc. is the current contractor for all services except taxi. The current service contract's base terms expire June 30, 2011.

Dial-a-ride service operates on the flex routes during the midday, evenings, and Saturdays. Paratransit service connects Benicia residents to Vallejo for out of city trips.

The local (within Benicia and Vallejo city limits) taxi program provides a 50% fare subsidy to disabled and elderly persons age 65 or older for trips within the city limits. The Intercity ADA Taxi Scrip Program provides an 85% fare subsidy to ADA certified residents offering an alternative to traditional paratransit.

There have been no recent service changes and none are proposed at this time. The August 2009 Benicia Breeze schedule will be incorporated into the inventory of service at the initiation of the JPA

Vallejo Transit

The City of Vallejo provides a comprehensive mix of both local and regional public transportation services. The City's continued dedication to improving its transportation services have helped turn Vallejo into one of the most important regional transit hubs in the San Francisco Bay Area. The City provides four different services:

- Fixed Route Bus
- Demand Response Paratransit
- Subsidized Local and Intercity Taxi
- Ferry

Local bus service is provided throughout most of Vallejo. Regional bus service directly connects Vallejo to Benicia, Fairfield, and multiple locations in Contra Costa County at BART Stations

(El Cerrito del Norte, Pleasant Hill, and Walnut Creek). The fleet consists of 70 vehicles. In the last fiscal year, Vallejo Transit provided 1,658,505 passenger trips. Vallejo Citizens Transit Corporation (VCTC) a subsidiary of MV Transportation Inc. is the current contractor. The contract was awarded on February 5, 2008 for a period of three years, commencing on April 1, 2008 through March 31, 2011.

Demand response service utilizes 12 vehicles to provide complementary ADA paratransit within a ¾ mile corridor of the fixed route service area. In the last fiscal year, Vallejo RunAbout provided 28,783 passenger trips. MV Transportation is the current contractor and their initial contract term expires June 30, 2011.

The local subsidized taxi program provides a 40% fare subsidy to disabled and elderly persons age 65 or older for trips within the city limits. The Intercity ADA Taxi Scrip Program provides an 85% fare subsidy to ADA certified residents offering an alternative to traditional paratransit.

The City of Vallejo has been operating the Baylink Ferry service since 1986. The Baylink Ferry operates between Vallejo and San Francisco with complementary bus service on Rt. 200. The Ferry will not be part of the SolTrans JPA as State legislation has directed that the Baylink Ferry operation be transferred to the Water Emergency Transportation Authority (WETA). This will be discussed in further detail in Chapter 7 in this Transition Plan.

Vallejo Transit had considered plans to undertake a service change in Summer 2010 or later in the fiscal year. A service change proposal was reviewed by the SolTrans Coordinating Committee in May 2010. Public meetings would be held prior to a Vallejo City Council action for implementation that had been tentatively planned for August 2010 that is now planned for later in the fiscal year.

5.2 Status of Service Planning and Planning Studies

One of the first tasks of the new JPA will be to prepare a joint Short Range Transit Plan for the combined services. Vallejo Transit had been scheduled to complete a mini-SRTP to cover the Benicia/Vallejo service area in FY2010-11. The development of a full Benicia/Vallejo SRTP would be managed by the new JPA and be the first opportunity to review how services, fleets, and other capital can be combined to maximize cost efficiencies and streamline service for the public.

5.3 Operating Contract Opportunities

The staff has reviewed the operating contracts with MV. There are three contracts that cover the various services in Vallejo and Benicia. The City of Vallejo has two contracts; one providing fixed route services, the other providing RunAbout paratransit service. The City of Benicia has one contract covering all of its services. A comparison of key contract provisions between the three documents has been prepared. There are several options for the transition of these contracts to the JPA. A brief review of the options follows:

Option 1: Roll the RunAbout and Benicia contracts into the Vallejo fixed route agreement. This option has been explored with City procurement staff and in a general

inquiry to Federal Transit Administration (FTA). The feedback from both sources is that this would constitute a cardinal change in the agreement for fixed route services and that FTA would require that the contract be rebid.

Option 2: Split the Benicia services between fixed route and paratransit and roll the respective portions into either the Vallejo fixed route agreement or the RunAbout agreement. This would align the services with the comparable Vallejo agreement. Both the Vallejo RunAbout and Benicia Breeze contracts envisioned the possible incorporation of the Vallejo and Benicia service when originally put out to bid. So certain provisions in the agreement set the stage for such consolidation. Adding the Benicia fixed route portion to the Vallejo fixed route contract would likely be an immaterial change not triggering an FTA requirement to rebid nor a renegotiation of the contract rate due to the relative size of the fixed route portion of the Benicia contract.

Option 3: Roll the entire Benicia contract into the RunAbout contract. This option would be based in part on the concept that the Benicia service pattern and approach is better suited and more like the RunAbout contract than it is the Vallejo fixed route service. Taking this approach would not involve any union implications if the service remains at the Bennett Street location currently shared by Vallejo RunAbout and Benicia Breeze as the only employees represented by a bargaining unit today are the Vallejo fixed route employees.

Option 4: Continue operating all three contracts separately but under the management of the JPA. All three agreements contain provisions allowing the assignment of the contracts to a new governmental agency if one is created. This would be a simple alternative and not require doing anything to the agreements at this time. This approach would not realize the benefits of consolidating to save cost.

The base terms of all three of the operating contracts expire in 2011. The Vallejo fixed route contract expires on March 31, 2011. The Vallejo RunAbout contract and the Benicia Breeze contracts both expire on June 30, 2011. If significant adjustments to the agreements and consequently the total operating cost cannot be achieved in negotiations with MV, the services could all be combined into a single RFP and a new solicitation could be conducted in anticipation of the contract expiration date of June 30, 2011. A three-month extension would have to be negotiated to extend the fixed route contract to the June 30 date.

The contracts have been reviewed and a comparison matrix prepared. The service contracts are expected to continue in their current form at the time of the SolTrans JPA formation. After SolTrans JPA staff has been established to oversee the contracts, the service contracts will be transferred to the JPA. Both of these actions are projected to occur in the Spring of 2011. The transfer could be done via simple reassignment as outlined in Option 4 above or Options 1, 2 or 3 may be the preferred approach by the new SolTrans JPA. This is recommended to be determined by the new JPA after it is formed.

Section 6: CAPITAL PROJECTS DELIVERY

6.1 Facilities

Benicia Breeze and Vallejo Transit are responsible for the construction of capital projects required to meet the transit system operating needs and for the purchase of bus and paratransit fleets (revenue vehicles), other vehicles and equipment. The new agency will have similar responsibilities.

As provided for in the Joint Powers Agreement and as described in Section 3 of this plan, the assets currently owned by the two agencies will be transferred to Solano County Transit. Maintenance of these capital assets will be the responsibility of the new agency.

The City of Vallejo Public Works Department is responsible for the design and construction of the Vallejo Station Intermodal Facility, a multimodal waterfront transportation facility intended to be the principal transit hub serving the City of Vallejo as well as providing a gateway to the North Bay and Solano County. Funded with a variety of transit capital funding sources, the station is currently under construction and is planned to be completed in 2011. The project will continue to be managed by the City of Vallejo while Vallejo Transit and Benicia Breeze transition to SolTrans. Once completed, agreements between the City and SolTrans for the asset ownership, leasing, management, operation and maintenance of the station will be needed.

Similarly, expansion plans for the Curtola Park and Ride Facility are currently under the management of the City of Vallejo Public Works Department. The project will continue to be managed by the City of Vallejo while the transit consolidation proceeds. Once complete, agreements will be needed between the City and SolTrans for the asset ownership, leasing, management, operation and maintenance of the facility.

Management of future construction projects undertaken by SolTrans will follow requirements of the funding agencies contributing to the project. For example, projects funded with Federal Transit Administration Authority funds must follow FTA guidelines including third party contracting guidelines. Future construction projects may involve contracts with the Cities in which the project is located for project management assistance, and or for other phases of project delivery.

6.2 Vehicle Procurements

Procurement of vehicles and equipment will be managed by SolTrans, and are not anticipated to require assistance from Benicia or Vallejo.

Section 7: OTHER ISSUES

7.1 WETA Transition

In addition to operating bus service, the City of Vallejo operates the Baylink Ferry Service. The Baylink Ferry operates seven days a week between Vallejo and San Francisco. Vallejo owns four ferryboats and operates a complementary bus route (Rt. 200). Rt. 200 serves only the two ferry terminals (Vallejo and San Francisco), uses the same fare instrument, and has a schedule integrated with the ferry schedule. Rt. 200 has also provided back-up when the ferry ridership is over capacity or when trips are cancelled typically for mechanical reasons. The ferry service is operated by contract with Blue and Gold and the Rt. 200 as part of the overall MV bus operations contract.

In 2007, the California State legislators approved SB 976 that directed that the Vallejo Baylink Ferry be one of two existing Bay Area ferry services to be transferred to the Water Emergency Transportation Authority (WETA). Follow-up legislation in 2008 (SB 1093) approved and further clarified this transition. The City of Vallejo has been in discussions with WETA since that time to coordinate the transfer of the service and related assets. The timing of the transfer is currently expected to occur January or June 2011. Until the service is transferred, the City of Vallejo will continue to operate the Baylink ferryboat and bus service. After the transfer of ferry service to WETA, it is expected that the Rt. 200 bus service will be contracted back to SolTrans with full cost recovery.

7.2 Downtown Vallejo Bus Transfer Center – Administration Building

The City of Vallejo is currently constructing the Downtown Bus Transfer Center. This facility will replace the York/Marin transfer location that had been the main transfer hub for many years. The new Downtown Bus Transfer Center will be a bus-only facility located between Santa Clara and Sacramento Streets in what had been parking lots behind retail and commercial buildings on Maine and Georgia Streets; it will be adjacent and connected to the future Vallejo Station.

Along with the multiple bus bays the transfer center will include a new 5,000 square foot, two-story Administration Building. The building will provide a breakroom for drivers, restrooms, a bus ticket sales outlet, and video security monitoring. The building has also been planned to house Vallejo Transit administrative staff on the second floor. There will be space for multiple offices, work area, and a conference room. There is adequate space for the proposed staffing for the new SolTrans organization.



Although a conference room will be located in the Admin Building, it will not be large enough for SolTrans Board meetings. It is recommended the JPA Board meetings be alternately held at the Benicia and Vallejo City Council Chambers.

Construction began on the Bus Transfer Center in Summer 2009 and is projected to conclude by Spring 2011. Once the building is complete, SolTrans staff is expected to be located there.

Section 8: IMPLEMENTATION SCHEDULE

**Solano County Transit (SolTrans)
MAJOR MILESTONES**

Action	Revised 6/21/10
Final Agreement Prepared	May 2010
Select Interim Executive Director for MOU/JPA	May 2010
Draft Transition Plan: per MOU (Draft JPA agreement, By-laws, etc.)	June 2010
JPA Agreement and Transition Plan Adopted by Jurisdictions	June/July/August 2010
Modest Service Adjustments Implemented by City of Vallejo (reviewed by Coordinating Committee)	FY2010-11
JPA Board Meets for First Time	September 2010
Recruitment of JPA Executive Director	September 2010 - January 2011
JPA Board enters into agreements (accounting, HR, legal, etc.)	September 2010 – December 2010
Develop Short Range Transit Plan (SRTP) and Capital Improvement Plan (CIP)	September 2010-April 2011
Transition of Staff to JPA Employment	April 1, 2011
Transition of Service Contracts to JPA	April 1, 2011
Adopt SRTP, CIP	April 2011
Service Changes Implemented by JPA	July – Sept 2011

APPENDIX A

BUDGET

FY 2010-11 Combined Solano County Transit Budget

Revenues

	Vallejo	Benicia	JPA
	FY2010/11		
	Revised	Projected	Proj Total
Bus Revenues			
Fares	\$3,021,000	\$50,000	\$3,071,000
FTA Section 5307 Operating Assistance			-
FTA Section 5307 Preventive Maintenance			-
FTA ARRA Preventive Maintenance	1,339,813		1,339,813
FTA Section 5311 Non-Urbanized Area	180,000		180,000
FTA Section 5316 JARC	400,000		400,000
FTA Section 5317 NF			-
STAF Operating Assistance - Vallejo Rev Base			-
STAF Operating Assistance - Vallejo Prop 42			-
STAF Operating Assistance - Benicia Rev Base		18,245	18,245
STAF Operating Assistance - Benicia Prop 42			-
STAF Operating Assistance - Solano County Pop Base			-
STAF Lifeline	200,000		200,000
Regional Measure 2 (RM-2)	1,223,840		1,223,840
Transportation Development Act (TDA)	3,182,847	512,415	3,695,262
Intercity Funding Agreement	400,000	(65,660)	334,340
Bridge Toll AB 664 PM			-
Other revenues	20,500	10,000	30,500
Bus Revenues Subtotal	9,968,000	525,000	10,493,000
Ferry Revenues			
Fares	6,320,000		6,320,000
FTA Section 5307 Preventive Maintenance	1,000,000		1,000,000
Bridge Toll 2% Revenue Program	400,000		400,000
Bridge Toll 5% Unrestricted State Funds	1,300,000		1,300,000
Regional Measure 2 (RM-2)	2,740,500		2,740,500
One-time Solano County			-
Supplemental Regional Measure 2 (WETA) for Contingency	2,174,500		2,174,500
Transportation Development Act (TDA)			-
Transportation Development Act (TDA) One time			-
State Transit Assistance - One time			-
Terminal Leases	19,000		19,000
Transfer In, General Fund			-
Labor Day Weekend Service (BATA)			-
Other revenues	2,000		2,000
Ferry Revenues Subtotal	13,956,000	-	13,956,000
Paratransit Revenues			
Fares - Existing	118,000	13,000	131,000
FTA Section 5307 10% ADA set-aside	667,000		667,000
STAF Operating Assistance			-
Transportation Development Act (TDA)	359,000	404,000	763,000
Paratransit Revenues Subtotal	1,144,000	417,000	1,561,000
Taxi Scrip Revenues			
Taxi Coupon Sales - Local	138,000	3,735	141,735
Taxi Coupon Sales - Regional	15,000		15,000
Transportation Development Act (TDA)	108,000	7,265	115,265
Taxi Scrip Revenues Subtotal	261,000	11,000	272,000
FAREBOX REVENUES	9,597,000	66,735	9,678,735
FUNDING SOURCE REVENUES	15,732,000	886,265	16,603,265
Total, Revenues	\$25,329,000	\$953,000	\$26,282,000

FY 2010-11 Combined Solano County Transit Budget

Expenditures

	Vallejo	Benicia	JPA
	FY2010/11		
	Revised	Projected	Proj Total
Bus Expenses			
Operating Contract	8,537,000	355,000	8,892,000
Fuel	1,777,000	57,000	1,834,000
Insurance costs	400,000		400,000
Security	136,000		136,000
Bus Facility Maintenance	62,000		62,000
Bus Maintenance		19,000	19,000
Utilities	32,000		32,000
Printing	13,000		13,000
Professional Services		6,000	6,000
Route 200: Transfer costs to WETA	(1,481,000)		(1,481,000)
Ferry Ticket Office Transfer to Ferry	(177,000)		(177,000)
General Administration - Ferry Absorb			-
General Administration - Bus	669,000	88,000	757,000
Bus Expenses Subtotal	9,968,000	525,000	10,493,000
Ferry Expenses			
Operating Contract	6,408,000		6,408,000
Professional Services	128,000		128,000
Fuel	4,518,000		4,518,000
Dry Docking	180,000		180,000
Security	68,000		68,000
Space Rental & Lease Dockage Fees	74,000		74,000
Building Maintenance	74,000		74,000
Utilities	106,000		106,000
Printing	14,000		14,000
Route 200 Costs	1,481,000		1,481,000
Ferry Ticket Office from Bus	177,000		177,000
General Administration	728,000		728,000
Ferry Expenses Subtotal	13,956,000	-	13,956,000
Paratransit Expenses			
Operating Contract - Existing	1,024,000	328,000	1,352,000
Fuel	44,000		44,000
Maintenace		45,000	45,000
Printing	9,000		9,000
General Administration	67,000	44,000	111,000
Paratransit Expenses Subtotal	1,144,000	417,000	1,561,000
Taxi Scrip Expenses			
Scrips Payments - Local	230,000	11,000	241,000
Scrips Payments - Regional	15,000		15,000
General Administration	16,000		16,000
Taxi Scrip Expenses Subtotal	261,000	11,000	272,000
OPERATING CONTRACT	9,561,000	683,000	10,244,000
OTHER EXPENSES	1,812,000	270,000	2,082,000
Total, Expenses	\$25,329,000	\$953,000	\$26,282,000

	Vallejo		Benicia		JPA		FY2011/12	FY2012/13	FY2013/14	FY2014/15	FY2015/16	FY2016/17	FY2017/18	FY2018/19
	Revised	Projected	Revised	Projected	Proj Total	Projected								
Bus Revenues														
Fares	\$3,021,000	\$30,000	\$3,071,000	-	\$3,107,000	\$3,143,000	\$3,179,000	\$3,225,000	\$3,291,000	\$3,379,000	\$3,485,000	\$3,609,000	\$3,750,000	\$3,900,000
FTA Section 5307 Operating Assistance														
FTA Section 5307 Preventive Maintenance	1,339,813		1,339,813		250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000
FTA ARRA Preventive Maintenance	180,000		180,000		180,000	180,000	180,000	180,000	180,000	180,000	180,000	180,000	180,000	180,000
FTA Section 5311 Non-Urbanized Area	400,000		400,000											
FTA Section 5317 NF														
STAF Operating Assistance - Vallejo Rev Base														
STAF Operating Assistance - Vallejo Prop 42		18,245		18,245										
STAF Operating Assistance - Benicia Rev Base														
STAF Operating Assistance - Benicia Prop 42														
STAF Operating Assistance - Salano County Pop Base	200,000		200,000		200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000
STAF Lifeline	1,223,840		1,223,840		1,223,840	1,223,840	1,223,840	1,223,840	1,223,840	1,223,840	1,223,840	1,223,840	1,223,840	1,223,840
Regional Measure 2 (RM-2)	3,182,847	512,415	3,695,262		6,306,460	6,026,083	4,073,558	4,333,803	4,333,803	4,610,760	4,905,439	5,214,906	5,546,291	5,962,929
Transportation Development Act (TDA)	400,000	(66,660)	334,340		344,000	354,000	365,000	376,000	376,000	387,000	399,000	411,000	411,000	423,000
Intercity Funding Agreement														
Bridge Toll AB 664 PM	20,500	10,000	30,500		21,100	21,700	22,400	23,100	23,100	23,800	24,500	25,200	25,200	26,000
Other revenues	9,968,000	\$25,000	10,493,000		11,432,400	11,398,633	10,532,155	10,532,155	10,904,899	11,297,819	11,712,118	12,149,069	12,610,121	
Ferry Revenues														
Fares	6,320,000		6,320,000		120,000	120,000	120,000	120,000	120,000	120,000	120,000	120,000	120,000	120,000
FTA Section 5307 Preventive Maintenance	1,000,000		1,000,000		667,000	667,000	667,000	667,000	667,000	667,000	667,000	667,000	667,000	667,000
Bridge Toll 2% Revenue Program	400,000		400,000											
Bridge Toll 5% Unrestricted State Funds	1,300,000		1,300,000											
Regional Measure 2 (RM-2)	2,740,500		2,740,500		883,500	883,500	933,200	933,200	933,200	983,500	1,033,800	1,091,100	1,147,400	1,203,400
One-time Salano County														
Supplemental Regional Measure 2 (R/ETRA) for Contingency	2,174,500		2,174,500		1,670,500	1,672,000	1,720,200	1,720,200	1,823,800	1,878,500	1,934,800	2,042,100	2,150,000	2,260,000
Transportation Development Act (TDA)														
Transportation Development Act (TDA) One time														
State Transit Assistance - One time	19,000		19,000		667,000	667,000	667,000	667,000	667,000	667,000	667,000	667,000	667,000	667,000
Terminal Leases														
Transfer In, General Fund														
Labor Day Weekend Service (BATVA)														
Other revenues	2,000		2,000											
Ferry Revenues Subtotal	13,956,000		13,956,000		120,000	120,000	120,000	120,000	120,000	120,000	120,000	120,000	120,000	120,000
Paratransit Revenues														
Fares - Excluding	118,000	13,000	131,000		667,000	667,000	667,000	667,000	667,000	667,000	667,000	667,000	667,000	667,000
FTA Section 5307 10% ADA set-aside	667,000		667,000											
STAF Operating Assistance														
Transportation Development Act (TDA)														
Paratransit Revenues Subtotal	339,000	404,000	753,000		788,200	788,200	833,600	833,600	833,600	883,500	933,200	983,500	1,033,800	1,091,100
Taxi Strip Revenues														
Taxi Coupon Sales - Local	138,000	3,735	141,735		138,000	138,000	138,000	138,000	138,000	138,000	138,000	138,000	138,000	138,000
Taxi Coupon Sales - Regional	15,000		15,000		15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000
Transportation Development Act (TDA)	108,000	115,265	223,265		119,000	119,000	119,000	119,000	119,000	119,000	119,000	119,000	119,000	119,000
Taxi Strip Revenues Subtotal	261,000	118,000	379,000		272,000	272,000	272,000	272,000	272,000	272,000	272,000	272,000	272,000	272,000
PANBBOX REVENUES														
FUNDING SOURCE REVENUES	9,597,000	66,735	9,673,735		3,365,000	3,401,000	3,437,000	3,474,000	3,511,000	3,549,000	3,587,000	3,625,000	3,663,000	3,701,000
Total Revenues	15,732,000	888,265	16,620,265		9,914,700	9,692,232	9,038,055	9,038,055	9,232,099	9,823,319	10,258,918	10,712,169	11,190,521	11,703,521
	\$25,309,000	\$953,000	\$26,262,000		\$13,279,700	\$13,093,232	\$12,478,055	\$12,478,055	\$12,897,099	\$13,340,319	\$13,807,918	\$14,299,169	\$14,816,521	\$15,333,521
Net Annual Results														
Bus	-	-	-		(496,277)	(1,512,445)	(1,506,701)	(1,506,701)	(1,478,981)	(1,445,182)	(1,395,931)	(1,333,879)	(1,261,621)	(1,189,371)
Ferry	-	-	-		0	0	0	0	0	0	0	0	0	0
Paratransit	-	-	-		0	0	0	0	0	0	0	0	0	0
Taxi	-	-	-		0	0	0	0	0	0	0	0	0	0
Transportation Development Act (TDA) Beginning Balance	4,796,443	176,711	4,973,154		4,823,745	2,116,715	2,116,715	2,116,715	2,116,715	2,116,715	2,116,715	2,116,715	2,116,715	2,116,715
Annual Revenue - Vallejo	3,790,551	793,936	4,584,487		3,795,795	4,028,586	4,274,585	4,524,513	4,809,254	5,099,609	5,406,465	5,730,739	6,081,013	6,445,000
Annual Revenue - Benicia					851,656	900,055	951,204	1,005,280	1,062,389	1,122,784	1,180,000	1,238,000	1,296,000	1,354,000
Add: Investment Income														
Use for Operations	(3,649,847)	(923,680)	(4,573,527)		(4,573,527)	(4,573,527)	(4,573,527)	(4,573,527)	(4,573,527)	(4,573,527)	(4,573,527)	(4,573,527)	(4,573,527)	(4,573,527)
Plus Thru-to-Start for Planning and Admin	(136,622)	(23,847)	(160,469)		(140,721)	(144,943)	(149,291)	(153,770)	(158,383)	(163,134)	(168,028)	(173,069)	(178,110)	(183,151)
Transportation Development Act (TDA) Ending Balance	4,890,625	231,200	5,121,825		4,823,745	2,116,715	2,116,715	2,116,715	2,116,715	2,116,715	2,116,715	2,116,715	2,116,715	2,116,715
Reserve					16%	16%	16%	16%	16%	16%	16%	16%	16%	16%

City of Vallejo - Vallejo Transit
Ten Year - FY 2009/10 - FY 2018/19

Detailed Operating Expenditure by Mode

-12%

	Vallejo FY2010/11 Revised	Benicia FY2010/11 Projected	JPA Proj Total	JPA FY2011/12 Projected	JPA FY2012/13 Projected	JPA FY2013/14 Projected	JPA FY2014/15 Projected	JPA FY2015/16 Projected	JPA FY2016/17 Projected	JPA FY2017/18 Projected	JPA FY2018/19 Projected
Bus Expenses											
Operating Contract	8,537,000	355,000	8,892,000	9,159,000	9,434,000	9,716,000	10,008,000	10,308,000	10,617,000	10,936,000	11,264,000
Fuel	1,777,000	57,000	1,834,000	1,870,000	1,929,000	1,987,000	2,046,000	2,105,000	2,163,000	2,222,000	2,280,000
Insurance costs	400,000		400,000	412,000	424,000	437,000	450,000	464,000	478,000	492,000	507,000
Security	136,000		136,000	140,100	144,300	148,600	153,100	157,700	162,400	167,300	172,300
Bus Facility Maintenance	62,000		62,000	63,900	65,800	67,800	69,800	71,900	74,100	76,300	78,600
Bus Maintenance	19,000		19,000	20,000	21,000	22,000	23,000	24,000	25,000	26,000	27,000
Utilities	32,000		32,000	33,000	34,000	35,000	36,100	37,200	38,300	39,400	40,600
Printing	13,000		13,000	13,400	13,800	14,200	14,600	15,000	15,500	16,000	16,500
Professional Services	6,000		6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000
Route 200: Transfer costs to WETA	(1,481,000)		(1,481,000)	(1,541,000)	(1,672,000)	(1,722,000)	(1,774,000)	(1,827,000)	(1,881,000)	(1,937,000)	(1,994,000)
Ferry Ticket Office Transfer to Ferry	(177,000)		(177,000)	(182,000)	(187,000)	(193,000)	(199,000)	(205,000)	(211,000)	(217,000)	(224,000)
General Administration - Ferry Absorb				750,000	773,000	796,000	820,000	845,000	870,000	896,000	923,000
General Administration - Bus	669,000	88,000	757,000	688,000	705,000	730,000	752,000	775,000	798,000	822,000	847,000
Bus Expenses Subtotal	9,968,000	525,000	10,493,000	11,432,400	11,694,900	12,044,600	12,405,600	12,776,800	13,155,300	13,545,000	13,944,000
Ferry Expenses											
Operating Contract	6,408,000		6,408,000								
Professional Services	128,000		128,000								
Fuel	4,518,000		4,518,000								
Dry Docking	180,000		180,000								
Security	68,000		68,000								
Space Rental & Lease Dockage Fees	74,000		74,000								
Building Maintenance	74,000		74,000								
Utilities	106,000		106,000								
Printing	14,000		14,000								
Route 200 Costs	1,481,000		1,481,000								
Ferry Ticket Office from Bus	177,000		177,000								
General Administration	728,000		728,000								
Ferry Expenses Subtotal	13,956,000	-	13,956,000	-							
Paratransit Expenses											
Operating Contract - Existing	1,024,000	328,000	1,352,000	1,406,000	1,449,000	1,492,000	1,537,000	1,583,000	1,630,000	1,679,000	1,729,000
Fuel	44,000		44,000	45,000	46,000	48,000	49,000	50,000	52,000	53,000	55,000
Maintenance	4,000	45,000	49,000	46,000	47,000	48,000	49,000	50,000	52,000	54,000	56,000
Printing	9,000		9,000	9,300	9,600	9,900	10,200	10,500	10,800	11,100	11,400
General Administration	67,000	44,000	111,000	69,000	71,000	73,000	75,000	77,000	79,000	81,000	83,000
Paratransit Expenses Subtotal	1,144,000	417,000	1,561,000	1,575,300	1,623,600	1,670,900	1,720,200	1,770,500	1,823,800	1,878,100	1,934,400
Taxi Strip Expenses											
Scripts Payments - Local	230,000	11,000	241,000	241,000	241,000	241,000	241,000	241,000	241,000	241,000	241,000
Scripts Payments - Regional	15,000		15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000
General Administration	16,000		16,000	16,000	16,000	16,000	16,000	16,000	16,000	16,000	16,000
Taxi Strip Expenses Subtotal	261,000	11,000	272,000	272,000	272,000	272,000	272,000	272,000	272,000	272,000	272,000
OPERATING CONTRACT	9,561,000	683,000	10,244,000	10,565,000	10,883,000	11,208,000	11,545,000	11,891,000	12,247,000	12,615,000	12,993,000
OTHER EXPENSES	1,812,000	270,000	2,082,000	2,714,700	2,706,500	2,779,500	2,852,800	2,928,300	3,004,100	3,080,100	3,157,400
Total Expenses	\$26,329,000	\$953,000	\$26,282,000	\$13,279,700	\$13,689,500	\$13,987,500	\$14,977,800	\$14,819,300	\$15,251,100	\$15,695,100	\$16,150,400
PROOF											
Annual price per gallon	\$3.14	\$3.14	\$3.14	\$3.20	\$3.30	\$3.40	\$3.50	\$3.60	\$3.70	\$3.80	\$3.90
Growth			5%	2%	3%	3%	3%	3%	3%	3%	3%
Fuel Annual Consumption (in gallons)											
Ferry	1,439,000		1,439,000	1,439,000	1,439,000	1,439,000	1,439,000	1,439,000	1,439,000	1,439,000	1,439,000
Bus	566,000	18,155	584,155	584,155	584,155	584,155	584,155	584,155	584,155	584,155	584,155
Paratransit	14,000		14,000	14,000	14,000	14,000	14,000	14,000	14,000	14,000	14,000
Total	2,019,000	18,155	2,037,155	2,037,155	2,037,155	2,037,155	2,037,155	2,037,155	2,037,155	2,037,155	2,037,155
General Admin costs	1,480,000	132,000	1,612,000	1,523,000	1,569,000	1,615,000	1,663,000	1,713,000	1,763,000	1,815,000	1,869,000
				-5%	3%	3%	3%	3%	3%	3%	3%

Note: All other expenditures are projected to increase by 3% annually.

APPENDIX B

CAPITAL ASSETS

City of Benicia
 Transit - Schedule of Capital Assets
 As of June 30, 2009

Z:\My Documents\SolTrans SoCo Transit\Transition Plan\070210 Transition Plan\[(06) Appendix B Capital Assets Ben, transit capital assets (4).xls]Transit

Sys No	Ext	In Svc Date	Est Life	Acquired Value	Prior Accum Depn	Current Depreciation	Accum Depn
Class = Equipment							
002468	Fd Cutaway	09/26/95	07 00	12,616.75	12,616.75	0.00	12,616.75
002809	35' Gillig bus	05/22/00	12 00	266,525.39	180,856.52	22,210.45	203,066.97
002810	35' Gillig bus	05/22/00	12 00	266,525.39	180,856.52	22,210.45	203,066.97
002866	Gillig Phantom	09/22/00	12 00	267,397.00	172,693.87	22,283.08	194,976.95
002867	00 Ventura minivan	12/22/00	05 00	32,947.00	32,947.00	0.00	32,947.00
002992	00 Ventura minivan	02/22/01	05 00	32,895.84	32,895.84	0.00	32,895.84
002993	00 Ford cutaway	07/18/01	07 00	58,760.91	58,061.40	699.51	58,760.91
002994	00 Ford cutaway	07/19/00	07 00	59,527.25	59,527.25	0.00	59,527.25
003159	03 Toyota Prius	04/08/03	06 00	21,350.45	18,681.65	2,668.80	21,350.45
003254	DAR vehicle	06/30/04	05 00	2,080.00	1,664.00	416.00	2,080.00
003321	06 Eldorado Aerotech	11/30/05	05 00	51,374.49	26,543.49	10,274.90	36,818.39
003322	06 Eldorado Aerotech	11/30/05	05 00	51,374.50	26,543.49	10,274.90	36,818.39
003323	06 Eldorado Aerotech	11/30/05	05 00	51,374.49	26,543.49	10,274.90	36,818.39
003324	Bus fareboxes	12/30/05	05 00	30,230.57	15,115.28	6,046.11	21,161.39
003330	Farebox, decals, shell	06/22/06	05 00	18,983.23	7,593.30	3,796.65	11,389.95
003364	07 Cutaway-starcraft	06/30/07	07 00	62,519.02	8,931.29	8,931.29	17,862.58
003452	08 Cutaway-starcraft	06/30/08	07 00	74,419.39	0.00	10,631.34	10,631.34
003454	Particulate traps	06/30/08	07 00	21,863.47	0.00	3,123.35	3,123.35
003455	Particulate traps	06/30/08	07 00	21,863.47	0.00	3,123.35	3,123.35
003456	Particulate traps	06/30/08	07 00	21,863.47	0.00	3,123.35	3,123.35
003457	Particulate traps	06/30/08	07 00	133,275.61	0.00	19,039.37	19,039.37
003458	Foothill bus-donated	06/30/08	07 00	25,829.91	0.00	3,689.99	3,689.99
003459	Foothill bus-donated	06/30/08	07 00	20,352.24	0.00	2,907.46	2,907.46
003460	Foothill bus-donated	06/30/08	07 00	3,234.03	0.00	462.01	462.01
003461	Foothill bus-donated	06/30/08	07 00	18,991.76	0.00	2,713.11	2,713.11
003462	Particulate traps	06/30/08	07 00	21,863.47	0.00	3,123.35	3,123.35
Class = E				1,650,039.10	862,071.14	172,023.72	1,034,094.86
Less disposals and transfers				0.00	0.00		0.00
Count = 0							
Net Subtotal				1,650,039.10	862,071.14	172,023.72	1,034,094.86
Count = 26							
Class = Structure							
002558	Bus stops	06/30/97	05 00	5,000.00	5,000.00	0.00	5,000.00
Class = S				5,000.00	5,000.00	0.00	5,000.00
Less disposals and transfers				0.00	0.00		0.00
Count = 0							
Net Subtotal				5,000.00	5,000.00	0.00	5,000.00
Count = 1							
Division = TRANSIT				1,655,039.10	867,071.14	172,023.72	1,039,094.86
Less disposals and transfers				0.00	0.00		0.00
Count = 0							
Net Subtotal				1,655,039.10	867,071.14	172,023.72	1,039,094.86
Count = 27							

#	DESCRIPTION	USE	Vehicle ID No.	Serial Number / VIN	Manufacturer	Useful Life	Acq Date	Age	In need of Replace/Rehab	Replace Year	Fed Share	Federal No.	Local Share	Grant Name	LOCATION	Acquisition Cost	Cumulative Depreciation	Book Value
1	Transit Buses	Transit Bus	1018	1G0YTR2J0D921653	GGT GMC / RTS	12	9/1/1983	26	YES	2013	80%	CA-90-X389	20%	TDA/AB 664	1850 Broadway	128,194.77	80,121.72	48,073.05
2	1983 RTS's	Transit Bus	1027	1G0YTR2J0D921615	GGT GMC / RTS	12	9/1/1983	26	YES	2013	80%	CA-90-X389	20%	TDA/AB 664	1850 Broadway	128,194.77	80,121.72	48,073.05
3	1983 RTS's	Transit Bus	1049	1G0YTR2J0D921651	GGT GMC / RTS	12	11/1/1983	28	YES	2013	80%	CA-90-X389	20%	TDA/AB 664	1850 Broadway	128,194.77	80,121.72	48,073.05
4	1983 RTS's	Transit Bus	1063	1G0YTR2J0D921637	GGT GMC / RTS	12	11/1/1983	28	YES	2013	80%	CA-90-X389	20%	TDA/AB 664	1850 Broadway	128,194.77	80,121.72	48,073.05
5	1983 RTS's	Transit Bus	1065	1G0YTR2J0D921606	GGT GMC / RTS	12	11/1/1983	28	YES	2013	80%	CA-90-X389	20%	TDA/AB 664	1850 Broadway	128,194.77	80,121.72	48,073.05
6	1995 Transit Bus	Transit Bus	4313	A000181	Gilling Corp	12	3/1/1995	14	YES	2013	80%	CA-90-X586	20%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
7	1995 Transit Bus	Transit Bus	4314	A000182	Gilling Corp	12	3/1/1995	14	YES	2013	80%	CA-90-X586	20%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
8	1995 Transit Bus	Transit Bus	4315	A000183	Gilling Corp	12	3/1/1995	14	YES	2013	80%	CA-90-X586	20%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
9	1995 Transit Bus	Transit Bus	4316	A000184	Gilling Corp	12	3/1/1995	14	YES	2013	80%	CA-90-X586	20%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
10	1995 Transit Bus	Transit Bus	4317	A000185	Gilling Corp	12	3/1/1995	14	YES	2013	80%	CA-90-X586	20%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
11	1995 Transit Bus	Transit Bus	4318	A000186	Gilling Corp	12	3/1/1995	14	YES	2013	80%	CA-90-X586	20%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
12	1995 Transit Bus	Transit Bus	4319	A000187	Gilling Corp	12	3/1/1995	14	YES	2013	80%	CA-90-X586	20%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
13	1995 Transit Bus	Transit Bus	4320	A000188	Gilling Corp	12	3/1/1995	14	YES	2013	80%	CA-90-X586	20%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
14	1995 Transit Bus	Transit Bus	4321	A000189	Gilling Corp	12	3/1/1995	14	YES	2013	80%	CA-90-X586	20%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
15	1995 Transit Bus	Transit Bus	4401	A000191	Gilling Corp	12	3/1/1995	14	YES	2013	80%	CA-90-X586	20%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
16	1995 Transit Bus	Transit Bus	4402	A000192	Gilling Corp	12	3/1/1995	14	YES	2013	80%	CA-90-X586	20%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
17	1995 Transit Bus	Transit Bus	4403	A000193	Gilling Corp	12	3/1/1995	14	YES	2013	80%	CA-90-X586	20%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
18	1995 Transit Bus	Transit Bus	4404	A000194	Gilling Corp	12	3/1/1995	14	YES	2013	80%	CA-90-X586	20%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
19	1995 Transit Bus	Transit Bus	4405	A000195	Gilling Corp	12	3/1/1995	14	YES	2013	80%	CA-90-X586	20%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
20	1995 Transit Bus	Transit Bus	4406	A000196	Gilling Corp	12	3/1/1995	14	YES	2013	80%	CA-90-X586	20%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
21	1995 Transit Bus	Transit Bus	4407	A000197	Gilling Corp	12	3/1/1995	14	YES	2013	80%	CA-90-X586	20%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
22	1995 Transit Bus	Transit Bus	4408	A000198	Gilling Corp	12	3/1/1995	14	YES	2013	80%	CA-90-X586	20%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
23	1995 Transit Bus	Transit Bus	4409	A000199	Gilling Corp	12	3/1/1995	14	YES	2013	80%	CA-90-X586	20%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
24	1995 Transit Bus	Transit Bus	4410	1VH5H3H2416501627	Orion Bus	12	10/1/2001	8		2013	80%	CA-90-X389	20%	TDA/AB 664	1850 Broadway	336,824.36	210,515.20	126,309.16
25	2001 Transit Bus	Transit Bus	4411	1VH5H3H2816501628	Orion Bus	12	10/1/2001	8		2013	80%	CA-90-X389	20%	TDA/AB 664	1850 Broadway	336,824.36	210,515.20	126,309.16
26	2001 Transit Bus	Transit Bus	4412	1VH5H3H2816501629	Orion Bus	12	10/1/2001	8		2013	80%	CA-90-X389	20%	TDA/AB 664	1850 Broadway	336,824.36	210,515.20	126,309.16
27	2001 Transit Bus	Transit Bus	4413	1VH5H3H2416501630	Orion Bus	12	10/1/2001	8		2013	80%	CA-90-X389	20%	TDA/AB 664	1850 Broadway	336,824.36	210,515.20	126,309.16
28	2001 Transit Bus	Transit Bus	4414	1VH5H3H2616501631	Orion Bus	12	10/1/2001	8		2013	80%	CA-90-X389	20%	TDA/AB 664	1850 Broadway	336,824.36	210,515.20	126,309.16
29	2001 Transit Bus	Transit Bus	4415	1VH5H3H2616501632	Orion Bus	12	10/1/2001	8		2013	80%	CA-90-X389	20%	TDA/AB 664	1850 Broadway	336,824.36	210,515.20	126,309.16
30	2001 Transit Bus	Transit Bus	4416	1VH5H3H2X16501633	Orion Bus	12	10/1/2001	8		2013	80%	CA-90-X389	20%	TDA/AB 664	1850 Broadway	336,824.36	210,515.20	126,309.16
31	2001 Transit Bus	Transit Bus	4417	1VH5H3H2X16501634	Orion Bus	12	10/1/2001	8		2013	80%	CA-90-X389	20%	TDA/AB 664	1850 Broadway	336,824.36	210,515.20	126,309.16
32	2001 Transit Bus	Transit Bus	BL01	TUFCF6HAXH060666	MCI	12	8/1/1987	22	YES	2016	80%	CA-90-X389	20%	TDA/AB 664	1850 Broadway	121,945.36	75,841.45	45,804.91
33	1987 MCI TMC	Transit Bus	BL02	TUFCF6HAXH060663	MCI	12	8/1/1987	22	YES	2016	80%	CA-90-X389	20%	TDA/AB 664	1850 Broadway	121,945.36	75,841.45	45,804.91
34	1987 MCI TMC	Transit Bus	BL03	TUFCF6HAXH060629	MCI	12	8/1/1987	22	YES	2016	80%	CA-90-X389	20%	TDA/AB 664	1850 Broadway	121,945.36	75,841.45	45,804.91
35	1987 MCI	Transit Bus	BL04	1M8FDMPA1P053961	MCI	12	6/1/2001	6		2016	80%	CA-90-X389	20%	TDA/AB 664	1850 Broadway	280,921.00	280,921.00	119,791.00
36	2001 MCI	Transit Bus	BL05	1M8FDMPA3P053962	MCI	12	6/1/2001	6		2016	80%	CA-90-X389	20%	TDA/AB 664	1850 Broadway	280,921.00	280,921.00	119,791.00
37	2001 MCI	Transit Bus	BL06	1M8FDMPA3P055607	Motor Coach Industries	12	6/1/2001	6		2016	80%	CA-90-X389	20%	TDA/AB 664	1850 Broadway	280,921.00	280,921.00	119,791.00
38	2001 MCI	Transit Bus	BL07	1M8FDMPA3P055608	Motor Coach Industries	12	6/1/2001	6		2016	80%	CA-90-X389	20%	TDA/AB 664	1850 Broadway	280,921.00	280,921.00	119,791.00
39	2003 MCI	Transit Bus	BL08	1M8FDMPA3P055609	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-Y130	20%	TDA/AB 664	1850 Broadway	224,653.67	224,653.67	190,091.61
40	2003 MCI	Transit Bus	BL09	1M8FDMPA3P055610	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-Y130	20%	TDA/AB 664	1850 Broadway	224,653.67	224,653.67	190,091.61
41	2003 MCI	Transit Bus	BL10	1M8FDMPA3P055611	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-Y130	20%	TDA/AB 664	1850 Broadway	224,653.67	224,653.67	190,091.61
42	2003 MCI	Transit Bus	BL11	1M8FDMPA3P055612	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-Y130	20%	TDA/AB 664	1850 Broadway	224,653.67	224,653.67	190,091.61
43	2003 MCI	Transit Bus	BL12	1M8FDMPA3P055613	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-Y130	20%	TDA/AB 664	1850 Broadway	224,653.67	224,653.67	190,091.61
44	2003 MCI	Transit Bus	BL13	1M8FDMPA3P055614	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-Y130	20%	TDA/AB 664	1850 Broadway	224,653.67	224,653.67	190,091.61
45	2003 MCI	Transit Bus	BL14	1M8FDMPA3P055615	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-Y130	20%	TDA/AB 664	1850 Broadway	224,653.67	224,653.67	190,091.61
46	2003 MCI	Transit Bus	BL15	1M8FDMPA3P055616	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-Y130	20%	TDA/AB 664	1850 Broadway	224,653.67	224,653.67	190,091.61
47	2003 MCI	Transit Bus	BL16	1M8FDMPA3P055617	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-Y130	20%	TDA/AB 664	1850 Broadway	224,653.67	224,653.67	190,091.61
48	2003 MCI	Transit Bus	BL17	1M8FDMPA3P055618	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-Y130	20%	TDA/AB 664	1850 Broadway	224,653.67	224,653.67	190,091.61
49	2003 MCI	Transit Bus	BL18	1M8FDMPA3P055619	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-Y130	20%	TDA/AB 664	1850 Broadway	224,653.67	224,653.67	190,091.61
50	2003 MCI	Transit Bus	BL19	1M8FDMPA3P055620	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-Y130	20%	TDA/AB 664	1850 Broadway	224,653.67	224,653.67	190,091.61
51	2003 MCI	Transit Bus	BL20	1M8FDMPA3P055621	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-Y130	20%	TDA/AB 664	1850 Broadway	224,653.67	224,653.67	190,091.61
52	2003 MCI	Transit Bus	BL21	1M8FDMPA3P055622	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-Y130	20%	TDA/AB 664	1850 Broadway	224,653.67	224,653.67	190,091.61
53	2003 MCI	Transit Bus	BL22	1M8FDMPA3P055623	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-Y130	20%	TDA/AB 664	1850 Broadway	224,653.67	224,653.67	190,091.61
54	2003 MCI	Transit Bus	BL23	1M8FDMPA3P055624	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-Y130	20%	TDA/AB 664	1850 Broadway	224,653.67	224,653.67	190,091.61
55	2003 MCI	Transit Bus	BL24	1M8FDMPA3P055625	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-Y130	20%	TDA/AB 664	1850 Broadway	224,653.67	224,653.67	190,091.61
56	2003 MCI	Transit Bus	BL25	1M8FDMPA3P055626	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-Y130	20%	TDA/				

City of Velje
 Transportation Division
 Bus - Capital Assets Listing

#	DESCRIPTION	6/30/2009	Vehicle Serial No./ ID No. VIN	Manufacturer	Useful Life	Acq Date	In-need of Replacement Age	Year	Fed Share	Federal Grant No.	Local Share	Grant Name	LOCATION	Acquisition Cost	Commulative Depreciation	Book Value
1	In-Bus Monitoring Camera System															
2	In-Bus Monitoring Camera System		BL07	Mole Coach Industries	12	12/20/2003	6	2016	80%	CA-90-Y130	20%	TCR/PAB 664		8,892.47	4,446.20	4,446.27
3	In-Bus Monitoring Camera System		BL08	Mole Coach Industries	12	12/20/2003	6	2016	80%	CA-90-Y130	20%	TCR/PAB 664		8,892.47	4,446.20	4,446.27
4	In-Bus Monitoring Camera System		BL09	Mole Coach Industries	12	12/20/2003	6	2016	80%	CA-90-Y130	20%	TCR/PAB 664		8,892.47	4,446.20	4,446.27
5	In-Bus Monitoring Camera System		BL10	Mole Coach Industries	12	12/20/2003	6	2016	80%	CA-90-Y130	20%	TCR/PAB 664		8,892.47	4,446.20	4,446.27
6	In-Bus Monitoring Camera System		BL11	Mole Coach Industries	12	12/20/2003	6	2016	80%	CA-90-Y130	20%	TCR/PAB 664		8,892.47	4,446.20	4,446.27
7	In-Bus Monitoring Camera System		BL12	Mole Coach Industries	12	12/20/2003	6	2016	80%	CA-90-Y130	20%	TCR/PAB 664		8,892.47	4,446.20	4,446.27
8	In-Bus Monitoring Camera System		BL13	Mole Coach Industries	12	12/20/2003	6	2016	80%	CA-90-Y130	20%	TCR/PAB 664		8,892.47	4,446.20	4,446.27
9	In-Bus Monitoring Camera System		BL14	Mole Coach Industries	12	12/20/2003	6	2016	80%	CA-90-Y130	20%	TCR/PAB 664		8,892.47	4,446.20	4,446.27
10	In-Bus Monitoring Camera System		BL15	Mole Coach Industries	12	12/20/2003	6	2016	80%	CA-90-Y130	20%	TCR/PAB 664		8,892.47	4,446.20	4,446.27
11	In-Bus Monitoring Camera System		BL16	Mole Coach Industries	12	12/20/2003	6	2016	80%	CA-90-Y130	20%	TCR/PAB 664		8,892.47	4,446.20	4,446.27
12	In-Bus Monitoring Camera System		BL17	Mole Coach Industries	12	12/20/2003	6	2016	80%	CA-90-Y130	20%	TCR/PAB 664		8,892.47	4,446.20	4,446.27
13	In-Bus Monitoring Camera System		BL18	Mole Coach Industries	12	12/20/2003	6	2016	80%	CA-90-Y130	20%	TCR/PAB 664		8,892.47	4,446.20	4,446.27
14	In-Bus Monitoring Camera System		BL19	Mole Coach Industries	12	12/20/2003	6	2016	80%	CA-90-Y130	20%	TCR/PAB 664		8,892.47	4,446.20	4,446.27
15	In-Bus Monitoring Camera System		BL20	Mole Coach Industries	12	12/20/2003	6	2016	80%	CA-90-Y130	20%	TCR/PAB 664		8,892.47	4,446.20	4,446.27
16	In-Bus Monitoring Camera System		BL21	Mole Coach Industries	12	12/20/2003	6	2016	80%	CA-90-Y130	20%	TCR/PAB 664		8,892.47	4,446.20	4,446.27
17	In-Bus Monitoring Camera System		BL22	Mole Coach Industries	12	12/20/2003	6	2016	80%	CA-90-Y130	20%	TCR/PAB 664		8,892.47	4,446.20	4,446.27
18	In-Bus Monitoring Camera System		BL23	Mole Coach Industries	12	12/20/2003	6	2016	80%	CA-90-Y130	20%	TCR/PAB 664		8,892.47	4,446.20	4,446.27
19	In-Bus Monitoring Camera System		BL24	Mole Coach Industries	12	12/20/2003	6	2016	80%	CA-90-Y130	20%	TCR/PAB 664		8,892.47	4,446.20	4,446.27
20	In-Bus Monitoring Camera System		BL25	Mole Coach Industries	12	12/20/2003	6	2016	80%	CA-90-Y130	20%	TCR/PAB 664		8,892.47	4,446.20	4,446.27
21	In-Bus Monitoring Camera System		BL26	Mole Coach Industries	12	12/20/2003	6	2016	80%	CA-90-Y130	20%	TCR/PAB 664		8,892.47	4,446.20	4,446.27
22	In-Bus Monitoring Camera System		BL27	Mole Coach Industries	12	12/20/2003	6	2016	80%	CA-90-Y130	20%	TCR/PAB 664		8,892.47	4,446.20	4,446.27
23	In-Bus Monitoring Camera System		BL28	Mole Coach Industries	12	12/20/2003	6	2016	80%	CA-90-Y130	20%	TCR/PAB 664		8,892.47	4,446.20	4,446.27
24	In-Bus Monitoring Camera System		BL29	Mole Coach Industries	12	12/20/2003	6	2016	80%	CA-90-Y130	20%	TCR/PAB 664		8,892.47	4,446.20	4,446.27
25	In-Bus Monitoring Camera System		BL30	Mole Coach Industries	12	12/20/2003	6	2016	80%	CA-90-Y130	20%	TCR/PAB 664		8,892.47	4,446.20	4,446.27
26	In-Bus Monitoring Camera System		BL31	Mole Coach Industries	12	12/20/2003	6	2016	80%	CA-90-Y130	20%	TCR/PAB 664		8,892.47	4,446.20	4,446.27
27	In-Bus Monitoring Camera System		BL32	Mole Coach Industries	12	12/20/2003	6	2016	80%	CA-90-Y130	20%	TCR/PAB 664		8,892.47	4,446.20	4,446.27
28	In-Bus Monitoring Camera System		BL37	Mole Coach Industries	12	12/20/2003	6	2016	80%	CA-90-Y130	20%	TCR/PAB 664		8,892.47	4,446.20	4,446.27
														246,993.20	124,493.65	124,493.55

#	DESCRIPTION	USE	Vehicle ID No.	Serial Number / VIN	Manufacturer	Useful Life	Acq Date	Age	In need of Replace/Rehab	Replace Year	Fed Share	Fed Grant No.	Local Share	Local Grant Name	LOCATION	Acquisition Cost	Cummulative Depreciation	Book Value
1	2008 Ford Van	Paratransit Van	1710	FDXE455E6DA09091	El Dorado Bus Sales	7	8/20/2008	3		2012	80%	CA-90-Y327	20%	AB 664	3215 Sonoma	70,480.01	20,556.65	49,923.36
2	2008 Ford Van	Paratransit Van	1711	FDXE455E6DA02090	El Dorado Bus Sales	7	8/20/2008	3		2012	80%	CA-90-Y327	20%	AB 664	3215 Sonoma	70,480.01	20,556.65	49,923.36
3	2008 Ford Van	Paratransit Van	1712	FDXE455E6DA02089	El Dorado Bus Sales	7	8/20/2008	3		2012	80%	CA-90-Y327	20%	AB 664	3215 Sonoma	70,480.01	20,556.65	49,923.36
4	2001 Ford F350 Type 2	Paratransit Van	1701	FDXE45581HB03318	El Dorado Bus Sales	7	7/12/2001	8	YES		80%	CA-90-X989	20%	AB 664	3215 Sonoma Blvd	55,709.80	55,709.80	-
5	2001 Ford F350 Type 2	Paratransit Van	1702	FDXE45581HB03323	El Dorado Bus Sales	7	7/12/2001	8	YES		80%	CA-90-X989	20%	AB 664	3215 Sonoma Blvd	55,709.80	55,709.80	-
6	2001 Ford F350 Type 2	Paratransit Van	1703	FDXE45581HB03321	El Dorado Bus Sales	7	7/12/2001	8	YES		80%	CA-90-X989	20%	AB 664	3215 Sonoma Blvd	55,709.80	55,709.80	-
7	2001 Ford F350 Type 2	Paratransit Van	1704	FDXE45581HB03320	El Dorado Bus Sales	7	7/12/2001	8	YES		80%	CA-90-X989	20%	AB 664	3215 Sonoma Blvd	55,709.80	55,709.80	-
8	2001 Ford F350 Type 2	Paratransit Van	1705	FDXE45581HB03322	El Dorado Bus Sales	7	7/12/2001	8	YES		80%	CA-90-X989	20%	AB 664	3215 Sonoma Blvd	55,709.80	55,709.80	-
9	2001 Ford F350 Type 2	Paratransit Van	1706	FDXE45581HB03324	El Dorado Bus Sales	7	7/12/2001	8	YES		80%	CA-90-X989	20%	AB 664	3215 Sonoma Blvd	55,709.80	55,709.80	-
10	2001 Ford F350 Type 2	Paratransit Van	1707	FDXE45581HB03323	El Dorado Bus Sales	7	7/12/2001	8	YES		80%	CA-90-X989	20%	AB 664	3215 Sonoma Blvd	55,709.80	55,709.80	-
11	2001 Ford F350 Type 2	Paratransit Van	1708	FDXE45581HB03279	El Dorado Bus Sales	7	7/12/2001	8	YES		80%	CA-90-X989	20%	AB 664	3215 Sonoma Blvd	55,709.80	55,709.80	-
12	2001 Ford F350 Type 2	Paratransit Van	1709	FDXE45581HB03277	El Dorado Bus Sales	7	12/12/2001	8	YES		80%	CA-90-X989	20%	AB 664	3215 Sonoma Blvd	71,282.23	563,058.15	149,770.08
13	1980 Ford Ranger	Service Vehicle	107	1FTCR107LUC20270	Wilson-Cornelius Ford	5	8/1/80	19	YES		80%	CA-90-X358	20%	TDA/AB 664	1850 Broadway	9,476.00	9,476.00	-
14	1981 Ford F-350 Dly	Service Truck	106	2FDLFJ7MMA30219	Wilson-Cornelius Ford	5	10/1/80	19	YES		80%	CA-90-X358	20%	TDA/AB 664	1850 Broadway	20,684.00	20,684.00	-
15	1987 Ford F-350	Service Truck	110	3FEJF73V5MA33496	Wilson-Cornelius Ford	5	10/1/1987	12	YES		80%	CA-90-X358	20%	TDA/AB 664	1850 Broadway	20,684.00	20,684.00	-
16	2000 Ford Windstar	Supervisor Car	112	2FVZA514YBB73355	Wilson-Cornelius Ford	5	5/7/2000	9	YES		80%	CA-90-X358	20%	TDA/AB 664	1850 Broadway	16,776.69	16,776.69	-
17	2001 Taurus	Supervisor Car	113	1FAFP96L0G173966	Wilson-Cornelius Ford	5	5/7/2002	7	YES		80%	CA-90-X083	20%	TDA/AB 664	1850 Broadway	15,816.84	15,816.84	-
18	2001 Taurus	Supervisor Car	114	1FAFP96L0G173966	Wilson-Cornelius Ford	5	5/7/2002	7	YES		80%	CA-90-X083	20%	TDA/AB 664	1850 Broadway	15,816.84	15,816.84	-
19	2002 Ford F150	Service Truck	115	1FTRP1742NB23034	Wilson-Cornelius Ford	5	5/7/2002	7	YES		80%	CA-90-X083	20%	TDA/AB 664	1850 Broadway	17,011.84	17,011.84	-
20	2005 Ford Taurus	Supervisor Car	117		Wilson-Cornelius Ford	5	7/12/2005	4		2010	80%	CA-90-X083	20%	TDA/AB 664	1850 Broadway	25,000.00	25,000.00	-
21	Administration and Maintenance Facility Building	Admin/Maint														143,401.65	143,401.65	-
22	Admin/Maint Folly - Land	Admin/Maint														374,548.00	374,548.00	-
23	Admin/Maint Folly - Building	Admin/Maint														1,033,000.00	493,544.42	539,455.58
24	Admin/Maint Folly - Vehicle Wash	Admin/Maint														37,300.00	17,821.09	19,478.91
25	Admin/Maint Folly - Bus Terminal	Admin/Maint														25,300.00	22,207.72	3,092.28
26	Security Tower	Parking Lot														7,707.00	2,140.80	5,566.20
27	Security Tower	Parking Lot														7,707.00	1,869.53	5,737.47
28	Sanborn Transit Center	Bus Station														1,776,707.00	36,500.00	1,739,307.00
29	Lift Gate UPRI	Maintenance														5,100.00	5,100.00	-
30	Flat Mtd Shire	Office		1480 Bldg			6/30/2005	23	YES							5,800.00	5,800.00	706.90
31	Engine Refurb	Transit Bus Engine		A000161	Fleet Computing Inter		5/1/81	3		2010	80%	CA-90-X358	20%	TDA	1850 Broadway	8,500.00	8,500.00	-
32	Pressure Washer	Maintenance			Cummins		6/30/2006	3		2009	80%	CA-90-Y130	20%	TDA/AB 664	1850 Broadway	638,257.89	638,257.89	-
33	Pressure Washer	Maintenance			Trapeze Software Group		5/28/2004	5		2013	80%	CA-90-Y414	100%	STA	1850 Broadway	108,867.33	108,867.33	-
34	Repair Bus Fleet (TPAINT)	Maintenance			O'Connell Jetting Systems		9/23/2008	1		2013	80%	CA-90-Y327	20%	Brigge Toll AB 664	1850 Broadway	6,624.38	6,624.38	7,761.94
35	Rolling Stock Rehab	Admin/Maint			AH-PAC Tire Dist, Inc.		11/12/2008	1		2010	80%	CA-90-Y199	20%	TDA & STAF	1850 Broadway	5,202.01	5,202.01	7,381.81
36	Rolling Stock Rehab	Admin/Maint			Cash Specialties		6/30/2008	1		2010	80%	CA-90-Y199	20%	TDA & STAF	1850 Broadway	21,066.75	105,328.39	105,328.39
37	GROUP OF PAINTING/CURBING	Admin/Maint			Ron Silkscreen & Sign		6/30/2008	21	YES							36,357.36	16,178.65	20,178.71
38	GROUP OF PAINTING/CURBING	Admin/Maint					10/11/1988	21	YES							21,000.00	21,000.00	-
39	GROUP OF PAINTING/CURBING	Admin/Maint					10/11/1988	21	YES							36,600.00	36,600.00	-
40	GROUP OF PAINTING/CURBING	Admin/Maint					10/11/1988	21	YES							297,000.00	200,475.00	96,525.00
41	GROUP OF OUTDOOR LIGHTING	Admin/Maint					10/11/1988	21	YES							50,500.00	34,087.50	16,412.50
42	GROUP OF OUTDOOR LIGHTING	Admin/Maint					6/30/2008	0		2023	80%	CA-90-Y414	20%	TDA & STAF	1850 Broadway	5,677.00	5,677.00	5,635.08
43	Bus Shelter	Bus Stops			Tolar Manufacturing Co.		6/30/2008	0		2023	80%	CA-90-Y414	20%	Prop 1B	Bus Stop	5,677.00	141.93	5,535.08
44	Bus Shelter	Bus Stops			Tolar Manufacturing Co.		6/30/2008	0		2023	80%	CA-90-Y414	20%	Prop 1B	Bus Stop	4,924,617.61	1,974,065.51	2,950,552.10
45																27,666,429.46	16,500,933.85	11,065,475.51

SOLANO TRANSPORTATION AUTHORITY
RESOLUTION No. 2010-09

A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY BOARD
APPROVING A THE CREATION OF THE SOLANO COUNTY TRANSIT (“SOLTRANS”)
JOINT POWERS AGENCY BY AND AMONG THE SOLANO TRANSPORTATION
AUTHORITY, THE CITY OF BENICIA AND THE CITY OF VALLEJO

WHEREAS, the Solano Transportation Authority (“STA”) has identified a strategy for preserving and enhancing infrastructure through the increased use of mass transit, including the feasibility of merging transit services in Benicia and Vallejo; and

WHEREAS, the STA has determined that substantial cost-savings and service enhancements can be realized from the potential merger of the two transit services; and

WHEREAS, the STA has assisted the two transit agencies in developing a Memorandum of Understanding that will insure that each participating agency will receive equal consideration as the consolidation research moves forward; and

WHEREAS, STA and the cities of Benicia and Vallejo believe that the formation of a joint powers agency is in the best interest of both the public and each member agency to provide transit services within the respective municipal boundaries as well as to participate in intercity, regional transit services.

NOW, THEREFORE, BE IT RESOLVED THAT the Governing Board of the Solano Transportation Authority hereby approves the Solano County Transit Joint Powers Agreement between the Solano Transportation Authority, the City of Vallejo and the City of Benicia and its full participation as a Participating Member.

BE IT FURTHER RESOLVED THAT the STA Executive Director is hereby authorized to sign the Solano County Transit Joint Powers Agreement on behalf of the STA.

Pete Sanchez, Chair
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed and adopted by said Authority at the regular meeting thereof held this day of July 14, 2010.

Daryl K. Halls, Executive Director
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 14th day of July, 2010 by the following vote:

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

Attest: _____
Johanna Masiclat
Clerk of the Board

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DATE: June 23, 2010
TO: STA Board
FROM: Daryl Halls, Executive Director
Susan Furtado, Accounting & Administrative Services Manager
RE: STA's Fiscal Year (FY) 2010-11 Budget Revision and FY 2011-12
Proposed Budget

Background:

The Solano Transportation Authority (STA) has an adopted policy requiring a two-year annual fiscal year budget plan for its proposed expenditures and the proposed means of financing them. In July 2009, the STA Board adopted the two-year budget for FY 2009-10 and FY 2010-11.

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

Discussion:

Attachment A is the Proposed Budget Revision for FY 2010-11 and Attachment B is the Proposed Budget for FY 2011-12. The FY 2010-11 Budget Revision is balanced, with the proposed changes to the approved budget modified from \$42.66 million to \$41.13 million, a \$1.53 (3.6%) million reduction. This is due to new funds and anticipated amount of funds carryover from FY 2009-10 for the continuation of projects and anticipated project delivery expenditures. Budget changes are summarized as follows:

FY 2010-11 Revenue Changes

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

Due to the continued economic status and the on-going State budget crisis, STA staff has prepared for the next two fiscal year by carrying over Members Contribution funds from FY 2008-09 to cover potential transportation funding impact to the STA budget. In April 2010, the STA Board was presented with the FY 2010-11 Members Contributions total amount of \$252,676. The Members Contribution fund has an anticipated carryover of approximately \$322,103 for program allocation into FY 2011-12.

2. The annual local Transportation Development Act (TDA) funds for FY 2010-11, presented to the STA Board in April 2010 in the amount of \$363,757, has been reduced \$58,468 (13.8%) from FY 2009-10 revenue budget.

3. The Safe Routes to School (SR2S) Program received additional TDA Article 3 funding of \$71,000 for the continuation of the multiyear SR2S Program and for local match fund to the Bay Area Air Quality Management District (BAAQMD) Transportation for Clean Air (TFCA) Grant for its program activities such as the Education, Enforcement, Encouragement, and Engineering. The TDA Article 3 fund in the amount of \$40,000 is a carryover from FY 2009-10.
4. With the reinstatement of the State Transit Assistance Fund (STAF) in March 2010 due to passing of the legislation ABX8 6 and ABX8 9, STA is allocated a funding amount of \$375,000 (revenue-based) and \$100,000 (population-based) for transit operations and activities on short-term or transitional basis, and to support STA's revenue planning efforts. The STAF fund includes the unexpended STAF funds from FY 2008-09 in the amount of \$50,250 reprogrammed for the continuation of transit coordination and STA's transit planning efforts, such as the Solano Senior & Disabled Transit Plan Update, the I-80/I-680/I-780 Transit Corridor Study Update, and the Public Private Partnership (P3) Feasibility Study.
5. The Surface Transportation Program (STP) fund is increased by \$310,691 from the original anticipated funds, to include the FY 2009-10 carryover fund for planning activities and Transportation for Livable Communities (TLC) funds. The new Cycle 1 STP Congestion Mitigation and Air Quality Improvement (CMAQ) Program from the Metropolitan Transportation Commission (MTC) allocation is increased by 4% for the next three (3) fiscal years beginning FY 2009-10.
6. The STA received a funding allocation from the MTC Cycle 1 Block Grant under the newly adopted Regional Transportation Plan (RTP) in the amount of \$190,000. This fund is for planning and programming activities, which will help free up other restricted fund sources that are currently being used to move specific projects forward, and to help offset the projected reduction in STA's STIP/PPM funds in future fiscal years.
7. The Transportation for Clean Air (TFCA) fund is increased by \$81,155 due to carryover funds from FY 2009-10 for the ongoing program activities of the Transit Rideshare Services/Solano Napa Commuters Information (SNCI) Program, and the SR2S Program.
8. The SR2S Program received a funding allocation of Congestion Mitigation & Air Quality (CMAQ) in the amount of \$280,000 from MTC. These funds are anticipated to be spent in FY 2010-11 for education, encouragement, and enforcement program activities.
9. The Eastern Solano Congestion Mitigation Air Quality (ECMAQ) funds has carryover from FY 2009-10 in the amount of \$119,432 for the Transit and Rideshare Services/Solano Napa Commuter Information (SNCI) for the continuation and delivery of transit and rideshare activities, and the amount of \$55,000 for the SRS2S Program.
10. The Community Based Transportation Plan (CBTP) Grant for the City of Vacaville and East Segment of the City of Fairfield studies are increased by \$45,000 to include the carryover funds from FY 2009-10 due to the delayed start of the studies.
11. The fund swap of STA's State Transportation Improvement Program (STIP) funds with the City of Vacaville's TDA funds of \$750,000 for countywide planning, transit, and delivery of projects is in its second and final year of funding.
12. The Coastal Conservancy grant for the State Route (SR) 12 Jameson Canyon Ridge Trail/Pedestrian/Bicycle Connections Plan study is programmed for the carryover fund in the amount of \$15,000 for the continuation and final phase of the project. This study is expected to finish in early FY 2010-11.

13. The Jepson Parkway Project has an approved funding amount from the STIP of \$2.4 million. This fund was taken out of the budget in FY 2009-10 and is reprogrammed for FY 2010-11 in anticipation of the allocation approval from the California Transportation Commission (CTC). In addition, a carryover fund from the County of Solano in the amount of \$700,000 and the Federal Earmark of \$378,152 is added to the budget for the continuation of the project.
14. The I-80 High Occupancy Vehicle (HOV) Lanes Project fund from Regional Measure (RM) 2 is reduced by \$123,797 due to the final design phase of the ramp metering element of the Project being completed.
15. The North Connector East funding allocation from RM 2 is increased by \$5.0 million to reflect the actual project activities. This project is in construction phase and the project funding share from the County of Solano and the City of Fairfield, for the construction of the City's water line as part of this Project, is carried over from FY 2009-10.
16. The I-80 HOV/Express Lanes Conversion funding from the RM 2 is reduced by \$4.75 million, and the I-80/I-505 Express Lanes funding is reduced by \$4.7 million due to the later initiation of the project. This project is for the planned conversion of the I-80 HOV Lanes between Red Top Road and Air Base Parkway to an Express Lanes, and a new I-80 Express Lanes between Air Base Parkway and I-505.
17. The SR 12 Bridge Realignment Study fund has a carryover from FY 2009-10 of \$25,000. This project is in its final phase of the study.
18. The Redwood Parkway - Fairground Drive Access Improvement Project is initiated in FY 2009-10. Due to a delay in negotiating the project agreement, the funding for the project is added in FY 2010-11.

FY 2010-11 Expenditure Changes

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

1. The ***Operation and Management*** budget is increased by \$53,915 (3.3%). The STA Operation & Administration budget expenditures were reviewed for its reduction opportunities in these current economic times, which resulted in a reduction of \$13,981. Operation cost reductions, such as the following, were taken into account: Two vacant staff positions, No Cost of Living Allowance (COLA), limited training and conferences, and limited office equipment and capital purchases. The STA Board Budget is reduced to reflect less travel costs. The Contingency and Insurance Reserves is increased by \$17,896 in accordance with the adopted policy. The Expenditure Plan is programmed with a budget in the amount of \$50,000 for the continuation of projects initiated in FY 2009-10 using the available Members Contribution and the STAF fund for the collection of data and/or to initiate feasibility studies for potential new transportation revenues options.
2. The ***Transit and Rideshare Services/Solano Napa Commuter Information (SNCI)*** budget is increased by \$383,432 (39.3%). New transit studies and activities are added in the budget, such as the Solano Senior & Disabled Transit Plan Update, the Transit Consolidation Implementation Phase 3, and the I-80/I680/I-780 Transit Corridor Study Update using the reinstated STAF funding.

3. The ***Project Development*** budget is reduced by \$2.64 million (6.7%) to primarily reflect a reduction in the I-80 Express Lanes currently available funds. The budget includes the carryover of funds and the accelerated pace from delivery of the several projects, such as the North Connector East which started construction in FY 2009-10; the I-80 Eastbound Cordelia Truck Scales Relocation initial construction phase; and the final phase of the I-80 HOV Lanes Project, including the ramp metering design element. The initial start of the I-80 Express Lanes Conversion and the I-80/I-505 Express Lanes Projects were delayed and budgets were reduced by the total amount of \$9.45 million to reflect actual allocations to date for the project.

The Safe Route to School Program budget is increased by \$604,835 to reflect the carried over funds for the continuation of the safety engineering activities with the installations of speed radars. This program was awarded additional funding from MTC CMAQ and ECMAQ to encourage more students to walk and bike to school with education & safety training, encouragement contests & events, and enforcement coordination with police.

The Program Manager Application (\$50,000) and the Public Private Partnership (P3) Feasibility Study (\$150,000) are added to the budget using the MTC Block Grant and the STIP/PPM funds.

4. The ***Strategic Planning*** budget is increased by \$678,808 (118.6%). The Solano County TLC Program fund from STP/TLC is increased by \$151,182, the State Route (SR) 12 Major Investment Study (MIS)/Corridor Study fund from STIP/PPM is increased by \$75,000, and the TFCA Program fund is increased by \$238,331. These funding increases are due to the carryover funds from FY 2009-10 for the continuation of program and project activities. The Safe Route to Transit study, the SR 12 Jameson Canyon Ridge Trail study, and the Climate Change Strategy are ongoing projects studies. These studies are added to the budget and are scheduled to finish in FY 2010-11. The Jepson Parkway TLC Plan Update is also added to the budget using the STIP/PPM funds.

Cost of Living Adjustment (COLA) for STA Staff:

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

Budget highlights for FY 2011-12 is summarized as follow:

FY 2011-12 Revenues

STA's core revenues such as the Members Contribution (Gas Tax) and TDA funding are anticipated to continue at a lower funding level based on the current economic status. MTC Rideshare Program is in its final contract year. It is anticipated that the contract will be renewed, but with the current State budget crisis, it will not be determined until well into FY 2010-11. Project delivery and construction are on-going for the North Connector Project, I-80 Eastbound Cordelia Truck Scales Relocation Project, the I-80/I-680/I-780 Interchange Project, the I-80 HOV Lanes conversion to HOT Lanes/Express Lanes, which are all primarily funded by RM 2; and the Jepson Parkway Project funded by the STIP fund. No fund swap is anticipated to replace Projects and Project Studies fund sources, which tends to fluctuate with the expenditures on multi-year

projects and for the different transit activities to backfill the possible loss of Members Contribution and STAF funds. No new project studies will be initiated without additional funding availability.

FY 2011-12 Expenditure

1. No new positions are added to the proposed FY 2011-12 budgets. Salaries have been budgeted to cover annual merit and performance based step increases and no cost of living adjustment for the third year in a row.
2. Health Benefits premium rates historically increases annually, hence, the budget have been increased to reflect an 8% increase for FY 2011-12.
3. Contribution to the Reserve Account is at the approved level using the Member Contribution carried over from FY 2009-10. At the end of FY 2010-11, STA will have a total reserve amount of approximately \$811,551, which covers the reserve amount of \$611,551 for Contingency Reserve and the Insurance Reserve of \$200,000.
4. No new project study is added to the FY 2011-12 Budget. Projects such as the North Connector Project, I-80/I-680/I-780 Interchange Project, I-80 Eastbound Cordelia Truck Scales Relocation Project, and SR 12 Jameson Canyon Project are anticipated to be in construction for FY 2011-12. Unless additional funding or a specific grant is available, no new project studies are added to the proposed budget.

The total FY 2011-12 revenue and expenditure is \$41.64 million. The proposed balanced budget has STAF funding and the MTC Block Grant for the continued delivery of STA's priority projects; no fund swap is reflected in the budget.

To ensure conformance with the Office of Management and Budget (OMB) Circular A-87 (Cost Principles of State, Local, and Indian Tribal Government) and the STA's Accounting Policies and Procedures, the two-year budget FY 2010-11 and FY 2011-12 is presented with revision to the approved budget for FY 2010-11 to reflect changes in the budget revenue and expenditures.

Fiscal Impact:

The fiscal impact for FY 2010-11 is as follows:

1. Total FY 2010-11 budget is reduced by \$1.53 million (3.6%), which includes changes to the North Connector East Project, I-80 Eastbound Cordelia Truck Scales Relocation; and initialization of the I-80 HOT/Express Lanes.
2. No Cost of Living Adjustment (COLA) for STA staff in FY 2010-11.

Recommendation:

Approve the following:

1. Adopt the STA's FY 2010-11 Budget Revision as shown in Attachment A; and
2. Adopt the STA's FY 2011-12 Proposed Budget as shown in Attachment B.

Attachments:

- A. STA FY 2010-11 Budget Revision dated July 14, 2010
- B. STA FY 2011-12 Proposed Budget dated July 14, 2010

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FY 2010-11 BUDGET REVISION

July 14, 2010

REVENUES			EXPENDITURES		
STA Fund	Adopted FY 10-11	Proposed FY 10-11	Operations & Administration	Adopted FY 10-11	Proposed FY 10-11
MembersContribution/Gas Tax (Reserve Accounts)	90,104	108,000	Operations Management	1,495,955	1,484,674
Members Contribution/Gas Tax	-	114,061	STA Board of Directors/Administration	46,700	44,000
Transportation Dev. Act (TDA) Art. 4/8	378,000	363,757	Expenditure Plan	-	50,000
TDA Art. 3	-	44,200	Contributions to STA Reserve Account	90,104	108,000
State Transit Assistance Fund (STAF)	127,641	525,200	Subtotal	\$ 1,632,759	\$ 1,686,674
Surface Transportation Program (STP)	525,000	835,691	Transit and Rideshare Services/SNCI		
State Transportation Improvement Program (STIP)	45,440	-	Transit/SNCI Management/Administration	435,500	472,500
STIP Planning, Programming and Monitoring (PPM)	547,098	551,762	Employer Van Pool Outreach	10,000	10,000
CMA Block Grant	-	190,000	SNCI General Marketing	40,000	40,000
Federal Earmark	-	39,561	Commute Challenge	16,000	16,000
Regional Measure (RM) 2 - North Connector - Design	31,396	10,695	Bike to Work Campaign	20,000	20,000
RM 2 - I-80 HOV Lanes	7,839	4,562	Bike Links	5,000	5,000
RM 2 - I-80 Interchange Project	27,003	37,421	Incentives	15,000	15,000
RM 2 - I-80 East Bound (EB) Truck Scales Relocation	27,737	27,398	Emergency Ride Home (ERH) Program	5,000	5,000
Transportation for Clean Air (TFCA)	225,200	235,263	Solano Express	50,000	47,281
TFCA Regional Grant	109,000	190,155	Transit Management Administration	258,974	213,125
Yolo/Solano Air Quality Management District (YSAQMD)	150,000	134,480	Community Based Transportation Plan (CBTP)	60,000	105,000
Congestion Mitigation Air Quality (CMAQ)	-	280,000	Lifeline Program	16,000	16,000
Eastern Solano Congestion Mitigation Air Quality (ECMAQ)	-	230,772	Paratransit Coordinating Council (PCC)	45,000	45,000
Regional Rideshare Program (RRP)	240,000	240,000	Solano Senior & Disable Transit Plan Update	-	110,000
Community Based Transportation Plan (CBTP)	60,000	105,000	Transit Consolidation Implementation Phase 3	-	90,000
Abandoned Vehicle Abatement (AVA) Program/DMV	10,000	10,000	I-80/I-680/I-780 Transit Corridor Study Update	-	150,000
City of Vacaville (swap) TDA	750,000	725,000	Subtotal	\$ 976,474	\$ 1,359,906
CA State Coastal Conservancy	-	15,000	Project Development		
Local Funds - Cities/County Sponsors	98,600	98,600	Project Management/Administration	143,706	127,567
	18,000	18,000	Safe Route to School Program	109,000	713,835
Subtotal	\$ 3,468,058	\$ 5,134,578	Regional Impact Fee (Feasibility Study/AB 1600)	50,000	50,000
TFCA Program			Program Manager Application	-	50,000
Transportation for Clean Air (TFCA)	16,368	254,699	Public Private Partnership (P3) Feasibility Study	-	150,000
Subtotal	\$ 16,368	\$ 254,699	Jepson Parkway	2,354,560	3,478,152
Abandoned Vehicle Abatement Program			Jameson Canyon Project	700,000	700,000
Department of Motor Vehicle (DMV)	320,000	320,000	I-80/I-680/SR 12 Interchange PA/ED	5,517,120	5,537,956
Subtotal	\$ 320,000	\$ 320,000	North Connector-East	15,543,604	20,319,964
Jepson Parkway Project			I-80 East Bound (EB) Truck Scales Relocation	3,348,249	3,347,571
State Transportation Improvement Program (STIP)	2,354,560	2,400,000	I-80/HOV Lanes/Ramp Metering	641,268	517,471
Federal Earmark	-	378,152	I-80 HOT Lanes Conversion	5,000,000	250,000
County of Solano	-	700,000	I-80/I-505 HOT Lanes	5,000,000	300,000
Subtotal	\$ 2,354,560	\$ 3,478,152	I-80 HOV Lanes/Vallejo Fairgrounds	750,000	947,733
I-80 East Bound (EB) Truck Scales Relocation			SR 12 Bridge Realignment Study	-	25,000
RM 2 Funds	3,348,249	3,347,571	DMV Abandoned Vehicle Abatement (AVA) Program	320,000	320,000
Subtotal	\$ 3,348,249	\$ 3,347,571	Subtotal	\$ 39,477,507	\$ 36,835,249
Jameson Canyon Project			Strategic Planning		
STIP/TCRP	700,000	700,000	Planning Management/Administration	181,846	171,141
Subtotal	\$ 700,000	\$ 700,000	Events	10,000	15,000
I-80 High Occupancy Vehicle (HOV) Lane/Ramp Metering			Model Development/Maintenance	24,000	24,000
PA/ED Design RM-2	641,268	517,471	Solano County TLC Program	150,000	301,182
Subtotal	\$ 641,268	\$ 517,471	Jepson Parkway TLC Plan Update	-	50,000
North Connector East (Chadbourne Rd/Right of Way)			SR 12 MIS/Corridor Study	75,000	150,000
Preliminary Engineering/Right of Way - RM-2 Funds	14,968,604	19,969,964	SR 29 MIS/Corridor Study	-	-
County of Solano	-	-	Comprehensive Transportation Plan (CTP)/EIR	115,273	210,273
City of Fairfield	575,000	350,000	Safe Route to Transit	-	20,000
Subtotal	\$ 15,543,604	\$ 20,319,964	SR 12 Jameson Canyon Ridge Trail Study	-	15,000
I-80/I-680/SR 12 Interchange EIR/EIS			Climate Change Strategy	-	40,000
RM 2 Funds	5,517,120	5,537,956	TFCA Programs	16,368	254,699
Subtotal	\$ 5,517,120	\$ 5,537,956	Subtotal	\$ 572,487	\$ 1,251,295
I-80 High Occupancy Toll (HOT) Lanes Conversion			TOTAL, ALL EXPENDITURES		
RM 2 Funds	5,000,000	250,000	\$ 42,659,227	\$ 41,133,124	
Subtotal	\$ 5,000,000	\$ 250,000			
I-80/I-505 High Occupancy Toll (HOT) Lanes					
RM 2 Funds	5,000,000	300,000			
Subtotal	\$ 5,000,000	\$ 300,000			
SR 12 Bridge Realignment					
Federal Earmark	-	20,000			
City of Rio Vista	-	5,000			
Subtotal	\$ -	\$ 25,000			
I-80 HOV/Vallejo Fairgrounds					
Federal Earmark	600,000	720,687			
Local Match Funds-STA	-	25,000			
Local Match Funds-Solano County/City of Vallejo	150,000	202,046			
Subtotal	\$ 750,000	\$ 947,733			
TOTAL, ALL REVENUE					
\$ 42,659,227	\$ 41,133,124				

FY 2011-12 PROPOSED BUDGET

July 14, 2010

REVENUES		EXPENDITURES	
STA Fund	Proposed FY 11-12	Operations & Administration	Proposed FY 11-12
MembersContribution/Gas Tax (Reserve Accounts)	108,000	Operations Management	1,495,955
Members Contribution/Gas Tax	248,480	STA Board of Directors/Administration	46,700
Transportation Dev. Act (TDA) Art. 4/8	327,381	Expenditure Plan	-
TDA Art. 3	91,500	Contributions to STA Reserve Account	108,000
State Transit Assistance Fund (STAF)	477,307	Subtotal	\$ 1,650,655
Surface Transportation Program (STP)	619,000		
State Transportation Improvement Program (STIP)	34,505	Transit and Rideshare Services/SNCI	
STIP Planning, Programming and Monitoring (PPM)	422,098	Transit/SNCI Management/Administration	435,500
CMA Block Grant	190,000	Employer Van Pool Outreach	10,000
Regional Measure (RM) 2 - North Connector - Design	33,181	SNCI General Marketing	40,000
RM 2 - I-80 Interchange Project	38,688	Commuter Challenge	16,000
RM 2 - I-80 East Bound (EB) Truck Scales Relocation	28,509	Bike to Work Campaign	20,000
Transportation for Clean Air (TFCA)	251,143	Bike Links	5,000
TFCA Regional Grant	61,226	Incentives	15,000
Yolo/Solano Air Quality Management District (YSAQMD)	14,400	Emergency Ride Home (ERH) Program	5,000
Congestion Mitigation Air Quality (CMAQ)	362,000	Solano Express	50,000
Eastern Solano Congestion Mitigation Air Quality (ECMAQ)	348,660	Transit Management Administration	258,974
Regional Rideshare Program (RRP)	240,000	Lifeline Program	16,000
Abandoned Vehicle Abatement (AVA) Program/DMV	10,000	Paratransit Coordinating Council (PCC)	45,000
Local Funds - Cities/County	98,600	Subtotal	\$ 916,474
Sponsors	18,000		
Subtotal	\$ 4,022,678		
TFCA Program		Project Development	
Transportation for Clean Air (TFCA)	258,771	Project Management/Administration	143,706
Subtotal	\$ 258,771	Safe Route to School Program	740,590
Abandoned Vehicle Abatement Program		Program Manager Application	-
Department of Motor Vehicle (DMV)	320,000	Public Private Partnership (P30 @ Transit Facility Study)	-
Subtotal	\$ 320,000	Jepson Parkway	1,000,000
Jepson Parkway Project		Jameson Canyon Project	700,000
State Transportation Improvement Program (STIP)	1,000,000	I-80/I-680/SR 12 Interchange PA/ED	5,540,490
Federal Earmark	-	North Connector-East	14,972,177
County of Solano	-	I-80 East Bound (EB) Truck Scales Relocation	13,349,793
Subtotal	\$ 1,000,000	I-80/HOV Lanes	-
I-80 East Bound (EB) Truck Scales Relocation		I-80 HOT Lanes Conversion	250,000
RM 2 Funds	13,349,793	I-80/I-505 HOT Lanes	300,000
Subtotal	\$ 13,349,793	I-80 HOV Lanes/Vallejo Fairgrounds	922,000
Jameson Canyon Project		SR 12 Bridge Realignment Study	-
STIP/TCRP	700,000	DMV Abandoned Vehicle Abatement (AVA) Program	320,000
Subtotal	\$ 700,000	Subtotal	\$ 38,238,756
I-80 High Occupancy Vehicle (HOV) Lanes		Strategic Planning	
PA/ED Design RM-2	0	Planning Management/Administration	287,253
Subtotal	\$ -	Events	10,000
North Connector East (Chadbourne Rd/Right of Way)		Model Development/Maintenance	24,000
Preliminary Engineering/Right of Way - RM-2 Funds	14,972,177	Solano County TLC Program	160,000
County of Solano	-	Jepson Parkway TLC Plan Update	90,000
City of Fairfield	-	SR 12 MIS/Corridor Study	-
Subtotal	\$ 14,972,177	SR 29 MIS/Corridor Study	-
I-80/I-680/SR 12 Interchange EIR/EIS		Comprehensive Transportation Plan (CTP) Follow Up	-
RM 2 Funds	5,540,490	Safe Route to Transit	-
Subtotal	\$ 5,540,490	Climate Change Strategy	-
I-80 High Occupancy Toll (HOT) Lanes Conversion		TFCA Programs	258,771
RM 2 Funds	250,000	Subtotal	\$ 830,024
Subtotal	\$ 250,000		
I-80/I-505 High Occupancy Toll (HOT) Lanes			
RM 2 Funds	300,000		
Subtotal	\$ 300,000		
SR 12 Bridge Realignment			
Federal Earmark	-		
City of Rio Vista	-		
Subtotal	\$ -		
I-80 HOV/Vallejo Fairgrounds			
Federal Earmark	720,000		
Local Match Funds-STA	0		
Local Match Funds-Solano County/City of Vallejo	202,000		
Subtotal	\$ 922,000		
TOTAL, ALL REVENUE	\$ 41,635,909	TOTAL, ALL EXPENDITURES	\$ 41,635,909



DATE: June 30, 2010
TO: STA Board
FROM: Sam Shelton, Project Manager
RE: Regional Transportation Impact Fee (RTIF) Update

Background:

On December 10, 2009, the STA Board adopted the Regional Transportation Impact Fee (RTIF) Nexus Study Scope of Work and authorized the Executive Director to issue a Request for Proposals (RFP) for consultant services. STA staff has been working with Economic Planning Systems (EPS) and three RTIF committees to begin work on the RTIF Nexus Study:

- RTIF Technical Working Group, Public Works & Planning Directors who review and verify the technical feasibility and correctness of STA and EPS staff documents and proposals prior to review by other committees.
- RTIF Stakeholders Committee, Various elected officials, development industry leaders, and interested parties review RTIF documents and proposals prior to review by the RTIF Policy Committee.
- RTIF Policy Committee, Mayors, City Managers, County Administrators Office (CAO) representative, and Board of Supervisors representative review RTIF documents and proposals for policy implications prior to review by the STA's advisory committees and the STA Board.

Generally, RTIF Technical and Stakeholders groups are scheduled to meet on even months while the Policy Committee meets on odd months.

Discussion:

RTIF Development Schedule

The current schedule for the STA's Nexus Study projects completing the Nexus Study by 2011 and implementing an RTIF afterwards.

Since December 2009, the RTIF committees and the STA Board have reviewed and adopted RTIF project selection and ranking criteria and a list of projects to evaluate for potential inclusion in an impact fee program. Over the summer, the RTIF Working Group will review preliminary project modeling results and criteria scores. Between August and December, RTIF committees will be requested to review and recommend project cost allocation options, revenue estimates, preliminary fee schedules, fee economic analyses, and review the draft RTIF Nexus Study. By 2011, the STA Board will be requested to review and consider approval of the RTIF Nexus Study and discuss the potential implementation of a RTIF Program in partnership with the County of Solano and the seven cities.

Recommendation:

Informational.



DATE: June 30, 2010
TO: STA Board
FROM: Sam Shelton, Project Manager
RE: PM 2.5 Hotspot Analysis

Background:

To assist local project sponsors of federally funded projects, STA Project Delivery staff regularly attends the Metropolitan Transportation Commission (MTC) and Caltrans meetings and present updates to the Solano Technical Advisory Committee (TAC) and the Solano Project Delivery Working Group (PDWG).

Discussion:

On December 14, 2009, the United States Environmental Protection Agency (EPA) designated the Bay Area as a nonattainment for the national 24-hour fine particulate matter (PM 2.5) standards. All Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) non-exempt projects must have a project-level conformity determination.

Earlier in June, MTC held a workshop to discuss new air quality conformity process review and regulations related to the emissions of PM 2.5. All projects that could potentially produce additional PM 2.5 emissions (e.g., diesel emissions) will need to have an approved conformity finding prior to receiving approval for federal funds, such as FHWA obligations and FTA grant agreements.

The following Q&A is provided to help answer common questions raised by Solano PDWG members.

I already have environmental clearance. Do I still need to do this?

This is different from environmental clearance. Even if a project sponsor has federal environmental clearance, the sponsor must receive a PM 2.5 air quality conformity finding from FHWA or FTA prior to receiving additional federal funds or other federal actions (e.g., permits and reviews). By December 14, 2010, all projects will be subject to this new regulation.

I think my project could produce additional PM 2.5 emissions. What do I do next?

To help local project sponsors through this process so their projects are not stalled after December 14, 2010, MTC has created an automated interagency consultation process to help project sponsors understand if their project needs further review, such as a PM 2.5 hotspot analysis. In MTC's Fund Management System (FMS), there is a new page titled "Air Quality" that asks project sponsors a few questions about their project. MTC will circulate this information to members of their conformity task force for their review (i.e., Caltrans HQ, FHWA staff, FTA staff, etc.).

Sometime next week, MTC will open up FMS for project revisions, but only for the air quality page. Based on information provided by project sponsors during the 2011 TRAsportation Improvement Plan (TIP) development process, the following projects may have PM 2.5 impacts and would still need additional federal actions. Project sponsors for these projects should take advantage of MTC's PM 2.5 consultation process and fill out the air quality page for their project:

- Any capacity increasing roadway project (but not exempt road rehab or bike/ped capacity projects) such as:
 - Dixon: I-80/Pedrick Road Interchange Modification
 - Dixon: Parkway Blvd UPRR Grade Separation
 - Vallejo: American Canyon Rd Overpass Improvements
 - Solano County: Travis AFB, North Gate & South Gate projects
 - Solano County: Redwood Fairgrounds Dr. Interchange improvements
 - STA: I-80/680/State Route 12 Interchange project
 - STA: North Connector (if West Segment is federal funded)
 - STA: All Express Lane projects
 - STA; Jepson Parkway segments

- New or Expanded Transit Centers and Train Stations (but not transit operations or vehicle purchases) such as:
 - Benicia: Benicia Industrial Park Multi-modal Transportation Center (once the concept is complete)
 - Dixon: Multimodal Transportation Center
 - Fairfield: Fairfield/Vacaville Intermodal Rail Station
 - Fairfield: Fairfield Transportation Center, Phase III
 - Vacaville: Vacaville Intermodal Station Phase 2
 - Vallejo: Vallejo Curtola Transit Center (if federal funds to be used and not just Regional Measure 2 funds)
 - Vallejo: Vallejo Station Intermodal (last parking structure phase, if federally funded)

I do not have a PM 2.5 Hotspot analysis. What do I do?

Project sponsors do not need the analysis now. This is similar to Preliminary Environmental forms and the field review process. Based on the information posted on FMS on the air quality page for your project, the MTC task force will make a recommendation whether or not to conduct a PM 2.5 hotspot analysis later. In other nonattainment regions that are more accustomed to completing these analyses, PM 2.5 hotspot analysis and air quality conformity approval is usually combined with the National Environmental Policy Act (NEPA) process for federal approval. MTC has example documents on the air quality page from other regions for review.

I already have a PM 2.5 hotspot analysis. What do I do?

Project sponsors can post hotspot documents to the air quality page for the MTC task force to review.

What is the deadline to complete this review and obtain an air quality conformity approval?

The deadline is the date of the next federal funding approval or federal action required for your project. After December 14, 2010, all projects will be subject to this new regulation. Going through this process is at the project sponsor's discretion and is provided as a service to local

project sponsors by MTC. If federal actions or approvals for a project are a long way off, then this process could be put off. However, if federal funding decisions are needed soon and are currently going through the NEPA process, then project sponsors should begin this process now.

More information from this workshop is available at the following web address:

<http://www.mtc.ca.gov/meetings/events/6-2-2010.htm>

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. MTC PM 2.5 Hotspot Analysis Workshop Presentation, 06-02-10

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**Air Quality Conformity (PM_{2.5}) &
2011 TIP Development Workshop**
June 2, 2010



Workshop Objectives

- **Explain PM_{2.5} project-level conformity requirements and Bay Area's PM_{2.5} interagency consultation procedures**
- **Provide a brief tutorial on the 2011 TIP development procedures with emphasis on what the sponsors need to do between June 4 and June 17**
- **Demo the new Air Quality Module in the Fund Management System (FMS)**



Fine Particulate Matter (PM_{2.5})

- Particles smaller than 2.5 microns can be inhaled deeply into lungs and cause damage to our health
- Sources of PM include combustion activities (motor vehicles, power plants, wood burning, etc.)
- EPA designated Bay Area as nonattainment for national 24-hour PM_{2.5} standard on December 14, 2009



PM_{2.5} Planning Requirements

- **RTP and TIP must demonstrate transportation conformity** (effective December 14, 2010)
- **PM_{2.5} hot-spot analysis must be prepared for certain roadway and transit projects involving diesel vehicle traffic** (effective December 14, 2010)
- **State Implementation Plan must outline how region will attain and maintain the standard** (by December 2012)



What is a PM_{2.5} Hot-Spot Analysis?

Per 40 CFR 93.101, a PM_{2.5} Hot-Spot Analysis:

- **Estimates likely future localized PM_{2.5} pollutant concentrations and compares those concentrations to the national ambient air quality standards**
- **Estimates the air quality impacts of a project on a small scale, such as at a congested roadway intersection or a bus terminal, and uses an air quality dispersion model to determine the effects of emissions on air quality**
- **Is used to demonstrate that a transportation project meets Clean Air Act conformity requirements to support state and local air quality goals with respect to potential localized air quality impacts**



PM_{2.5} Project-Level Conformity Requirements

■ PM_{2.5} Hot-Spot Analysis not required for:

- Projects exempt under 40 CFR 93.126
 - **Examples:** Safety improvements (RR crossing, shoulders, medians, lighting, etc.); mass transit (transit operations, purchase of vehicles/operating equipment, renovation of transit buildings/structure, etc.); bicycle/pedestrian projects, rideshare projects; etc.
- Traffic signal synchronization projects under 40 CFR 93.128; or
- Projects that use no federal funds and/or require no federal approval

■ PM_{2.5} Hot-Spot Analysis must be prepared for:

- Projects of Air Quality Concern under 40 CFR 93.123(b)(1)
- Projects that use federal funds and/or require federal approval



What Is a Project of Air Quality Concern?

Per 40 CRF 93.123(b)(1):

- **New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;**
- **Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;**
- **New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;**
- **Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and**
- **Projects in or affecting locations, areas, or categories of sites which are identified in the PM2.5 or PM10 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.**



What is the EPA Transportation Conformity Guidance for Quantitative Hot-Spot Analyses?

- **Replacement for the 2006 Qualitative Guidance**
- **Overview of the Analytical Process**
 - > Emissions (EMFAC or MOVES)
 - > Air Quality Modeling (CAL3QHCR or AERMOD)
 - > Evaluate Results "NAAQS/No Build
 - > Assess Potential Mitigation
- **Comments are Due By July 19, 2010.**
- **See Requested Questions for Comment**
 - > Comments can be sent electronically to PMhotspot-comments@epa.gov



What is the Purpose of Interagency Consultation?

- **Determine if project is deemed a “project of air quality concern” pursuant to 40 CFR 93.123(b)(1)**
- **Evaluate the assumptions, methods and analysis of the PM_{2.5} hot-spot analysis**



Bay Area

Interagency Consultation Procedures

(MTC Resolution No. 3946)

- **Interagency consultation is facilitated through MTC's Air Quality Conformity Task Force**
- **Sponsor submits project information, and Conformity Task Force determines if project is of air quality concern and therefore requires a PM_{2.5} hot-spot analysis**
- **Sponsor submits PM_{2.5} hot-spot analysis for review by Conformity Task Force**
- **After consultation, sponsor completes PM_{2.5} hot-spot analysis and seeks approval from FHWA and FTA**



MTC Contact

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Project Manager, Transportation Conformity

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510.817.5809



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DATE: July 2, 2010
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update

Background:

STA staff monitors State and federal legislation pertaining to transportation and related issues. The STA Board-approved 2010 Legislative Priorities and Platform provides policy guidance on transportation legislation and activities during 2010. Attachment A is an updated STA legislative bill matrix.

Discussion:

State:

On May 12th the STA Board approved a position of “oppose” for previous versions of Assembly Bill (AB) 2620, which would have required that up to 15% of toll revenue generated by a toll facility on the State highway system be dedicated to the State Highway Operation and Protection Program (SHOPP) for highway maintenance and rehabilitation projects.

Shaw/Yoder/Antwih, STA’s state legislative advocacy firm, worked with a broad coalition of agencies in an attempt to amend or defeat the bill. While the bill narrowly passed off the Assembly Floor by a vote of 44 to 29 on June 3rd, STA’s advocates, in conjunction with the coalition, met with Senate Transportation and Housing Committee staff as well as the Department of Finance (DOF) and Caltrans to request that the author amend the bill to make the State Highway Operations and Protection Program (SHOPP) an eligible expenditure, rather than affixing a percentage for funding of that program from any net revenues that are realized.

The bill’s sponsor, Professional Engineers in California Government (PECG), recently gutted and amended the bill for an entirely different purpose. The June 22nd version of the bill would change the overhead rate that the Department of Transportation (Caltrans), charges for reimbursed work it performs for local agencies or private entities in order to make it more competitive in obtaining work from local jurisdictions.

The most recent version of the bill was approved by the Senate Transportation and Housing Committee on June 29th. STA staff has indicated that even the most recent language should not be in statute since decisions about overhead and indirect costs associated with capital outlay support are best left to negotiation with Caltrans.

More details regarding AB 2620 and other State legislative activities can be found in Shaw/Yoder/Antwih’s June State Legislative Update (Attachment B).

Federal:

On July 1, the House Appropriations Subcommittee on Transportation, Housing and Urban Development (THUD) approved a bill that would provide \$79.3 billion in funding for transportation programs for fiscal year 2011, nearly \$3.7 billion more than appropriated for fiscal 2010 and \$1.7 billion above the president's request.

The bill includes:

\$750,000 for the Travis Air Force Base North Gate Access Improvements Project

\$750,000 for the Vacaville Intermodal Station - Phase 2 Project

\$750,000 for the Vallejo Ferry Maintenance Project

It appears unlikely that Congress will enact a stand alone appropriations bill for fiscal year 2011 transportation spending. The House Appropriations Committee has not considered any of the 12 appropriations bills and Subcommittees have completed work on only 5 bills. With the limited time left in the schedule, it is more likely that Congress will adopt an omnibus bill or a continuing resolution to fund the government until after the election.

More information on appropriations and other federal programs and funding measures can be found in Akin Gump's June Federal Legislative Update (Attachment C).

Recommendation:

Informational.

Attachment:

- A. STA Legislative Matrix
- B. State Legislative Update - June (Shaw/Yoder/Antwih)
- C. Federal Legislative Update - June (Akin Gump)

 Solano Transportation Authority	LEGISLATIVE MATRIX 2009-2010 State and Federal Legislative Session <i>July 1, 2010</i>	Solano Transportation Authority One Harbor Center, Suite 130 Suisun City CA 94585-2427 Phone: 707-424-6075 Fax: 707-424-6074 http://www.solanolinks.com/programs.html#lp

AB = Assembly Bill; ACA = Assembly Constitutional Amendment; ASM = Assembly; SB = Senate Bill; SCA = Senate Constitutional Amendment; SEN = Senate

STATE Legislation:

Bill Number/Topic	Location	Summary	Position
AB 744 Torrico D Transportation: Bay Area high-occupancy vehicle network.	SEN. APPR. SUSPENSE FILE 12/10/09 - (Corrected Dec. 10.) In committee: Held under submission.	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. Last Amended on 7/15/2009	Support
AB 2620 Eng D Transportation: toll facilities.	SEN APPR. 6/30/10	The most recent version of the bill is a "gut and amend" that was recently amended to change the overhead rate that the Department of Transportation (Caltrans) charges for reimbursed work it performs for local agencies or private entities in order to make it more competitive in obtaining work from local jurisdictions. STA was opposed to previous versions of the bill which would have required that 15% of all net revenues collected within a corridor be used to fund SHOPP projects in the corridor which collected the fees. The bill also would have authorized Caltrans to jointly apply with the public agency implementing the toll facility to direct the funds to non-SHOPP projects on the state highway system within the county. Last Amended on 6/22/2010	Oppose <i>(05/12/10)</i>
SB 82 Hancock D Community colleges: parking and transportation fees	ASM FLOOR 7/1/10	Existing law limits the transportation fee and parking services fee to \$60 per semester or \$30 per intersession that community college districts are authorized to charge students and district employees. This bill would increase the combined limit to \$70 per semester or \$35 per intersession. Last Amended 6/14/10	

Bill Number/Topic	Location	Summary	Position
<p>SB 409 Ducheny D</p> <p>Passenger rail programs: strategic planning.</p>	<p>ASM TRANS. 6/28/10 Hearing postponed.</p>	<p>Existing law creates the Department of Transportation in the Business, Transportation and Housing Agency (BT&H), with various powers and duties relative to the intercity passenger rail program, among other transportation programs. Existing law creates in state government the High-Speed Rail Authority, with various powers and duties relative to development and implementation of a high-speed passenger train system. The authority has 9 members, 5 appointed by the Governor and 4 appointed by the Legislature. Existing law also creates in state government the California Transportation Commission (CTC), with various powers and duties relative to programming of transportation capital projects and assisting the Secretary of BT&H in formulating state transportation policies. This bill would: place the High-Speed Rail Authority within the BT&H; require the 5 members of the authority appointed by the Governor to be appointed with the advice and consent of the Senate; require authority to annually submit a funding plan to CTC for approval, identifying the need for investments during the fiscal year and the amount of bond sales necessary. This bill contains other related provisions.</p> <p>Last Amended on 1/26/2010</p>	<p>Support with Amendments <i>(05/12/10)</i></p>
<p>SB 1348 Steinberg D</p> <p>California Transportation Commission: guidelines.</p>	<p>ASM FLOOR 7/1/10</p>	<p>Existing law generally provides for programming and allocation of state and federal funds available for transportation capital improvement projects by the California Transportation Commission, pursuant to various requirements. Existing law authorizes the commission, in certain cases, to adopt guidelines relative to its programming and allocation policies and procedures. This bill would establish specified procedures that the commission would be required to utilize when it adopts guidelines pursuant to a statutory authorization or mandate that exempts the commission from the requirements of the Administrative Procedure Act. This bill contains other existing laws.</p> <p>Last Amended on 6/17/2010</p>	<p>Watch <i>(05/12/10)</i></p>
<p>SB 1418 Wiggins D</p> <p>Transportation: motorist aid services.</p>	<p>ASM TRANS 6/28/10 Failed Passage (5 to 6).</p>	<p>Makes a number of changes to state law governing service authorities for freeway emergencies. Specifically, the bill: Deletes the requirement that an authority operate and fund a system of call boxes. Requires an authority to spend its funds on implementation, maintenance, and operation of systems, projects, and programs to aid and assist motorists, including, but not limited to, a call box system, freeway service patrol, mobile roadside assistance systems, intelligent transportation systems, incident management programs and coordination, traveler information system programs, and support for traffic operation centers. Allows an authority to charge a fee of up to \$2 per vehicle in the county, in \$1 increments. Provides that an authority's amendment to its existing call box plan is deemed approved if Caltrans and CHP do not reject the amendment within 60 days of receipt. Allows the Bay Area's Metropolitan Transportation Commission (MTC), in counties where it functions as the authority, to place call boxes in parking or roadway area, under specified terms, in state and federal parks where telecommunication services are unavailable, provided that MTC and the park administrator agree. Limits the applicability of Americans with Disabilities Act (ADA) requirements to call boxes, as opposed to the entire motorist aid system.</p> <p>Last Amended on 6/21/10</p>	<p>Watch <i>(05/12/10)</i></p>

Bill Number/Topic	Location	Summary	Position
SB 1445 DeSaulnier D Planning.	ASM TRANS 6/28/10 Failed Passage (6 to 5).	<p>Existing law creates the Strategic Growth Council consisting of the Director of State Planning and Research, the Secretary of the Natural Resources Agency, the Secretary for Environmental Protection, the Secretary of Business, Transportation and Housing, the Secretary of California Health and Human Services, and one public member appointed by the Governor. Existing law specifies the powers and duties of the council with respect to identification and review of activities and programs of member agencies that may be coordinated to improve certain planning and resource objectives and associated matters, including provision of financial assistance to support the planning and development of sustainable communities. Existing law requires the council to report to the Legislature not later than July 1, 2010, and every year thereafter, on the financial assistance provided. This bill would instead provide for an initial reporting date of July 1, 2012. The bill would require the council to coordinate certain of its activities with the Planning Advisory and Assistance Council. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 5/13/2010</p>	<p>Watch <i>(05/12/10)</i></p>

FEDERAL Legislation:

Bill Number/Topic	Location	Summary	Position
<u>HR 2454</u> Waxman (D-CA) American Clean Energy and Security Act of 2009 <i>Safe Climate Act</i>	7/7/2009: Read second time. Placed on Senate Legislative Calendar under General Orders. Calendar No. 97.	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.	None
<u>S 1156</u> Harkin (D-IA) Safe Routes to School Program Reauthorization Act	05/21/09: Referred to Senate committee; read twice and referred to Committee on Environment and Public Works.	This bill would provide \$600 million annually to fund the program. Likely to be included in the surface transportation reauthorization bill, it would fund infrastructure improvements (sidewalks, pathways, bike lanes, and safe crossings), as well as educational, law enforcement, and promotional efforts to make it safer for children to walk and bicycle to and from school. The bill would also expand eligibility to include high schools, allow funds to be used to improve bus stop safety and expand access in rural communities; improve project delivery and reduce overhead by addressing regulatory burdens; and authorize research and evaluation of the program.	None
<u>S 3412</u> Dodd (D-CT) Public Transportation Preservation Act of 2010	5/25/10: Read twice and referred to the Committee on Banking, Housing, and Urban Affairs	This bill would authorize \$2 billion in emergency operating assistance through fiscal year 2011 for public transit agencies. Transit agencies could use the funds to reduce fare increases and restore services cut after January 2009, or prevent future service cuts or fare hikes through September 2011. Agencies that have not hiked fares or slashed services would be able to use the money for infrastructure improvements. The grants would be distributed through existing formulas, with a small amount set aside for oversight and administration.	Support <i>(06/09/10)</i>



SHAW/YODER/ANTWIH, inc.
 LEGISLATIVE ADVOCACY • ASSOCIATION MANAGEMENT

July 1, 2010

TO: Board Members, Solano Transportation Authority
 FROM: Gus Khouri, Legislative Advocate
 Shaw / Yoder / Antwih, Inc.

RE: STATE LEGISLATIVE UPDATE- JUNE

Budget Conference Committee

The Budget Conference Committee has been meeting in an attempt to reconcile the various proposals between Senate and Assembly proposals. Many of the tough decisions will be left up to the Big 5 (Governor, Speaker of the Assembly, President pro Tempore of the Senate, Senate Republican Leader, Assembly Republican Leader) to ultimately decide. To date, a meeting of the Big 5 has yet to occur. Given that transportation was addressed in the March Special session, there is little to be concerned about at this point.

The Senate Democrats have entertained delaying corporate tax breaks, increasing the vehicle license fee rate (1.15% to 1.5%), increasing the alcohol tax (1 to 2 cents per bottle), and retaining a .25% personal income tax surcharge and reduction in dependent tax credits to balance the budget.

The Assembly Democrats have countered with a proposal to securitize against the California Beverage Recycling Fund and impose an oil severance tax.

The constitutional deadline for the legislature to submit a budget to the Governor was June 15th. While legislators have stated that they will work through the Summer Recess (July 2nd through August 2nd), it appears unlikely that a budget agreement will be reached prior to the end of July.

State Transit Assistance Allocations

The California State Controller's Office has posted the regional allocation totals for the \$400 million statewide State Transit Assistance Program (STA) allocation to be distributed this month. Allocations are to be made by June 25th. As a result, the City of Benicia will receive roughly \$11,000, Dixon \$5,600, Fairfield \$133,000, Rio Vista \$3,755, and Vallejo \$563,000.

The "gas tax swap" budget package signed in late March by Governor Schwarzenegger made an immediate \$400 million appropriation to transit operations from the existing Public Transportation Account (PTA) balance. The payment is a one-time lump sum amount which will cover the remainder of 2009-10 and 2010-11. The total amount allocated is actually \$399,984,000. This is because the State Controller's Office normally receives a small percentage of the allocation for administrative costs.

Key Legislation

On May 12th the STA Board approved a position of "oppose" for previous versions of Assembly Bill (AB) 2620, which would have required that up to 15% of toll revenue generated by a toll facility on the State highway system be dedicated to the State Highway Operation and Protection Program (SHOPP) for highway maintenance and rehabilitation projects.

Our firm worked with a broad coalition of agencies in an attempt to amend or defeat the bill. While the bill narrowly passed off the Assembly Floor by a vote of 44 to 29 on June 3rd, we

worked in conjunction with the coalition, and met with Senate Transportation and Housing Committee staff as well as the Department of Finance (DOF) and Caltrans, to request that the author amend the bill to make the State Highway Operations and Protection Program (SHOPP) an eligible expenditure, rather than affixing a percentage for funding of that program from any net revenues that are realized. Both Senate staff and DOF agreed that decisions about net revenues are best left to the corridor management group which is typically comprised of Caltrans, the California Highway Patrol, the local Congestion Management Agency and Regional Transportation Planning or Metropolitan Planning Organization to organize the cooperative agreement for management of the facility.

As a result, the sponsor, the Professional Engineers in California Government (PECG), recently gutted and amended the bill for an entirely different purpose. The June 22nd version of the bill would change the overhead rate that the Department of Transportation (Caltrans), charges for reimbursed work it performs for local agencies or private entities in order to make it more competitive in obtaining work from local jurisdictions.

According to the sponsors (PECG), Caltrans is unnecessarily charging local and regional agencies overhead and administrative costs that are not related to the delivery of capital outlay support associated with designing highway improvements. PECG argues that for reimbursed work Caltrans is currently charging local and regional authorities for all Caltrans' administrative costs, including charges for building depreciation, bond interest charges, audits, and multiple other items unrelated to state highway project delivery.

The most recent version of the bill was approved by the Senate Transportation and Housing Committee on June 29th. STA staff has indicated that even the most recent language should not be in statute since decisions about overhead and indirect costs associated with capital outlay support are best left to negotiation with Caltrans.

M E M O R A N D U M

July 2, 2010

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

During the month of June, we monitored the appropriations process, grant opportunities, and legislative developments, including surface transportation reauthorization, supplemental funding for transit operations and climate change.

1. Fiscal Year 2011 Appropriations

On July 1, the House Appropriations Subcommittee on Transportation, Housing and Urban Development (THUD) approved a bill that would provide \$79.3 billion in funding for transportation programs for fiscal year 2011, nearly \$3.7 billion more than appropriated for fiscal 2010 and \$1.7 billion above the president's request.

The bill includes \$750,000 for the Travis Air Force Base North Gate Access Improvements project from the federal highway account, sponsored by Rep. John Garamendi and \$750,000 for the Vacaville Intermodal Station - Phase 2 from the bus and bus facilities account, sponsored by Rep. George Miller. The bill also includes \$750,000 for the Vallejo Ferry Maintenance project from the ferry boat discretionary program, sponsored by Rep. Miller. Republicans did not request earmarks this year so there are no projects sponsored by Rep. Lungren.

The House bill would provide \$11.3 billion for transit programs, \$508 million above the President's request, including \$8.9 billion for Formula and Bus Grants (\$600 million more than fiscal year 2010 funding) and \$2 billion for Capital Investment Grants (the same amount as fiscal year 2010 funding). The Federal Highway Administration would receive \$45.2 billion, \$3.1 million over fiscal year 2010 appropriations. The TIGER grants program would receive \$400 million for projects of significant national significance, \$200 million less than in fiscal year 2010. High speed and intercity passenger rail would receive \$1.4 billion, an amount \$4 million below the President's request and \$9 million less than fiscal year 2010 funding.

The bill proposes \$527 million to fund the Administration's initiative to create Livable Communities. The Committee appropriated \$200 million from the general fund and would transfer the remainder from the Highway Trust Fund. Republican Subcommittee Members have objected to the use of highway funds to support non-road projects.

The bill would not fund the Rail Transit Safety Oversight Program (a \$25 million Administration request), the TIGGER program (a \$52 million Administration request) or the National Infrastructure Innovation and Finance Fund (a \$4 million Administration request), intended to be used to finance large-scale infrastructure projects.

It appears unlikely that Congress will enact a standalone appropriations bill for fiscal year 2011 transportation spending. The House Appropriations Committee has not considered any of the 12 appropriations bills and Subcommittees have completed work on only 5 bills. With the limited time left in the schedule, it is more likely that Congress will adopt an omnibus bill or a continuing resolution to fund the government until after the election.

2. Grants to Promote Sustainable Communities

A joint Notice of Funding Availability (NOFA) for \$75 million in fiscal year 2010 funding was published on June 21 for Department of Transportation (DOT) TIGER II planning grants (\$35 million) and Housing and Urban Development (HUD) Sustainable Community Challenge Grants (\$40 million) to help foster planning for more livable, sustainable communities.

This portion of TIGER II funding will be awarded to plan, prepare or design surface transportation projects that would be eligible for funding under TIGER II Discretionary Grants, including highways, bridges, transit, railways, ports, or bicycle and pedestrian facilities. HUD's Sustainability Grants will be awarded to support planning projects, including amending or replacing local master plans and zoning codes to promote mixed-use development, affordable housing and reuse of older buildings for new purposes with the goal of promoting sustainability at the local level. The grants may be awarded individually or jointly. Applicants applying for a TIGER II grant for capital expenditures may request planning funds associated with the capital request. Pre applications are due by July 26 and full applications are due by August 23.

The joint program with DOT is only part of a larger program within HUD's Sustainable Communities Initiative. The initiative received \$150 million in fiscal year 2010 funding to improve regional planning efforts that integrate housing and transportation decisions, and increase the capacity to improve land use and zoning. HUD issued another NOFA on June 24 for \$100 million for Regional Planning Grants to support metropolitan and multijurisdictional planning efforts that integrate housing, land use, economic and workforce development, transportation and infrastructure investments in a manner that empowers jurisdictions to consider the interdependent challenges of: 1) economic competitiveness and revitalization; 2) social equality, inclusion, and access to opportunity; 3) energy use and climate change; and 4) public health and the environmental impact. Final applications are due by August 23.

3. Emergency Operating Assistance Legislation

In June, the STA sent letters to the California delegation in support of the *Public Transportation Preservation Act* [S. 3412 (Dodd)/H.R. 5418 (McMahon)], which would authorize \$2 billion in emergency operating assistance through fiscal year 2011 for public transit agencies. Transit agencies could use the funds to reduce fare increases and restore services cut after January 2009, or prevent future service cuts or fare hikes through September 2011. Agencies that have not hiked fares or slashed services would be able to use the money for infrastructure improvements. The grants would be distributed through existing formulas, with a small amount set aside for oversight and administration.

Senate Banking Committee Chairman Christopher Dodd (D-CT) had intended to attach the bill as an amendment to an emergency supplemental spending bill, but the overall cost of that bill made it an unacceptable vehicle for the amendment. While the Chairman is expected to look for other potential vehicles, the current climate in the Senate favoring deficit reduction over stimulus spending will make enactment difficult. We will continue to monitor any progress and keep you informed if a floor vote becomes imminent.

4. Senate Climate Change Bill

Senators continue to negotiate a draft climate change bill that could obtain 60 votes and defeat a filibuster to secure Senate passage. The climate change bill proposed by Senators John Kerry (D-MA) and Joseph Lieberman (I-CT), *The American Power Act*, which included a fee on oil production with a portion of the revenues dedicated to transportation spending, did not secure sufficient support to bring it to the floor. The Senators have proposed scaling back the bill so that only emissions from power plants are likely to be capped. It is unclear how any revenue under the bill may be allocated or if the measure would receive support from Republican Senators.

5. Transportation Safety

The Senate Banking Committee approved *the Public Transportation Safety Act*, a draft bill to establish federal oversight of transit safety, on June 29. The 2009 WMATA train crash that killed 9 people has motivated Congress to mandate federal safety standards for rail systems. Under the bill, the Department of Transportation would develop and implement a national public transportation plan to improve transit systems that receive federal funding by establishing safety criteria and minimum standards for all modes of public transportation. The bill also would allow the Transportation Department to inspect and investigate public transportation systems and issue safety directives and require the Department to define the term "state of good repair" for transit systems. It would require states with fixed guideway systems, such as light rail, commuter rail and others, that are not regulated by the Federal Railway Administration, to create safety

oversight agencies, assume responsibility for overseeing the safety of those systems and adopt applicable federal laws. The Transportation Department would be authorized to provide grants to states to cover 80 percent of the costs of carrying out the oversight responsibilities.

The House Transportation and Infrastructure Committee is likely to include a transit safety provision in the reauthorization bill and the House THUD Appropriations Subcommittee did not appropriate funding for the initiative in the fiscal year 2011 spending bill.

6. Highway Funding

Congress has been unable to correct a perceived inequity in the distribution of highway formula funds resulting from the most recent SAFETEA-LU extension. When the extension, included in the *Hiring Incentives to Restore Employment "HIRE" Act* (H.R. 2847) passed, it distributed funds under the Projects of National and Regional Significance (PNRS) and National Corridor Infrastructure Improvement programs to states based on the percentage of earmarks a state received under those programs in SAFETEA-LU. Because four states, including California, received nearly 60 percent of the funding, House Transportation Committee Chairman Oberstar objected and Majority Leader Reid agreed to fix the funding distribution in subsequent legislation. The Senate tax extenders bill included a provision that would provide funding under those programs to states based on their share of formula funds in SAFETEA-LU, but hold all states, including California harmless. Unfortunately, the Senate was not able to move the legislation because of concerns by Republicans regarding cost. Of note, the bill also reauthorizes the Build America Bonds program.

7. Rescissions Legislation

On July 1, the House Transportation and Infrastructure Committee approved the Surface Transportation Savings Act, which would rescind \$106.8 million in unspent transportation funds. The bulk of the rescission would come from \$80.9 million in fiscal year 2010 funding for the National Highway Traffic Safety Administration's safety belt performance grants. However, the rescission would also include \$17.3 million authorized for the Federal Transit Administration's formula programs and bus grants. These funds cannot be expended because fiscal year 2010 appropriations bill did not fully fund the accounts to their authorized levels. The bill, introduced by Rep. Tom Perriello (D-VA) on June 25 and approved by voice vote, demonstrates that members are anxious to show voters that they are serious about deficit reduction.



DATE: July 1, 2010
 TO: STA Board
 FROM: Sara Woo, Associate Planner
 RE: Funding Opportunities Summary

Discussion:

Below is a list of funding opportunities that will be available to STA member agencies during the next few months. Attachment A provides further details for each program. Please distribute this information to the appropriate departments within your jurisdiction.

	FUND SOURCE	AMOUNT AVAILABLE	APPLICATION DEADLINE
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately \$20 million	Application Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately \$10 million	Application Due On First-Come, First-Served Basis
3.	TIGER II Grant for Surface Transportation*	\$600 million	Pre-application due July 26, 2010 Final application due August 23, 2010
4.	TIGGER II Grant for Transit*	\$75 million	August 11, 2010

*New funding opportunity

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Detailed Funding Opportunities Summary

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The following funding opportunities will be available to the STA member agencies during the next few months. Please distribute this information to the appropriate departments in your jurisdiction.

Fund Source	Application/Program Contact Person**	Application Deadline/Eligibility	Amount Available	Program Description	Additional Information
Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Anthony Fournier Bay Area Air Quality Management District (415) 749-4961 afournier@baaqmd.gov	Application Due On First-Come, First Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approximately \$20 million	Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment, and other sources of pollution providing early or extra emission reductions.	Eligible Projects: cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines http://www.baaqmd.gov/Divisions/Strategic-Incentives/Carl-Moyer-Program.aspx
Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (415) 749-4961 gbailey@airquality.org	Application Due On First-Come, First-Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approximately \$10 million	The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.	Eligible Projects: install particulate traps, replace older heavy-duty engines with newer and cleaner engines and add a particulate trap, purchase new vehicles or equipment, replace heavy-duty equipment with electric equipment, install electric idling-reduction equipment http://www.airquality.org/mobile/movererp/index.shtml

<p>TIGGER II Grant for Surface Transportation</p>	<p>Leslie T. Rogers (415) 744-3133 201 Mission Street Room 1650 San Francisco, CA 94105-1926</p>	<p>Pre-application due July 26, 2010</p> <p>Final application due August 23, 2010</p> <p>Eligible Applicants: State and local governments</p>	<p>\$600 million</p>	<p>As with the Transportation Investment Generating Economic Recovery (TIGER Discretionary Grant) program, funds for the TIGER II Discretionary Grant program are to be awarded on a competitive basis for transportation projects that will have a significant impact on the Nation, a metropolitan area or a region.</p>	<p>Eligible Projects: Highway or bridge projects, public transportation projects, passenger and freight rail projects, and port infrastructure investments. http://www.dot.gov/recovery/ost/tigerii/</p>
<p>TIGER II Grant for Transit</p>	<p>Leslie T. Rogers (415) 744-3133 201 Mission Street Room 1650 San Francisco, CA 94105-1926</p>	<p>August 11, 2010</p> <p>Eligible Applicants: Only public transportation agencies or State DOTs may apply</p>	<p>\$75 million</p>	<p>This program provides grants to public transit agencies for capital investments that will reduce the energy consumption or greenhouse gas emissions of their public transportation systems.</p>	<p>Eligible Projects: (1) For capital investments that will assist in reducing the energy consumption of a transit system; or (2) for capital investments that will reduce greenhouse gas emissions of a public transportation system. Project proposals may be submitted under either or both categories; only one project may be submitted under a single proposal. http://www.grants.gov/search/search.do?mode=VIEW&oppId=54280</p>



DATE: July 6, 2010
TO: STA Board
FROM: Johanna Masiplat, Clerk of the Board
RE: STA Board Meeting Schedule for Calendar Year 2010

Discussion:

Below is the STA Board meeting schedule for Calendar Year 2010.

Fiscal Impact:

None.

Recommendation:

Informational.

DATE	TIME	LOCATION	STATUS
July 14, 2010	6:00 p.m.	Suisun City Hall	Confirmed
No Meeting in August			
Sept. 8, 2010	6:00 p.m.	Suisun City Hall	Confirmed
October 13, 2010	6:00 p.m.	Suisun City Hall	Confirmed
Nov. 10, 2010, 13th STA Annual Awards Ceremony	6:00 p.m.	TBD, Suisun City	Confirmed
Dec. 8, 2010	6:00 p.m.	Suisun City Hall	Confirmed