Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

Area Code 707
424-6075 • Fax 424-6074

Members:

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

MEETING NOTICE

Wednesday, May 14, 2008

STA Board Meeting
Suisun City Hall Council Chambers
701 Civic Center Drive
Suisun City, CA 94585

6:00 p.m. Regular Meeting

MISSION STATEMENT – SOLANO TRANSPORTATION AUTHORITY
To improve the quality of life in Solano County by delivering transportation system projects to ensure mobility, travel safety, and economic vitality.

Times set forth on agenda is an estimate. Items may be heard before or after the times designated.

ITEM		BOARD/STAFF PERSON
I.	**CALL TO ORDER – CONFIRM QUORUM** (6:00 p.m.)	Chair Woodruff
II.	**PLEDGE OF ALLEGIANCE**	
III.	**APPROVAL OF AGENDA**	
IV.	**OPPORTUNITY FOR PUBLIC COMMENT** (6:05– 6:10 p.m.)	

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

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

STA BOARD MEMBERS

Ed Woodruff Chair **City of Rio Vista**	Jim Spering Vice Chair **County of Solano**	Elizabeth Patterson **City of Benicia**	Mary Ann Courville **City of Dixon**	Harry Price **City of Fairfield**	Pete Sanchez **City of Suisun City**	Len Augustine **City of Vacaville**	Osby Davis **City of Vallejo**

STA BOARD ALTERNATES

Jan Vick	Mike Reagan	Alan Schwartzman	Jack Batchelor, Jr.	Chuck Timm	Mike Segala	Steve Wilkins	Tom Bartee

V. **EXECUTIVE DIRECTOR'S REPORT**
(6:10 – 6:15 p.m.)
Pg. 1

VI. **COMMENTS FROM CALTRANS, THE METROPOLITAN TRANSPORTATION COMMISSION (MTC), AND STA**
(6:15 – 6:40 p.m.)

A. **MTC Report**
B. **Caltrans Report**
   1. **I-80 Public Information** — Lauren Wonder, Caltrans
   2. **I-80 Construction Update** — Janet Adams
C. **STA Report**
   1. **STA Bicycle Advisory Committee (BAC) Presentation** — Sara Woo and Barbara Wood, BAC Chair
   2. **State Route (SR) 12 Update** — Robert Macaulay

VII. **CONSENT CALENDAR**
Recommendation:
Approve the following consent items in one motion.
(Note: Items under consent calendar may be removed for separate discussion.)
(6:40 – 6:45 p.m.)

A. **STA Board Meeting Minutes of April 9, 2008** — Johanna Masiclat
Recommendation:
Approve STA Board Meeting Minutes of April 9, 2008.
Pg. 5

B. **Review TAC Draft Minutes for the Meeting of April 30, 2008** — Johanna Masiclat
Recommendation:
Receive and file.
Pg. 13

C. **Fiscal Year (FY) 2007-08 3rd Quarter Budget Report** — Susan Furtado
Recommendation:
Receive and file.
Pg. 19

D. **Paratransit Coordinating Council (PCC) Appointment** — Liz Niedziela
Recommendation:
Appoint Cathy Cooper as a Transit User representative to the PCC for a 3-year term.
Pg. 23

E. **Napa-Solano Traffic Demand Model – Land Use Assumptions** — Robert Macaulay
Recommendation:
Approve the land use assumptions of the Napa-Solano Travel Demand Model as specified in Attachment A.
Pg. 29

F. Contract Amendment for Project Delivery Management (PDM) Group Inc. for Project Management Services for the I-80/I-680/State Route (SR) 12 Interchange Complex — Janet Adams

Recommendation:

Approve a contract amendment for PDMG in the amount of $570,000 for project management services through June 30, 2010 for the I-80/I-680/SR12 Interchange Complex projects.

Pg. 35

G. Contract Amendment for the State Route (SR) 12 Realignment/Rio Vista Bridge Preliminary Study and the SR 12/Church Road Improvements Project Study Report (PSR) — Janet Adams

Recommendation:

Approve the following:

1. *Contract amendment for the Project Study Report for the SR 12/Church Road Improvements contract for a total not to exceed a contract amount of $155,000 through June 30, 2009; and*
2. *Contract amendment for the SR 12 Re-Alignment/Rio Vista Preliminary Bridge Study contract for a total not to exceed a contract amount of $380,000 through December 31, 2009.*

Pg. 37

H. Transit Facilities of Regional Significance Criteria — Robert Macaulay

Recommendation:

Approve the draft criteria as shown in Attachment A for the Transit Facilities of Regional Significance and forward them to the Transit Committee for implementation for use in identifying Transit Facilities of Regional Significance.

Pg. 43

VIII. ACTION –NON - FINANCIAL ITEMS

A. North Connector Project, Final Environmental Impact Report (FEIR) — Janet Adams

Recommendation:

CONDUCT *a public hearing to consider:*

1. ***CERTIFICATION*** *of the Final Environmental Impact Report (FEIR) for the North Connector Project;*

Then:

2. ***APPROVE*** *Resolution No. 2008-03, including certification of the Environmental Impact Report for the North Connector Project, Exhibit A: Findings of Fact and Exhibit B: Mitigation Monitoring Reporting Program; and*

3. ***DIRECT*** *that upon approval of Financial Item Action IX. A (approval of the North Connector Project), that the Executive Director File a Notice of Determination with the County Clerk of Solano County and with the State Office of Planning and Research and Authorize payment of the filing fees.*

(6:45 – 7:00 p.m.)
Pg. 47

B. Comprehensive Transportation Plan (CTP) Update – Subsidiary Studies — Robert Macaulay

Recommendation:
Approve the list of CTP Subsidiary Studies to the STA Arterials, Highways and Freeways Committee, Transit Committee, and Alternate Modes Committee for use in updating the respective CTP Elements.
(7:05 – 7:10 p.m.)
Pg. 157

C. Sacramento/San Joaquin Delta Transportation Issues — Robert Macaulay

Recommendation:
Authorize the STA Chair send a letter to Caltrans Director Will Kempton and Governor Arnold Schwarzenegger regarding the potential impact to SR 12 future improvements response to a letter from the Delta Vision Blue Ribbon Task Force.
(7:10 – 7:20 p.m.)
Pg. 161

D. Legislative Update — Jayne Bauer

Recommendation:
Approve the following positions:
1. *Support with amendments SB 1093 (Wiggins)*
2. *Oppose SB 1507 (Oropeza)*

(7:20 – 7:25 p.m.)
Pg. 179

IX. ACTION – FINANCIAL ITEMS

A. Approve Final Project Technical Report and North Connector Project — Janet Adams

Recommendation:
Approve the following:
1. *Project Technical Report for the North Connector Project;*
2. *The North Connector Project; and*
3. *Authorize 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.*

(7:25 – 7:35 p.m.)
Pg. 233

B. North Connector Project Regional Measure 2 (RM 2) Allocation Request — Janet Adams

Recommendation:

Approve the following:

1. *Allocation request from Metropolitan Transportation Commission (MTC) for $10.3 million for final design and right-of-way acquisition for the North Connector Project and the construction of improvements at Abernathy Road and Chadbourne Road interchanges; and*
2. *Resolution No. 2008-04.*

(7:35 – 7:40 p.m.)

Pg. 235

C. Contract Amendment for the Mark Thomas & Company/Nolte (MT&Co/Nolte) Joint Venture for Environmental Document for the I-80 Eastbound Cordelia Truck Scales Relocation Project — Janet Adams

Recommendation:

Approve a contract amendment for MT & Co/Nolte in the amount of $1,200,000 for preparation of the environmental document for the I-80 Eastbound Cordelia Truck Scales Relocation Project.

(7:00 – 7:05 p.m.)

Pg. 255

D. Contract Amendment for the Mark Thomas & Company/Nolte (MT&Co./Nolte) Joint Venture for the I-80/I-680/State Route (SR) 12 Interchange Environmental Document — Janet Adams

Recommendation:

Approve the following:

1. *A contract amendment for I-80/I-680/SR12 Interchange Project MT & Co/Nolte contract for the following:*
   - *A. $210,000 for the exploratory drilling and trench excavations for seismic analysis; and*
   - *B. $100,000 for the subconsultant services of Gray-Bowen.*
2. *Modification the I-80/I-680/SR 12 Interchange Project environmental document and studies to account for the I-80 Eastbound Cordelia Truck Scales Relocation Project being cleared under a separate environmental document and thereby removed from the I-80/I-680/SR 12 Interchange Project environmental document.*

(7:40 – 7:45 p.m.)

Pg. 275

E. Contract Amendment for Mark Thomas & Company/Nolte (MT&Co./Nolte) Joint Venture for Design Services of Suisun Valley Road/I-80 Eastbound On-Ramp Improvements — Janet Adams

Recommendation:
Approve a contract amendment for MT & Co/Nolte in the amount of $100,000 for the design of the additional second left turn lane at the intersection of Suisun Valley Road and the I-80 Eastbound on-ramp for the North Connector Project.
(7:45 – 7:50 p.m.)
Pg. 291

F. Approval of Fiscal Year (FY) 2008-09 Transportation Funds for Clean Air (TFCA) Regional Fund Submittal — Robert Guerrero

Recommendation:
Authorize the STA Executive Director to submit a BAAQMD Regional TFCA application for $1 million to implement STA's Safe Routes to School Program
(7:50 – 7:55 p.m.)
Pg. 295

X. INFORMATIONAL ITEMS

A. STA Draft Overall Work Plan for Fiscal Year (FY) 2008-09 and FY 2009-10 — Daryl Halls

Informational
Pg. 301

NO DISCUSSION

B. Regional Measure 2 (RM 2) Implementation — Janet Adams

Informational
Pg. 327

C. I-80 Construction Schedule Update — Janet Adams

Informational
Pg. 349

D. Regional Transportation Plan (RTP) Status — Robert Macaulay

Informational
Pg. 355

E. I-80 Public Information — Jayne Bauer

Informational
Pg. 357

F. Routes of Regional Significance Revised Criteria — Robert Guerrero

Informational
Pg. 377

G. **State Route (SR) 12 Status Update** — Robert Macaulay
Informational
Pg. 387

H. **Project Delivery Update** — Sam Shelton
Informational
Pg. 389

I. **STA Bicycle Advisory Committee Update** — Sara Woo
Informational
Pg. 393

J. **Funding Opportunities** — Sara Woo
Informational
Pg. 395

K. **STA Board Meeting Schedule for 2008** — Johanna Masiclat
Informational
Pg. 401

XI. BOARD MEMBERS COMMENTS

XII. ADJOURNMENT

The next regular meeting of the STA Board is scheduled for
Wednesday, June 11, 2008, 6:00 p.m., Suisun City Hall Council Chambers.

THIS PAGE INTENTIONALLY LEFT BLANK

Solano Transportation Authority

MEMORANDUM

DATE: May 6, 2008
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report –May 2008

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.

Discussion of STA's Draft Overall Work Program (OWP) for FY 2008/09 and 2009/10 *

As reported last month, the STA has made significant progress on a number of plans, projects and programs contained in its Overall Work Program for FY 2007/08 and FY 2008/09. Contained with this Board agenda is the Solano Transportation Authority's draft OWP for FY 2008/09 and FY 2009/10. This 41 item OWP contains plans, projects and programs proposed to comprise the STA's workload for the forthcoming two fiscal years. Following discussion and direction by the STA Board, this item will be agendized for Board action at the meeting in June 2008. Once adopted, the OWP will also guide the allocation of STA budget and staff resources. At the meeting, staff will provide an overview of the priority tasks contained in the OWP.

Approval of North Connector FEIR and North Connector Project*

On the agenda for consideration by the Board is the approval of both the environmental document and the North Connector Project. This project is an important local component of the multi-project effort to improve mobility and safety for both local and regional traffic in the vicinity of the I-80/I-680/SR 12 Interchange. The North Connector Project has been thoroughly and comprehensively evaluated in partnership with the City of Fairfield and the County of Solano. The environmental document is for the eastern and western ends of the project. The City of Fairfield has already environmentally cleared the central portion of the project and is proceeding forward towards construction this year. The eastern end of the project is also fully funded and following Board approval, is on schedule to begin construction in 2009. The western end is not currently funded. At the meeting, the Board will conduct a public hearing to receive any final public comments prior to taking any action on the project.

Safe Routes to School Plan and SR 12 Safety Plans Receive Recognition
Recently, the STA received notification that the Safe Routes to School Plan and the SR 12 Safety Plan are slated to receive awards. The SR 12 Safety Campaign was recognized by the California Association of Public Information Officials (CAPIO) at their annual statewide conference. Over 149 projects were submitted statewide and the SR 12 Safety Campaign received its award of merit in the category of public safety program. On May 16, 2008, the STA is scheduled to receive a Northern Section – California Chapter of the American Planning Association (NSCCAPA) award for the recently completed Safe Routes to School Plan (SR2S). The plan was recognized in the category of "Grass Roots Initiatives" and with this recognition is eligible to be submitted for consideration at the statewide level.

Submittal of Regional TFCA Application for SR2S *
STA staff continues to work with various funding partners to identify and pursue federal, state and regional funding for the new Safe Routes to School Program. Recently, STA staff met with Supervisor John Silva, Solano County's representative to the Bay Area Air Quality Management District, to review the status of Solano County's projects funded with Transportation Fund for Clean Air (TFCA) funds and the potential for obtaining a competitive regional TFCA grant for the SR2S Program. With Supervisor Silva's support and encouragement, staff is recommending the STA submit an application for $1 million in regional TFCA funds for this purpose.

Status of I-80 Rehabilitation Projects and Public Information Plan *
STA staff is working with Caltrans staff to develop a public information and communication plan to notify and inform the traveling and commuting public regarding the array of rehabilitation and congestion relief projects scheduled for construction on the I-80 and SR 12 corridors over the next four years. Several of the projects (I-80 rehabilitation near Tennessee in Vallejo and the SR 12 Truck Climbing Lanes project) have already begun construction. At the meeting, a representative from Caltrans has been invited to discuss the plan for keeping the public informed of these projects and the potential short-term impacts to traffic while the improvements are being made.

I-80 HOV Lanes Project Bid Opened*
In April, Caltrans opened the construction bids for the new I-80 HOV Lanes project (new I-80 HOV Lane from Red Top Road to Airbase Parkway). A total of 10 construction firms submitted bids and the low bid was for $26.6 million, 45% below the engineer's estimate of $49 million. This continues a recent positive trend of construction bids coming in significantly lower than the engineer's estimate. The project is scheduled to begin construction this summer.

Regional Transportation Plan Trade-Off Discussions Focus on System Preservation*

In March, the STA and the other eight Bay Area Congestion Management Agencies (CMAs) submitted their county transportation priorities to MTC for review and evaluation as part of the development of the Regional Transportation Plan (RTP). Concurrently, MTC staff submitted a list of regional programs to MTC's Planning Committee to be included for consideration for limited future state and federal transportation funds. On May 7th, MTC was scheduled to host a RTP public input meeting for Solano County at the County Government building. Currently, MTC staff has initiated discussion of options for investment of the projected available federal and state discretionary funds expected to be available in the Bay Area over the next 25 years. An immediate short-term decision will likely be focused on how much regional discretionary funding (primarily federal Surface transportation program funds) should be dedicated to addressing the regional funding shortfall for local streets and roads and transit capital replacement. The Bay Area CMA directors are proposing that the limited federal STP funds should be dedicated for this purpose with federal Congestion Mitigation and Air Quality (CMAQ) then reserved to address a range of regional programs proposed by MTC staff (regional bike system, Transportation for Livable Communities and project development areas, and Climate Change). Of the $30 billion in regional discretionary funds identified by MTC staff to be available to the Bay Area region over the 25 year span of the RTP, an estimated $18 billion is for revenue that is projected, but not currently available (regional gas tax, future bridge tolls, and future HOT lanes revenues). The CMA directors are recommending MTC follow two parallel tracks for the financial trade off discussions. The first focused on the $5 billion in federal STP/CMAQ expected to be available over the next ten years and the second on developing a regional advocacy platform for the projected future transportation revenues.

Attachment:

A. STA Acronyms List of Transportation Terms

THIS PAGE INTENTIONALLY LEFT BLANK

SOLANO TRANSPORTATION AUTHORITY
Board Minutes for Meeting of
April 9, 2008

I. CALL TO ORDER

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

MEMBERS PRESENT:	Eddie Woodruff (Chair)	City of Rio Vista
	Jim Spering (Vice Chair)	County of Solano
	Elizabeth Patterson	City of Benicia
	Mary Ann Courville	City of Dixon
	Harry Price	City of Fairfield
	Pete Sanchez	City of Suisun City
	Len Augustine	City of Vacaville
	Osby Davis	City of Vallejo

STAFF PRESENT:	Daryl K. Halls	Executive Director
	Charles Lamoree	Legal Counsel
	Johanna Masiclat	Clerk of the Board
	Janet Adams	Director of Projects
	Robert Macaulay	Director of Planning
	Elizabeth Richards	Director of Transit and Rideshare Services
	Liz Niedziela	Transit Manager/Analyst
	Judy Leaks	Program Manager/Analyst
	Susan Furtado	Financial Analyst/Accountant
	Jayne Bauer	Marketing and Legislative Program Manager
	Robert Guerrero	Senior Planner
	Sam Shelton	Assistant Project Manager
	Sara Woo	Planning Assistant
	Nancy Abruzzo	Administrative Assistant I

ALSO PRESENT: ***In Alphabetical Order by Last Name:***

Fernando Bravo	City of Suisun City
Birgitta Corsello	County of Solano
Gene Cortright	City of Fairfield
Allan Deal	Member, Pedestrian Advisory Committee (PAC)
Mike Hudson	Member, PAC
Frank Kitchens	Solano Community College
Jeff Knowles	City of Vacaville
Gary Leach	City of Vallejo
Rod McMillan	BATA
Pat Moran	Member, PAC
Sid Pawar	Caltrans District 4
Dan Schiada	City of Benicia
Michael Segala	Councilmember, City of Suisun City
Brian Travis	Member, PAC
Jan Vick	Councilmember, City of Rio Vista
Brandon Whitehurst	DMJM Harris Co.
Lynne Williams	Chair, PAC

II. PLEDGE OF ALLEGIANCE

III. APPROVAL OF AGENDA

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

IV. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

V. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls provided an update on the following topics:

- STA Travels to Washington, D.C.
- Regional Transportation Plan Moves to Trade Off Discussion Phase
- Recommended Postponement of SolanoExpress Route 70
- BATA/Caltrans to Provide Status of Benicia Bridge Rehabilitation Project
- Overview of SR 12 Jameson Canyon Project
- Status of STA's Overall Work Program (OWP)

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

A. MTC Report:

MTC Commissioner and STA Board Vice Chair Spering announced that he and Mayor and Board Member Harry Price will be attending the Interregional Summit tomorrow at UC Davis. He encouraged other Board members to attend. He also introduced Rod McMillan with the Bay Area Toll Authority (BATA).

B. Caltrans Report:
Sid Pawar, Caltrans' District 4 Project Manager provided a status report on the Benicia Martinez Bridge Retrofit Project.

C. STA Report :

1. STA Pedestrian Advisory Committee (PAC) Presentation by Sara Woo Lynne Williams, Chair of the PAC, was formally introduced.
2. Federal Legislative Update presented by Jayne Bauer.
3. SR 12 Jameson Canyon Project by Janet Adams
4. California High Speed Rail Status Report by Robert Macaulay

VII. CONSENT CALENDAR

On a motion by Board Member Patterson, and a second by Board Member Sanchez, the STA Board approved Consent Calendar Items A thru G. Board Member Price abstained from the vote.

A. STA Board Meeting Minutes of March 12, 2008
Recommendation:
Approve STA Board Meeting Minutes of March 12, 2008.

B. Review TAC Draft Minutes for the Meeting of March 26, 2008
Recommendation:
Receive and file.

C. Additional Geographic Information System (GIS) Funding for the I-80/I-680/I-780 Corridors Highway Operations Implementation Study
Recommendation:
Authorize the Executive Director to execute a consultant contract for an amount not to exceed $312,346 for the I-80/I-680/I-780 Corridors Highway Operations Implementation Study.

D. Comprehensive Transportation Plan (CTP) Update
Recommendation:
Adopt the updated Draft CTP Update Schedule as shown on Attachment A.

E. Bicycle Advisory Committee (BAC)/Pedestrian Advisory Committee (PAC) Letter Opposing the Proposed Benicia State Recreation Area Closure
Recommendation:
Approve authorizing the STA Board Chair to forward a letter to the Governor opposing the proposed Benicia State Recreation Area closure.

F. MTC 2008 Transportation Awards Nomination for Solano Countywide Safe Routes to School Plan
Recommendation:
Approve authorizing the Executive Director to submit a MTC 2008 Transportation Awards nomination from the STA Board for the Solano Countywide Safe Routes to School Plan.

G. Fiscal Year (FY) 2008-09 Transportation Fund for Clean Air (TFCA) 40% Program Manager Funds Allocation

Recommendation:

Approve the following:

1. FY 2008-09 TFCA 40% Program Manager allocation of $116,262.83 for the Solano County Safe Routes to School Program; and
2. Resolution No. 2008-02 confirming the approved TFCA 40% Program Manager Funds for FY 2008-09.

VIII. ACTION – FINANCIAL ITEMS

A. I-80 Eastbound Cordelia Truck Scales Relocation Project – Proposition 1B Trade Corridor Improvement Fund

Janet Adams reviewed the project delivery process of the I-80 Eastbound (EB) Cordelia Truck Scales Relocation Project. She stated that the CTC is expected to take action on the funding recommendations either April 9th or 10th, 2008. She also indicated that staff is recommending issuing a RFP on April 11, 2008 to retain a consultant firm/team to provide final design services for the relocation project.

Board Member Augustine stated that he heard rumors that there would be a political push to bring more money down to Southern California currently proposed. Daryl Halls responded that there is always a possibility however, Northern California has formed a strong coalition to prevent this from happening.

Public Comments:

None presented.

Recommendation:

Authorize the Executive Director to:

1. Issue a Request for Proposals to retain a consultant firm/team to provide final design services for the I-80 EB Cordelia Truck Scales Relocation Project; and
2. To enter into an agreement with the selected consultant firm/team for an amount not to exceed $13,000,000.

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

IX. ACTION – NON-FINANCIAL ITEMS

A. Regional Transportation Plan (RTP) T 2035 Policy Priorities

Robert Macaulay reviewed and identified the principles for guiding the STA's input and discussion of MTC's RTP Investment Trade Offs. He stated that MTC staff is planning to discuss options for investment of the projected available federal and state discretionary funds expected to be available in the Bay Area over the next 25 years.He also indicated that the STA TAC recommended at their March 26, 2008 meeting to send a separate letter to MTC requesting preservation of the P-TAP and StreetSaver programs.

Public Comments:
Board Member Augustine commented on the idea of extending BART all the way to Vacaville. He suggested rather than using a T2035 horizon utilize T2075 and think in terms of not 10 years, but rather 50 years. Director Halls stated this could be looked at as the Solano Rail Plan is updated with the Comprehensive Transportation Plan (CTP).

Board Member Patterson commented on the outstanding priorities and capital planning for this regional; she stated she would like to see STA expand on the clean air strategy. She noted that CO2 is the only greenhouse gas listed, and asked how MTC addressed other greenhouse gasses in the RTP. Planning Director Macaulay stated that MTC is aware AB32 regulates a variety of greenhouse gases, but that MTC uses CO2 as the best indicator, and believes that in reducing transportation-produced CO2, other transportation-related greenhouse gas production will also be reduced.

Several Board Members commented that rail is an efficient system but expensive.

Public Comments:
None presented.

Recommendation:
Authorize the Executive Director to:

1. Adopt the principles as specified in Attachment A for guiding STA's input and discussion of MTC's RTP Investment Trade Offs; and
2. Authorize the STA Chair to forward a letter to MTC requesting preservation of the Pavement Management and Technical Assistance Program (PTAP) and StreetSaver Programs.

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

B. Postponement of Initiation of SolanoExpress Route 70 Service
Elizabeth Richards provided a status report on the SolanoExpress Route (Rte.) 70. She cited that at the March 26th meeting of the Consortium and TAC, staff's recommendation had changed from approving the initiation of Rt. 70 to postponing the initiation of Rte. 70. She summarized a letter that was received from the City of Benicia concerning Rt. 70 and highlighted their concerns with the implementation of Route 70 as proposed.

Daryl Halls summarized the events that took place resulting in a postponement of MTC action in allocating RM 2 funds. He noted that Benicia's issues had MTC staff concerned resulting in a delay in the process of allocating the RM2 funds for the operation and marketing of Rt. 70. Daryl Halls continued and explained that the recommendation to not move forward will result in the loss of an estimated $400,000 of RM2 funds to Solano County. He thanked Vallejo Transit staff for working hard over the past several months to try to implement this service.

Board Comments:
Vice Chair Spering expressed disappointment in having lost the RM2 funds, requested more information on why the implementation of Rt. 70 did not occur to ensure it would not happen again. He also directed staff to not only provide an update of the status of Rt. 70, but to develop a plan to implement Rt. 70.

Board Member Patterson explained some of Benicia's concern and the City's interest in resolving the issues so that Rt. 70 can move forward. She concurred that STA has provided funding and transit consultants to work with Benicia staff to help resolve the City's outstanding concerns.

Board Member Davis stated that Vallejo is prepared to move forward with the service and looks forward to Benicia resolving their issues.

Board Member Courville commented and addressed concerns about "hiring consultants" – Transit Consolidation Consultant to perform Benicia's Transit Assessment Study. Daryl Halls clarified that the STA Board had approved this allocation of funds earlier this year and that the City of Benicia will use their study money to use STA's Transit Consultants to quickly analyze the local Benicia issues associated with implementing Rt. 70.

Board Member Price commented that there should be a full accounting of funds that were lost to Vallejo and also expressed that he would like to avoid getting into this situation of losing regional funds again.

Vice Chair Spering requested to bring back this item and have the STA resolve this issue by June 2008.

Public Comments:
None presented.

Recommendation:
Approve the following:

1. Postpone the initiation of the operation of SolanoExpress Route 70 for FY 2007-08;
2. Authorize the Executive Director to develop a funding plan to offset any costs to Vallejo Transit for costs incurred in FY 2007-08 due to developing implementation of Route 70; and
3. Direct staff to ***develop a plan to implement*** Route 70 and I-780 corridor transit service prior to adoption of the FY 2008-09 Intercity Transit Funding and RM 2 funding agreements.

On a motion by Vice Chair Spering, and a second by Board Member Price, the STA Board unanimously approved the recommendation as amended shown above in ***bold italics***.

X. INFORMATIONAL ITEMS – DISCUSSION

A. STA Priority Projects/Status of Overall Work Plan for Fiscal Year (FY 2007-08 and FY 2008-09

Daryl Halls provided a status report of STA's Priority Projects of Overall Work Plan (OWP) for FY 2007-08 in preparation for developing an update for FY 2008-09 and FY 2009-10.

Board Comment:
None presented.

NO DISCUSSION

B. Highway Projects Status Report:

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

C. Bike to Work Week May 12-16, 2008

D. California High Speed Rail Status Report

E. Regional Smart Growth Projects

F. State Route (SR) 12 Status Update

G. Legislative Update

H. Local Transportation Development Act (TDA) and Members Contribution for Fiscal Year (FY) 2008-09

I. Project Delivery Update

J. STA Pedestrian Advisory Committee Update

K. Funding Opportunities Summary

L. STA Board Meeting Schedule for 2008

XI. BOARD MEMBER COMMENTS

Board Member Augustine commended staff for a job well done.

XII. ADJOURNMENT

The STA Board meeting was adjourned at 8:00 p.m. The next regular meeting of the STA Board is scheduled for **Wednesday, May 14, 2008 6:00 p.m., Suisun City Hall Council Chambers.**

Attested By:

J Masiclat / _____

Johanna Masiclat **Date**
Clerk of the Board

Solano Transportation Authority

TECHNICAL ADVISORY COMMITTEE
Minutes for the meeting of
April 30, 2008

I. CALL TO ORDER

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

Present:

TAC Members Present:	Dan Schiada	City of Benicia
	Kevin Daughton	City of Fairfield
	Dan Kasperson	City of Suisun City
	Dale Pfeiffer	City of Vacaville
	Gary Leach	City of Vallejo
	Paul Wiese	County of Solano
STA Staff Present:	Daryl Halls	STA
	Robert Macaulay	STA
	Janet Adams	STA
	Liz Niedziela	STA
	Jayne Bauer	STA
	Robert Guerrero	STA
	Sam Shelton	STA
	Sara Woo	STA
	Johanna Masiclat	STA
Others Present: *(In Alphabetical Order)*		
	Ed Huestis	City of Vacaville
	Jeff Knowles	City of Vacaville
	Wayne Lewis	City of Fairfield
	Alysa Majer	City of Suisun City
	Ron Moresco	City of Vacaville
	Matt Tuggle	County of Solano

II. APPROVAL OF THE AGENDA

On a motion by Paul Wiese, and a second by Dale Pfeiffer, the STA TAC unanimously approved the agenda.

DRAFT

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: None presented.

MTC: None presented.

STA: Janet Adams announced that the bids were 45% under engineer's estimate at $26 million for the I-80 HOV Lanes Project.

V. CONSENT CALENDAR

On a motion by Dan Schiada, and a second by Paul Wiese, the STA TAC approved Consent Calendar Item A and D. At the request of Solano County's Paul Wiese, Items C and D were pulled for discussion.

A. Minutes of the TAC Meeting of March 26, 2008

Recommendation:
Approve minutes of March 26, 2008.

B. Napa-Solano Traffic Demand Model – Land Use Assumptions

TAC member Paul Weiss noted that the model land uses are based upon ABAG's Projection 2003 (the year the current model was initiated) while ABAG consistency is measured against Projections 2005, resulting in different base years; and, that ABAG and STA use different assumptions about future city limits. As a result, the job growth numbers for unincorporated Solano County are substantially different between ABAG and the Model, even though the aggregate numbers for county and the 7 cities are within the 1% conformance requirement.

Recommendation:
Forward a recommendation to the STA Board to approve the land use assumptions of the Napa-Solano Travel Demand Model as specified in Attachment A.

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

C. Routes of Regional Significance Revised Criteria

Paul Wiese requested STA staff provide additional information regarding the recommendation to include the Solano Congestion Management Program (CMP) System as part of the Routes of Regional Significance Criteria. Robert Guerrero and Robert Macaulay provided an explanation regarding the nexus between the CMP System and the Routes of Regional Significance.

Recommendation:
Forward a recommendation to the STA Board to include the CMP System as an additional criterion to previous TAC recommended Routes of Regional Significance Update criteria.

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

DRAFT

D. Sacramento/San Joaquin Delta Transportation Issues Letter

Recommendation:

Forward a recommendation to the STA Board to authorize the STA Chair send a Caltrans Director Will Kempton and Governor Arnold Schwarzenegger regarding the impact to SR 12 future improvements as outlined in response to a letter from the Delt Blue Ribbon Task Force.

I. ACTION – NON FINANCIAL ITEMS

A. North Connector Project, Final Environmental Impact Report (FEIR)

Janet Adams reviewed the final environmental process for the North Connector project. She stated that a mitigation monitoring and reporting plan has been prepared and included in the Final EIR. She recommended the STA Board conduct a public hearing and consider certification of the Final EIR for the North Connector Project.

Recommendation:

Forward a recommendation to the STA Board to conduct a public hearing and consider certification of the Final Environmental Impact Report (FEIR) for the North Connector Project.

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

B. Final Project Technical Report for the North Connector Project

Janet Adams reviewed the engineering report that provides the preliminary design information for the North Connector Project. She stated that as part of the project development process, the STA Board is required to approve the project, which is accomplished through the approval of the Project Technical Report. She cited that once the STA Board considers certification of the FEIR, the STA Board would then consider approving the Project Technical Report and North Connector Project at its May Board Meeting.

Recommendation:

Forward a recommendation to the STA Board to approve the North Connector Project based on the Project Technical Report.

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

C. I-80 Freeway Performance Initiative (FPI)

Janet Adams presented the draft I-80 Mitigations Strategies Report from MTC. She noted the primary objective of the report is to identify congestion mitigation strategies for the I-80 Corridor for the short-term (2015) and long-term (2030) forecasts presented and documented in the Future Conditions Technical memorandum.

By consensus, the STA TAC tabled this item until the next meeting in May following discussion and questions regarding the report.

DRAFT

D. Comprehensive Transportation Plan (CTP) Update – Subsidiary Studies

Robert Macaulay listed the subsidiary studies for each CTP Element. He stated that the Consortium made a recommendation to include the Transit Committee on the study list. He specified that when the list of subsidiary studies is finalized, STA staff will schedule work to complete timely updates of the appropriate studies and begin to obtain consultant assistance where appropriate.

Recommendation:
Forward the list of CTP Subsidiary Studies to the STA Arterials, Highways and Freeways Committee, Transit Committee, and Alternate Modes Committee for further review.

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

E. Transit Facilities of Regional Significance Criteria

Robert Macaulay outlined the criteria recommended for identifying Transit Facilities of Regional Significance. He stated that facilities in the Transit Facilities of Regional Significance list will be given priority for funding when the STA adopts its 5 and 10 year transit funding lists.

At an earlier meeting, the Consortium modified criteria no. 3.b to read as follows:

3. Bus stations providing all of the following services:
   a. Routes to destinations outside Solano County or between two or more cities in Solano County
   b. Peak hour headways of ~~*less than 1 hour*~~ ***1 hour or less***

Based on input, the STA TAC recommended to modify criteria no. 4 to read as follows:

4. Maintenance ***and parking*** facilities ~~*for busses*~~ providing services identified in ***1, 2, and*** 3 above.

Recommendation:
Forward a recommendation to the STA Transit Committee and the STA Board to review and approve the draft criteria for the Transit Facilities of Regional Significance.

On a motion by Dan Schiada, and a second by Gary Leach, the STA TAC unanimously approved the recommendation to include the noted changes shown above in ~~*strikethrough*~~ ***bold italics***.

F. Fiscal Year (FY) 2008-09 Transportation Funds for Clean Air (TFCA) Regional Fund Submittal

Robert Guerrero discussed potential project submittals for this year's BAAQMD Regional TFCA Funds. He listed the two options staff considered were the Solano Safe Routes to School Program and a Transportation Climate Control Implementation Plan.

DRAFT

Recommendation:
Forward a recommendation to the STA Board to authorize the STA Executive Director to submit a BAAQMD Regional TFCA application for $1 million to implement the STA's Safe Routes to School Program.

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

G. Legislative Update

Jayne Bauer provided an update on state and federal legislation pertaining to transportation related issues. She cited staff's recommendation for a position of support with amendments for Senate Bill (SB) 1093. She also highlighted the Federal Lobbying trip to Washington, D.C. on March 31 – April 3, 2008.

Recommendation:
Forward a recommendation to the STA Board to approve a position of support with amendments for SB 1093 (Wiggins).

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

VIII. INFORMATION ITEMS

DISCUSSION

A. STA Priority Projects/Status of Overall Work Plan for FY 2008-09 and FY 2009-10

Daryl Halls provided a status report of STA's Priority Projects of Overall Work Plan (OWP) for FY 2008-09 and FY 2009-10 in preparation for developing the FY 2008-09 and FY 2009-10 2-Year Budget.

B. Regional Measure 2 (RM 2) Implementation

Janet Adams highlighted four (4) Solano County projects listed in Senate Bill (SB) 916 that are eligible projects for capital funds. STA will be working with sponsors to develop an implementation plan over the next three (3) months.

C. I-80 Construction Schedule Update

Janet Adams provided an update for I-80 rehabilitation.

D. Regional Transportation Plan (RTP) Status

Robert Macaulay reported on the development of the RTP. He reported that MTC is holding RTP workshops in each of the nine (9) Bay Area counties. The Solano County Workshop will be on May 7, 2008 with STA staff making a presentation. Daryl encouraged all TAC members to participate in the workshop. He also stated that MTC has not release the results of the project and program comparison modeling, however, MTC made a presentation to the Planning Committee on April 1, 2008.

DRAFT

NO DISCUSSION

E. Unmet Transit Needs Comments and Responses for Fiscal Year (FY) 2008-09
Informational

F. State Route (SR) 12 Status Update
Informational

G. I-80 Smarter Growth Study: I-80 Interregional Summit
Informational

H. Project Delivery Update
Informational

I. Funding Opportunities
Informational

J. STA Board Highlights –April 9, 2008
Informational

K. STA Board and Advisory Committee Meeting Schedule for 2008
Informational

IX. ADJOURNMENT

The meeting was adjourned at 3:35 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, May 28, 2008.**

DRAFT

STA
Solano Transportation Authority

DATE: May 5, 2008
TO: STA Board
FROM: Susan Furtado, Financial Analyst/Accountant
RE: Fiscal Year (FY) 2007-08 3rd Quarter Budget Report

Background:
In February 2008, the STA Board approved the FY 2007-08 Mid-Year Budget Revisions to reflect additional fund sources for new projects and carryover funds from prior year FY 2006-07. In addition, the STA Board was presented with the 2nd Quarter Budget Report for FY 2007-08.

Discussion:
The STA 3rd Quarter Budget Report (Attachment A) shows the revenue and expenditure activities ending March 31, 2008. STA's total program administration and operation expenditures for the 3rd Quarter are at 40% with total revenues received at 46% for the FY 2007-08 Budget.

Revenues:
Total revenue of $7,712,926 (46%) has been received and billed for the 3rd Quarter ending March 31, 2008. This revenue amount represents reimbursement of program expenditures and other fund source advances received and billed year-to-date.

Expenditures:
STA's projects and programs are ongoing and expenditures in the amount of $6,784,711 (40%) are for actual work billed, which may not be reflective of the budget ratio for the 3rd Quarter. Highlights of the 3rd Quarter are as follows:

- **STA's Operation and Administration is at $1,004,771 (60%) of budget.** The STA Operation Management and Administration budget ratio for the 3rd Quarter is within budget projections. STA's approved office expansion and renovation is completed and the additional office space for the Transit and Rideshare Services/Solano Napa Commuter Information (SNCI) Program and the small conference room is now being utilized. Savings to the budgeted office furnishings for the new offices was made largely due to the purchases of office furniture from a company liquidation from a firm located in the building. The approved budget activities are projected to align with budget expectations before the end of the fiscal year.

- **Transit and Rideshare Services/SNCI is at $618,202 (38%) of budget.** The billings from project consultants for projects such as the Solano Paratransit Improvement, Transit Consolidation Feasibility Study, and Transit Marketing are underway and expenditures for these projects actual work completed are not reflective of the current budget ratio for the Quarter. The Bike to Work Campaign, Bike Links Maps, and Incentive Programs are spring program activities, which are currently underway. It is expected that these forecasted expenditures will align to the budget expectations by the end of the fiscal year.

- **Project Development is at $4,541,683 (39%) of budget.** The I-80 High Occupancy Vehicle (HOV) Lane and Ramp Metering Project are underway with the construction of the Green Valley Bridge Project almost completed. The North Connector Project is ongoing with the certification of the environmental document scheduled for May 2008. The I-80/I-680/State Route (SR) 12 Interchange Project is ongoing with the anticipated full expenditure of the Transportation Congestion Relief Program (TCRP) funds by the end of the fiscal year. Funding for the I-80/I-680/ SR 12 Interchange Project preliminary design and completion of the environmental document has been secured from the Regional Measure 2 (RM 2) for the continuation of the project. The preparation of the Environmental Impact Report and Environmental Impact Statement (EIR/EIS) for the Jepson Parkway Project is underway with the release of the Draft EIR/EIS for public comment scheduled for May 2008. The Jepson Parkway work is funded with State Transportation Improvement Program (STIP) funds programmed for the project. The consultant for the I-80/I-680/I-780 Corridors Highway Operations Implementation Study has been selected and is funded from State Planning and Research (SP&R) grant already secured. The SR 12 Median Barrier Project Study Report (PSR) project is just getting underway with project consultant selected. The SR 12/Church Road PSR, the I-80 High Occupancy (HOV)/Turner Parkway Overcrossing PSR, and the SR 12 Bridge Realignment study are ongoing and expenditures for these projects actual work completed are not reflective of the current budget ratio for the Quarter due to the invoice submittal and reimbursement cycle. Most of STA's projects are on a reimbursement basis; therefore, the forecasted expenditures for the projects are not reflective of the budget ratio for the Quarter. It is expected that these forecasted expenditures will align to the budget expectations by the end of the fiscal year or budget revisions will be proposed to carryover funds for the continuation of projects to the next fiscal year.

- **Strategic Planning is at $620,055 (34%) of budget.** The Solano Express Marketing, STA General Marketing, and the Model Maintenance activities are ongoing; however, expenditures for these projects actual work completed are not reflective of the current budget ratio for the Quarter. The SR 12 Major Investment Study (MIS)/Corridor Study has just begun with staff doing preliminary planning work. The Caltrans planning grant to participate in the funding of this effort has not yet been secured. The Transportation for Clean Air (TFCA) Funds for the different projects is ongoing. It is expected that these forecasted expenditures will align with the budget expectations by the end of the fiscal year or budget revisions will be proposed to carryover funds for the continuation of projects to the next fiscal year

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

Fiscal Impact

The 3rd Quarter Budget for FY 2007-08 is within budget projections for the Revenue received of $7.71 million (46%) and Expenditures of $6.78 million (40%).

Recommendation

Review and file.

Attachment:

A. STA FY 2007-08 3rd Quarter Budget Report
B. 2008 Budget and Fiscal Reporting Calendar

ATTACHMENT A

Solano Transportation Authority

THIRD QUARTER BUDGET REPORT
July 1, 2007 through March 31, 2008
FY 2007-08

REVENUES

Operations	FY 07-08 Budget	Actual Received YTD	%
Members Contribution (Reserve Account)	108,801	108,801	100%
Interest	0	12,198	0%
Members Contribution/Gas Tax	188,512	188,511	100%
Transportation Dev. Act (TDA) Art. 4/8	471,567	353,676	75%
State Transit Assistance Fund (STAF)	845,720	607,869	72%
Surface Transportation Program (STP)	1,257,796	704,308	56%
State Planning & Research (SP&R)-SR 113 MIS	229,683	80,402	35%
SP&R - Smart Growth Study	44,114	0	0%
SP&R - Operation/Implementation Plan	130,000	0	0%
State Transportation Improvement Program (STIP)/Planning, Programming and Monitoring (PPM)	674,826	168,706	25%
STIP Augmentation	57,371	38,369	67%
North Connector-Regional Measure (RM) 2	26,580	17,337	65%
I-80 HOV - Regional Measure (RM) 2	17,801	16,881	95%
Transportation Congestion Relief Program (TCRP) 25.3 I-80 Interchange Project	26,961	23,880	89%
Transportation for Clean Air (TFCA)	219,958	176,555	80%
Eastern Congestion Mitigation & Air Quality (ECMAQ)-STA	195,000	119,714	61%
ECMAQ-MTC	115,000	0	0%
Transit Marketing - RM 2	330,000	0	0%
Regional Rideshare Program (RRP)	240,000	184,389	77%
Community Based Transit Study (CBTP)	87,586	31,009	35%
TFCA-Napa	10,000	0	0%
AVA Program/DMV	11,250	5,306	47%
Local Funds - Cities/County	122,275	74,768	61%
Sponsors	14,000	6,000	43%
Subtotal	**5,424,801**	**2,918,679**	**54%**
TFCA Programs			
Transportation for Clean Air (TFCA)	447,553	320,452	72%
Interest	0	21,506	0%
Subtotal	**447,553**	**341,958**	**76%**
Abandoned Vehicle Abatement			
Department of Motor Vehicle (DMV)	363,750	171,560	47%
Interest	0	664	0%
Subtotal	**363,750**	**172,224**	**47%**
Solano Paratransit Improvement			
Vehicle Wrap-STAF	3,300	0	0%
Vehicle Wrap-Local Funds/Sale of Surplus Vehicles	25,400	5,890	23%
Subtotal	**28,700**	**5,890**	**21%**
Jepson Parkway Environmental Impact Report (EIR)			
STP	389,788	226,410	58%
STIP	619,162	0	0%
Subtotal	**1,008,950**	**226,410**	**22%**
SR 12/Jameson Canyon Project			
STIP/PPM	100,000	11,520	12%
Subtotal	**100,000**	**11,520**	**12%**
I-80/I-680/SR 12 Interchange			
TCRP 25.3	1,954,828	1,318,018	67%
RM 2 Funds	1,000,000		0%
Interest	0	204	0%
Subtotal	**2,954,828**	**1,318,222**	**45%**
North Connector East			
Preliminary Engineering - RM 2	1,501,368	483,397	32%
Subtotal	**1,501,368**	**483,397**	**32%**
I-80 High Occupancy (HOV) Lane Red Top/Airbase Parkway			
PA/ED Preliminary Engineering - RM2	3,780,380	1,824,521	48%
Subtotal	**3,780,380**	**1,824,521**	**48%**
I-80 HOV/Turner Parkway Overcrossing			
Federal Earmark	800,082	286,105	36%
STAF	67,507	39,399	58%
Local Funds - Solano County/City of Vallejo	133,014	78,797	59%
Subtotal	**1,000,603**	**404,301**	**40%**
Rio Vista Bridge Realignment			
Federal Earmark	248,179	4,921	2%
City of Rio Vista	54,321	883	2%
Subtotal	**302,500**	**5,804**	**2%**
TOTAL REVENUES	**$ 16,913,433**	**$ 7,712,926**	**46%**

EXPENDITURES

Operations	FY 07-08 Budget	Actual Spent YTD	%
Operations Management/Administration	1,379,994	972,797	70%
STA Board of Directors	51,800	31,974	62%
Expenditure Plan	130,000	0	0%
Contribution to STA Reserve	108,801	0	0%
Total Operations	**$ 1,670,595**	**$ 1,004,771**	**60%**
Transit and Rideshare/Solano Napa Commuter Info (SNCI)			
Transit/SNCI Administration	462,147	361,756	78%
Employer/Van Pool Outreach	12,200	7,254	59%
SNCI General Marketing	114,872	17,950	16%
Commute Challenge	16,000	11,821	74%
Bike to Work Campaign	20,000	0	0%
Bike Links Maps	15,000	0	0%
Incentives	25,000	0	0%
Guaranteed Ride Home (GRH) Program	10,000	608	6%
Transit Management Administration	193,277	96,956	50%
Community Based Transportation Plan (CBTP)	87,586	31,009	35%
Lifeline Program	25,289	2,839	11%
Solano Paratransit Improvement	28,700	155	1%
Paratransit Coordinating/PCC	50,000	22,762	46%
Solano Paratransit Assessment Study	40,000	0	0%
Transit Consolidation Feasibility Study	195,000	64,122	33%
Transit Marketing - RM 2	330,000	970	0.3%
Total Transit & Rideshare/SNCI	**$ 1,625,071**	**$ 618,202**	**38%**
Project Development			
Project Management/Administration	52,679	52,760	100%
Safe Route to School	66,832	67,856	102%
Project Study Report (PSR)	100,000	4,671	5%
SR 12 Median Barrier Study (MBS)/PSR	400,946	0	0%
Jepson Parkway EIR	1,008,950	226,410	22%
I-80/I-680/I-780 Operation/Implementation Plan	162,500	0	0%
I-80/680/12 Interchange PA/ED	2,954,828	1,318,018	45%
North Connector - TCRP 25.2	0	709	0%
North Connector East Design - RM 2	1,501,368	487,130	32%
I-80 HOV Lane PA/ED - RM 2	3,780,380	1,824,521	48%
I-80 HOV/Turner Parkway Project	1,000,603	404,301	40%
SR 12 Bridge Realignment Study	302,500	5,834	2%
SR 12 Jameson Canyon Project	100,000	11,520	12%
DMV Abandoned Vehicle Abatement	363,750	137,953	38%
Total Project Development	**$ 11,795,336**	**$ 4,541,683**	**39%**
Strategic Planning			
Planning Management/Administration	183,032	154,131	84%
Solano Express	161,415	7,834	5%
General Marketing	59,191	2,071	3%
Events	18,000	15,060	84%
Model Maintenance	104,114	8,414	8%
Solano County TLC Program	375,948	169,800	45%
SR 113 MIS/Corridor Study	257,459	109,305	42%
SR 12 MIS/Corridor Study	90,211	6,537	7%
FF/VV Rail Station	3,775	0	0%
Comprehensive Transportation Plan (CTP)	86,360	13,674	16%
Safe Route to Transit	35,373	872	2%
TFCA Programs	447,553	132,357	30%
Total Strategic Planning	**$ 1,822,431**	**$ 620,055**	**34%**
TOTAL EXPENDITURES	**$ 16,913,433**	**$ 6,784,711**	**40%**

Attachment B

2008 Budget and Fiscal Reporting Calendar

STA Board Meeting Schedule:

APRIL	Local Transportation Development Act (TDA) and Members Contribution for FY 2008-09
MAY	FY 2007-08 3rd Quarter Budget Report
JUNE	FY 2007-08 Final Budget Revision FY 2008-09 Provisionary Indirect Cost Rate Application
JULY	FY 2008-09 Budget Revision and FY 2009-10 Proposed Budget Adoption FY 2008-09 COLA Approval
AUGUST	No Scheduled STA Board Meeting
SEPTEMBER	FY 2007-08 4th Quarter Budget Report
OCTOBER	FY 2007-08 AVA Annual Report
NOVEMBER	STA's 11th Annual Awards Program No Scheduled STA Board Meeting
DECEMBER	FY 2008-09 1st Quarter Budget Report STA Employee 2009 Benefit Summary Update

STA
Solano Transportation Authority

DATE: April 30, 2008
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Paratransit Coordinating Council (PCC) Appointment

Background:
The Paratransit Coordinating Council (PCC) currently has two (2) vacancies: one (1) for Transit User and one (1) for a Social Service Provider. PCC candidates are encouraged to attend at least two (2) PCC meetings and submit a letter of interest to the PCC. The PCC members evaluate the PCC candidates through an informal interview process and then make a recommendation to the STA Board to appoint the new PCC member.

Discussion:
Catherine Cooper is very interested in becoming a Paratransit Coordinating Council member as a Transit User (Attachment A). She has recently become disabled and is currently unable to drive or take public transportation. She has an Associate of Science Degree in Business Administration/Management and 20 years of direct business experience with extensive focus in management of administrative and technical staff including team and morale building, training, mentoring, and supervision (Attachment B). Ms. Cooper is familiar with the paratransit system and will be an advocate for clients who use the service.

Ms. Cooper has attended two meetings and indicated her interest to serve on the PCC. The PCC members have endorsed Catherine Cooper and are making a recommendation to the STA Board to appoint Catherine Cooper to the PCC.

Fiscal Impact:
None.

Recommendation:
Appoint Cathy Cooper as a Transit User representative to the PCC for a 3-year term.

Attachment:
A. Catherine Cooper's Paratransit Coordinating Council Interest Form
B. Catherine Cooper's Resume

THIS PAGE INTENTIONALLY LEFT BLANK

Paratransit Coordinating Council Interest

STA
Solano Transportation Authority

Contact Information

RECEIVED
APR 16 2008
SOLANO TRANSPORTATION AUTHORITY

Name	Catherine (Cathy) Cooper
Street Address	4823 Birkdale Circle
City ST ZIP Code	Fairfield, CA 94534
Home Phone	707 864-9451
Work Phone	n/a
E-Mail Address	Pray2daycc@comcast.net

I would like to fill the following position:

X Transit User (3) ___ Member-at-Large (2)
___ Public Agency (2) ___ Social Service Provider (4)

Letter of Intent/Interest to serve on the STA's Paratransit Coordinating Council:

Summarize the reason you would like to participate in the STA's Paratransit Coordinating Council. Include what experience (work or otherwise) qualifies you:

I am recently disabled with a neurodegenerative disease and unable to drive anymore. I am unable to use public transportation due to my being unable to walk more than 50ft with a walker and due to the stroke like episodes I have if I do too much. I have had to look into alternative ways to get to medical appointments. Paratransit/DART is the service that I have chosen to use. As a new user I have been very thankful for the service you provide but also very frustrated at the process to get a trip scheduled.

After using your service several times, I started doing research on transportation for disabled people and came across your PCC. I was very excited to see there was a council advocating for disabled peoples transportation needs. I was even more excited when I found out you had two board openings for transit users. I now understand that there is just one opening.

I would love the opportunity to look at positive ways to improve this service at minimal costs. I have done research on other Paratransit organizations and found that Sacramento has a phone system that could make life much better for the disabled transit users and your staff. I would be open to looking into ways to improve employee moral, scheduling and confirmation of trips, transit user's time away from home, and public awareness of this service.

I have an extensive background in management, administration, leading and serving on committees, volunteer work in the community and church, technical writing/editing and graphic design background. I will attach my resume for your review. I look forward to the possibility of serving on your PCC board.

Agreement and Signature

By submitting this application, I affirm that the facts set forth in it are true and complete. I understand that if I am accepted as a volunteer, any false statements, omissions, or other misrepresentations made by me on this application may result in my immediate dismissal.

Name (printed)	Catherine Cooper
Signature	Catherine Cooper
Date	January 22, 2008

Our Purpose

1) The PCC shall serve as an advocate for improved availability of transit services for the elderly, disabled, minorities, economically disadvantaged and other transit dependent persons.
2) The PCC shall advise the STA, the MTC, and other appropriate funding agencies in the expenditure of all available paratransit revenues.
3) The PCC shall serve as a forum to bring together the diverse perspectives of those individuals and groups seeking to provide the best possible transportation services for the above designated transit dependent individuals.

Thank you for your interest in sitting on the Paratransit Coordinating Council.

CATHERINE COOPER

4823 Birkdale Circle
Fairfield, CA. 94534
pray2daycc@comcast.net

(707) 864-9451 Home
(707) 372-3766 Cell

DEPARTMENT MANAGER - MANAGEMENT SERVICES OFFICER August 2005 – Aug 2007
University of California Berkeley–Department of Earth & Planetary Science

Provide high-level administrative, operational, fiscal and staffing management to the Dept. of Earth and Planetary Science which includes 30 faculty members, 25 career employees, 60 graduate and 40 undergrad students. Responsibilities include long-range planning, budgeting, directing, organizing, and staffing management for the entire department which includes graduate student affairs, undergraduate student affairs, personnel, contract & grants, technical and machine shops. Develop and manage budgets totaling $25 million for all department funds including permanent, temporary academic funds, grants, contracts, gifts and endowments. Prepare funding analyses, reports and proposals. Recommend budgeting strategies to improve spending controls. Prepare, analyze and make recommendations to the Chair and faculty regarding issues associated with the academic program and laboratory course support. Manage and track departmental donor and endowment funds. Prepare financial reports for the Chair, faculty, department staff and Dean's office including summaries, projections, and analysis.

Directly supervise fifteen career staff employees in the administrative and technical areas. Analyze operations and develop short and long-term goals to integrate systems, services and personnel in all areas. Manage pre and post award contract and grant proposals. Coordinate commencement, conferences, workshops, alumni and fundraising events.

PROGRAM ADMINISTRATOR/SUPERVISOR July 2003 – August 2005
Lawrence Berkeley National Laboratory-Advanced Light Source Division

Provided high-level project management, administrative and financial support to the Experimental Systems Group (ESG), for a scientific staff of 50. Served as the liaison between the ALS division Finance Manager and ESG Group Leader in overseeing the group's financials. Developed, analyzed and managed $5 million ESG budget. Analyzed and took corrective actions on anomalies from projections in various funding areas. Researched funding, recovery, budget against cost issues and made recommendations for ways to stay on budget. Produced and distributed various financial reports and worked with operating division resource analysts to ensure projects were within funding/budget limits. Updated the ESG Group Leader and scientific leads regularly on budget status. Assisted with preparation of grant and budget proposals.

Developed and maintained ESG, SRI, Femtosecond, PEEM3 websites; managed group scientific projects and initiatives; coordinated training courses, meetings, workshops and conferences; created graphic presentations for seminars/conferences - both professional and educational. Served as the Division property and telephone coordinator, which included performing audits, inventories, custodian assignments, placing orders, and reducing unnecessary costs. Coordinated space management for ESG staff and approved purchasing and travel requests. Served as the HR liaison for the ALS and ESG. Prepared position descriptions and job postings, assisted with recruitment, set-up interview schedules and prepared hiring packages. Provided organizational support to the ALS Beamline Review Committee by arranging meetings, taking and preparing minutes, tracking action items and supporting the Committee Chair. Supervised three administrative assistants, provided personnel performance evaluations, payroll timekeeping, and staffing recommendations.

PROGRAM ADMINISTRATOR/SUPERVISOR July 2002 – July 2003
Lawrence Berkeley National Laboratory-Earth Science Division

Provide high-level project management/administrative support to the Earth Sciences Division/Nuclear Waste Program (ESD/NWP) Head, senior management, Yucca Mountain Project (YMP) scientific staff of 70+, and ESD scientific staff. As supervisor for the Earth Sciences Division/Nuclear Waste Program (ESD/NWP) Documentation Production Team, assign and supervise completion of projects, provide leadership for the development and production of high quality graphics and text for scientific/technical reports, publications, and presentations. Coordinate the production of Analysis/Process Modeling Reports for submission to the U.S. Department of Energy (DOE) for the license application for the YMP. Supervise five administrative assistants; provide career development motivation and training, personnel performance evaluations, payroll timekeeping, and job analysis.

As the primary point of contact for the NWP, administrative duties include: maintaining NWP Head's calendar, answering phones, communicating pertinent project information with senior management and project staff through written correspondence, coordinating training courses, meetings, conferences, and workshops, providing audio-visual/technical support, managing YMP personnel records, security clearances, travel approval, controlled documents and NWP library. Develop and maintain LBNL publications database for NWP and ESD using Endnote.

BOOKKEEPER/COMPUTER CONSULTANT October 1991 – July 2002
CC Consulting Service – Self Employed

Accounting duties for small businesses included A/P, A/R, bank reconciliation's, profit and loss statements, expense reports, payroll and tax preparation for construction companies on computerized and/or manual systems.

Computer consultant duties included installation and configuration of network systems. Installed and provided training of software programs. Designed, produced and edited feature articles, press releases, brochures, catalogues, advertising copy, user manuals, presentations, newsletters, flyers, posters, invitations, logos, business cards, web sites and resumes.

PROJECT MANAGER SUPPORT/TECHNICAL WRITER March 2000 – June 2000
Intel Corporation – Part Time Contractor

Provided project management support by setting up development schedules, taking meeting minutes, tracking action items and capturing edits during development team meetings. Developed and edited original content for an end-users web site for the deployment of Windows 2000. Developed and edited style guides, user guides, reference manuals, and corporate information for marketing and engineering departments, and end-users. Tested software documentation for accuracy.

PROJECT MANAGER SUPPORT/TECHNICAL WRITER August 1999 – April 2000
Dade MicroScan – Part Time Contractor

Provided project management support by setting up development schedules, taking meeting minutes, tracking action items and capturing edits during development team meetings. Developmental and copy editing for new Data Management System (DMS); for a health care, microbiology, diagnostic equipment software system, which includes internal User Interface Requirements and Specification documents, and end user Administration and User Guides. Designed and edited templates and screen shots.

TECHNICAL EDITOR February 1999 – August 1999
Genentech – Part Time Contractor

Provided technical updates to Automation Functional Requirement documents by incorporating red-lines to text and flowcharts. Created and edited diagrams and flowcharts using, Visio. Performed editing and formatting on documents from draft to final stages.

JR. PROJECT MANAGER September 1997-June 1999
Gensa Corporation - Part Time Employee

Provided project management support: created development schedules, forecasts, researched invoices, took meeting minutes and captured edits during development team meetings. Developed, edited and formatted system requirements, analysis, and design specification documents for Oracle relational database systems on Windows NT and Unix platforms. Designed and edited diagrams using Visio. Designed boilerplates, forms, brochures, reports, PowerPoint presentations, and advertisements. Developed an instruction and procedures manual for weekly backups of Windows NT based network system. Produced and maintained JAD session documentation during project development meetings with System Engineer's and support staff.

EDUCATION:

UC Berkeley – Financial Management Certificate Program	Current - 2006
UC Berkeley Extension - Technical Communications Certificate Program	January 1999
Solano Community College - Associate of Science Degree - Business Admin/Mgmt	January 1989

SOFTWARE KNOWLEDGE: Windows XP, 2000, 98, NT4.0, MAC, MS Word, PowerPoint, Excel, Access, FrontPage, DreamWeaver, MS Project, Adobe PhotoShop, Illustrator, Acrobat, Endnote, Visio, Crystal Reports, Oracle databases which include BFS, BAIRS, HRMS, OPTRS, CDS, and BETS.

STA
Solano Transportation Authority

DATE: May 1, 2008
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Napa-Solano Traffic Demand Model – Land Use Assumptions

Background:
The model used to forecast future traffic covers both Napa and Solano counties, and is known as the Napa-Solano Travel Demand Model. The model uses existing land uses and roadways, and is calibrated to accurately reflect existing travel patterns. The model also projects travel patterns out to the year 2030. The model has been undergoing significant upgrading for approximately two years, and is now ready for general use.

The projected production and distribution of vehicle trips is largely driven by 2 factors – the assumed land uses and the roadway network. The Public Works Departments of the 7 cities and the county supplied information to develop the roadway network, including the number of lanes and the timing of improvements. Similar information was provided for the Napa County portion of the model by the Napa County Transportation and Planning Agency (NCTPA).

Discussion:
Land use information was provided by the planning staffs of the 7 cities and the county, and by NCTPA for their five cities and the county. All of the jurisdictions were able to provide year 2030 land use projections. However, the model is required to be within 1% of the Association of Bay Area Governments (ABAG) housing and employment projections, and the ABAG projections are significantly different than the local projections of individual jurisdictions.

The land use projections for the jurisdictions in Solano and Napa counties are shown in Attachment A.

- The total number of residences projected in the model for 2030 is 0.4% higher than the ABAG projection.
- The total number of jobs projected in the model for 2030 is 0.6% higher than the ABAG projections.
- Napa County has fewer jobs and more residences than the ABAG projections.
- Solano County has fewer residences and more jobs than the ABAG projections.
- Individual jurisdictions may vary considerably from the ABAG projections; however, the total residences and jobs for the two counties meet the ABAG projection consistency requirements.

The Solano County jurisdictions' general plans allow for (and anticipate) far more jobs than the ABAG projections. This is a reflection of the proactive economic development policies by Solano County communities. Attachment B is a memo from Dowling

Associates, the firm that complied the land use projections, breaking out the adjustments to the model needed to bring the land uses into conformance with the ABAG projections.

Adoption of the land use assumptions used to run the model does not oblige or limit the communities in Solano and Napa counties to develop to those projections. Those Solano County communities which wish to actively pursue greater jobs creation will be able to do so. Adoption of the model and the underlying land use assumptions will provide STA and NCTPA with a tool to allow for long-range transportation planning to accommodate whatever growth does occur.

At its meeting of April 30, 2008, the STA Technical Advisory Committee (TAC) discussed the Napa-Solano Travel Demand Model land use assumptions. It was noted that the model land uses are based upon ABAG's Projection 2003 (the year the current model was initiated) while ABAG consistency is measured against Projections 2005; and, that ABAG and STA use different assumptions about future city limits. As a result, the job numbers for unincorporated Solano County are substantially different between ABAG and the Model, even though the aggregate numbers for county and the 7 cities are within the 1% conformance requirement. The STA TAC recommended approval of he land use assumptions in the model with no modification.

Fiscal Impact:
None.

Recommendation:
Approve the land use assumptions of the Napa-Solano Travel Demand Model as specified in Attachment A.

Attachment:

A. Solano/Napa Model Year 2030 Land Use Comparison by County
B. Dowling Associates, Inc. Memorandum dated November 28, 2007 re. 2030 Land Use Adjustments

YEAR 2030 LAND USE COMPARISON BY COUNTY

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
NAPA COUNTY											
ABAG (P'03 Base + P'05 Incr)			57,430	153,400	15,210	35,330	16,450	6,270	19,130		92,390
Local Data	47,866	11,036	58,902	158,706	15,045	32,157	18,783	6,726	16,836	2,744	92,291
Difference			1,472	5,306	-165	-3,173	2,333	456	450		-99
Difference %			2.6%	3.5%	-1.1%	-9.0%	14.2%	7.3%	2.4%		-0.1%

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
SOLANO COUNTY											
ABAG (P'03 Base + P'05 Incr)			193,840	581,800	42,760	59,110	75,420	3,080	24,020		204,390
Local Data	146,444	46,991	193,435	584,126	43,191	50,463	79,601	1,370	23,233	8,497	206,355
Difference			-405	2,326	431	-8,647	4,181	-1,710	7,710		1,965
Difference %			-0.2%	0.4%	1.0%	-14.6%	5.5%	-55.5%	32.1%		1.0%

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
NAPA + SOLANO											
ABAG (P'03 Base + P'05 Incr)			251,270	735,200	57,970	94,440	91,870	9,350	43,150		296,780
Local Data	194,310	58,027	252,337	742,833	58,236	82,620	98,384	8,096	40,069	11,241	298,646
Difference			1,067	7,633	266	-11,820	6,514	-1,254	8,160		1,866
Difference %			0.4%	1.0%	0.5%	-12.5%	7.1%	-13.4%	18.9%		0.6%

YEAR 2030 LAND USE COMPARISON BY JURISDICTION (NAPA COUNTY)

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
City of Napa											
ABAG (P'03 Base + P'05 Incr)			34,970	91,500	10,240	17,510	7,930	850	7,070		43,600
Local Data	27,541	7,903	35,444	96,607	8,682	13,092	6,420	981	1,430	2,572	33,176
Difference			474	5,107	-1,558	-4,418	-1,510	131	-3,068		-10,424
Difference %			1.4%	5.6%	-15.2%	-25.2%	-19.0%	15.4%	-43.4%		-23.9%

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
Other Napa County											
ABAG (P'03 Base + P'05 Incr)			22,460	61,900	4,970	17,820	8,520	5,420	12,060		48,790
Local Data	20,324	3,133	23,457	62,099	6,362	19,066	12,363	5,745	15,406	172	59,114
Difference			997	199	1,392	1,246	3,843	325	3,518		10,324
Difference %			4.4%	0.3%	28.0%	7.0%	45.1%	6.0%	29.2%		21.2%

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
NAPA COUNTY											
ABAG (P'03 Base + P'05 Incr)			57,430	153,400	15,210	35,330	16,450	6,270	19,130		92,390
Local Data	47,866	11,036	58,902	158,706	15,045	32,157	18,783	6,726	16,836	2,744	92,291
Difference			1,472	5,306	-165	-3,173	2,333	456	450		-99
Difference %			2.6%	3.5%	-1.1%	-9.0%	14.2%	7.3%	2.4%		-0.1%

YEAR 2030 LAND USE COMPARISON BY JURISDICTION (SOLANO COUNTY)

	HOUSING/POPULATION				EMPLOYMENT						
Jurisdiction	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
City of Benicia											
ABAG (P'03 Base + P'05 Incr)			11,920	31,200	3,090	3,090	5,720	100	4,430		16,430
Local Data	8,720	3,756	12,476	33,251	1,561	2,293	5,715	2	4,915	1,676	16,163
Difference			556	2,051	-1,529	-797	-5	-98	2,162		-267
Difference %			4.7%	6.6%	-49.5%	-25.8%	-0.1%	-98.2%	48.8%		-1.6%

	HOUSING/POPULATION				EMPLOYMENT						
Jurisdiction	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
City of Dixon											
ABAG (P'03 Base + P'05 Incr)			8,590	27,300	1,120	1,790	1,390	970	1,720		6,990
Local Data	9,094	1,533	10,627	33,743	1,176	1,551	954	1,229	1,843	187	6,941
Difference			2,037	6,443	56	-239	-436	259	311		-49
Difference %			23.7%	23.6%	5.0%	-13.4%	-31.3%	26.7%	18.1%		-0.7%

	HOUSING/POPULATION				EMPLOYMENT						
Jurisdiction	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
City of Fairfield											
ABAG (P'03 Base + P'05 Incr)			47,850	147,500	13,700	18,070	33,810	570	4,100		70,250
Local Data	31,514	15,719	47,233	148,158	11,603	16,665	36,003	0	2,324	2,335	68,929
Difference			-617	658	-2,097	-1,405	2,193	-570	558		-1,321
Difference %			-1.3%	0.4%	-15.3%	-7.8%	6.5%	-100.0%	13.6%		-1.9%

	HOUSING/POPULATION				EMPLOYMENT						
Jurisdiction	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
City of Rio Vista											
ABAG (P'03 Base + P'05 Incr)			9,070	23,000	1,160	2,630	1,180	210	270		5,450
Local Data	7,921	1,162	9,084	23,332	1,094	1,647	1,450	10	1,108	16	5,325
Difference			14	332	-66	-983	270	-200	854		-125
Difference %			0.2%	1.4%	-5.7%	-37.4%	22.9%	-95.3%	316.3%		-2.3%

	HOUSING/POPULATION				EMPLOYMENT						
Jurisdiction	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
City of Vacaville											
ABAG (P'03 Base + P'05 Incr)			41,350	127,100	10,520	14,360	13,290	270	5,820		44,260
Local Data	39,701	2,352	42,053	129,619	10,586	13,181	16,719	0	3,618	837	44,941
Difference			703	2,519	66	-1,179	3,429	-270	-1,365		681
Difference %			1.7%	2.0%	0.6%	-8.2%	25.8%	-100.0%	-23.5%		1.5%

	HOUSING/POPULATION				EMPLOYMENT						
Jurisdiction	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
City of Vallejo											
ABAG (P'03 Base + P'05 Incr)			58,190	171,800	11,660	16,490	17,770	90	7,090		53,100
Local Data	34,531	20,333	54,864	162,717	14,191	12,181	16,923	0	8,053	2,128	53,475
Difference			-3,326	-9,083	2,531	-4,309	-847	-90	3,090		375
Difference %			-5.7%	-5.3%	21.7%	-26.1%	-4.8%	-100.0%	43.6%		0.7%

	HOUSING/POPULATION				EMPLOYMENT						
Jurisdiction	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
Suisun City											
ABAG (P'03 Base + P'05 Incr)			11,770	38,600	1,230	2,640	2,250	410	510		7,040
Local Data	8,886	2,114	11,000	35,371	2,591	1,293	840	0	203	1,251	6,179
Difference			-770	-3,229	1,361	-1,347	-1,410	-410	944		-861
Difference %			-6.5%	-8.4%	110.7%	-51.0%	-62.7%	-100.0%	185.2%		-12.2%

	HOUSING/POPULATION				EMPLOYMENT						
Jurisdiction	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
Solano Unincorporated											
ABAG (P'03 Base + P'05 Incr)			5,100	15,300	280	40	10	460	80		870
Local Data	6,077	22	6,099	17,935	389	1,650	998	129	1,169	67	4,401
Difference			999	2,635	109	1,610	988	-331	1,156		3,531
Difference %			19.6%	17.2%	38.9%	4025.9%	9875.0%	-72.0%	1444.5%		405.9%

	HOUSING/POPULATION				EMPLOYMENT						
Jurisdiction	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
SOLANO COUNTY											
ABAG (P'03 Base + P'05 Incr)			193,840	581,800	42,760	59,110	75,420	3,080	24,020		204,390
Local Data	146,444	46,991	193,435	584,126	43,191	50,463	79,601	1,370	23,233	8,497	206,355
Difference			-405	2,326	431	-8,647	4,181	-1,710	7,710		1,965
Difference %			-0.2%	0.4%	1.0%	-14.6%	5.5%	-55.5%	32.1%		1.0%

180 Grand Avenue, Suite 250
Oakland, CA 94612
www.dowlinginc.com

510.839.1742 x119
510.839.0871 fax
maronson@dowlinginc.com

Dowling Associates, Inc.

Date: November 28, 2007

Memorandum

To: Joe Story, DKS Associates

cc: Napa/Solano Model TAC

From: Mike Aronson

Reference #: Dowling P06069 Napa/Solano Model Phase 2

Subject: 2030 Land Use Adjustments

The following adjustments were applied so that converted employment from local land use databases would more closely match control totals based on the ABAG Projections 2005 growth increments from 2000 to 2030.

Napa County (outside City of Napa)

- Includes 70% of 2000 to 2030 growth (2030 uses 2020 local forecast) for Warehouse and Industrial *(was previously 40% - adjusted to account for corrections in zone correspondence in American Canyon)*

City of Benicia

- Includes 50% of 2000 to 2030 growth (2030 uses 2025 local forecast) for Industrial/Warehouse

City of Dixon

- Includes 40% of 2000 to 2030 growth (2030 uses 2025 local forecast) for Central Commercial, Neighborhood Commercial and Highway Commercial, plus Wal-Mart on North 1st
- Includes 20% of 2000 to 2030 growth (2030 uses 2025 local forecast) for Service Commercial, Office and Light Industrial
- Includes 10% of 2000 to 2030 growth (2030 uses 2025 local forecast) for Heavy Industrial

City of Fairfield

- Includes 80% of 2000 to 2030 growth for Office
- Includes 40% of 2000 to 2030 growth for Industrial

City of Rio Vista

- Includes 40% of 2000 to 2030 growth (2030 uses 2025 local forecast) for Industrial/Warehouse

City of Suisun City

- No adjustments

City of Vacaville

- Includes 30% of 2000 to 2030 (2030 uses 2025 local forecast) growth for Industrial *(was previously 40% - adjustment required to compensate for correction in school enrollment and employment)*

City of Vallejo

- Includes 50% of 2000 to 2030 (2030 uses 2020 local forecast) growth for Heavy Industrial

Solano County Unincorporated

- Includes 20% of 2000 to 2030 growth (2030 uses 2025 local forecast) for Industrial/Warehouse

STA
Solano Transportation Authority

DATE: May 1, 2008
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: Contract Amendment for Project Delivery Management (PDM) Group Inc. for Project Management Services for the I-80/I-680/State Route (SR) 12 Interchange Complex

Background:
Since 2001, STA staff has been working with project consultants, Caltrans and Federal Highway Administration (FHWA) to complete improvements to the I-80/I-680/SR 12 Interchange Complex. In order to advance improvements to the Interchange in a timely fashion, separate environmental documents have either been prepared or are being prepared for four projects, which include the following:

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

PDM Group Inc. (PDMG) has been providing project management services for the I-80/I680/SR 12 Interchange Project since 2001, when STA started managing the completion of the I-80/I-680/SR12 Interchange Complex improvements.

Discussion:
Since the inception of the I-80/I-780/I-680 Corridor Study & Major Investment Study (MIS), PDMG has done an excellent job of managing this complex project and moving it forward to completion. Under the guidance of Dale Dennis, the PDMG Project Manager, two fundamental and critical studies have been completed, the Corridor Study/MIS (completed July 2004) and the Cordelia Truck Scales Study (completed in February 2005). Mr. Dennis also provided project management services for the completion of the environmental document (April 2007) and design for the I-80 HOV Lanes (January 2008), for which construction will start in June 2008.

PDMG continues to provide project management services for the complex and lengthy Project Approval/Environmental Document (PA/ED) phase of the I-80/I-680/SR 12 Interchange project and the North Connector Project (Environmental Clearance, Right-of-Way (R/W) Acquisition, Design and Construction). The Draft Environmental Document (DED) for the I-80/I-680/SR12 Interchange is scheduled for circulation in spring 2009, with an anticipated Record of Decision (ROD) by late 2009. The environmental document (Environmental Impact Report (EIR)) for the North Connector Project has been circulated and is being brought to the STA Board for certification as a separate item at the May meeting. Final Design and R/W Acquisition are scheduled to be completed by late summer/fall of 2009 for the North Connector Project.

In addition, with the recent approval of funding by the California Transportation Commission (CTC) for the I-80 Eastbound (EB) Truck Scales Relocation Project, Mr. Dennis will provide project management services for the this project, which is interrelated to all of the other I-80/I-680/SR12 Interchange improvements. The environmental clearance and design are anticipated to be completed by June 2010 for the I-80 EB Cordelia Truck Scales Relocation Project.

The current contract funds are not sufficient for PDMG to continue to manage all of the I-80/I-680/SR12 Interchange Complex projects discussed above. STA staff recommends amending the PDMG contract for an additional amount of $570,000 and extending the term of the contract to June 30, 2010.

Fiscal Impact:
The proposed project management services contract amendment for PDMG for $570,000 for work through June 2010 will be funded with Regional Measure 2 (RM 2) funds dedicated to the Interchange Complex.

Recommendation:
Approve a contract amendment for PDMG in the amount of $570,000 for project management services through June 30, 2010 for the I-80/I-680/SR12 Interchange Complex projects.

STA
Solano Transportation Authority

DATE: May 2, 2008
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: Contract Amendment for the State Route (SR) 12 Realignment/Rio Vista Bridge Preliminary Study and the SR 12/Church Road Improvements Project Study Report (PSR)

Background:
In July 2006, the Solano Transportation Authority (STA) approved a contract with Lim and Nascimento (LAN) Engineering Corporation to prepare the State Route (SR) 12 Realignment/Rio Vista Bridge Preliminary Study and the SR 12/Church Road Improvements Project Study Report (PSR).

One contract was issued for the work, it includes both the PSR and the bridge study. The contract for the PSR was executed for an amount not to exceed $130,000 for a contract term through August 31, 2007. The portion of the contract for the bridge study was executed for an amount not to exceed $375,000 for a period of time through July 31, 2008.

President Bush signed the Safe, Accountable, Flexible, Efficient Transportation Equity Act, A Legacy for Users (SAFETEA-LU) Bill into law on August 10, 2005. As part of Bill, the City of Rio Vista obtained a Federal Earmark for completing the SR 12 – Rio Vista Bridge Study entitled "Rio Vista Bridge Realignment Study and Street Sign Safety." The City of Rio Vista has agreed to contribute $362,000 of the Federal Earmark toward the funding of the study. In addition, the City agreed that STA will be the lead on completing the study and be responsible for the contracting out and day-to-day management of the study.

Discussion:
The two studies did not start until late 2007 due to delays in obtaining the federal authorization of funds. This delay is funding, created an additional cost consultant costs of 5%. In addition, both studies require additional work. The SR 12/Church Road PSR requires additional traffic analysis to supplement the work being done the City of Fairfield to run the Solano Napa Traffic Demand Model. For the Rio Vista Bridge Preliminary Study, the mapping from the original 1994 study could not be located, thus the consultant will need to build mapping for the project from existing data sources. The specific additional work and costs are as follows:

SR 12/Church Road Improvements PSR: $21,000 for additional traffic analysis and consultant costs adjustment.

SR 12 Realignment/Rio Vista Bridge Preliminary Study: $26,000 for additional mapping and consultant costs adjustment.

As such, STA staff is recommending the Board approve a contract amendment to the existing contract with the LAN to provide these services, which are presented in more detail in the attached letter (Attachment A) from LAN dated April 10, 2008.

Fiscal Impact:
The SR 12/Church Road Improvements Project Study Report is funded with Surface Transportation Program (STP) funds and State Transportation Improvement Program (STIP) Planning, Programming and Monitoring (PPM) funds. For the SR 12 Re-Alignment/Rio Vista Preliminary Bridge Study the work is funded with the City of Rio Vista Federal Earmark entitled "Rio Vista Bridge Realignment Study and Street Sign Safety." The City of Rio Vista has agreed to contribute $362,000 of the Federal Earmark toward the funding of the study. In addition to the $362,000, the City of Rio Vista is responsible for the 20% ($90,500) local matching funds.

Recommendation:
Approve the following:

1. Contract amendment for the Project Study Report for the SR 12/Church Road Improvements contract for a total not to exceed a contract amount of $155,000 through June 30, 2009; and
2. Contract amendment for the SR 12 Re-Alignment/Rio Vista Preliminary Bridge Study contract for a total not to exceed a contract amount of $380,000 through December 31, 2009.

Attachments:

A. LAN letter dated April 10, 2008

ATTACHMENT A

Lim and Nascimento Engineering Corporation

Thursday, April 10, 2008

Ms. Janet Adams, P.E., Engineer Manager
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

Subject: Addendum to Professional Services Agreement for SR12 Realignment/Rio Vista Bridge Preliminary Study & SR12/Church Road Improvements PSR.

Dear Ms. Adams:

As previously discussed, LAN Engineering requests an addendum to the aforementioned agreement due to the following:

Item 1: The project had to be kicked off over a year after the originally planned start date that LAN used in its original cost proposal. Therefore, LAN requests the budget be increased by 5% to offset salary escalation that occurred and that it was not taken into account when the original fee was developed. This modification is shown in Exhibits A ($6,315) and B ($17,738) for the SR12/Church Road and SR12 Realignment Bridge Study respectively. (attached).

Item 2: LAN's original scope and budget did not include effort to prepare traffic analysis and at the time the understanding is that this effort would be undertaken by the City of Fairfield. However, at this time, STA is requiring LAN to prepare the traffic analysis. LAN requests that the scope be modified to include this work and the additional budget shown in Exhibit A ($13,800 + $700 ODC's) be amended to our agreement.

Item 3: LAN's original scope was based on the assumption that preliminary cost estimates for earthwork for the preliminary bridge study would be done using the topographic mapping that was developed for the 1994 bridge replacement study. As discussed during our PDT meetings, it has been determined that this information is not available, either at CT or by the consultant that did the 1994 work. LAN and STA have agreed to use topographic data from Google mapping instead. LAN requests additional budget shown in Exhibit B ($8,256) for this item be amended to our agreement.

Items 1 and 2 result in an increase in fee for the SR12/Church Road Improvements PSR of $20,815 for a total fee of $150,606.

Items 1 and 3 result in an increase in fee for the SR12 Realignment/Rio Vista Bridge Preliminary Study of $25,994 for a total fee of $375,994.

If you have any questions, comments or concerns regarding this matter, please fee free to call me.

Sincerely,

Lim And Nascimento Engineering Corporation

Steve Mislinski, PE
Project Manager
WN/SM/sm

11344 Coloma Road, Suite 590
Gold River, CA 95670

(916) 635-5233
Fax (916) 635-5243

THIS PAGE INTENTIONALLY LEFT BLANK

Exhibit A

Fee Proposal for the SR-12 / Church Road Improvements PSR

TASKS FOR SR12/CHURCH RD PSR	PM $128	Principal $177	Sr Br Eng 1 $145	Sr Br Eng 2 $135	Sr Br Eng 3 $128	Br. Eng 1 $110	Traffic Eng. $150	Sr. Civil 1 $147	Sr. Civil 2 $143	Sr Civil 3 $120	Civil 1 $95	Civil 2 $90	Sr CAD $95	CAD $80	QA/QC $150	Constr Rev $150	Hours by Task	Cost by Task
Task 1.0 Project Management																		
Task 1a: SR12/Church Road Draft PSR																		
Administrative Management / Coordination	16																16	$2,048
Coordination/Consultation with Regulatory Agencies	24	8															32	$4,488
QA / QC															24		24	$3,600
Meetings	16																16	$2,048
Task 2.0 Preparation of Draft PSR																		
Development of Draft & Final Traffic Reports																		
Prepare Draft Traffic Forecasting Report							24								4		28	$4,200
Revisions to Traffic Forecasting Report							16								2		18	$2,700
Prepare Draft Traffic Analysis Report							24								4		28	$4,200
Revisions to Traffic Analysis Report							16								2		18	$2,700
Research + Data Collection & Review								4		4	12	12		16			48	$4,568
Development of Project Alternatives								24			40	16		64		4	148	$14,488
Drainage and Utilities Analysis										32		32					64	$6,720
Initial Site Assessment (Taber Consultants)																	51	$5,325
Surveys + Mapping (GTS)																	194	$35,636
Preliminary Environmental Analysis Report (LSA)																	188	$17,310
Development of Conceptual Constr. Staging								12			24					4	40	$4,644
Develop Cost Estimates									12		24			24			60	$5,916
Develop Administrative Draft PSR								40			12		8	16			76	$9,060
Revisions, etc. to Update to Draft PSR								8			8		8				24	$2,696
Task 3.0 Preparation of Final PSR																		
Resolve Caltrans Comments & Update Draft PSR								24			16		16				56	$6,568
Submit Final PSR								8									8	$1,176
														Subtotal (Excluding Traffic Reports)			1045	**$126,291**
															5% Rate Escalation			**$6,315**
																Traffic Reports	92	$13,800
																Subtotal	1137	**$146,406**
LAN Indirect Expenses																		
Travel - Mileage, Parking, Meals, etc.													(Includes $200 additional for Traffic Reports)					$1,200
Plotting, Printing & Overnight Mail													(Includes $500 additional for Traffic Reports)					$3,000
Total Hours per Person	56	8	0	0	0	0	80	120	12	36	136	60	32	120	36	8		
Costs per Person	$7,168	$1,416	$0	$0	$0	$0	$12,000	$17,640	$1,716	$4,320	$12,920	$5,400	$3,040	$9,600	$5,400	$1,200		
																Total SR12 / Church Road PSR Fee =		**$150,606**

ATTACHMENT B

Revised Fee Proposal for the SR-12 Realignment / Rio Vista Bridge Preliminary Study

Exhibit B

TASKS FOR RIO VISTA BRIDGE STUDY	PM $128	Principal $177	Sr Br Eng 1 $145	Sr Br Eng 2 $135	Sr Br Eng 3 $128	Br. Eng 1 $110	Sr. Civil 1 $147	Sr. Civil 2 $143	Sr Civil 3 $120	Civil 1 $95	Civil 2 $90	Sr CAD $95	CAD $80	QA/QC $150	Constr Rev $150	Hours by Task	Cost by Task
Task 1.0 Project Management																	
Administrative Management / Coordination	120															120	$15,360
Coordination/Consultation with Regulatory Agencies	60	40														100	$14,760
QA / QC														40		40	$6,000
Meetings	108	32														140	$19,488
Phase 1																	
Research + Data Collection	16		16				16			16						64	$8,240
Review of Previous Studies & Reports			16	16			16			32						80	$9,872
Develop Topographic Mapping (Google Based)							8		40			24				72	$8,256
Environmental Assessment (LSA)																481	$45,920
Geotechnical Studies (Taber)																49	$5,500
Public Outreach Exhibits + Presentations	8	4	4		16		12			16		16	16			92	$10,444
Initial Public Outreach (Lucy & Company)																250	$35,000
Surveys + Mapping (GTS)																158	$21,940
Preliminary Alternatives Assessment	24	16	12				16			24						92	$12,276
Develop Tech Memo + Recommendations	4		8				16									28	$4,024
Phase 2																	
Preliminary Engineering Studies																	
Roadway Approach Studies							24		16	60		40	24			164	$16,868
Approach Bridge Studies + Estimates					32							30	16			78	$8,226
River Crossing Bridge Studies + Estimates			32		32							45	24			133	$14,931
Cable Stay Bridge Alternative (IBT)																50	$7,500
River Hydraulic Studies (WRECO)																40	$4,000
Bored Tunnel Preliminary Study (HMM)																95	$15,000
Identification of Funding Sources / Options		24														24	$4,248
Public Outreach Exhibits + Presentations	8	8	4		16		12			16		16	16			96	$11,152
Phase 2 Public Outreach (Lucy & Company)																132	$18,395
Develop Administrative Draft PBR			40		16		24			32		32				144	$17,456
Revisions, etc. to Update to Draft PBR			16	4	4		4			24		16				68	$7,760
Resolve CT, City and STA Comments on Draft PBR	24		16		4		16			16		8				84	$10,536
Submit Final PBR	8		4													12	$1,604
															Subtotal	2886	$354,756
														5% Rate Escalation			$17,738
LAN Indirect Expenses																	
Travel - Mileage, Parking, Meals, etc.																	$1,000
Plotting, Printing & Overnight Mail																	$2,500
Total Hours per Person	380	124	168	20	120	0	164	0	56	236	0	227	96	40	0		
Costs per Person	$48,640	$21,948	$24,360	$2,700	$15,360	$0	$24,108	$0	$6,720	$22,420	$0	$21,565	$7,680	$6,000	$0		
															Total Rio Vista Bridge Project Fee =		$375,994

DATE: May 1, 2008
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Transit Facilities of Regional Significance Criteria

Background:
On November 8, 2000, the STA Board approved its first "Routes of Regional Significance" map, including the entire highway system in Solano County, plus those existing local arterials that provide major points of access to the highway system or regional connections between communities and key transportation facilities. Routes of Regional Significance have continued to be a part of the Comprehensive Transportation Plan (CTP). The STA is currently updating the Solano CTP.

The Transit Element of the CTP does not identify regionally-significant infrastructure. In an effort to make the CTP more consistent between elements, it is recommended that Transit Facilities of Regional Significance be identified during the update.

Discussion:
"Transit Facilities" are permanent, fixed infrastructure such as bus, ferry and train stations, maintenance yards and the roadways used by transit vehicles. "Regional Significant" means connecting Solano County and its communities with the greater northern California region, or connecting communities within Solano County. Using these two broad definitions, the criteria listed on Attachment A are recommended for identifying Transit Facilities of Regional Significance.

Facilities identified in the Transit Facilities of Regional Significance list will be given priority for funding when the STA adopts its 5 and 10 year transit funding lists. As the Transit Element of the CTP is developed, additional benefits to identified facilities may be proposed. Once the criteria are adopted, each of the jurisdictions and/or transit operators in Solano County will be asked to submit candidate Facilities. The list of those facilities will be reviewed by the Transit Committee during preparation of the CTP update. The final list will be included in the CTP when it is adopted by the STA Board, as shown in the schedule below.

1.	April 26, 2008	TAC and Consortium recommends criteria for facilities to be identified as Transit Facilities of Regional Significance.
2.	May/June 2008	Transit Committee reviews and approves TAC criteria.
3.	June 2008	Communities and transit providers recommend facilities for inclusion in the Transit Facilities of Regional Significance list and map, based upon the identified criteria.

4. July 2008 — TAC and Consortium reviews facilities submittals and recommends inclusion based on adopted criteria.

5. September 2008 — Transit Committee and STA Board approves the new Transit Facilities of Regional Significance list and map based on the TAC and Consortium recommendations. STA staff will incorporate the this in the draft Transit Element of the CTP.

At their meetings of April 30 meetings of the Solano Express Inter City Transit Consortium and the STA Technical Advisory Committee (TAC) discussed the proposed criteria. The 5 criteria listed above have been modified to incorporate issues raised in those discussions. The TAC was concerned that routes providing connections between two adjacent cities (Fairfield-Suisun and Benicia-Vallejo) would be submitted, even though those routes are not truly regionally significant. Because the STA Board will ultimately select those facilities that are included on the Transit Facilities of Regional Significance list, and can sort out non-regional routes, additional selection criteria are not recommended.

Comprehensive Transportation Plan Consistency:

The Solano County Transit Facilities of Regional Significance was developed to depict those facilities that were deemed critical for maintaining existing mobility between and through cities, and to the broader Northern California region. Creating the Transit Facilities of Regional Significance list and map will meet the intent and objective of CTP Goal #5. This goal states:

Goal #5: "The Solano CTP will seek to maintain regional mobility while improving local mobility."

The Transit Facilities of Regional Significance will also assist STA in developing priority funding strategies for transit facilities. This will help implement Goal #8, which states:

Goal #8: The Solano CTP will include priority lists and funding strategies for projects and programs.

Fiscal Impact:
None.

Recommendation:
Approve the draft criteria as shown in Attachment A for the Transit Facilities of Regional Significance and forward them to the Transit Committee for implementation for use in identifying Transit Facilities of Regional Significance.

Attachment:
A. Draft Criteria for "Transit Facilities of Regional Significance

ATTACHMENT A

DRAFT CRITERIA FOR "TRANSIT FACILITIES OF REGIONAL SIGNIFICANCE"

---

1. All passenger rail lines, and all passenger train stations, current or planned, identified in an adopted STA Plan.

2. All ferry facilities, including terminals, maintenance docks and fueling stations, current or planned, identified in an adopted STA Plan.

3. Bus stations providing all of the following services:
    a. Routes to destinations outside Solano County <u>or</u> between two or more cities in Solano County
    b. Peak hour headways of 1 hour or less

4. Maintenance and parking facilities for busses providing services identified in 1, 2 or 3 above.

5. Interchanges that provide access to and from the highway system for stations identified in 1, 2 or 3 above.

THIS PAGE INTENTIONALLY LEFT BLANK

STA
Solano Transportation Authority

DATE: May 2, 2008
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: North Connector Project, Final Environmental Impact Report (FEIR)

Background:
The Solano Transportation Authority (STA) is the Lead Agency under the California Environmental Quality Act (CEQA) for the North Connector Project. The North Connector project involves constructing two segments of a two to four-lane arterial connection in the City of Fairfield and Solano County, north of I-80 between Abernathy Road on the east and State Route 12/Red Top Road on the west. The first phase of the project involves construction of the east end from Abernathy Road to west of Suisun Creek. The purpose of the project is to address existing and future traffic congestion on local streets and I-80 in Solano County and the City of Fairfield, and to provide a better local circulation network.

The environmental process for the North Connector project began in 2003 with a Notice of Preparation (NOP) and a Public Scoping meeting held in March 2003 at Nelda Mundy Elementary School located within the project area.

The STA then proceeded in cooperation with Caltrans and Federal Highway Administration (FHWA) to prepare a joint-National Environmental Protection Act (NEPA)/CEQA environmental document (Environmental Assessment/Initial Study or EA/IS) which was made available for agency and public review in November and December 2006. STA staff received 26 comment letters during the agency and public review period. The comment letters consisted of 17 from members of the public, 3 from special interest groups and 6 from Federal, State and local agencies. In general, the comments expressed concerns about impacts to prime farmlands and lands under conservation easements, increased traffic on local roadways, and potential impacts to the Fairfield Linear Park and other pedestrian facilities in the area.

The STA, Caltrans, County of Solano and the City of Fairfield also hosted an Informational Open House and Public Hearing during the public review period on Thursday December 14, 2006. The meeting was held at Nelda Mundy Elementary School in Fairfield and over 50 people attended. The purpose of the hearing was to provide information regarding the project and to allow the public to review and submit comments on the EA/IS.

In order to fully address comments received during the public review period, STA decided to expand the analysis and prepare an Environmental Impact Report (EIR). At this same time it was determined that no Federal involvement would be necessary in the Project and as a result the environmental document was re-scoped to be a CEQA-only document.

Expansion of the environmental document from an EA/IS to an EIR did not require recirculation of the NOP. The original NOP for the North Connector Project environmental document was distributed in accordance with CEQA guidelines.

The Draft EIR was published on September 10, 2007 and circulated for a 45-day public review and comment period. A Public Hearing for the Draft EIR was held on October 2, 2007. Comments submitted by the California Department of Fish and Game indicated that the EIR had not addressed a recent sighting of a Swainson's Hawk (a protected bird species) near the project area. STA staff determined the EIR should be updated to include analysis of potential impacts to this species and at the same time took the opportunity to update the analysis in the EIR in several other areas, including agricultural lands, hazardous materials and discussions pertaining to the Fairfield Linear Park. STA staff published a Recirculated Draft EIR in January 2008 for public review and comment.

The Recirculated Draft EIR was made available for a 45-day public and agency review period. A Public Hearing on the Recirculated Draft EIR was held on February 19, 2008. The comment period closed on March 3, 2008.

In preparing the Final EIR, STA has responded to comments received on the Draft EIR published on September 10, 2007, as well as comments on the Recirculated Draft EIR published in January 2008 and comments submitted at the Public Hearing on February 19th. The Final EIR includes copies of all these comments along with the STA's response to each comment. A list of the comment letters received and included in the Final EIR is provided below.

Comment Letters Received on the Recirculated Draft EIR Issued January 15, 2008

1. Department of Conservation
2. Department of Transportation (Caltrans)
3. City of Fairfield
4. Solano Land Trust
5. Bernard Moore
6. Ed and Linda Cooper
7. Mangels Ranch
8. Robert Powell

Comment Letters Received on the Draft EIR Issued September 10, 2007

9. Department of Conservation
10. Department of Fish and Game
11. Department of Transportation (Caltrans)
12. Solano County Department of Resource Management
13. City of Fairfield
14. Bay Area Ridge Trail
15. Greenbelt Alliance
16. Green Valley Landowner Association
17. Solano County Orderly Growth Committee
18. Solano County Land Trust
19. Grant Kreinberg
20. Bernard Moore

Level of Service (LOS) on Solano County Roads
The Traffic Report was completed in January 2006, at which time the generally used County standard was LOS D. Since then, in February 2006 the County adopted a specific LOS standard (contained in "Road Improvement Standards and Land Development Requirements") that requires an LOS C on County Roads. All intersections located in the County that were studied in the North Connector EIR will operate at LOS C or better in the year 2020 with the Project. As a result, the Project is consistent with the adopted County LOS Standard.

Key Issues Raised During the EIR Process
Comments received during the EIR process covered a wide range of issues, but there were several key issues of concern in a number of comments which are discussed in more detail below.

Impacts to Agricultural Lands – Several comment letters, including the Solano Land Trust, Green Belt Alliance, Department of Conservation and Solano County Orderly Growth Committee raised concerns about the Project's potential impacts to agricultural lands. The project will impact prime farmland some of which is held in Williamson Act Contracts and/or under an agricultural conservation easement held by the Solano Land Trust. The EIR analyzed this impact and discusses both direct and indirect impacts of the project on agricultural lands. The EIR also includes mitigation to reduce this impact to a less than significant level. The mitigation will involve purchasing conservation easements covering 1 acre of prime agricultural land within the County for every acre of prime farmland impacted by the project (replacement at a 1:1 ratio). For impacted lands held under an existing conservation easement, this ratio is increased to 1.25:1. Several of the comment letters requested that the mitigation ratio be much higher, on the order of 2:1 or 3:1. Because of the concern about impacts to agricultural lands, STA staff met with the Solano Land Trust to discuss this issue further, as well as inquired with the Department of Conservation to see if there were specific examples of higher mitigation ratios being adopted or used by other agencies. Both the Land Trust and Department of Conservation were not able to provide specific examples of jurisdictions that had required higher mitigation ratios for similar projects or impacts. After researching this issue, staff and legal counsel believes that the mitigation ratios included in the EIR are appropriate and consistent with prior environmental documents and standards used by other jurisdictions. Further, implementation of Mitigation Measures in the EIR will ensure that more agricultural land is preserved under conservation easement within the County.

Impacts to the Fairfield Linear Park – Several comment letters, including the Solano Land Trust, Greenbelt Alliance, and the City of Fairfield, raised concerns about impacts to a portion of the Fairfield Linear Park between Suisun Creek and Abernathy Road. These letters specifically argued that the EIR should address the project's impacts to a conservation easement held by Solano Land Trust over this existing portion of Linear Park. Because the project will construct a new multi-use path and greenway that will connect to the Linear Park in this area, the City of Fairfield will remove the existing portion of the Linear Park by an amendment to its General Plan. These letters also requested that the conservation easement on the existing portion of the Linear Park be moved to the new multi-use path and greenway. The EIR concludes that the Project would not conflict with or have any physical impacts on the existing open space conservation easement because the City's removal of the existing portion of the Linear Park by a General Plan amendment would not impact the conservation easement, as it

would remain on the underlying land. Additionally, the City of Fairfield recently submitted a letter to the STA indicating that the City and the Solano Land Trust are expected to reach an agreement to transfer the conservation easement covering the portion of the existing Linear Park between Abernathy Road and Suisun Creek to another portion of the Linear Park planned in the northeastern area of the City. This pending agreement effectively resolves the comment letters' requests that the conservation easement be relocated.

General Plan Amendments by the City of Fairfield and Solano County – Several comment letters raised concerns about the General Plan Amendments that are being initiated by the County and City in conjunction with this project. The City General Plan amendment is related to the Linear Park. It would remove the portion of the Linear Park between Abernathy Road and the North Connector bridge over Suisun Creek from the City's Recreational Element. This is appropriate since the Project will construct a new multi-use path and greenway along the Project through this same area. Additionally, the County's General Plan Amendment is being completed to clarify that the intent of Policy 2 of Chapter III of the Land Use and Circulation Element was to limit the subdivision of agricultural parcels, not to prevent public agencies from acquiring right-of-way for public purposes. Staff believes that these General Plan Amendments were clearly described and evaluated in the EIR and that the implementation of these General Plan Amendments would not result in a significant impact because the project will actually result in improved public access through the area with more land devoted to the multi-use path and greenway than currently exists.

Traffic Impacts - Several comment letters, including Ed and Linda Cooper, Green Valley Land Owners Association, and Grant Kreinberg, were concerned about traffic impacts of the Project on local streets such as Green Valley Road. County adopted specific LOS standards (contained in "Road Improvement Standards and Land Development Requirements") that requires an LOS C on County Roads (discussed above). The City of Fairfield General Plan Circulation Element calls for LOS D or better on arterial streets. Under 2020 with Project conditions all intersections studied, including intersections along Green Valley Road, Suisun Valley Road and Business Center Drive, with the exception of the intersection at I-80 Eastbound and Suisun Valley Road, will operate at LOS C or better within the County and LOS D or better within the City of Fairfield, without any mitigations. The intersection at I-80 Eastbound and Suisun Valley Road, which is located in the City, would operate at LOS E during the PM peak hour under 2020 with Project conditions. To address this impact, the EIR includes a mitigation measure to construct a double left turn lane from Suisun Valley Road onto I-80 Eastbound. This mitigation measure would improve the operations of this intersection to LOS D.

Bicycle Impacts in the West End - Several comment letters, including Robert Powell and the Bay Area Ridge Trail, raised concerns about bicycle/trail impacts of the Project primarily in the West End and requested that a bicycle path/trail be included in the Project in the West End. There is currently a Class I trail extending from Green Valley Road along I-80 to approximately the existing SR12 West/Red Top Road intersection. Because this Class I trail exists in the Project area and would not be impacted, there is no need to construct an additional path/trail in the West End of the Project. The Project will reconstruct the western terminus of the existing Class I trail near Red Top Road and extend it to the new signalized intersection to be built in this area. The new signalized intersection at SR12 West/Red Top Road/North Connector would provide an improved

way of crossing SR12 West and would allow bicycles and pedestrians to safely cross SR12 West to get to Red Top Road and points further west which would be a great improvement over the existing condition. In addition, the West emd of the North Connector will include 10' shoulders, which would constitute a Class 3 bicycle facility.

Acquiring of Private Property for the Project - Several comment letters, including the Solano Land Trust, were concerned about the acquisition of property for the Project and if eminent domain would be used to acquire property. At this time, it is not known if eminent domain will be required to acquire property needed for the project. The first step will be to have the properties appraised and offers will be presented to the property owners for acquiring necessary right-of-way. However, if a negotiated sale is not successful, eminent domain may be necessary to acquire the property needed for the Project.

Conclusion:

Based on the analysis completed for the EIR, impacts in the following resource areas would be considered significant or potentially significant without the implementation of mitigation measures:

❖ Land Use and Agricultural Resources ❖ Traffic and Transportation ❖ Air Quality ❖ Noise ❖ Biological Resources ❖ Aesthetics	❖ Cultural Resources ❖ Geology and Soils ❖ Hydrology and Water Quality ❖ Hazards ❖ Population and Housing

However, mitigation measures have been identified and included in the EIR that would reduce significant and potentially significant impacts to a less-than-significant level. The EIR does not identify any significant unavoidable impacts that would occur as a result of the Project.

A Mitigation Monitoring Reporting Plan has been prepared and included in the Final EIR. The Mitigation Monitoring Reporting Plan is a requirement under CEQA and will allow STA staff to ensure that mitigation measures specified in the EIR are implemented and effective at reducing the significant impacts identified in the document.

The benefits of the Project, include, providing a continuous east west parallel arterial roadway that would be a convenient alternative for local traffic relieving the congestion on other local roads, particularly heavily traveled roads such as Rockville Road, Suisun Valley Road and Mankas Corner Road. A continuous local road north of the I-80/I-680/SR-12 Interchange would also enhance local access to businesses and recreational areas.

The North Connector would alleviate the problem of the SR 12 barrier to local circulation by providing a link between the existing Business Center Drive and Red Top Road to the west, and between Business Center Drive and Abernathy Road to the east. The North Connector would provide a safer crossing of SR-12 West for bikes. Proposed traffic signalization at the SR-12/Red Top Road intersection would replace the current single stop sign controlled T intersection.

At the January 30, 2008 Technical Advisory Committee (TAC) meeting, this proposed action received unanimous support to send a recommendation to the STA Board to conduct a public hearing and consider certification of the Final Environmental Impact Report (FEIR) for the North Connector Project.

Recommendation:

CONDUCT a public hearing to consider:

1. **CERTIFICATION** of the Final Environmental Impact Report (FEIR) for the North Connector Project;

Then:

2. **APPROVE** Resolution No. 2008-03, including certification of the Environmental Impact Report for the North Connector Project, Exhibit A: Findings of Fact and Exhibit B: Mitigation Monitoring Reporting Program; and
3. **DIRECT** that upon approval of Financial Item Action IX. A (approval of the North Connector Project), that the Executive Director File a Notice of Determination with the County Clerk of Solano County and with the State Office of Planning and Research and Authorize payment of the filing fees.

Attachments:

A. North Connector Project - Final EIR (provided to Board members under separate cover). Parties interested in obtaining a copy can do so by contacting STA staff or via the STA website at http://www.sta.dst.ca.us/projects-nc.html. Copies will also be available at the STA Board Meeting.
B. North Connector Project - Summary of Written Comments Received on the Draft Initial Study/Environmental Assessment – 2006
C. North Connector Project - Summary of Comments and Responses on the Recirculated Draft EIR
D. Resolution No. 2008-03, including Exhibit A: Findings of Fact and Exhibit B: Mitigation Monitoring Reporting Program

Attachment A

North Connector Final EIR
(Provided to Board members under separate cover)

THIS PAGE INTENTIONALLY LEFT BLANK

North Connector Summary of Written Comments Received on the Draft Initial Study/Environmental Assessment - 2006

17	Public
3	Special Interest Groups (Bay Area Ridge Trail Council, Greenbelt Alliance, Green Valley Landowners Association)
6	Federal, State, Local Agencies (FEMA, Solano Land Trust, Solano County Department of Resource Management, Solano Irrigation District, California Department of Conservation, California, Regional Water Quality Control Board)

Public

- Failed to discuss a replacement for Fairfield Linear Park
- Purpose & Need- further project justification needed; omits analysis/justification for West End section
- Traffic- project adds traffic congestion, does not decrease
- Incomplete, unclear project description
- Pedestrian/bicycle access not adequately described for East End, West End and Central Sections; inconsistent analysis
- Agricultural impacts conflict with City of Fairfield GP & Solano County GP policies
- Fails to establish system of trails, bikeways for non-motorized traffic
- Traffic- decreased travel time unlikely with stop lights/signs; energy consumption will not be less
- Establish additional segment of the Bay Area Ridge Trail along West End
- Fails to adequately describe land use impacts on the West End
- Ag impacts- inadequate analysis of farm/ranch lands impacted; only looks at land covered by Williamson Act
- Fails to state how much public funds spent on conservation easements
- Ag mitigation- specifically require purchase of conservation easements in Suisun Valley
- Failure to include mitigation for growth inducing aspects of project
- Air Quality- does not analyze impacts to public health
- Failed to recognize adverse Bio impacts to West End
- West End has limited benefit and high construction/mitigation costs
- Ag impacts- inadequate mitigation measures; loss of prime farmland
- Noticing issue- inadequate public awareness
- Ped/Bicycle overpass over Business Center is essential
- Money would be better used on other projects
- Air quality decreased
- Local Traffic- I-80 diverted traffic will exacerbate local traffic problem
- Traffic- widen west I-80 to contain traffic
- Traffic- diverted traffic off westbound or eastbound I-80 will add to local traffic
- Just add lanes to I-80 instead
- Project requires the relocation of local businesses (9 in total)
- Assure exit and entrance from property to the new roadway

- Include exit and entrance to the roadway, to and from Russell Road
- Install conduit under roadway to take water, electric, phone from north side of property to south side
- Combine an isolated parcel with south side of property
- Conclusions to mitigation measures should be reconsidered for visual impacts
- The roadway should be heavily along its southern boundary
- Wholly in favor of the North Connector project, as it is good for our local infrastructure & overall economic health
- Local traffic- will increase in the Green Valley area
- Connecting to Red Top (SR-12) will be a disaster
- North Connector will benefit business and tax revenue and not residents
- Traffic- North Connector won't alleviate local traffic congestion
- Project is for commuters, not residents
- Noise increased, air quality decreased; lower quality of life for locals
- Widen Abernathy Road
- Traffic- project will increase traffic congestion
- Traffic- project pushes major traffic thruway into a residential area
- Another project would benefit all concerned
- Noise levels will increase
- Move retention pond and combine w/ pond on north side of the road
- Need a cattle underpass to service property
- Utility Protection- project will cover three existing PG&E high pressure gas lines
- Traffic- Business Center Drive alignment should be re-evaluated; Mangels Blvd. makes more sense

Special Interest

Bay Area Ridge Trail Council

- Add references to other open & dedicated segments of the Ridge Trail in project area and vicinity
- Provide connection to existing and proposed Ridge Trail segments

Greenbelt Alliance

- Fails to discuss linear trail impacts; needs mitigation; cannot defer mitigation
- Impacts to prime farmland; inconsistent with GP policies
- Growth inducing; inconsistent with policies in Solano County GP
- Ag replacement- suggested mitigation
- EIR must be conducted to analyze full project effects
- Protection against West End growth is assumed, speculative

Green Valley Landowners Association

- Traffic- directs heavy traffic onto surface streets
- Traffic- fix I-80/680 interchange first

Federal, State, and Local

FEMA

- Review current effective Flood Insurance Rate Maps; ensure adequate drainage

Solano Irrigation District

- Relocate/replace district landscape irrigation waterlines and appurtenances

- Design issues- use of different materials, relocation of pipelines, etc.
- Project should address past/future issues to Raines Drain Channel

Solano Land Trust

- Failure to discuss impacts to Linear Park; mitigation needed for impacts; Linear Park is a 4(f) resource, mitigate impacts accordingly
- Design issue- there should be no signal at Russell Road intersection; would cause Ag impacts
- Correct IS/EA- location of Linear Park not accurate
- Ag impacts- encroachment onto conservation easements;mitigation inadequate for Valine Ranch; cannot defer mitigation
- Remainder parcels- fate unclear; suggested mitigation- Ag park
- Suggest relocation of Linear Park to north side of North Connector Road

California Department of Conservation

- Ag impacts- mitigation inadequate for Valine Ranch property and surrounding farmland

California Regional Water Quality Control Board

- Correction needed- EA confuses construction stage mitigation measures with post-construction stage mitigation measures

Solano County Department of Resource Management

- Design issues- roadway east of Suisun Creek; multipurpose path, etc.
- No mention of East End impacts
- Mitigation not practical- replacement of farmland
- Incorrect information; recommend changes to document
- Missing discussion of impact- operation of Rockville Rd./Abernathy Rd. intersection
- Mitigation needed- for Abernathy Rd/North Connector intersection during PM peak

THIS PAGE INTENTIONALLY LEFT BLANK

COMMENTS RECEIVED ON THE RECIRCULATED DRAFT EIR ISSUED JANUARY 15, 2008

Comment Letter 1 – Department of Conservation

Summary of Comment Letter:

The Department of Conservation is primarily concerned about impacts to agricultural resources and that mitigation for the loss of prime farmland should be at a 2:1 replacement ratio, and that the direct and indirect impacts on agricultural land as a result of the I-80/I-680/SR12 Interchange Project should also be considered.

Summary of Responses to Comments:

The EIR mitigates impacted prime farmland by acquiring conservation easements on prime farmland at a 1:1 ratio. Additionally, the EIR increases the mitigation ratio to 1.25:1 for replacing agricultural lands currently under conservation easement. Implementation of these mitigation measures (Mitigation Measures 4.1-1 and 4.1-2 in the EIR) will ensure that more agricultural land is preserved under conservation easement within the County, and are thus reasonable and appropriate. Mitigation Measures 4.1-1 and 4.1-2 would still preserve agricultural lands within the County, and therefore support the County's goals and policies regarding the preservation of agricultural lands, as described in the Solano County General Plan, Chapter III of the Land Use Element.

Additionally, the EIR is not obligated to address or mitigate farmland lost as a result of other projects. The truck scales facility will be constructed as part of the I-80/680/SR12 Interchange Project, which is a separate CEQA project. Because the I-80/680/SR12 Interchange Project is a separate project, and is still undergoing CEQA review, the amount of agricultural land affected by the I-80/680/SR12 Interchange Project is speculative, and STA is not obligated to address or mitigate agricultural land affected by a separate project. Cumulative impacts of the North Connector Project, in combination with the I-80/680/SR12 Interchange Project and other future regional transportation projects, were considered in Chapter 6.0 of the EIR.

Comment Letter 2 – Department of Transportation

Summary of Comment Letter:

The California Department of Transportation's (Caltrans) comments are primarily related to traffic and transportation impacts within the Project area. Several comments referred to the traffic calculations under the discussion of existing conditions. The comment letter also indicates the need for dual left turn lanes at specific intersections within the Project area. The comment letter also raised concern about the potential floodplain and water quality impacts to state facilities and the proposed improvements for drainage facilities.

Summary of Responses to Comments:

As part of the EIR traffic analysis, dual left turn lanes were considered at all locations wherein the left turn demand was 300 vehicles or more during either the morning or evening peak hours, as required by the Highway Design Manual. The identified Project impacts were mitigated with improvements which would allow the study intersections to function appropriately, in accordance with the established standards of significance.

There are no significant floodplain impacts or water quality impacts associated with Project construction, as the Project would treat runoff on-site. Also, the Project will not impact off-site drainage systems. Drainage facilities installed in the East End will be designed to match the capacity of the drainage facilities under I-80. The West End of the project area is not prone to flooding as it is not within the 100-year floodplain and in relatively hilly terrain (compared to the East End).

Comment Letter 3 – City of Fairfield

Summary of Comment Letter:

In this letter, the City of Fairfield raised concerns about the Linear Park and open conservation easement. The City later submitted a comment letter indicating that the City and the Solano Land Trust have entered into discussion to transfer the existing open space conservation easement over this portion of the Linear Park to a new segment of the Linear Trail planned in the northeast portion of the City.

Comment Letter 4 – Solano Land Trust

Summary of Comment Letter:

The Solano Land Trust primarily focuses on land use and agricultural resource impacts. The letter requests that the loss of conservation easements be discussed in Chapter 6.0, CEQA Required Conclusions, of the Draft EIR and that the conservation easement on the Linear Park be relocated on the new multi-use path as mitigation. The letter indicates that the removal of the portion of the Linear Park would be significant and would contradict the open space conservation easement on the land, and that the parcelization of farmable units also remains inconsistent with the County and City General Plan policies. The letter also raises concern regarding the mitigation measures, in that they do not adequately protect prime farmland and conservation easement and that they remain inconsistent with General Plan policies. The comment letter also states that the impacts of the truck scale relocation be identified in the EIR and that the location of the access roads as part of the Project be discussed.

Summary of Responses to Comments:

As indicated above under Comment Letter 3/City of Fairfield, the City has entered into discussions with the Land Trust to relocate the open space conservation easement on the Linear Trail.

Mitigation included in the EIR would place an equal or greater amount of agricultural land into agricultural conservation easements than currently exists in the County. The Solano County General Plan Amendment (GPA) would clarify that Policy 2 of Chapter III (Land Use and Circulation Element, Agriculture and Open Space Land Use) of the Solano County General Plan was intended to limit the subdivision of property on agricultural parcels, not to limit a public entity's ability to acquire right-of-way for a public works project.

The truck scales will be constructed as part of a separate project, the I-80/I-680/SR12 Interchange Project, which has not completed environmental review. It would be speculative for STA to guess as to the particular environmental impacts on a specific parcel of land from a separate future project that has not undergone CEQA review.

Comment Letter 5 – Bernard Moore

Summary of Comment Letter:

Mr. Moore requests the adjustment of parcel lines, that the North Connector Project provide access to the Moore property, that Russell Road be connected to the North Connector roadway, that a conduit be installed under the new roadway to take utility services across the Moore property, and raises concern regarding the traffic congestions at the intersection of Abernathy Road and Rockville Road.

Summary of Responses to Comments:

In regards to the adjustment of parcel lines, it is too early in the process to be able to make a determination as to whether or not the request can be accommodated. The determination will be made during the right-of-way acquisition process. Access to the Moore property on the south side of the North Connector will be provided as part of the Project via a driveway through the acquired Conner property. STA will also install a conduit or other means, where appropriate, to maintain existing utility services to all existing properties affected by the Project. Additionally, the Abernathy Road and Rockville Road intersection was analyzed and would operate at LOS A in the year 2020 with the Project.

Comment Letter 6 – Ed and Linda Cooper

Summary of Comment Letter:

This comment letter raises concern that the North Connector would increase evening peak hour traffic levels and that the Project will have significant negative social and economic impacts in the Green Valley area.

Summary of Responses to Comments:

As shown in Table 4.2-2 of the Recirculated Draft EIR, the North Connector Project would improve or maintain similar levels of traffic within the West End of the Project area. The study intersections would operate at LOS D or better with Project conditions, demonstrating acceptable LOS within the West End. Additionally, under CEQA, Section 15131, economic and social impacts of a proposed Project are not required to be evaluated unless they would lead to a physical environmental impact. Additionally, the Recirculated Draft EIR analyzes the environmental impacts as a result of the Project and describes mitigation measures for potentially significant environmental impacts. Thus, no discussion is required.

Comment Letter 7 – Mangels Ranch

Summary of Comment Letter:

This comment letter indicates that Mangels Boulevard be considered as an alternative to the Project, that a signalized intersection at SR12 and Red Top Road not be constructed, and that access to the Mangels property be provided directly from the North Connector. Additionally, this comment letter opposes several mitigation measures relating to biological resources, such as the conservation easement for the California red-legged frog and preservation areas for the Pacific pond turtle.

Summary of Responses to Comments:
An EIR need not consider every conceivable alternative to the Project (CEQA Guidelines Section 15126.6(f)(i)). CEQA requires that an EIR evaluate a range of reasonable alternatives to a project that could feasibly attain most of the basic objectives of the project. STA considered three alternatives, including the construction of the Project, improving existing roadways, and providing an enhanced bus service in lieu of the Project. Because STA is required to consider only a reasonable range of alternatives, it was not required to consider the specific alternatives noted by this comment.

Regarding the SR12 West/North Connector/Red Top Road signalized intersection, under the 2020 with Project conditions the Level of Service at this intersection would be improved to LOS D during AM peak hours with an average delay of 45.9 seconds, and LOS B during PM peak hours with an average delay of 19.3 seconds.

The Project would construct a new entrance to the Mangels property which would be located along the North Connector road just north of the new SR12/Red Top Road/North Connector intersection. The new entrance will be designed to accommodate normal farm and agricultural equipment and trucks.

The mitigation measure provided in the DEIR for California red-legged frog provides for a 2:1 mitigation to impacts ratio for impacts to upland California red-legged frog dispersal habitat. Consequently, U.S. Fish and Wildlife Service is requiring that 34.5 acres of upland dispersal habitat of the California red-legged frog be set aside in a permanent preserve dedicated for this species. Continued livestock operations on that acreage will not be excluded, but will be required to follow a specified management plan that will be prepared for that mitigation/preserve area. A mitigation breeding pond is proposed to be constructed in the immediate area of the impact which will benefit the California red-legged frog population impacted by the Project. Furthermore, Mitigation Measure 4.5-3 is necessary to reduce impacts to the Pacific pond turtle to a less-than-significant level.

<u>Comment Letter 8 – Robert Powell</u>
Summary of Comment Letter:
This comment states that the bicycle path located on Business Center Drive should be continued to the stoplight at the intersection of Red Top Road and SR12.

Summary of Responses to Comments:
There is currently a Class I bicycle path from Green Valley Road that runs along I-80 to the vicinity of Red Top Road and SR12 West; thus, there is no need to construct a new bicycle path in the West End of the North Connector. However, the Project will reconstruct the existing western terminus of the Class I bicycle path and extend it to connect with the proposed four-way signalized intersection at SR12/Red Top Road/North Connector, which would provide an improved way of crossing SR12 West. In addition, the West End of the Project from Business Center Drive to SR12 would be constructed with 10-foot outside shoulders, which would be equivalent to a Class III bicycle facility. Thus, bicyclists that did not want to use the existing Class I bicycle path along I-80 could ride along the Project utilizing the 10-foot shoulder area.

COMMENTS RECEIVED ON THE DRAFT EIR ISSUED SEPTEMBER 10, 2007

Comment Letter 9 – Department of Conservation

Summary of Comment Letter:

This letter from the Department of Conservation raises essentially the same issues about impacts to prime farmlands as their letter submitted in February 2008 (see Comment letter 1).

Comment Letter 10 – Department of Fish and Game

Summary of Comment Letter:

This comment letter includes comments relating to biological resources, specifically in regards to the mitigation measures. The comments suggest increasing the mitigation ratio to 2:1 for protected lands for the California red-legged frog and having a 3:1 mitigation ratio for permanent impacts to streams. Additionally, the comment letter requested that impacts to Swainson's hawk be addressed and that the criteria for tree replanting include an 80 percent survival rate at the end of a five-year monitoring period. The comment letter also suggests conducting preconstruction surveys for nesting raptors. If burrowing owls are found, specific measures should be taken to avoid impacting the burrowing owls.

Summary of Responses to Comments:

Mitigation Measure 4.5-2 was revised in the Recirculated Draft EIR to reflect that the protected lands for the California red-legged frog be protected in perpetuity and that a total of 35.4 acres of upland around the breeding pond shall be preserved, demonstrating a 2:1 mitigation ratio. Mitigation Measure 4.5-5 of the Recirculated Draft EIR is consistent with the recommendation of providing a 3:1 mitigation ratio for permanent impacts to streams. Mitigation Measure 4.5-5 requires 3:1 replacement ratio for any riparian trees that are permanently impacted (removed) by the Project. The Recirculated Draft EIR was revised to address impacts and mitigation for Swainson's hawk within the Project area. Mitigation 4.5-9 was also added to mitigate the impacts to this species. The Creek Revegetation and Enhancement Plan was prepared for the Project and includes a 3:1 replacement ratio for riparian trees, with an 80 percent survival rate requirement. Additionally, Mitigation Measure 4.5-7a and Mitigation Measure 4.5-7b were revised in the Recirculated Draft EIR to include preconstruction surveys for nesting raptors and avoiding impacts to the burrowing owl.

Comment Letter 11 – Department of Transportation

Summary of Comment Letter:

The California Department of Transportation (Caltrans) submitted Comment Letter 2 on the Recirculated Draft EIR which includes many of the same comments Caltrans submitted in this letter (dated October 24, 2007). See Comment Letter 2 above.

Comment Letter 12 – Solano County Department of Resource Management

Summary of Comment Letter:

This comment states that the Project would bisect and potentially change the use of parcels currently under Williamson Act contract. The comment also indicates that legal parcels affected or bisected by the Project would not be considered subdivided and would be treated as part of the original parcel. Furthermore, the comment states that the Project is consistent with the Solano County General Plan and that the County will be pursuing a

General Plan Amendment (GPA), which will clarify the Project's consistency as it pertains to farmable units.

Summary of Responses to Comments:
Lands under Williamson Act contracts in the East End are designated as prime farmlands. Thus, Mitigation Measure 4.1-1 would require that STA acquire conservation easement(s) for 1.0 acre of prime farmland within the County for every acre of land considered impacted within the Project that is designated as prime farmland. The Recirculated Draft EIR was also revised to reflect the subdivision and GPA-related comments, as seen on page 4.1-13 of the EIR.

Comment Letter 13 – City of Fairfield
Summary of Comment Letter:
This comment letter requests minor clarifications in several areas, including land use and agricultural resources, traffic and transportation, biological resources, population and housing, and public services and recreation. In regards to traffic and transportation, the comment letter suggests requiring a Traffic Management Plan as mitigation for impacts to traffic

Summary of Responses to Comments:
Mitigation Measure 4.2-1 of the Recirculated Draft EIR was revised to address this comment letter and now requires the preparation of a Transportation Management Plan prior to beginning Project construction.

Comment Letter 14 – Bay Area Ridge Trail
Summary of Comment Letter:
This comment letter addresses recreational facilities within the Project area. The comments indicate that the EIR should reference specific segments of the Bay Area Ridge Trail within the Project area, that the project should include a Class I multi-use path connecting the existing Ridge Trail to the proposed Ridge Trail, discuss how the Ridge Trail will be accommodated, and list the relevant Solano County and City of Fairfield General Plan policies.

Summary of Responses to Comments:
The Recirculated Draft EIR, on page 4.12-3, was revised to include the specific Ridge Trails within the Project area and vicinity, and was revised to demonstrate that Project construction is not anticipated to impact the ability to extend the Ridge Trail through the Project area, but rather may facilitate the implementation of the trail by creating a signalized intersection at the proposed SR12 West/North Connector/Red Top Road intersection. There is also an existing bicycle path that extends from Green Valley Road and runs along I-80 up to the vicinity of Red Top Road and SR12 West. Thus, there is no need to construct a new Class I path. Additionally, the 10-foot outside shoulders on the West End of the North Connector would be equivalent to a Class III bicycle path. The Recirculated Draft EIR also incorporates the relevant policies and goals from the General Plans and describes the Project's consistency with such policies.

Comment Letter 15 – Greenbelt Alliance
Summary of Comment Letter:
This comment letter provides comments on land use and agricultural resources, hazards, public utilities, traffic and transportation, air quality, biological resources, and the

alternatives analysis of the DEIR. The comment letter indicates that the Project objectives are inconsistent with the Solano County and City of Fairfield General Plan Policies. The comment letter also states that the Project will create small, non-farmable parcels and raises concern regarding the loss of prime farmland and land held under Williamson Act contract. The comment letter also contends that the removal of the Linear Park conflicts with Section 4(f) federal law. The letter also suggests alternatives to the Project. The letter also states that the hazards analysis is out of date and that impacts to wildland fires would be significant.

Summary of Responses to Comments:
Although the Project is a road construction project, the EIR provides mitigation to reduce impacts to agricultural resources to a less-than-significant impact. By including measures that would require lands to be placed in conservation easement, the Project would provide for the protection of agricultural lands at ratios equivalent and greater than the amount of land already protected by conservation easements. The EIR acknowledges that the construction of the roadway would have indirect impacts to an additional 10.33 acres of prime farmland through the creation of non-farmable portions of the existing parcels. These indirect impacts were included in the calculation of impacts of the Project.

Section 4(f) applies to actions of agencies within the U.S. Department of Transportation (US DOT) or projects constructed with funds from an agency within the US DOT. The STA is not an agency with the US DOT, nor would the Project be constructed using funds from an agency within the US DOT. Thus, the Project would not conflict with Section 4(f) of the Department of Transportation Act of 1966.

Per CEQA requirements § 15124, the EIR includes a reasonable range of alternatives. Because STA is required to consider only a reasonable range of alternatives, it was not required to consider the specific alternatives noted by this comment.

The Phase I Investigation/Initial Site Assessment Report prepared in 2004 was updated in December 2007 and its findings were reported in the Recirculated Draft EIR. The updated analysis did not identify any new significant hazardous materials impacts.

Finally, based on STA's consultation with Chief Huyssoon[1], impacts related to wildland fires are considered less than significant, and no mitigation is necessary.[1]

<u>Comment Letter 16 – Green Valley Landowner Association</u>
Summary of Comment Letter:
This comment letter addresses traffic and transportation within the Project area. The comment letter disagrees that the goal of the Project is to provide an additional roadway for local traffic, indicates that vehicle trips through Green Valley will increase as a result of the project, and that the West End not be included as part of the Project.

[1] Chief Jay Huyssoon, of the Cordelia Fire Protection District, personal phone communication, November 7, 2007.

Summary of Responses to Comments:
The Project will allow access between SR12 West and Green Valley and would allow traffic to use Green Valley surface streets. The connection to SR12 West would provide a more convenient and efficient way for Green Valley residents to access SR12 West and parts west, such as Napa, than the current condition which requires local traffic to merge onto I-80 before entering SR12 West. Although the Project may result in increased vehicle trips in the Green Valley area, the traffic analysis in the EIR indicates that under future conditions with the Project, all local intersections (with the exception of the I-80 eastbound and Suisun Valley Road intersection) will operate at acceptable levels of service and the I-80 eastbound and Suisun Road intersection will be addressed by Mitigation 4.2-2. The mitigation measures in Chapter 4.2, Traffic and Transportation, mitigate for the potentially significant impacts associated with traffic and transportation as a result of the Project.

Comment Letter 17 – Solano County Orderly Growth Committee
Summary of Comment Letter:
This comment letter indicates that the North Connector Draft EIR fails to address important impacts and does not support that all potential impacts will be mitigated to a less-than-significant level. The comment letter addresses land use, specifically in regards to impacts to conservation easements, the parcelization of agricultural land, access to parcels north of the Project, the Linear Park, and states that the Project is inconsistent with Solano County and the City of Fairfield General Plans. The comment letter also indicates concern regarding traffic and transportation, as the Draft EIR does not adequately address the local circulation system or provide data relative to the amount of traffic that would use the North Connector, nor does the comment letter agree that energy consumption would be reduced as a result of the Project. Additionally, the comment letter states that the Project does not provide sufficient bicycle and/or walking paths within the Project area and indicates that the discussion of the Linear Park is inadequate. The comment letter also states that the EIR does not analyze the impacts of the Project on public health, specifically in regards to air quality. Furthermore, the comment letter states that the mitigation in Chapter 4.8, Geology and Soils, is tentative and would require additional investigation and that a discussion of the truck scales should be included as part of the Cumulative Impact analysis.

Summary of Responses to Comments:
The Recirculated Draft EIR was revised to reflect several comments provided in this comment letter. The EIR mitigates impacted prime farmland by acquiring conservation easements on prime farmland at a 1:1 ratio. Additionally, the EIR increases mitigation ratio to 1.25:1 for replacing agricultural lands currently under conservation easement. Implementation of these mitigation measures (Mitigation Measures 4.1-1 and 4.1-2 in the EIR) will ensure that more agricultural land is preserved under conservation easement within the County, and are thus, reasonable and appropriate. Mitigation Measures 4.1-1 and 4.1-2 would still preserve agricultural lands within the County, and therefore support the County's goals and policies regarding the preservation of agricultural lands, as described in the Solano County General Plan, Chapter III of the Land Use Element. Also, the discussion of the Agricultural Land Use Policies of Solano County, particularly Policy 2, was revised in the Recirculated Draft EIR. The Solano County General Plan Amendment does not change the policy but rather clarifies that the policy was not intended to prevent public agencies from acquiring right-of-way for public purposes. Page 4.1-13 of the Recirculated Draft EIR was also revised to discuss the project consistency with relevant City and County General Plan policies.

The Project would not be in conflict with the open space conservation easement over the Linear Park. However, the City of Fairfield and the Solano Land Trust have entered discussions to transfer the existing open space easement over this portion of the Linear Park to a new segment of the Linear Trail planned in the northeast portion of the City. Once the open space easement is transferred and the new multi-use path and greenway are constructed as part of the Project, the City will abandon the existing trail segment and close it off to public access.

Chapter 4.2, Traffic and Transportation, of the Recirculated Draft EIR discusses traffic conditions. According to the traffic analysis, by the year 2020, I-80 is projected to carry approximately 19,000 vehicles during the AM peak hour and 18,000 vehicles during the PM peak hour in the vicinity of the North Connector Project. With the implementation of the North Connector Project, these volumes would be reduced by approximately 5.4 percent (1,028 vehicles) during the AM peak hour, and by 7.2 percent (1,306 vehicles) during the PM peak hour. These re-routed trips, along with other local trips, would have otherwise used the freeway to reach their destinations. Consumption of energy would be reduced by the construction of the North Connector Project in two ways. Construction of the roadway would result in a more direct route for motorists in lower (southern) Green Valley and Suisun Valley to travel east. This is true during periods of high and low congestion on I-80. It would also reduce consumption of energy that occurs during periods of high congestion on I-80 by providing local traffic with alternative routes, where traffic would not be as congested.

As discussed on pages 4.12-7 and 4.12-8 of the Recirculated Draft EIR, the Project within the East End involves construction of a new 1.56-mile long, 10-foot wide multi-use path and greenway along the north side of the new roadway between Abernathy Road and Suisun Creek. Implementation of the multi-use path demonstrates the coordination of pedestrian and bicycle infrastructure in the North Connector Project. The implementation of the signalized intersection at SR12/Red Top Road/North Connector would provide improved access and safety for bicyclists and pedestrians using the multi-use path. The Recirculated Draft EIR was also revised to include relevant General Plan policies.

Chapter 4.3, Air Quality, of the Recirculated Draft EIR includes a full analysis of the potential air quality impacts of the Project using standard methodology for air quality impacts by Caltrans, other local agencies, and CEQA. In addition, a more detailed evaluation of the two intersections in the study area that have the highest traffic levels was conducted to determine if carbon monoxide (CO) levels, which is the pollutant of most concern when it comes to human health, would exceed state standards. This evaluation concluded that potential CO levels would be well below state ambient air quality standards.

The mitigation measures contained in Chapter 4.8, Geology and Soils, of the Recirculated Draft EIR are based on site-specific information and present specific measures to be implemented prior to, during, and post construction to address the soils and geologic conditions of the area.

Furthermore, the truck scales facility will be constructed as part of the I-80/680/SR12 Interchange Project, which is a separate CEQA project. Because the I-80/680/SR12 Interchange Project is a separate project, and is still undergoing CEQA review, the

amount of agricultural land affected by the I-80/680/SR12 Interchange Project is speculative, and STA is not obligated to address or mitigate agricultural land affected by a separate project.

Comment Letter 18 – Solano County Land Trust

Summary of Comment Letter:

The Solano Land Trust submitted Comment Letter 4 (dated March 3, 2008) on the Recirculated Draft EIR which had as an attachment the Solano Land Trust comment letter dated October 26, 2007 to the Draft EIR. As a result, all of the comments contained in this letter are superseded and are responded to under Comment Letter 4.

Comment Letter 19 – Grant Kreinberg

Summary of Comment Letter:

This comment letter provides several comments relating to Chapter 3.0, Project Description, and Chapter 4.1, Land Use and Agricultural Resources, of the Draft EIR. The letter indicates that the purpose and need of the North Connector is not adequately addressed, specifically in regards to the forecast of future traffic volumes. The letter also states that the impacts of the truck scales relocation should be addressed in the EIR. Furthermore, the letter states that the Project is inconsistent with Solano County and City of Fairfield General Plan policies.

Summary of Responses to Comments:

Chapter 3.0, Project Description, of the Recirculated Draft EIR was revised to include forecast traffic volumes on I-80 as well as the traffic demand that would utilize the proposed Project to further clarify the need for the Project. Chapter 4.2, Traffic and Transportation, also discusses the traffic conditions, specifically in regards to the forecast number of trips from Suisun Valley and Green Valley areas and Downtown Fairfield.

The EIR mitigates impacted prime farmland by acquiring conservation easements on prime farmland at a 1:1 ratio. Additionally, the EIR increases mitigation ratio to 1.25:1 for replacing agricultural lands currently under conservation easement. Implementation of these mitigation measures (Mitigation Measures 4.1-1 and 4.1-2 in the EIR) will ensure that more agricultural land is preserved under conservation easement within the County, and are thus reasonable and appropriate. Mitigation Measures 4.1-1 and 4.1-2 would still preserve agricultural lands within the County, and therefore support the County's goals and policies regarding the preservation of agricultural lands, as described in the Solano County General Plan, Chapter III of the Land Use Element. The Recirculated Draft EIR also discusses policy consistency on page 4.1-13 and states that the Project has been designed to reduce impacts to essential agricultural lands by locating the roadway as close as possible to I-80 in the East End, while the West End has been designed to allow for existing grazing activities to continue.

Additionally, the EIR is not obligated to address or mitigate farmland lost as a result of other projects. The truck scales facility will be constructed as part of the I-80/680/SR12 Interchange Project, which is a separate CEQA project. Because the I-80/680/SR12 Interchange Project is a separate project, and is still undergoing CEQA review, the amount of agricultural land affected by the I-80/680/SR12 Interchange Project is speculative, and STA is not obligated to address or mitigate agricultural land affected by a separate project. Cumulative impacts of the North Connector Project, in combination

with the I-80/680/SR12 Interchange Project and other future regional transportation projects were considered in Chapter 6.0 of the EIR.

Comment Letter 20 – Bernard Moore

Summary of Comment Letter:

This comment letter is similar to the comments submitted by Mr. Moore in Comment Letter 5.

Comments Received at Public Hearing on February 19, 2008

Summary of Comments:

There were three speakers at the February 19 Public Hearing. The speakers included:

John Mangels
Glen Takahara
Robert Powell

Mr. Mangels reiterated some of his comments contained in Comment Letter 7, relating to access driveways, specifically for the Mangels property, and the need for utility conduits on the property. The comments also opposed mitigation measures for the red-legged frog because he felt it goes beyond what is required by federal guidelines. Mr. Takahara raised concerns that the new multi-use path will be located next to speeding cars and traffic will impact the roundabout at Abernathy and Rockville Roads. Mr. Powell requested that the existing bike path along I-80 from Green Valley Road to Red Top Road be eliminated and a new path be created in the West End.

Summary of Responses to Comments:

Mr. Mangels' comments are addressed under Comment Letter 7.

With regard to Mr. Takahara's comments, the new multi-use path and greenway will be located on the north side of the new roadway which will have significantly less traffic on it than I-80 to which the current pathway is immediately adjacent. Regarding the Abernathy/Rockville Road intersection, the traffic analysis showed that this intersection will continue to operate at LOS A and B in the future with the Project.

Regarding Mr. Powells comment, the existing Class I bicycle path from Green Valley Road that runs along I-80 to the vicinity of Red Top Road and SR12 West will not be affected by the Project. We inspected the path in March of this year and the path appeared to be in good-to-fair condition and accessible from both ends. As a result, there is no need to construct a new bicycle path in the West End of the North Connector. However, the Project will reconstruct the existing western terminus of the Class I bicycle path and extend it to connect with the proposed four-way signalized intersection at SR12/Red Top Road/North Connector, which would provide an improved way of crossing SR12 West. In addition, the West End of the Project from Business Center Drive to SR12 would be constructed with 10-foot outside shoulders, which would be equivalent to a Class III bicycle facility. Thus, bicyclists that did not want to use the existing Class I bicycle path along I-80 could ride along the Project utilizing the 10-foot shoulder area.

THIS PAGE INTENTIONALLY LEFT BLANK

ATTACHMENT D

SOLANO TRANSPORTATION AUTHORITY

STA RESOLUTION 2008-03

RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY APPROVING AND CERTIFYING THE ENVIRONMENTAL IMPACT REPORT FOR THE NORTH CONNECTOR PROJECT, AND ADOPTING THE FINDINGS OF FACT AND MITIGATION MONITORING AND REPORTING PROGRAM

WHEREAS, the subject project is known as the North Connector Project; and

WHEREAS, the North Connector Project will construct an east-west transportation link north of Interstate 80 between the Green Valley and Suisun Valley area and downtown Fairfield, in addition to other ancillary improvements, such as a bridge across Suisun Creek and a multi-use path that will replace a section of the City of Fairfield Linear Park; and

WHEREAS, on March 6, 2003 and May 12, 2003, the Solano Transportation Authority held noticed public meetings at which it heard and considered comments on the North Connector Project; and

WHEREAS, on February 5, 2004, the Solano Transportation Authority, in considering alignment locations for the proposed North Connector Project, held a meeting for and considered comments by persons whose property may be affected by the North Connector Project; and

WHEREAS, on November 9, 2006, a Mitigated Negative Declaration and Initial Study were prepared for the North Connector Project and circulated for public review, and the Solano Transportation Authority considered comments on the proposed North Connector Project at a noticed public meeting, held on December 14, 2006; and

WHEREAS, based on public review and comment, Solano Transportation Authority determined that an Environmental Impact Report was needed for the North Connector Project; and

WHEREAS, a draft Environmental Impact Report was prepared and circulated for public review on September 10, 2007, and Solano Transportation Authority considered written comments on the proposed North Connector Project, and comments submitted at a noticed public meeting, held on October 2, 2007; and

WHEREAS, based on new additional information, Solano Transportation Authority determined that it was necessary to revise and recirculate the Environmental Impact Report for further public review and comment; and

WHEREAS, Solano Transportation Authority prepared and recirculated the draft Environmental Impact Report on January 17, 2008, and considered written comments on the proposed North Connector Project and comments submitted at a noticed public meeting, held on February 19, 2008.

NOW, THEREFORE, BE IT RESOLVED that in accordance with the provisions of the California Environmental Quality ACT, the Board of the Solano Transportation Authority hereby:

1. Finds that the Environmental Impact Report for the North Connector Project which consists of the Draft Environmental Impact Report and the Final Environmental Impact Report (collectively the "EIR") has been completed in accordance with the requirements of the California Environmental Quality Act, Public Resources Code sections 21000 *et seq.* ("CEQA") and California Code of Regulations, Title 14, sections 15000 *et seq.* ("CEQA Guidelines").

2. Certifies that the EIR was prepared, published, circulated, and reviewed in accordance with the requirements of CEQA and the CEQA Guidelines, that the EIR is adequate, accurate, objective, and complete.

3. Certifies that it has been presented with the EIR; that it has reviewed the EIR and considered the information contained in the EIR prior to acting on the proposed North Connector Project; and that the EIR reflects Solano Transportation Authority's independent judgment and analysis.

4. Pursuant to CEQA Guidelines sections 15091, and in support of its approval of the North Connector Project, approves and adopts the attached Findings of Fact in support of approval of the North Connector Project, as set forth in the attached Exhibit A of this Resolution.

5. Finds that all potentially significant impacts associated with the Project can be fully avoided or mitigated to less-than-significant through the adoption of mitigation measures, and accordingly, is not required to adopt a statement of overriding considerations required by CEQA Guidelines section 15093.

6. Adopts the Mitigation Monitoring and Reporting Program, as set forth in the attached Exhibit B of this Resolution. Solano Transportation Authority adopts the Mitigation Monitoring and Reporting Program pursuant to CEQA section 21081.6 and CEQA Guideline section 15091, and in support of approval of the North Connector Project, to ensure implementation of all reasonably feasible mitigation and other measures identified in the EIR. Solano Transportation Authority finds that these mitigation measures are fully enforceable conditions of the North Connector Project and shall be binding on Solano Transportation Authority and all other affected parties.

7. Directs that, pursuant to CEQA Guideline section 15094, staff immediately file a Notice of Determination be filed with the County Clerk of Solano County and with the State Office of Planning and Research.

8. Pursuant to CEQA Guidelines section 15091(e), the documents and other materials that constitute the record of proceedings upon which the Solano Transportation Authority has based its decision are located in and may be obtained from the Solano Transportation Authority, One Harbor Center, Suite 130, Suisun City, California 94585.

Ed Woodruff, 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 May, 2008.

Daryl K. Halls, Executive Director
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 14th day of May, 2008 by the following vote:

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

Attest: _____
Johanna Masiclat
Clerk of the Board

THIS PAGE INTENTIONALLY LEFT BLANK

Exhibit A
Findings of Fact
Environmental Impact Report for the North Connector Project

I. INTRODUCTION

Pursuant to the California Environmental Quality Act ("CEQA") and the CEQA Guidelines,[1] Solano Transportation Authority ("STA"), as the lead agency, has evaluated the environmental impacts of the North Connector Project (the "Project"), a plan to construct two sections of roadway north of Interstate 80. The Project will provide a new east-west transportation link between downtown Fairfield and the Green Valley/Suisun Valley areas, and will relieve congestion on Interstate 80 by providing local east-west traffic an alternative route to these locations.

CEQA provides that a public agency shall not approve a project with significant environmental impacts when there are feasible mitigation measures or feasible alternatives that can substantially lessen or avoid those impacts. An agency can approve a project with significant impacts only when specific economic, legal, social, technological, or other considerations make it infeasible to substantially lessen or avoid a significant impact.

Upon the completion of an Environmental Impact Report ("EIR") that identifies one or more potentially significant environmental impacts, the approving agency must make one or more of the following findings for each identified significant impact:

1. Changes or alterations that mitigate or avoid the significant environmental effects as identified in the EIR have been required in or incorporated into the project; or

2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency; or

3. Specific economic, legal, social, technological or other considerations, make infeasible the mitigation measures or alternatives identified in the EIR.

(Pub. Resources Code, § 21081(a).)

Further, where the above-described findings reveal that one or more environmental impacts would remain significant even after the imposition of all feasible mitigation measures, or after the identification of a feasible project alternative, the agency may not approve the project without first adopting a "statement of overriding considerations" that identifies the specific economic, legal, social, technological, or other benefits of the project that the agency's decision-making body believes outweigh the significant environmental impact(s) of the project. (Pub. Resources Code, § 21081(b).)

---

[1] CEQA is found at Public Resources Code § 21000 *et seq.* The CEQA Guidelines are found at California Code of Regulations, title 14 § 15000 *et seq.*

In accordance with CEQA, STA adopts these Findings of Fact ("Findings") for the Project.

II. PROJECT DESCRIPTION

The Project will create a new roadway that will provide local traffic an alternative route to Interstate 80 for east-west trips between Fairfield and the Green Valley and Suisun Valley areas. Because there are no direct east-west roadways in this area, local traffic uses Interstate 80 to access these locations, or rural two-lane roads which were never intended to carry heavy traffic loads. The Project's purpose is to provide a parallel arterial from the Green Valley and Suisun Valley areas to the central city section of Fairfield, and thus, relieve traffic congestion on local roads and Interstate 80. (DEIR,[2] pp. 3-1—3-2.)

The Project, located to the north of Interstate 80, will primarily involve construction of two segments of roadway. One segment, the "West End," will be an approximately 1-mile long roadway, located between the State Route 12 ("SR12")/Red Top Road intersection and Business Center Drive. The second segment, the "East End," will be an approximately 2.7-mile long roadway, located between Suisun Creek and the Chadbourne Road Undercrossing. The Project will construct about 1.6 miles of new roadway and improve existing segments of the Abernathy and Chadbourne Roads in the East End. The East and West Ends of the Project will connect with Business Center Drive, and an extension of Business Center Drive that is part of the Fairfield Corporate Commons Project, to form one east-west roadway. (DEIR, pp. 3-1, 3-2, figure 3.1.)

As described in the DEIR, the Project's components in the West End would:

- Extend Business Center Drive as a two-lane roadway westward 1.04 miles from its current terminus to connect with SR 12 West at Red Top Road, and create four-lane signalized intersection where the North Connector roadway and SR12 West/Red Top Road intersect.
    - At SR12 West, widen the eastbound and westbound approaches to the new intersection.
    - At Red Top Road south of SR12 West, widen existing portions of the road to accommodate new turn lanes for the intersection, and reconstruct the existing at grade railroad crossing to accommodate the wider roadway.
    - Relocate an existing Class I bicycle path in this area along the north side of SR 12 as it approaches the new intersection.
- Construct two undercrossings to allow access and movement of livestock and equipment under the new roadway, one located northeast of the intersection of

[2] References to the DEIR are to the North Connector Draft Environmental Impact Report, Recirculated in January 2008. The Recirculated Draft Environmental Impact Report includes the complete text and revisions thereto of the Draft Environmental Impact Report circulated September 2007.

SR12 West and Red Top Road, and one located west of the existing western terminus of Business Center Drive

- Construct a stormwater detention basin along the new Project right-of-way.

Additionally, the Project includes the following components for the East End section:

- Extend a planned four-lane roadway that is being constructed as part of the Fairfield Corporate Commons Project approximately 1.6 miles east across Suisun Creek to connect with Abernathy Road at the Interstate 80/Abernathy Road interchange.
- Construct a new pre-cast concrete girder bridge that allows the new roadway to cross Suisun Creek.
- Displace one or more businesses on Russell Road to accommodate the new roadway.
- Realign a portion of Abernathy Road to create a signalized T-intersection where the new roadway crosses Abernathy Road.
- Construct suitable replacement access ways for affected parcels in the area.
- Construct a 10-foot wide new multi-use path and 13-foot wide landscaped greenway.
- Construct improvements to Abernathy and Chadbourne Roads to accommodate the Project.
- Construct a cul-de-sac at the south end of Russell Road.
- Construct drainage swales, culverts and pipelines as part of the new roadway.
- Relocate utilities as necessary to accommodate the Project.

(DEIR, pp. 3-2 – 3-3.)

The Project's location has been positioned to best minimize impacts to agricultural lands, private property, businesses, and biologically sensitive areas to the extent feasible. (DEIR, p. 4.1-13.) These Findings generally describe the Project and the environmental determinations regarding the Project, as set forth in the EIR.

III. PROJECT HISTORY

The Project was first addressed at various public scoping meetings held in March and May 2003. (DEIR, p. 2-2.) STA received comments on topics related to traffic congestion, cut-through traffic, funding, bicycle access, and flood control, and responded to comments submitted during this period. STA initially prepared an Initial Study ("IS") and Mitigated Negative Declaration ("MND") for the Project, and a Notice of Completion was filed with the State Clearinghouse on

November 9, 2006. (DEIR, p. 2-3.) During the public review and comment period on the IS/MND, STA received 25 comment letters, and considered additional comments at a public meeting on the IS/MND on December 14, 2006. (DEIR, p. 2-3.)

Because of the comments during this public review, STA decided to expand the information and analysis in the IS/MND by preparing a full EIR. Expansion of the IS/MND to an EIR did not require recirculation of the NOP. (DEIR, p. 2-3.)

On September 10, 2007, STA circulated a Draft EIR for a 45-day public review and comment period. The public review period closed on October 26, 2007. STA received 11 comment letters, including 4 letters from state and local agencies. Additionally, STA received a comment letter submitted by the California Department of Fish and Game, submitted after the close of the comment period. STA held a public hearing on the Draft EIR on October 2, 2007.

After considering public comments, STA decided to incorporate additional information in the Draft EIR, and recirculate the Draft EIR. On January 17, 2008, STA recirculated the Draft EIR and posted a Notice of Availability. The 45-day public review and comment period for the recirculated Draft EIR ended on March 3, 2008. STA received 8 comment letters. STA held a public hearing on the recirculated Draft EIR on February 19, 2008, at which it received additional comments regarding the Project.

IV. THE RECORD

For the purposes of CEQA and these Findings, the administrative record for the Project consists of the following:

1. All non-privileged relevant staff reports, memoranda, maps, minutes, and other planning documents prepared by STA staff and consultants relating to the Project that are available to the public in accordance with the California Public Records Act;

2. The Initial Study and Environmental Impact Report prepared for the Project and all subsequent CEQA documents prepared for the Project, including the recirculated Draft EIR, and all documents on which the CEQA documents rely by reference, including all documents collectively representing the Final EIR for the Project;

3. All written comments, inquiries, and testimony concerning the CEQA documents received by STA from public agencies and all interested members of the public concerning the Project, up to and including STA's action to approve the Project, and any written comments and responses from STA;

4. Testimony received by STA at all noticed public hearings, including comments on the Project and/or the Final EIR;

5. Documents submitted in association with the Project that describe the Project and support or augment the environmental documents prepared pursuant to CEQA for the Project;

6. Any documents that embody STA's action on the Project, including staff reports, statements of decision and resolutions, and the minutes of public hearings, meetings, and workshops on the Project;

7. These Findings of Fact adopted in connection with the Project;

8. All other information, including documents or testimony developed by or submitted to STA, STA's consultants, or their agencies supporting or augmenting the environmental documents prepared pursuant to CEQA;

9. The County of Solano General Plan;

10. The City of Fairfield General Plan;

11. The National Pollutant Discharge Elimination Service ("NPDES") General Permit for Discharges of Stormwater Runoff Associated with Construction Activity;

12. Any other documents required for inclusion in an administrative record in accordance with Public Resources Code section 21167.6, subdivision (e).

The custodian of documents comprising the record of proceedings is STA, in conjunction with CirclePoint, STA's environmental consultants, whose office is at One Harbor Center, Suite 130, Suisun, CA 94585. Documents comprising the administrative record may be physically housed in these or other locations.

V. DISCRETIONARY ACTIONS

The discretionary actions for the Project involve the following approvals by STA:

1. Certification of the EIR, including adoption of the CEQA Mitigation Monitoring and Reporting Program;

2. Adoption of these Findings of Fact and Statement of Overriding Considerations;

STA has primary approval authority over the Project. However, a number of responsible agencies also have discretionary authority over the Project. The discretionary agency actions for the Project include:

- City of Fairfield: Adoption of an amendment to the City of Fairfield General Plan removing a portion of the Linear Park between Abernathy Road and Suisun Creek; closing the original section of Linear Park for public use following completion of the new multi-use path as part of the Project; and approval of certain encroachment permits; project findings.

- County of Solano: Adoption of General Plan regarding Policy 2 of Chapter 111 Land Use and circulation element; project findings; potential right-of-way acquisition.

- California Department of Fish and Game: Fish and Game Code section 1602 agreement for work with local creeks.

- California Regional Water Quality Control Board: Clean Water Act section 401 Certification for Stormwater Discharge.

- California Dept. of Transportation (Caltrans): Environmental permits or other permits within state-owned right-of-ways.

- United States Army Corps of Engineers: Certification for stormwater discharge

- United States Fish and Wildlife Service: Issuance of take permit for endangered species.

(DEIR, pp. 2-5 – 2-6.)

These findings are made by STA pursuant to section 15091 of the California Code of Regulations, Title 14 (also referred to as the "CEQA Guidelines").

VI. THE EIR

Pursuant to section 15146(a) of the CEQA Guidelines, the EIR for the project summarizes with specificity the effects of a series of actions that will need to be undertaken to implement the Project. (All subsequent references to the "EIR" shall include the Draft EIR, the Final EIR, and any supplements, addenda, etc.)

Information in the Final EIR augments and supersedes, where relevant, the Draft EIR and constitutes the bases for the environmental analysis of the Project.

According to CEQA Guidelines section 15132:

The Final EIR shall consist of:

(a) The Draft EIR or a revision of the draft;

(b) Comments and recommendations received on the Draft EIR either verbatim or in summary;

(c) A list of persons, organizations, and public agencies commenting on the Draft EIR;

(d) The responses of the lead agency to significant environmental points raised in the review and consultation process; and

(e) Any other information added by the lead agency.

The EIR for the Project fulfills all of the necessary requirements of CEQA and the CEQA Guidelines. Pursuant to CEQA, the EIR includes mitigation measures for each potentially significant environmental impact. A mitigation monitoring and reporting program has been prepared and included in the FEIR, and will be adopted by STA along with the EIR.

VII. TERMINOLOGY OF THE FINDINGS

Public Resources Code section 21081(a) and CEQA Guidelines section 15091 require that for each significant environmental effect identified in the EIR for a proposed Project, the approving

agency must issue a written finding reaching one or more of three allowable conclusions, including a brief explanation of the rationale for reaching each conclusion. The first potential finding is that "[c]hanges or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment." (Pub. Resources Code, § 21081(a)(1).) The second potential finding is that "[t]hose changes or alterations are within the responsibility or jurisdiction of another public agency and have been, or can and should be, adopted by that other agency." (Pub. Resources Code, § 21081(a)(2).) The third potential finding is that "[s]pecific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report." (Pub. Resources Code, § 21081(a)(3).)

For purposes of these Findings, the term "mitigation measures" shall constitute the "changes or alterations" discussed above. The term "avoid or substantially" will refer to the effectiveness of one or more of the mitigation measures or alternatives to substantially lessen an otherwise significant environmental effect or to reduce it to a less than significant level. (*See Laurel Hills Homeowners' Association v. City Council* (1978) 83 Cal.App.3d 515) Although CEQA does not require findings to address environmental effects that an EIR identifies as merely "potentially significant," these Findings will indicate that the impact is still "significant." Subsequent references in these Findings will nevertheless account for all such effects identified in the EIR for the project. When an impact remains significant or potentially significant with mitigation, the Findings will indicate that the impact is still "significant." Subsequent references in these Findings to "significant effects" shall include both significant and potentially significant effects.

In the process of adopting mitigation, STA has had to decide whether the mitigation proposed in the EIR is "feasible." Pursuant to the CEQA Guidelines, "'[f]easible' means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors." (CEQA Guidelines, § 15364.) The concept of "feasibility" also encompasses the question of whether a particular alternative or mitigation measure promotes the underlying goals and objectives of a project. (*Sequoyah Hills Homeowners Association v. City of Oakland* (1993) 23 Cal.App.4th 704, 715; *City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 410, 417.) "'[F]easibility' under CEQA encompasses 'desirability' to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors." (*City of Del Mar, supra,* 133 Cal.App. 3d at 417.)

VIII. LEGAL EFFECT OF THE FINDINGS

STA makes these Findings pursuant to Public Resources Code section 21081(a) and section 15091 of the CEQA Guidelines. STA finds that where more than one reason exists for any finding, each reason independently supports these findings. All feasible mitigation measures that avoid or substantially lessen the significant effects of the project and that are adopted are binding on STA and its assigns or successors in interest at the time of approval of the Project.

IX. MONITORING PROGRAM

As required by Public Resources Code section 21081.6, STA, in adopting these Findings, also adopts a mitigation monitoring and reporting program pursuant to Public Resources Code section

21081.6 and CEQA Guidelines section 15097. The monitoring program is designed to ensure that during implementation of the Project, STA and any other responsible parties implement the adopted mitigation measures. The monitoring program is set forth as an exhibit to the resolution approving these Findings of Fact. STA will ensure that the monitoring and reporting obligations are fulfilled. STA has authority to stop the Project, or take other appropriate action if it determines that any adopted mitigation is not being satisfactorily fulfilled.

X. FINDINGS REGARDING SIGNIFICANT EFFECTS AND MITIGATION MEASURES

STA has reviewed the EIR for the project and has considered the public record on the Project. The EIR sets forth environmental effects of the Project that would be potentially significant or significant in the absence of mitigation measures for the Project. These effects (or impacts) are set forth below along with the adopted mitigation measures, changes, or alterations that will avoid or substantially lessen those potentially significant or significant effects.

STA is not required by law to adopt mitigation measures for impacts that are less than significant. The voluntary adoption of such mitigation measures with respect to certain impacts does not obligate STA to similarly adopt measures with respect to other less than significant impacts.

After reviewing the public record, STA makes the following findings regarding the significant effects of the Project.

1. Findings Concerning Land Use and Agricultural Impacts

Less Than Significant Impact: Land Use—Physical Division of an Existing Community. Depending upon the design of the new roadway, between 13.6 and 20.1 acres of private property in the West End, and approximately 29.56 acres in the East End would be acquired. Additionally, at least one business would be demolished and relocated, and the Project would also eliminate existing access to several properties. However, the Project's taking of land will not physically divide an existing community, namely, because the land in the West End and East End of the Project is rural and agricultural. Construction at the East End and West End of the Project would eliminate existing access points to several properties, however, the Project will provide replacement access to these parcels. Although at least one business would be demolished in the East End at the south end of Russell Road, this business would be relocated. For the following reasons, the impacts related to the physical division of an established community are less than significant. (DEIR, pp. 4.1-10-4.1-11.)

> **STA Adopts the Following Finding**: Because the impact is less than significant, no mitigation measures are required.

Less Than Significant Impact: Land Use—Consistency with City of Fairfield and County General Plans. The Project is consistent with many policies in the Solano County General Plan. In accordance with Land Use Goal 2, the Project's location has been selected to minimize impacts to agricultural and natural resources. Consistent with Land Use Goals 1 and 6, the Project will provide improved circulation on local roadways,

with minimal disruption of existing communities. (DEIR, p. 4.1-12.) In the East End, the Project would reduce or bisect several parcels zoned for agricultural use that are currently less than 40 acres. As a result, these parcels would no longer be considered farmable. (DEIR, p. 4.1-17.) Solano County General Plan Policy 2 of Chapter III, Land Use and Circulation Element, Agriculture and Open Space Land Use states that the County shall encourage formation and retention of agricultural parcels of sufficient size to be maintained as a farmable unit with a minimum size of 40 acres. Additionally, in defining a "farmable unit," the General Plan notes that agricultural parcels smaller than a farmable unit should not be allowed to "break down further." (DEIR, p. 4.1-6.) The County has initiated a General Plan Amendment designed to clarify that these provisions apply to agricultural parcels that are subdivided for purposes such as residential use, not parcels that are diminished by a public agency project. Thus, the Project is consistent with the policies set forth in the Solano County General Plan. (DEIR, pp. 4.1-12 – 4.1-13)

The Project is also consistent with the City of Fairfield General Plan. Consistent with Land Use Element Objective LU2 and Policy LU2.1, the project is located in a manner that preserves the maximum amount of agricultural land, maintains access to affected parcels to allow farming, and includes a new multi-use path. In keeping with Objective LU 15 and Objective LU 16, the Project has been designed to reduce impacts to topography and biologically sensitive areas. (DEIR, p. 4.1-13.) Although the City General Plan Goal A and Objective AG1 protect agricultural lands near the City, (DEIR, p. 4.1-14), the Project has been designed to reduce impacts to agricultural lands to the greatest extent feasible. (DEIR, pp. 4.1-13-4.1-14.) Additionally, mitigation measures to preserve farmland (Mitigation Measures 4.1-1 and 4.1-2) are consistent with City General Plan Policy 1.4A, which supports preserving an equal amount of the same class of farmland through conservation easements or other mechanisms. (DEIR, p. 4.1-14.)

Accordingly, the Project would not conflict with the City or County General Plans, and the impacts of the Project in this regard are less than significant. (DEIR, pp. 4.1-14-4.1-15.)

> **STA Adopts the Following Finding**: Because the impact is less than significant, no mitigation measures are required.

Less Than Significant Impact: Land Use—Conversion of Grazing Land to Non-Agricultural Use in the West End. The Project would not convert any Prime Farmland, Unique Farmland or Farmland of Statewide Importance to non-agricultural use in the West End. However, the Project would convert between 13.6 and 20.1 acres of grazing land in the West End to non-agricultural use. This represents a de minimus amount of the grazing land in Solano County—at most .0073 percent. Additionally, this grazing land is not Prime Farmland, and the agricultural potential of the land is further diminished because the majority of the land is designated for low-density residential development. (DEIR, p. 4.1-14.) Therefore, impacts related to conversion of grazing land in the West End are less than significant.

> **STA Adopts the Following Finding**: Because the impact is less than significant, no mitigation measures are required.

Less Than Significant Impact: Land Use—Conversion of Lands Held in Williamson Act to Non-Agricultural Use. The Project would convert approximately 30 acres of land on eight parcels under Williamson Act contract to roadway. The Williamson Act contracts on the remainder of the parcels would be unaffected. The termination of a Williamson Act contract is not considered a physical environmental impact. Because the EIR and these Findings address the physical environmental impacts caused by the conversion of these lands under contract, impacts solely related to the termination of the Williamson Act contract on portions of these parcels is considered less than significant. (DEIR, pp. 4.1-14-4.1-15.)

> **STA Adopts the Following Finding**: Because the impact is less than significant, no mitigation measures are required.

Less Than Significant Impact: Land Use—Indirect Conversion of Farmland to Non-Agricultural Use Due to Project. Construction of the Project is not anticipated to spur the conversion of agricultural land to non-agricultural use. This is because the Project does not create any new access from parcels to roads, which could foster development. Additionally, the City and County General Plans and existing zoning limit the potential for conversion of agricultural lands in the vicinity of the Project. Thus, Project impacts related to indirect conversion of agricultural lands to non-agricultural uses would be less than significant. (DEIR, p. 4.1-16.)

> **STA Adopts the Following Finding**: Because the impact is less than significant, no mitigation measures are required.

Less Than Significant Impact: Land Use—Urban Decay and/or Deterioration. The Project would not cause urban decay or deterioration. First, the Project would affect parcels zoned for agricultural use, not urban uses. Further, there is no evidence that the Project would contribute to impacts that characterize decay or declining economic conditions of the area, such as extended vacancy, deferred maintenance or abandonment of properties. Thus, impacts related to urban decay and/or deterioration are considered less than significant. (DEIR, p. 4.1-16.)

> **STA Adopts the Following Finding**: Because the impact is less than significant, no mitigation measures are required.

Impact 4.1-1: Land Use—Conversion of Prime Farmland in the East End to Non-Agricultural Uses. The Project would directly convert 19.4 acres of Prime Farmland in the East End to nonagricultural uses, and indirectly impact 10.33 acres of Prime Farmland in the East End by creating remainder parcels that would no longer be suitable for agricultural use. The Project's impacts to Prime Farmland in the East End would be considered significant adverse. (DEIR, 4.1-17.)

> **STA Adopts the Following Finding:** Changes or alterations have been required of, or incorporated into, the Project that mitigate the significant effects of conversion of agricultural land to nonagricultural uses to a less–than-a-significant level.

Facts in Support of the Finding: STA adopts the following mitigation measure to reduce the Project's land use impacts. This mitigation measure would ensure permanent preservation of Prime Farmland in Solano County at a 1:1 ratio and would reduce the Project's land impacts to Prime Farmland to a less-than-significant level through equivalent protection of comparable farmland. Additionally, it should be noted that there is no universally-accepted mitigation ratio in this respect. Rather, agencies have adopted a wide range of ratios to address farmland conversion.

Mitigation Measure 4.1-1: Conversion of Prime Farmland in the East End to Non-Agricultural Uses. Prior to construction of the East End of the Project, STA shall acquire conservation easement(s) for 1.0 acres of Prime Farmland for every acre of Prime Farmland within the Project site that is directly or indirectly impacted. These easements would be held in trust by a public agency or other appropriate entity and shall be located within Solano County. (DEIR, p. 4.1-17.)

Impact 4.1-2: Land Use—Conversion of Land Subject to Agricultural Conservation Easements to Non-Agricultural Uses. The Project would convert 9.97 acres of Prime Farmland in the East End under agricultural conservation easement to roadway, multi-use path and right-of-way. Because the agricultural conservation easement directs that the lands be used for agricultural purposes in perpetuity, this would be a significant adverse impact. (DEIR, p. 4.1-17.)

STA Adopts the Following Finding: Changes or alterations have been required of, or incorporated into, the Project that mitigate the significant effects on conversion of alnd under conservation easement to non-agricultural uses to a less than a significant level.

Facts in Support of the Finding: STA adopts the following mitigation measure that would reduce the Project's land use impacts through equivalent protection of comparable farmland. This mitigation measure would ensure the permanent preservation of Prime Farmland in Solano County at a 1.25:1 ratio and would reduce the Project's impacts to Prime Farmland under agricultural easement to a less-than-significant level through equivalent protection of comparable Prime Farmland. Additionally, the Project would not indirectly impact the remaining parcel within the agricultural conservation easement that was not acquired for the Project, as the land remaining in the parcel is of sufficient size to support continued agricultural production. Additionally, it should be noted that there is no universally-accepted mitigation ratio in this respect. Rather, agencies have adopted a wide range of ratios to address farmland conversion.

Mitigation Measure 4.1-2: Conversion of Land Subject to Agricultural Conservation Easements to Non-Agricultural Uses. Prior to construction of the East End of the Project, STA shall acquire a conservation easement(s) for 1.25 acres of Prime Farmland within the County for every acre of impacted Prime Farmland within the Project site under conservation easement. These easements would be held in trust by a public agency or other appropriate entity and would be located within Solano County. (DEIR, p. 4.1-18.) Additionally, it should be noted

that there is no universally-accepted mitigation ratio in this respect, rather, agencies have adopted a wide range of ratios to address farmland conversion. It is noted, however, that many other agencies have adopted this ratio to mitigate impacts to farmland.

2. Findings Concerning Traffic and Transportation Impacts

Less Than Significant Impact: Traffic—Increases in Traffic. Although the Project is forecasted to cause a slight increase in traffic volumes in the Project area, any increase in traffic would not be substantial in relation to the existing capacity of the roadway system. When compared against conditions without the project, Project would reduce traffic delay at nine intersections, maintain similar levels of delay at 15 intersections and would slightly increase delay at four intersections. Although the Project would increase delay at four intersections, all but one would remain within acceptable Levels of Service (LOS) standards. The Project is forecasted to increase delay at the Interstate 80/Suisun Valley Road intersection to LOS E in the PM peak hour. However, when compared to forecasted 2020 conditions without the Project, the intersection would still operate with a reduced delay of 26 seconds. Further, Mitigation Measure 4.2-2 will construct a double left turn lane at this intersection to improve the LOS to D. Additionally, the Project will decrease levels of traffic on Interstate 80. Thus, the Project will improve operations at many existing roads and intersections from forecasted conditions without the Project, and will ensure that all intersections operate at acceptable LOS. Therefore, impacts arising from an increase in traffic in relation to existing traffic load and roadway capacity would be less than significant. (DEIR, p.4.2-25-4.2-27, 4.2-29.)

STA Adopts the Following Finding: Because the impact is less than significant, no mitigation measures are required.

Less Than Significant Impact: Traffic—Consistency with Adopted Policies, Plans or Programs Supporting Alternative Transportation. Any impacts to alternative transportation, such as bicycle use, are less than significant. In the East End, a portion of the Fairfield Linear Park between Abernathy Road and Suisun Creek will be removed. However, the Project would create a replacement multi-use path and greenway that would tie in where the portion of the Linear Park was removed.

In the West End the proposed signalized intersection at SR12/Red Top Road/North Connector roadway would provide improved access and safety for pedestrians and bicyclists that travel the regional bike route that follows Red Top Road to McGary Road south of I-80. The Project will realign and widen a portion of the existing bike path that parallels the north side of SR12 near the SR12/Red Top Road/North Connector Intersection and provide a 12-foot-wide path and safe access to the intersection of SR12/Red Top Road/North Connector. This intersection will have a signal and crosswalks. Additionally, STA shall also coordinate with Solano County and Caltrans to provide proper signage and controlled turning for the right turns at this intersection. Because the Project will create an in-kind replacement for the section of the Linear Park that will be removed by the City, and create safety improvements for accessing the regional bike route, any impacts to alternative transportation would be less than significant. (DEIR, p. 4.2-28.)

STA Adopts the Following Finding: Because the impact is less than significant, no mitigation measures are required.

Impact 4.2-1: Traffic—Emergency Access During Project Construction. During the Project's construction, access for emergency vehicles could be inadequate in areas such as Abernathy Road and SR12 West. (DEIR, p. 4.2-28.)

STA Adopts the Following Finding: Changes or alterations have been required of, or incorporated into, the Project that mitigate or avoid the significant effects on emergency access during construction.

Facts in Support of the Finding: STA adopts the following mitigation measure that will reduce to less-than-significant levels the adverse effects of the impact. This mitigation measure will ensure access for emergency vehicles during construction of the Project.

Mitigation Measure 4.2-1: STA shall prepare a Traffic Management Plan ("TMP") prior to construction. The TMP shall be incorporated into the Project design and implemented during construction. The TMP may include motorist information, incident management information, construction strategies and public awareness strategies. STA shall also develop detailed traffic handling plans that include restriping and staging elements to ensure free flow of traffic in the Project area. (DEIR, p. 4.2-28.)

Impact 4.2-2: Traffic—Exceedance of City or County LOS Standards. Based on 2020 conditions with the North Connector Project, one intersection, Interstate 80 Eastbound on-ramp and Suisun Valley Road, is forecast to operate at LOS E with an average delay of 57.4 seconds. This delay is considerably lower than the 83.6 second delay at this intersection under 2020 conditions without the Project. However, the Solano County General Plan and the City of Fairfield General Plan both require LOS D or better at this location. This conflict with the City and County General Plan requirements is a significant impact. (DEIR, pp. 4.2-28-4.2-29.)

STA Adopts the Following Finding: Changes or alterations have been required of, or incorporated into, the Project that mitigate or avoid the significant traffic effects at this intersection caused by the Project

Facts in Support of the Finding: STA adopts the following mitigation measure that will reduce to less-than-significant levels the adverse effects of the impact.

Mitigation Measure 4.2-2: Prior to completing the East End of the Project, STA shall construct a double left turn lane from Suisun Valley Road onto eastbound Interstate 80. This double left turn lane shall meet Caltrans design requirements and will improve the LOS from E to D at this intersection. (DEIR, p. 4.2-29.)

3. Findings Concerning Air Quality Impacts

Less Than Significant Impact: Air Quality—Net Increases of Criteria Pollutants for which the Project Region is in Nonattainment under Federal or State Ambient Air

Quality Standards. The Project has the potential to increase criteria pollutants, such as CO, PM_{10}, and O_3 precursors that are emitted as vehicle exhaust, by creating new intersections where motor vehicles would idle while waiting for stoplights. (DEIR, pp. 4.3-4, 4.3-11.) However, considering the Project's effect on LOS at all intersections, the Project, overall, will reduce vehicle delay and idling, and correspondingly decrease emissions of regional pollutants. Given the volume of traffic on the affected roads, the magnitude of these changes would be quite small, however. Thus, the impacts on regional air quality from criteria pollutants arising from the Project would be less than significant. (DEIR, 4.3-11.)

> **STA Adopts the Following Finding**: Because the impact is less than significant, no mitigation measures are required.

Less Than Significant Impact: Air Quality—Contributions to Carbon Monoxide Concentrations that Exceed State Ambient Air Quality Standards. The Project has the potential to create carbon monoxide ("CO") concentrations that exceed the State Ambient Air Quality Standard of 9 ppm averaged over 8 hours or 20 ppm for 1 hour at high-volume intersections. However, CO levels at the intersections with the highest traffic volumes-- Red Top Road/SR12/North Connector and Abernathy Road/North Connector--would not exceed these standards. CO levels at these two intersections would be 8.7 ppm and 7.7 ppm respectively, for a 1-hour average concentration, and 6.1 ppm and 5.4 ppm, respectively, for an 8-hour average concentration. These levels would not exceed the State Ambient Air Quality Standard for CO. Accordingly, the Project's impact on CO levels is less than significant.

Additionally, the Project has the potential to create CO concentrations that exceed the State Ambient Air Quality Standard at the Linear Park in the East End. The Project would create a worst-case concentration of CO of 1.1 ppm at 60 feet from the roadway edge and .5 ppm at 300 feet from the roadway edge. Because these concentrations do not exceed the State Ambient Air Quality Standard for Carbon Monoxide, the Project's impact on CO impacts at these locations are less than significant. (DEIR, pp. 4.3-11-4.3-12.)

> **STA Adopts the Following Finding**: Because the impact is less than significant, no mitigation measures are required.

Less Than Significant Impact: Air Quality—Cumulatively Considerable Net Increase in Criteria Pollutants. The Project is located in an area that is designated as being in nonattainment for federal air quality standards for ozone ("O_3") precursors. Thus, the Project has the potential to cumulatively increase these pollutants in the Project region. However, the Project is contained in the Regional Transportation Plan ("RTP"), which was adopted by the Metropolitan Transportation Commission ("MTC"). The Federal Transit Administration has approved the RTP as conforming to the purposes of California's State Implementation Plan for federal Ambient Air Quality Standards. Additionally, the MTC conducted air quality performance analysis for the projects contained in the RTP, and the RTP conforms with California's State Implementation Plan. Because the Project is accounted for in the RTP, which meets regional tests for conformity with California's State Implementation Plan for federal Ambient Air Quality

Standards, the Project does not create a cumulatively considerable net increase of any federal or state criteria pollutant, such as federal O_3 precursors. Thus, the Project's impact related to cumulative increases of criteria pollutants for which the Project region is in nonattainment is less than significant. (DEIR, pp. 4.3-12-4.3-13.)

> **STA Adopts the Following Finding**: Because the impact is less than significant, no mitigation measures are required.

Less Than Significant Impact: Air Quality—Creation of Objectionable Odors. During construction of the Project, various diesel-powered vehicles and equipment at the site could create objectionable odors. However, these odors are not likely to be noticeable beyond the boundaries of the Project site, and will cease when the Project is completed. Thus, the Project's creation of any objectionable odors is considered less than significant. (DEIR, 4.3-13.)

> **STA Adopts the Following Finding**: Because the impact is less than significant, no mitigation measures are required.

Impact 4.3-1:—Temporary Increases in Construction-Related Particulate Matter Emissions. Construction activities associated with the Project, such as earthmoving, land clearing, excavation, construction of roadways, and use of heavy equipment will create a variable amount of dust, particulate, that would degrade air quality, and could expose some sensitive receptors to increases in particulate matter in the East End of the Project. Project construction could also exceed state air quality standards for dust or Particulate Matter emissions (PM_{10}). Project-generated PM_{10} emissions would thus, impact air quality and could result in adverse health impacts to nearby sensitive receptors. (DEIR, p. 4.3-13.)

> **STA Adopts the Following Finding:** Changes or alterations have been required of, or incorporated into, the Project that mitigate or avoid the significant effects on air quality from the short-term emissions of PM_{10} pollutants caused by construction activity associated with the Project.
>
> **Facts in Support of the Finding:** STA adopts the following mitigation measure that will reduce to less-than-significant levels the adverse effects on air quality from the short-term emissions of pollutants from construction activity associated with the Project. This mitigation measure will reduce the Project's air quality impacts and diminish the potential of PM_{10} exposure to sensitive receptors to a less-than-significant level. (DEIR, p. 4.3-14.)
>
> **Mitigation Measure 4.3-1:** The following mitigation measures shall be implemented to reduce PM_{10} emissions. The contractor performing construction work on the Project must use Caltrans Special Provisions and Standard Specifications, and shall be required to minimize or eliminate particulate matter by applying water or dust palliatives during construction. (DEIR, p. 4.3-14.)

4. <u>Findings Concerning Noise Impacts</u>

Less Than Significant Impact: Noise—Exposure of Persons to Noise Levels in Excess of City and County Noise Standards in the East End. Existing noise levels at the East End of the Project currently range from 67 dBA Ldn and 80 dBA Ldn, which exceed City and County noise standards. By 2020, noise levels at the East End would continue to exceed these noise standards, with or without the Project. Thus, the Project has potential to expose persons to noise levels in excess of City and County noise standards. However, the Project's impacts on persons in the East End would not be significant. By 2020, the noise generated from increased traffic on Interstate 80, when combined with noise from the project, would only increase noise levels by one decibel at one receiver location, at which there are no residences. Although other residential receiver locations would continue to experience noise levels in excess of City and County noise standards, noise produced by the Project would not be a contributing factor. Therefore the impacts related to noise levels in the East End in excess of City and County standards are less than significant. (DEIR, p. 4.4-10.)

> **STA Adopts the Following Finding**: Because the impact is less than significant, no mitigation measures are required.

Less Than Significant Impact: Noise—Exposure of Persons to Noise Levels in Excess of City Noise Standards in the West End. The residences in the West End along Venus Drive experience outdoor noise levels of 62 dBA Ldn. City of Fairfield ("City") noise standards limit noise levels to 60 dbA Ldn at outdoor activity areas of residences. However, City standards provide that when it is not possible to reduce noise in outdoor activity areas to 60 dBA Ldn with best available noise reduction measures, exterior noise levels of up to 65 dBA Ldn may be allowed if the best available noise reduction level are in place and interior noise levels are 45 dBA. Traffic noise resulting from the Project, combined with future traffic from 1-80, will increase noise levels in this area by 2 dBA to 64 dBA Ldn. Currently, the best available noise reduction measures are implemented for these residences and there are no other practical measures that would reduce exterior noise levels to 60 dBA Ldn or less. Assuming standard construction of residences in this area, interior noise levels at these residences would be less than 45 dBA Ldn, in compliance with City noise standards. Therefore, impacts related to exposure to persons in excess of City Standards in the West End would be considered less than significant. (DEIR p. 4.4-9.)

> **STA Adopts the Following Finding**: Because the impact is less than significant, no mitigation measures are required.

Impact 4.4-1 Noise:--Potential Exposure of Persons to Groundborne Vibration or Groundborne Noise Levels from Construction Activities. Project construction activities, such as the use of heavy trucks and equipment, or piledriving activities during construction of the bridge across Suisun Creek, could generate temporary groundborne vibration and noise. This is considered a potentially significant impact. (DEIR p. 4.4-11.)

> **STA Adopts the Following Finding:** Changes or alterations have been required of, or incorporated into, the Project that mitigate or avoid the significant effects of

groundborne vibration or noise levels associated with Project construction activity.

Facts in Support of the Finding: STA adopts the following mitigation measure that will reduce to less-than-significant levels of groundborne vibration or groundborne noise levels associated with Project construction activity.

Mitigation Measure 4.4-1: Potential Exposure of Persons to Excessive Groundborne Vibration or Groundborne Noise Levels from Construction Activities. Groundborne vibration and noise generating construction activities, including use of heavy-duty trucks, shall be limited to daytime hours of 7:00 a.m. to 7:00 p.m., Monday through Fridays and 8:00 a.m. to 5:00 p.m. on Saturdays. Construction shall not occur on Sundays and holidays, except as deemed necessary by STA. (DEIR, p. 4.4-11.)

Impact 4.4-2: Noise—Temporary Increase in Ambient Noise Levels in Project Vicinity Due to Construction. The Project will involve construction of a new road and bridge across Suisun Creek, grading, paving, and installation of ancillary facilities, such as traffic signals, lighting and fencing. These activities will temporarily increase ambient noise levels at locations immediately adjacent to the Project. These temporary noise level increases are considered to be a potentially significant impact. (DEIR p. 4.4-11.)

STA Adopts the Following Finding: Changes or alterations have been required of, or incorporated into, the Project that mitigate the noise impacts from construction to a less-than-significant level.

Facts in Support of the Finding: STA adopts the following mitigation measure that will reduce to less-than-significant levels the noise impacts associated with Project construction.

Mitigation Measure 4.4-2: Temporary Increase in Ambient Noise Levels of Project Vicinity Due to Construction. STA shall implement the following mitigation measures to minimize noise impacts generated by construction of the Project.

a. Construction and other Noise-generating activities at the Project construction site(s) and/or adjacent areas shall be restricted to daytime hours of 7:00 a.m. to 7:00 p.m., Monday through Fridays, and 8:00 a.m. to 5:00 p.m. on Saturdays. Construction shall not occur on Sundays and holidays, except when deemed necessary by STA. (DEIR, p. 4.4-12.)

b. All internal combustion engine-driven equipment shall be equipped with intake and exhaust mufflers which are in good condition and appropriate for the equipment. (DEIR p. 4.4-12.)

c. Unnecessary idling of internal combustion engines within 100 feet of residences shall be strictly prohibited. (DEIR p. 4.4-12.)

d. All construction equipment shall be staged at least 200 feet from residences. All stationary noise-generating construction equipment shall be located as far as practical from noise-sensitive residences. (DEIR p. 4.4-12.)

5. Findings Concerning Biological Resources Impacts

Impact 4.5-1: Biological Resources—Impacts to Bat Habitat. The Project may impact trees or structures in the Project area that are roosting grounds for the California Pallid Bat, Western Red Bat and Hoary Bat, each a California species of special concern. These habitat impacts are considered potentially significant. (DEIR, p. 4.5-22.)

STA Adopts the Following Finding: Changes or alterations have been required of, or incorporated into, the Project that mitigate potentially significant effects on bat habitat in the Project area.

Facts in Support of the Finding: STA adopts the following mitigation measure that will reduce to less-than-significant levels the impacts to bat habitat.

Mitigation Measure 4.5-1: STA shall implement the following mitigation measures. Preconstruction surveys shall be conducted by a qualified biologist before trees or other potential roost structures are removed. If no bats are found, the trees or structures may be removed within one month of the survey. If a maternity colony is observed, during the maternity season (April 15 through July 30), the colony shall not be removed. If a non-reproductive group of bats is found, they shall be evicted by a qualified biologist and excluded from the site during a time of the year that is suitable for bat eviction/exclusion (typically February 20 through April 14 and July 30 through October 15). (DEIR, p. 4-5.22-4.5-23.)

Impact 4.5-2: Biological Resources—Loss of California Red-Legged Frog Habitat and Upland Habitat. The Project in the West End would take approximately .059 acres of seasonal wetlands and seeps that may provide habitat for the California Red-Legged Frog, a federally listed threatened species and California species of special concern. The Project would also impact 17.7 acres of uplands surrounding a pond known to be occupied by the Red-Legged Frog. This would be a significant adverse impact. (DEIR, p. 4.5-23.)

STA Adopts the Following Finding: Changes or alterations have been required of, or incorporated into, the Project that avoid or mitigate significant effects on the California Red-Legged Frog and habitat in the Project area.

Facts in Support of the Finding: STA adopts the following mitigation measures that will reduce to less-than-significant levels the impacts on the California Red-Legged Frog and habitat in the Project area.

Mitigation Measure 4.5-2: Loss of California Red-Legged Frog Habitat and Upland Habitat. In accordance with guidance received from the United States Fish and Wildlife Service ("USFWS"), STA shall create a breeding pond for the

California Red-Legged Frog. The pond is proposed to be located to the north and east of the new roadway alignment. An additional 35.4 acres of upland around the breeding would be preserved by a conservation easement or deed restriction and would provide replacement mitigation acreage at a 2:1 ratio. The conservation easement or deed restriction shall usurp all development rights, and no further development, establishment of utilities or construction of any kind shall be allowed on the breeding pond or uplands. Allowable uses shall be limited to maintenance of the pond. No further development, establishment of utilities, or construction shall be allowed within the preserve. Final mitigation requirements, including the size of the breeding pond will be determined in consultation with USFWS. (DEIR, p. 4.5-23-4.5-24.)

Impact 4.5-3: Biological Resources—Impacts to Pacific Pond Turtle Habitat. Pacific Pond Turtles, a California species of special concern, have been found in ponds near the West End area of the Project. Although the Project would not directly impact this habitat, the Project could impact potentially occupied upland burrow sites for the Pacific Pond Turtle. These impacts are considered potentially significant. (DEIR, p. 4.5-24.)

STA Adopts the Following Finding: Changes or alterations have been required of, or incorporated into, the Project that avoid or mitigate the potentially significant effects on potential Pacific Pond Turtle upland habitat in the Project area.

Facts in Support of the Finding: STA adopts the following mitigation measures that will reduce to less-than-significant levels the impacts on potential Pacific Pond Turtle upland habitat in the Project area.

Mitigation Measure 4.5-3: Impacts to Pacific Pond Turtle Habitat. STA would preserve 35.4 acres of upland habitat, as described in Mitigation Measure 4.5-2. Preservation of this habitat would mitigate any potential impacts to the Pacific Pond Turtle to a less-than-significant level. (DEIR, p. 4.5-24.)

Impact 4.5-4: Biological Resources --Loss of Valley Elderberry Longhorn Beetle Habitat. In the East End, a total of 12 elderberry plants along Suisun Creek would be removed or affected by the Project. These plants provide potential habitat for the Valley Elderberry Longhorn Beetle, a federally listed threatened species. Removal or damage of plants supporting the Valley Elderberry Longhorn Beetle is considered to be a significant impact. (DEIR, p. 4.5-24.)

STA Adopts the Following Finding: Changes or alterations have been required of, or incorporated into, the Project that avoid or mitigate the potentially significant effects on the Valley Elderberry Longhorn Beetle.

Facts in Support of the Finding: STA adopts the following alternative mitigation measures that will reduce to less-than-significant levels the impacts on the Valley Elderberry Longhorn Beetle. The appropriate mitigation measures

shall be selected in consultation with the United States Fish and Wildlife Service ("USFWS"). (DEIR, p. 4.5-25.)

Mitigation Measure 4.5-4: Loss of Valley Elderberry Longhorn Beetle Habitat. STA shall implement one of the following alternative mitigation measures:

4.5-4a: Conservation Area (Option 1)

- STA shall form a 100-foot buffer from the edge of the proposed bridge over Suisun Creek and the elderberry plants to be preserved. During Project construction, habitat shall be avoided and preserved to the extent feasible using protection, restoration and maintenance measures outlined in the USFWS Conservation Guidelines for the Valley Elderberry Longhorn Beetle. Additionally, any damage done to the 100-foot buffer area shall be restored and re-vegetated, and appropriate erosion control measures shall be installed.

- All elderberry plants with one or more stems measuring 1.0 inches in diameter, that would be removed by the Project, shall be transplanted. An additional 55 elderberry seedlings or cuttings shall be transplanted, "to" a conservation area along Suisun Creek. Prior to construction, the area will be surveyed to ensure the actual number of affected plants and required number of seedlings. A biological monitor shall be present at all transplanting activities. Transplanting will occur when roots are dormant, and cuttings shall be taken when shoots are beginning to sprout. The conservation area would receive protected status from the County and would be dedicated prior to any ground-disturbing activities, associated with the Project, including grading.

- The conservation area shall be monitored for ten years in accordance with USFWS and California Department of Fish and Game ("DFG") standards. The conservation area shall maintain a minimum survival rate of 60 percent of the elderberry plants/cuttings is required during this period. If survival rates fall below 60 percent, replacement plants shall be planted within one year of discovery, to bring plants back to the original number of plantings. The USFWS may evaluate the site if there is severe damage to the plants due to fire, flood, or other circumstances beyond the applicant's control. Monitoring reports shall be submitted to USFWS and DFG by December 31 of each year. (DEIR, pp. 4.5-25.)

4.5-4b: Mitigation Bank (Option 2)

- Alternatively, STA may purchase credits in a USFWS-approved mitigation bank that provides habitat for the Valley Elderberry Longhorn Beetle. Final compensation requirements and mitigation ratios would be determined though consultation with USFWS, and purchase of mitigation credits would occur before any of the Project's ground-disturbing activities, including grading. (DEIR, p. 4.5-25.)

Impact 4.5-5: Biological Resources—Potential Impacts to Steelhead Trout from Bridge Construction. The National Marine Fisheries Service ("NMFS") has records of Steelhead Trout in Suisun Creek. The proposed bridge over Suisun Creek is a clear span design that would have no direct impacts on the Creek. However, the Project will remove riparian trees along the Creek, which could indirectly impact fish species. Impacts to Steelhead Trout are considered to be potentially significant. (DEIR, p. 4.5-26.)

STA Adopts the Following Finding: Changes or alterations have been required of, or incorporated into, the Project that avoid or mitigate the potentially significant effects on Steelhead Trout.

Facts in Support of the Finding: STA adopts the following alternative mitigation measures that will reduce to less-than-significant levels the impacts on Steelhead Trout. This mitigation would replace riparian trees and reduce erosion and water quality impacts to Suisun Creek.

Mitigation Measure 4.5-5: Potential Impacts to Steelhead Trout from Bridge Construction. To minimize potential impacts to Steelhead Trout, riparian tree removal and bridge construction shall be conducted from June 15 to October 15, when Steelhead Trout are not expected to be present. Riparian trees removed for the bridge construction shall be replaced along Suisun Creek at a 3:1 ratio of replanted trees of the same species for every tree removed. Riparian planting shall be conducted in accordance with the creek revegetation and replacement plan prepared for the Project. Additionally Best Management Practices shall be employed during construction to minimize or prevent water quality impacts to Suisun Creek. (DEIR, pp. 4.5-26.)

Impact 4.5-6: Biological Resources --Impacts to Federal and State Waters and Seasonal Wetlands. In the West End, the Project would impact approximately .64-acres of federally- and state-protected waters, and fill .57-acre of seasonal wetlands. These impacts are considered to be significant. (DEIR, p. 4.5-26.)

STA Adopts the Following Finding: Changes or alterations have been required of, or incorporated into, the Project that avoid or mitigate the potentially significant effects on seasonal wetlands and state and federal waters.

Facts in Support of the Finding: STA adopts the following mitigation measures that will reduce to less-than-significant the effects on seasonal wetlands and state and federal waters.

Mitigation Measure 4.5-6: Impacts to and Loss of Seasonal Wetlands and Federally Protected Waters. As described in Mitigation Measure 4.5-2, STA shall create a 1.5-acre breeding pond, which will mitigate at a greater that 2:1 ratio impacts to the 0.57-acre of seasonal wetland habitat. To mitigate impacts to state and federal waters, STA shall preserve existing wetlands and creek corridors in an approximately 2-acre area along Suisun Creek located immediately north of the new bridge over Suisun Creek that will be constructed as part of the Project. This area will be confirmed prior to construction. (DEIR, p. 4.5-27, DEIR Figure 3-3, Monk & Associates Final Natural Environmental Study for North Connector Project, pp. 61-62, Figure 10.) Additionally, mitigation measure 4.5-11 addresses impacts to riparian trees removed in the Project area where the new bridge crosses Suisun Creek. Accordingly, mitigation measure will also mitigate impacts to state- and federally-protected waters along Suisun Creek. (DEIR, p. 4.5-32.)

Impact 4.5-7: Biological Resources—Impacts to Nesting Raptor Species. The Project site encompasses habitat that could be used for nesting raptors, and a red-tailed hawk was observed in the West End of the Project study area displaying territorial behavior over a eucalyptus tree. Tree removal or ground disturbance associated with construction of the Project during March 1 to September 1 could negatively effect nesting raptors, their eggs, and their young. These impacts would be considered potentially significant. (DEIR, pp. 4.5-27.)

STA Adopts the Following Finding: Changes or alterations have been required of, or incorporated into, the Project that avoid or mitigate the potentially significant effects on nesting raptors, their eggs and young.

Facts in Support of the Finding: STA adopts the following mitigation measures that will reduce to less-than-significant the effects on nesting raptors, their eggs and their young. These mitigation measures will require maintaining a buffer zone between the Project and trees and nest sites in which there are nesting raptors. No construction or earth-moving activity shall occur within the buffer zone until nesting raptor young have fledged. Additionally, STA shall set aside replacement habitat for burrowing owls if owls are found in burrows in the Project area. These mitigation measures will ensure that effects on nesting raptors and their offspring are reduced to a less-than-significant level. (DEIR, pp. 4.5-26 - 4.5-29.)

Mitigation Measure 4.5-7: Impacts to Nesting Raptor Species. The following mitigation measures shall be implemented for tree-nesting and ground-nesting raptors:

Mitigation Measure 4.5-7a: Tree-Nesting Raptors.

- Fifteen days prior to commencing any construction that would occur between March 1 and September 1, a raptor nesting survey shall be conducted on three separate days during this fifteen-day period. The surveys should examine all trees within 1,000 feet of the entire proposed construction corridor.

- If the surveys identify nesting raptors, the dripline of the nest trees must be fenced off with orange construction fencing, and a 500-foot construction buffer must be staked around the tree. The 500-foot buffer may be reduced if a qualified biologist determines that the nesting raptors are acclimated to disturbance and would not otherwise be disturbed. In no case shall the buffer be less than 200 feet. If the buffer is reduced in size, a qualified biologist must monitor raptor distress levels for one week after a disturbance and shall re-implement the 500-foot buffer if necessary.

- No construction or earth-moving activity shall occur within the construction buffer until a qualified biologist determines that the raptor young have fledged and attained sufficient flight skills to leave the Project construction zone (typically August 1). (DEIR, pp. 4.5-27-4.5-28.)

Mitigation Measure 4.5-7b: Ground-Nesting Raptors.

- A nesting survey shall be conducted for ground nesting raptors in both the breeding season (April 15 through July 15) and non-breeding season (December through January). The surveys shall be conducted in accordance with the DFG Report on Burrowing Owl Mitigation.

- If northern harriers or short-eared owls are identified in the Project area, mitigation measures detailed above for nesting raptors should be implemented. If burrowing owls are found in the Project area in the non-breeding season, a fenced 160-foot buffer between the nest sites and any construction in the Project area will be erected. STA shall implement passive relocation measures in accordance with the Burrowing Owl Consortium Guidelines for Burrowing Owls roosting within 160 feet of the Project site. The DFG must approve in advance any passive relocation of Western Burrowing Owls. Passive relocation may only occur between September 30 and February 1.

- If Burrowing Owls are detected on the Project construction site during the breeding season and appear to be nesting, a 250-foot buffer between the nest sites and Project construction shall be erected. When a qualified raptor biologist determines that the young have fledged, the buffer may be removed.

- If Burrowing Owls are found in burrows in the Project area, a qualified raptor biologist shall determine the amount of Burrowing Owl habitat on site. In accordance with DFG requirements, STA shall set aside 6.5 acres of replacement

habitat in perpetuity for every occupied burrow, pair of Burrowing Owls, or unpaired resident bird. The protected habitat shall be adjacent to other occupied Burrowing Owl habitat and at a location acceptable to DFG. These mitigation measures are in accordance with DFG requirements and would be approved by DFG. STA must also provide an endowment fund for the long term management of the protected habitat. In lieu of acquiring replacement habitat in perpetuity, STA may, with DFG approval, purchase credit in a qualified Solano County Burrowing Owl mitigation bank that is commensurate with the required amount of mitigation acreage. (DEIR, pp. 4.5-28—4.5-29.)

Impact 4.5-8: Biological Resources—Impacts to Passerine and Special-Status Nesting Birds. If tree removal or ground disturbance associated with the Project occurs between March 1 and September 1, nesting passerine birds and special status birds, could be affected. This is considered a potentially significant impact. (DEIR, p. 4.5-29.)

STA Adopts the Following Finding: Changes or alterations have been required of, or incorporated into, the Project that avoid or mitigate the potentially significant effects on nesting passerine birds and special status birds.

Facts in Support of the Finding: STA adopts the following mitigation measures that will reduce to less-than-significant, the effects on nesting passerine birds and special status birds. These mitigation measures will require maintaining a buffer zone around trees in which special-status birds are nesting, and delaying construction or earth-moving activity within the buffer zone until the young have fledged. Additionally, STA must delay tree or shrub removal in which common passerine birds are nesting until the young have fledged. These mitigation measures will ensure that effects on nesting passerine birds, special status birds, and their offspring are reduced to a less-than-significant level.

Mitigation Measure 4.5-8: Impacts to Passerine and Special-Status Nesting Birds. STA shall implement the following mitigation measures:

- A nesting survey for special-status birds shall be conducted throughout the entire construction corridor 15 days prior to construction that would occur between March 1 and September 1.

- If special-status birds are identified nesting within the Project area, a 100-foot non-disturbance radius around the nest shall be fenced. No construction or earth-moving activities shall occur until a qualified ornithologist determines that the young have fledged and have attained sufficient flight skills to avoid the Project construction zones. This buffer zone could be modified, depending upon site conditions and the birds' apparent acclimation to human activities.

- If common passerine birds are identified nesting in any tree or shrub proposed for removal, removal of the tree or shrub would be postponed until a qualified ornithologist determines that the young have fledged and have attained sufficient flight skills to leave the Project construction zones. (DEIR, pp. 4.5-29-4.5-30.)

Impact 4.5-9: Biological Resources—Impacts to Swainson's Hawk. The Project is located within 5 miles of a known Swainson's Hawk nest, and is considered to be within the foraging area for this species. Additionally, the trees in the Project area could provide suitable nesting habitat for this species. The project would permanently remove foraging habitat and potential nesting habitat for the Swainson's hawk. These impacts are considered to be potentially significant. (DEIR, p. 4.5-30)

STA Adopts the Following Finding: Changes or alterations have been required of, or incorporated into, the Project that avoid or mitigate the potentially significant effects on Swainson's hawk.

Facts in Support of the Finding: STA adopts the following mitigation measures that will reduce to less-than-significant the effects on Swainson's hawk. These mitigation measures will conform to DFG's guidelines for conducting surveys and Swainson's hawk habitat mitigation. The mitigation will set aside 1 acre of habitat for every disturbed acre of habitat, if necessary. This mitigation will also set aside 0.5 to 0.75-acre in perpetuity of foraging habitat for active nests found within 5 to 10 miles of the Project. (DEIR, pp. 4.5-30-4.5-31.)

Mitigation Measure 4.5-9:

- STA shall implement DFG's survey methods for protection of Swainson's hawks, which provide specific guidelines regarding the timing and frequency of the surveys. Surveys shall be conducted for a half-mile radius around all Project activities and shall be completed at least two survey periods before project construction, in accordance with DFG's guidelines.

- If Swainson's hawks are nesting on or in the immediate vicinity of the Project area prior to construction, STA shall consult with DFG, and determine if a Fish and Game Code section 2081 management authorization is required. STA shall also set aside land as mitigation in a 1:1 ratio for all disturbed Swainson's hawk habitat in the Project area.

- If Swainson's hawk are not found nesting in the immediate vicinity of the Project prior to construction, STA shall mitigate for impacts to foraging habitat within 5 miles of a known Swainson's hawk nest. Because the Project site is within 5 miles of at least one such nest, STA will set aside 0.75 acre of habitat in perpetuity for every acre of foraging habitat impacted by the Project. If an active Swainson's hawk nest is found within 5 to 10 miles of the Project, STA shall set aside .5 acre in perpetuity for every acre of foraging habitat impacted by the Project.

- In accordance with DFG Mitigation Guidelines, STA may acquire Swainson's Hawk habitat in fee title and donate it to a suitable conservation organization for management. Alternatively, STA may acquire the right to record a conservation easement over lands that can be managed for the Swainson's Hawk by a conservation organization. In lieu of acquiring habitat or recording a conservation easement, STA may, with DFG's approval, purchase mitigation credits, in an amount commensurate with the acreage of impacts to foraging and/or nesting habitat, at a DFG-approved Swainson's Hawk mitigation bank. (DEIR, pp. 4.5-30—4.5-31.)

Impact 4.5-10: Biological Resources—Impacts to the American Badger. The Project site supports suitable foraging and denning habitat for the American Badger, a California species of special concern. While not known to occupy the site, any impacts to the American Badger are potentially significant. (DEIR, p. 4.5-31.)

STA Adopts the Following Finding: Changes or alterations have been required of, or incorporated into, the Project that avoid or mitigate the potentially significant effects on the American Badger.

Facts in Support of the Finding: STA adopts the following mitigation measures that will reduce to less-than-significant the effects on the American Badger.

Mitigation Measure 4.5-10: A preconstruction survey shall be conducted, seven days prior to grading activity associated with the Project, within the Project's sphere of influence. The surveys shall be conducted by a wildlife biologist experienced in identifying badger burrows. Any burrows should be staked in the field and mapped on Project site maps. Any active burrows that are identified should be avoided. If avoidance is not possible, a biologist should determine if the burrow is used for breeding. The burrow should be avoided until any badger young have vacated the burrow. If there is evidence that a badger is using the burrow as refugia, the badger may be evicted from burrows, as approved by DFG. (DEIR, p. 4.5-31.)

Impact 4.5-11: Biological Resources--Conflict with Policies and Ordinances Regarding Tree Preservation. The Project could potentially cause native California trees and Heritage trees, as defined in the Fairfield City Code, to be removed at four locations: the road crossing over Suisun Creek, and the Red Top Road widening over two unnamed creeks south of SR12. Removal of any trees in conflict with policies and ordinances is considered a potentially significant impact. (DEIR, p. 4.5-32.)

STA Adopts the Following Finding: Changes or alterations have been required of, or incorporated into, the Project that avoid or mitigate the potentially significant effects on native California trees or Heritage trees.

Facts in Support of the Finding: STA adopts the following mitigation measures that will reduce to less-than-significant the effects on native California trees or Heritage trees.

Mitigation Measure 4.5-11: Conflict with Policies and Ordinances Regarding Tree Preservation. A formal tree study shall be conducted once the Project design has been finalized to determine the final number of Heritage trees and California native trees within City of Fairfield limits that would be impacted by the Project. Each species of affected tree shall be replaced at a ratio of 3:1 for each tree removed. The replaced trees would be replanted within the study area where those species naturally occur, and in areas that can support more trees. Trees shall be provided with water on a bi-monthly basis and tree survival will be monitored for five consecutive years. Annual monitoring reports shall be submitted to STA. (DEIR, p. 4.5-32.)

6. Findings Concerning Aesthetic Impacts

Less Than Significant Impact: Aesthetics—Impacts to Scenic Vistas. In the West End, the Project would be immediately adjacent to a scenic roadway (SR12). However, the Project will have no significant impacts on scenic vistas from SR12, because the Project roadway will follow existing topography and will not obstruct any mid- to long-range scenic views or affect any identified scenic resources. Additionally, the view duration of the roadway from SR12 will be brief because of SR12's varying topography. Finally, the visual character of the Project roadway will be consistent with the existing scenic character and quality of the surrounding area, which includes low-rise residential development, some commercial development, and an elementary school.

In the East End, the Project will also be immediately adjacent to a scenic roadway (I-80). Again, the Project would have no significant impacts on scenic vistas from I-80, because the Project will follow existing topography and will not impact mid- to long-range scenic views. Additionally, the view of the Project roadway from I-80 will be obstructed in many places due to existing landscaping, and the view duration will be short-lived. For these reasons, the impacts to scenic vistas from SR12 and I-80 as a result of the Project are considered to be less than significant. (DEIR p. 4.6-9-4.6-10.)

STA Adopts the Following Finding: Because this impact is less than significant, no mitigation measures are required.

Less Than Significant Impact: Aesthetics—New Sources of Substantial Light and Glare. The Project will not include street lighting, and therefore would not create a new source of substantial light or glare. Thus, impacts related to light and glare are less than significant.

STA Adopts the Following Finding: Because this impact is less than significant, no mitigation measures are required.

Less Than Significant Impact: Aesthetics—Degradation of Existing Visual Character in the East End. The East End of the Project is a mix of rural, agricultural, and commercial land uses. Therefore, the Project would not substantially degrade the existing visual character in the East End area of the Project. Further, Project's removal of the commercial building would not affect the overall visual character of the area, as the building is not a unique scenic resource. In the East End, the Project will be located

approximately .25-mile from the Linear Park, but would not be clearly visible from the Linear Park. This is because the land between the Linear Park and the Project will provide a visual buffer. Landscaping and shrubs and trees in the median will further reduce visibility of the Project roadway. As a result, impacts related to degradation of existing visual character in the East End would be less than significant. (DEIR, p. 4.6-10.)

> **STA Adopts the Following Finding:** Because this impact is less than significant, no mitigation measures are required.

Impact 4.6-1: Aesthetics—Degradation of Existing Visual Character in the West End. The West End of the Project would require road widening, development of a new road, and a new signalized intersection. These features and ancillary grading on nearby hillsides constitute a substantial change to the rural character of this area. Additionally, the grading activities on nearby hillsides necessary to construct the Project would potentially degrade the existing visual quality and character. In particular, Project would dramatically change the views of motorists, pedestrians and other recreational users from Red Top Road. Because the Project would place a widened signalized intersection at Red Top Road more typical of a suburban setting, the Project would dramatically change the visual character of this rural location. At Venus Drive and Mangels Boulevard in the West End, the Project would also detract from the rural character of this view. However, the Primary scenic elements of the view in this area, such as the rolling hills, grassland, and wooded hillside would not be substantially degraded. In summary, the visual impacts to the West End of the Project area are considered a potentially significant impact. (DEIR, pp. 4.6-11-4.6-12.)

> **STA Adopts the Following Finding:** Changes or alterations have been required of, or incorporated into, the Project that mitigate or avoid the significant effects on visual character in the West End of the Project.
>
> **Facts in Support of the Finding:** STA adopts the following grading, and landscaping mitigation measures that will reduce to less-than-significant levels the adverse effect of the Project's visual impact. Additionally, it should be noted that motorists, cyclists, pedestrians and residences will continue to be able to view the primary scenic elements in the West End, such as the grasslands, hillsides, and riparian corridors, as these elements would not be removed or substantially degraded. (DEIR, pp. 4.6-11-4.6-12.) This, combined with the mitigation measures below, would reduce impacts associated with visual degradation to a less-than-significant level.
>
> **Mitigation Measure 4.6-1: Degradation of Existing Visual Character in the West End.**
>
> > **4.6-1a:** In areas of rolling grasslands in the West End, contour grading shall be done to minimize alteration of the natural terrain. Slope rounding may also be employed with contour grading to provide a smoother transition between graded slopes and natural topography. (DEIR, p. 4.6-16.)

4.6-1b: In the West End, landscaping and native species should be used to reflect the rural character of the areas. Planted tress shall be consistent with naturally-existing species and spaced to allow for view corridors. Graded slopes should be re-seeded with native grasses. (DEIR, p. 4.6-16.)

7. **Findings Concerning Cultural Resources**

Impact 4.7-1: Cultural Resources—Impacts to Prehistoric or Archaeological Resources. No prehistoric or historical resources, as defined under CEQA Guideline section 15064.5 were found during test excavations in the Project Area. However, because there is a potential that buried archaeological sites may exist in the area, construction activities associated with the Project, such as grading and excavation could have a significant impact on any prehistoric or archaeological resources. (DEIR, pp. 4.7-10.)

STA Adopts the Following Finding: Changes or alterations have been required of, or incorporated into, the Project that mitigate or avoid the significant effects to prehistoric or archaeological resources found during construction of the Project.

Facts in Support of the Finding: STA adopts the following mitigation measures that will reduce to less-than-significant levels any impacts to prehistoric or archaeological resources found during construction of the Project.

Mitigation Measure 4.7-1: Impacts to Prehistoric or Archaeological Resources. If previously undiscovered historic, archaeological and/or paleontologic resources are found during construction, work shall stop in accordance with CEQA Guideline section 15064.5(f) and local requirements, until the resource can be evaluated by a qualified archaeologist or paleontologist, and appropriate mitigation procedures can be taken as recommended. Project personnel shall not collect or move any of the above resources found on the Project site. (DEIR, p. 4.7-11.)

Impact 4.7-2: Cultural Resources—Impacts to Unique Paleontological Resources or Unique Geologic Features. The investigation of the Project Area of Potential Effect did not indicate that unique paleontological resources or unique geologic features were present. However, the types of soil in the vicinity of the West End of the Project, Pleistocene alluvium and Sonoma volcanics, have been identified as highly sensitive for paleontological resources. Because of this potential, construction activities associated with the Project, such as grading and excavation could have a significant impact on these resources found during construction. This would be a potentially significant impact. (DEIR, p. 4.7-11.)

STA Adopts the Following Finding: Changes or alterations have been required of, or incorporated into, the Project that mitigation or avoid the significant effects to paleontological resources found during construction of the Project.

Facts in Support of the Finding: STA finds that implementation of mitigation measure 4.7-1 will reduce to less-than-significant levels any impacts to paleontological resources found during construction of the Project.

Mitigation Measure 4.7-2: Impacts to Unique Paleontological Resources or Unique Geologic Features. See mitigation measure 4.7-1.

Impact 4.7-3: Cultural Resources—Potential Disturbance of Human Remains. Investigation of the Project Area of Potential Effect did not indicate the presence of human remains within the Project area. However, because the Project's construction involves grading, there is a remote possibility that human remains may be unearthed as a result of Project construction activity, including remains interred outside of formal cemeteries. This would be considered a significant impact. (DIER, p. 4.7-11.)

STA Adopts the Following Finding: Changes or alterations have been required of, or incorporated into, the Project that mitigate or avoid the significant effects to any human remains found during construction of the Project.

Facts in Support of the Finding: STA adopts the following mitigation measure that will reduce to less-than-significant levels the impacts to any human remains found during construction of the Project

Mitigation Measure 4.7-3: Potential Disturbance of Human Remains. As required by Public Resources Code sections 5097.98 and 5097.99, STA project personnel shall provide pre-construction training to persons involved in the Project's construction that would address the potential for discovery of human remains and the need for proper and timely reporting if human remains are found. Additionally, a qualified archaeologist shall intermittently monitor the project site to ensure compliance with Public Resource Code sections 5097.98 and 5097.99. (DEIR, p. 4.7-12.)

If the Solano County Coroner recognizes any human remains found at the Project site as being of Native American Origin, State and local law require the Coroner to contact the Native American Heritage Commission ("NAHC") within 24 hours. The NAHC or the assigned Most Likely Descendant will provide for the ultimate disposition of the human remains. (DEIR, p. 4.7-12.)

8. <u>Findings Concerning Geology and Soils</u>

Impact: 4.8-1: Geology and Soils—Impacts from a Rupture of a Known Fault. The Project's alignment will cross the Green Valley fault in the West End, in the vicinity of Red Top Road. The Division of Mines and Geology has reported that the Green Valley fault is seismically active, and records indicate that the fault has ruptured in the past. Additionally, potential seismic activity in the West End is high. The West End is also located between 0.5 and 1.3 miles west of the Cordelia fault, and the East End is located between 1.1 and 2.1 miles east of the Cordelia fault, which is also considered active. Because of the Project's location, impacts to persons using the Project's roadway during

the time of a rupture of either of the two faults would be considered a potentially significant impact. (DEIR, p. 4.8-5.)

> **STA Adopts the Following Finding:** Changes or alterations have been required of, or incorporated into, the Project that mitigate or avoid the significant impacts associated with a rupture of the Green Valley or Cordelia faults.
>
> **Facts in Support of the Finding:** STA adopts the following mitigation measure that will reduce to less-than-significant levels the impacts associated with a rupture of the Green Valley or Cordelia faults. This measure will minimize potential damage from ground shaking or other seismic activity from the faults. Additionally, the Project is a roadway, and will not include the construction of any buildings where people would reside or congregate.
>
> **Mitigation Measure 4.8-1: Impacts from a Rupture of a Known Fault.** To minimize any damage from ground shaking or other seismic activity associated with the Project, the Project must meet the Solano County seismic safety standards, as established by the Solano County General Plan. All Project structures, including roadways would be designed to the Maximum Credible Earthquake, in accordance with County design standards. (DEIR, p. 4.8-5.)

Impact 4.8-2: Geology and Soils—Exposure to Seismic Ground Shaking. Because the Project is located on a portion of the Green Valley fault and is adjacent to the Cordelia fault, movement along one or more of the faults in the immediate area of the Project could cause strong seismic shaking in the area in which the Project is located. Potential impacts related to this seismic ground shaking upon persons using the Project would be significant. (DEIR, pp. 4.8-5-4.8-6.)

> **STA Adopts the Following Finding:** Changes or alterations have been required of, or incorporated into, the Project that mitigate or avoid the significant impacts associated with seismic ground shaking in the area of the Project.
>
> **Facts in Support of the Finding:** STA adopts the following mitigation measure that will reduce to less-than-significant levels the impacts associated seismic ground shaking in the Project area. This measure will minimize potential structural damage of the Project from seismic ground shaking. As noted before, the Project will not include the construction of any buildings where people would reside or congregate.
>
> **Mitigation Measure 4.8-2:** To minimize potential structural damage, the Project shall be designed and constructed according to the most current earthquake resistance standards for Seismic Zone 4, as outlined in the current California Building Code. (DEIR, p. 4.8-6.)

Impact 4.8-3: Geology and Soils—Liquefaction of Soil from Earthquakes. In the West End of the Project, there is a high potential for earth movement or failure associated with seismic shaking. In particular, the West End near Red Top Road, indicates a high potential for soil liquefaction during an earthquake. Thus, there is a high likelihood that,

during an earthquake, the soil in the West End will suffer a substantial loss of strength and undergo deformation due to liquefaction, ground rupture, shearing, or other earth movement. There is also a low to moderate potential for liquefaction associated with an earthquake in the East End. Thus, potential impacts from liquefaction or other earth movement, to the Project's structures, such as bridges or roadways, and persons using them would be considered significant. (DEIR, p. 4.8-6.)

> **STA Adopts the Following Finding:** Changes or alterations have been required of, or incorporated into, the Project that mitigate or avoid the significant impacts associated with soil liquefaction in the area of the Project.
>
> **Facts in Support of the Finding:** STA adopts the following mitigation measure that will reduce to less-than-significant levels the impacts associated with soil liquefaction in the Project area. This measure will minimize potential structural damage of the Project, and any associated effects of that structural damage from seismic ground shaking. As noted before, the Project will not include the construction of any buildings where people would reside or congregate. Soil investigations that will determine the implementation of particular aspects of this mitigation measure will be made at the final design phase of the project.
>
> **Mitigation Measure 4.8-3: Liquefaction of Soil from Earthquakes.** STA will ensure that the Project's new bridges or overcrossing structures are supported upon a deep foundation system. This foundation would extend though soil layers that are subject to liquefaction to underlying, denser, gravelly layers of soil. During construction, STA will employ sub-excavation, dynamic compaction or dewatering to minimize potential impacts from liquefaction. Additionally, STA will select the most suitable method for constructing a foundation based upon later investigations which will reveal the subsurface soil layers for the specific area in which the new bridge or overcrossing will be built. (DIER, p. 4.8-6.)

Impact 4.8-4: Geology and Soils—Impacts from Landslides. The West End of the Project is located in an area where large landslides have occurred, and may continue to occur. In particular, large landslides have been identified along the ridgeline of SR12. Further, areas containing deposits from previous landslides may be vulnerable to further landslides during an earthquake. This would be considered a potentially significant impact. (DEIR, pp. 4.8-6-4.8-7.)

> **STA Adopts the Following Finding:** Changes or alterations have been required of, or incorporated into, the Project that mitigate or avoid the significant impacts associated with landslides in area of the Project.
>
> **Facts in Support of the Finding:** STA adopts the following mitigation measure that will reduce to less-than-significant levels the impacts associated with landslides in the Project area. This measure will minimize the potential for structural damage of the Project, and any associated effects of that structural damage from landslides. Investigations that will determine the implementation of particular aspects of this mitigation measure will be made at the final design

phase of the project. As noted earlier, the Project will not include the construction of any buildings where people would reside or congregate.

Mitigation Measure 4.8-4: —Impacts from Landslides. STA shall conduct soil investigations to use in the design of the proposed grading of the Project to avoid causing, or exposing persons on the Project roadway to, landslides. These soil investigations shall identify weak soil, existing landslides, colluvial movement, and composition of bedrock material. In addition, STA shall conduct geologic mapping and soil and/or rock borings as part of these investigations. These investigations will be made in the final design phase of the project.

If a potential for landslide is identified for soil in the Project area, the Project Geotechnical Engineer or Engineering Geologist shall evaluate the necessity for soil stabilization measures, including physical reinforcement of the hillside, and shall install those mitigation measures. (DEIR, pp. 4.8-6.-4.8-7)

Impact 4.8-5: Geology and Soils—Soil Erosion or Loss of Topsoil Caused by Fill. As the Project construction will require grading and other earthwork on-site fill material may be used. (DEIR, pp. 4.6-11, 4.8-6, 4.9-12) This fill material may include on-side bedrock-derived materials, existing fill, and native soil, so long as none of these fill types includes more than three percent organic material. If the on-site fill material used is poor or has a high organic content, this fill material could cause soil instability and erosion. These impacts would be considered potentially significant. (DEIR, p. 4.8-7.)

STA Adopts the Following Finding: Changes or alterations have been required of, or incorporated into, the Project that mitigate or avoid the significant impacts associated with soil erosion in area of the Project.

Facts in Support of the Finding: STA adopts the following mitigation measures that will reduce to less-than-significant levels the impacts associated with soil erosion in the Project area. These measures will minimize potential structural damage of the Project, and any associated effects of that structural damage from soil erosion.

Mitigation Measure 4.8-5: Soil Erosion or Loss of Topsoil Caused by Fill.

- **4.8-5a:** General fill materials that are located within five vertical feet of proposed Project improvements shall contain rock fragments that are no larger than six inches in maximum diameter. At the discretion of the Project Geotechnical Engineer or Engineering Geologist, larger rock fragments or oversized matter may be placed in deeper fills, provided that large fragments are not nestled, and the fill can be properly compacted. Select fill shall be comprised of portions of basalt, sandstone and tuff layers form the Project area. Select fill must meet the following requirements: a Plasticity Index of less than 15, a Liquid Limit of less than 40, a maximum aggregate size of four inches, and 15 to 60 percent of the material must pass through a No. 200 sieve. (DEIR, p. 4.8-7.)

- **4.8-5b:** STA shall plan new cut and fill slopes for gradients no steeper than 2:1. If steeper slopes are required, STA will conduct further investigation and tests to develop adequate slope design criteria and mitigation for steeper slopes. Mitigation may include: fill slope construction with select fill, engineered slopes with geotextile reinforcements, soil improvement additives, such as lime, retaining walls, or a combination thereof. (DEIR, p. 4.8-7.)

- **4.8-5c:** Fill and cut slopes shall be constructed in accordance with the requirements of local jurisdictions. (DEIR, p. 4.8-7.)

- **4.8-5d:** If STA encounters an undocumented fill during construction of the Project, such fill shall be removed at its full depth and replaced with compacted engineered fill, under the direction of the Geotechnical Engineer of record. Earthen fill materials that do not contain more than three percent organics may be used as general fill. Organic-rich fill shall not be used in areas of proposed roadway or other improvements. (DEIR, p. 4.8-8.)

Impact: 4.8-6: Geology and Soils—Soil Erosion or Loss of Topsoil Caused by High Groundwater. Construction of the Project in the West End could result in soil erosion and instability due to shallow groundwater. In 2003, groundwater was found at a depth of 24.6 feet in one area of the Project, and groundwater may be encountered at relatively shallow depths at Project locations in the vicinity of Jameson Creek and Suisun Creek. Because cuts and fills in slopes would be necessary in the West End to construct the roadway for the Project and improvements to the SR12/Red Top Road Intersection, groundwater seepage from these slopes could lead to erosion and instability of the cut slope face. These impacts are considered potentially significant. (DEIR, p. 4.8-8.)

STA Adopts the Following Finding: Changes or alterations have been required of, or incorporated into, the Project that mitigate or avoid the significant impacts associated with soil erosion and instability arising from shallow groundwater.

Facts in Support of the Finding: STA adopts the following mitigation measure that will reduce to less-than-significant levels the impacts associated with soil erosion from shallow groundwater. These measures include properly conducting excavations and soil cuts to minimize erosion from groundwater, dewatering, deep excavations, and monitoring of construction.

Mitigation Measure 4.8-6: Soil Erosion or Loss of Topsoil Caused by High Groundwater.

- **4.8-6a:** STA shall implement special dewatering procedures for deep excavations below groundwater level, depending upon the time of year of construction. These procedures will include collection and control of seepage at material contacts/faults and other necessary locations. (DEIR, p. 4.8-8.)

- **4.8-6b:** During the Project's final design phase, STA shall make site-specific subsurface investigations to evaluate each proposed cut area for material stability and excavability, and provide recommended stable slope inclinations. STA will select the most suitable method(s) based upon these investigations. (DEIR, p. 4.8-8.)

- **4.8-6c:** After making site-specific subsurface investigations, STA shall make specific recommendations for construction and monitoring fill construction. These recommendations may include staged construction. (DEIR, p. 4.8-8.)

Impact 4.8-7: Soils and Geology—Soil Subsidence. Portions of the Project will be located on soil that is unstable or fill that could become unstable. This is because the composition of the fill materials could cause the soil to shrink and subside. Impacts related to soil subsidence are considered to be significant. (DEIR, p. 4.8-8.)

STA Adopts the Following Finding: Changes or alterations have been required of, or incorporated into, the Project that mitigate or avoid the significant impacts associated with soil subsidence.

Facts in Support of the Finding: STA adopts the following mitigation measure that will reduce to less-than-significant levels the impacts associated with soil subsidence.

Mitigation Measure 4.8-7: Soil Subsidence. STA shall carefully place fill in such a way that minimizes the settlement potential. Techniques used may include: increasing relative compaction of the fill from 90 percent to 95 percent, surcharging the fill's with additional load and later removal, dynamic compaction, use of geotextiles, or a combination of these methods. STA will determine the most suitable mitigation techniques to prevent soil subsidence after conducting site-specific subsurface investigations during the final design phase of the Project. (DEIR, p. 4.8-9.)

Impact 4.8-8: Soils and Geology—Impacts from Soil Expansion. In the West End of the Project, the slopes and on-site soil (that would be potentially used for fill) is defined by the Uniform Building Code as expansive soil. Accordingly, soil used for fill in this area is prone to soil creep, or the slow downhill movement of soil due to gravity. This is considered a potentially significant impact. (DEIR, p. 4.8-9.)

STA Adopts the Following Finding: Changes or alterations have been required of, or incorporated into, the Project that mitigate or avoid the significant impacts associated with soil creep.

Facts in Support of the Finding: STA adopts the following mitigation measure that will reduce to less-than-significant levels the impacts associated with soil creep.

Mitigation Measure 4.8-8: Impacts from Soil Expansion. STA shall maintain, repair and/or replace or improve the slopes affected by soil creep in the West End of the Project. STA may also provide other engineering solutions to reduce the potential for soil creep. STA shall provide these services on an as-needed basis throughout the life of the Project. (DEIR, p. 4.8-9.)

9. <u>Impacts Concerning Hydrology and Water Quality</u>

Less Than Significant Impact: Hydrology and Water Quality—Interference with Recharge of Suisun/Fairfield Valley Groundwater Basin. The Project will construct approximately 22 acres or 0.03 square miles of additional impervious surface over the Suisun/Fairfield Valley Groundwater Basin. Because the construction of impervious surfaces can hinder recharge of groundwater basins, by preventing percolation of surface water to underlying aquifers, the Project could potentially impact the percolation of water to the Suisun/Fairfield Valley Groundwater Basin. However, the increase in impermeable surface is negligible in comparison to the size of the underlying groundwater basin; therefore, the increase would not substantially interfere with groundwater recharge of that basin. Additionally, stormwater runoff for the Project would use existing drainage facilities, such as Suisun Creek, through which water may enter the groundwater basin. Thus, potential impacts related to groundwater supplies or basin recharge are considered to be less than significant. (DEIR, p. 4.9-8.)

STA Adopts the Following Finding: Because the impact is less than significant, no mitigation measures are required.

Less Than Significant Impact: Groundwater and Hydrology—Placement of Structures that Could Impede or Redirect Flood Flows. Because the Project will consist of a flat roadway and trail, and a bridge, it will not substantially impede or redirect flows in a 100-year floodplain. In the West End, where the Project crosses Jameson Creek, no floodplain information is available. However, the Project will install three new culverts, a local detention storage, and swales to convey flood flows beneath the Project roadway. In the East End, the Project will encroach slightly upon a 100-year floodplain. However, the roadway will be constructed slightly above grade, and has been designed to allow water to pass over the road's surface in the event of a flood. Finally, the bridge across Suisun Creek will be a pre-cast, concrete, free-span design that will not encroach upon the existing conveyance capacity of the creek, and will not encroach upon the 100-year floodplain. Thus, any impacts from placement of structures within a 100-year floodplain are less than significant. (DEIR, p. 4.9-8.)

STA Adopts the Following Finding: Because the impact is less than significant, no mitigation measures are required.

Impact 4.9-1: Violation of Water Quality Standards or Waste Discharge Requirements. Because the Project will create new impervious surface area, the Project will create additional stormwater runoff. Additionally, vehicles using the new roadway will generate pollutants and increase the potential for stormwater pollution. Further, the construction activities associated with the Project, such as grading and excavation, could

result in the discharge of sediment and other pollutants in stormwater. The increase and possible degradation of stormwater is a significant impact. (DEIR, pp. 4.9-9-4.9-11.)

STA Adopts the Following Finding: Changes or alterations have been required of, or incorporated into, the Project that mitigate or avoid the significant effects on stormwater discharge during construction of the Project, and throughout the life of the Project.

Facts in Support of the Finding: STA adopts the following mitigation measures that will reduce to less-than-significant levels the adverse effects of the impact. These mitigation measures will require compliance with the National Pollution Discharge Elimination System ("NPDES") General Construction Permit during construction activity. Additionally, STA must prepare a Surface Water Pollution Prevention Plan ("SWPPP") before commencing grading activities and implement Best Management Practices to ensure that water quality is protected from sedimentation and release of pollutants during construction. The Project will also be designed to retain and treat stormwater runoff from the roadway before entering City or County drainage systems. This mitigation will ensure that potential sedimentation, erosion, pollutant discharge, and other water quality impacts will be reduced to a less-than-significant level.

Mitigation Measure 4.9-1a--Violation of Water Quality Standards or Waste Discharge Requirements. STA shall adhere to the conditions of the NPDES Permit, including the requirements for stormwater discharge treatment measures, and appropriate source control and site design measures. (DEIR, p. 4.9-11.)

Mitigation Measure 4.9-1b--Violation of Water Quality Standards or Waste Discharge Requirements. STA shall incorporate Bioswales into the Project's design. These Bioswales will retain and treat stormwater runoff from the newly-created roadway before the stormwater enters the City or County's drainage systems. (DEIR, p. 4.9-11.)

Mitigation Measure 4.9-1-c--Violation of Water Quality Standards or Waste Discharge Requirements. STA shall prepare a SWPPP prior to grading activities. The SWPPP shall list best management practices that STA must implement during construction to minimize pollutants entering stormwater. The best management practices may include any of the following: biofiltration strips and swales, infiltration basins, detention devices, dry weather flow diversions, gross solid removal devices, media filters, multi-chamber treatment trains, and wet basins. (DEIR, pp. 4.9-11-12.)

Impact 4.9-2: Groundwater and Hydrology—Alteration of Existing Drainage Patterns, Erosion and Flooding. Construction of the Project would involve grading, excavation, cutting slopes, and removing trees and vegetation among creek banks where the bridge will be constructed. These activities, and the Project's construction of new impervious surface, can increase erosion, stormwater runoff, and flooding potential in and around the Project area. These would be considered significant impacts. (DEIR, pp. 4.9-12.)

STA Adopts the Following Finding: Changes or alterations have been required of, or incorporated into, the Project that mitigate or avoid the significant effects of erosion, increased stormwater runoff, and flooding potential during construction of the Project, and throughout the life of the Project.

Facts in Support of the Finding: STA adopts the following mitigation measures that will reduce to less-than-significant levels the adverse effects of the impact. The Project's design will include best management practices that will improve the storm drainage system existing in the Project area, and reduce existing erosion in the Project area. Additionally, the Project will preserve existing vegetation at areas on-site where no construction is planned, and remove only necessary vegetation during bridge construction at Suisun Creek.

Mitigation Measure 4.9-2a: Alteration of Existing Drainage Patterns, Erosion and Flooding. In constructing the bridge across Suisun Creek, STA shall remove riparian trees as necessary. To maintain bank stability, STA shall cut the removed trees above grade and leave tree stumps in place, except as needed to accommodate bridge construction. (DEIR, p. 4.9-13.)

Mitigation Measure 4.9-2b: Alteration of Existing Drainage Patterns, Erosion and Flooding. During the design phase of the Project, the Project engineer shall integrate design-specific best management practices to manage water quality impacts. The best management practices shall include, but are not limited to the following:

- Construction personnel shall preserve existing vegetation at areas on the site where no construction activity is planned. Vegetation to be preserved in these areas shall be delineated on the plans, included in file for the contractor working on that project area, and included in the SWPPP. (DEIR, p. 4.9-13.)

- The Project shall incorporate concentrated flow conveyance systems during construction and throughout the life of the project. These design features will convey stormwater discharge in concentrated flows in a way that minimizes erosion in the Project area and downstream. These conveyance systems may include ditches, berms, dikes, swales, overside drains, flared culvert end sections, and outlet protection or velocity dissipation devices. (DEIR, pp. 4.9-13-4.9-14.)

- The Project shall minimize erosion of any disturbed earth materials by incorporating vegetated surfaces on slope and surface areas. STA shall also apply permanent erosion control measures after work has been completed in specific areas. (DEIR, p. 4.9-14.)

Impact 4.9-3: --Groundwater and Hydrology—Stormwater Runoff in Excess of Existing Drainage Systems. Construction activities will discharge some sediment, petroleum products, and other pollutants, and will temporarily impair stormwater quality in the area of the project, However, because of the nature and topography of the Project

area, short term water quality impacts from construction would be fully mitigated by the use of best management practices that are required in the SWPPP. Additionally, the Project will create impervious surface area that could create additional runoff in both the East End and West End of the Project area. However, this surface area would generate peak runoff quantities of 6 cubic feet per second ("cfs") in the East End and 4 cfs in the West End. Because these amounts each represent less than one percent of the 50 year flood peak for each area, flooding impacts from the Project would be considered less than significant. (DEIR, p. 4.9-14.)

> **STA Adopts the Following Finding:** Because the impact is less than significant, no mitigation measures are required. However, STA finds that the following mitigation measures are recommended to reduce any further potential flood impacts.
>
> **Mitigation Measure 4.9-3—Stormwater Runoff in Excess of Existing Drainage Systems.** STA shall identify existing vegetation on the Project plan sheets and in the SWPPP, and preserve the existing vegetation as much as practical. When construction is completed in a specific area, disturbed areas should be stabilized with vegetation or hard surface. Fourteen days prior to the start of the rainy season (October 15 to April 15) inactive disturbed soil areas should be stabilized with sediment and temporary erosion control. During the rainy season, construction shall minimize soil disturbance and implement temporary or permanent erosion control measures. (DEIR, p. 4.9-15.)

Impact 4.9-4:--Groundwater and Hydrology—Degradation of Water Quality. Construction activities associated with the Project could substantially degrade water quality during the construction phase of the Project, by releasing sediments and other pollutants into stormwater discharge. Additionally, long-term roadway use of the project can also degrade water quality by discharging pollutants from vehicles into stormwater. These impacts are considered to be potentially significant. (DEIR, p. 4.9-15.)

> **STA Adopts the Following Finding:** Changes or alterations have been required of, or incorporated into, the Project that mitigate or avoid the significant effects of water quality degradation associated with the Project.
>
> **Facts in Support of the Finding:** STA adopts the following mitigation measures that will reduce to less-than-significant levels the adverse effects of the impact. STA is required to obtain a NPDES permit, General Construction permit and SWPPP prior to commencing construction. The SWPPP requires, at a minimum, that STA evaluate and provide best management practices to minimize water quality degredation. The SWPPP must also be approved by the San Francisco Bay Regional Water Quality Control Board prior to construction. The SWPPP will require the contractor for the Project to implement temporary best management practices during the rainy season, and construct, implement and maintain best management practices in accordance with a particular time schedule identified in the SWPPP.

Mitigation Measure 4.9-4a:-- Degradation of Water Quality. During the final design phase of the Project, STA shall implement Project-specific pollution prevention best management practices, treatment best management practices, and temporary best management practices at the construction site. These practices will reduce or eliminate the potential for stormwater pollution discharge. These best management practices shall be identified and incorporated into the Project plans, specifications and estimates. (DEIR, pp. 4.9-15-4.9-16.)

Mitigation Measure 4.9-b:-- Degradation of Water Quality. The Project contractor shall implement a site-specific SWPPP to control water pollution during all construction activities. The SWPPP shall identify best management practices that will be implemented to reduce impacts to water quality during construction, and must be approved before commencement of any ground-disturbing activities. Best management practices identified in the SWPPP may include but are not limited to: erosion control barriers such as silt fences or hay bales, and drain inlet protection, such as gravel bags. (DEIR, p. 4.9-16.)

10. <u>Impacts Concerning Hazards</u>

Less Than Significant Impact: Hazardous Emissions or Materials in an Area in Which Existing or Proposed Schools are Located. The Project would have a significant impact if it would create hazardous emissions or cause hazardous materials, substances, or wastes within one-quarter mile of any existing or proposed school. (DEIR, p. 4.10-10.) The closest schools in the vicinity of the Project are the Nelda Mundy Elementary School in the West End, and the Solano Community College in the East End. However, each school is more than one-quarter mile away from the Project. Additionally, the Project would not emit hazardous roadway emissions. Thus, the impacts related to hazardous emissions, or the handling of hazardous materials, substances or wastes within these schools would be less than significant. (DEIR, p. 4.10-11.)

STA Adopts the Following Finding: Because this impact is less than significant, no mitigation measures are required.

Impact 4.10-1: Public Exposure To Hazards Through Routine Transport, Use or Disposal of Hazardous Materials, or Release of Hazardous Materials During Construction. Traffic using the Project roadway is not anticipated to routinely transport, use, or dispose of hazardous wastes or material. Thus, impacts from hazardous materials arising from Project use are considered less than significant. However, construction activities associated with the Project have the potential to expose workers and the public to hazardous materials. There is a potential that soil in the East and West Ends could be contaminated with hazardous materials, due to aerially-deposited lead from vehicle exhaust or from historical agricultural activities on that land. Thus, soil disturbing activities in the East and West Ends, such as grading and excavation, could expose construction workers and members of the public to potential contaminants in this soil. Additionally, construction workers or members of the public could be exposed to contaminated groundwater in areas where Project construction will excavate soils that have historically been used for agriculture. The Project will also require one building in

the East End to be demolished. Because this building appears to be constructed before 1980, asbestos-containing materials could be released upon demolition. Additionally, thermoplastic and paint pavement markings throughout the Project area may contain lead in excess of hazardous waste thresholds, which could be released into the air if disturbed. The release of hazardous materials associated with Project construction is considered a potentially significant impact. (DEIR, pp. 4.10-12-4.10-13.)

STA Adopts the Following Finding: Changes or alterations have been required of, or incorporated into, the Project that mitigate or avoid the significant effects of exposure and potential contamination from hazardous materials released by construction activities associated with the Project.

Facts in Support of the Finding: STA adopts the following mitigation measures that will reduce to less-than-significant levels the adverse effects of this impact. These mitigation measures will require soil and groundwater testing for contaminants prior to and during construction. If the level of contaminants found exceeds health and safety standards for construction workers, STA shall implement additional site safety measures to protect workers. The mitigation measures also require special abatement procedures will be used if lead or asbestos is found during construction. Additionally, various agencies, such as the Environmental Protection Agency, Department of Toxic Substances Control, Occupational Safety and Health Agency, impose procedures to remove asbestos and lead-based paint, or structures containing these materials.

Mitigation Measure 4.10-1a: Public Exposure To Hazards. If lead or asbestos are found during demolition activities or other construction, these materials shall be abated, and special construction worker health and safety procedures shall be implemented during abatement. STA shall perform an asbestos and lead-based paint survey for all structures to be demolished that were constructed prior to 1980. If asbestos-containing materials are found, these materials shall be abated by a certified asbestos abatement contractor in accordance with Bay Area Are Quality Management District and Department of Toxic Substances Control law and regulations. All work shall conform to CalOSHA construction safety orders and requirements for asbestos and lead. These requirements may include air monitoring during construction, worker training and preparation of a Lead Compliance Plan prior to construction. (DEIR, p. 4.10-13.)

Mitigation Measure 4.10-1b: Public Exposure To Hazards. Prior to construction, soils within the existing right-of-way of SR 12 or Interstate 80 that would be disturbed during construction, shall be tested for total and/or soluble lead to ensure that all necessary soil management and/or soil disposal procedures are followed. (DEIR, p. 4.10-13.)

Mitigation Measure 4.10-1c: Public Exposure To Hazards. Prior to commencing construction, STA shall take a minimum of four soil samples from soil immediately located beneath the railroad tracks in the West End, and analyze these samples for various hazardous chemicals. If the concentration of contaminants found in the soil exceed standards for worker health and safety,

STA shall implement additional site safety measures, such as requiring workers to wear protective equipment and/or dust control. If the concentrations found exceed hazardous waste threshold standards, STA shall manage the soil during construction and dispose the soil off-site, if necessary. Depending upon the level of concentration, STA may be required to report this contamination to the Solano County Department of Environmental Management or other regulatory agency, and implement other investigation or remediation, as directed by other regulatory programs. (DEIR, p. 4.10-13.)

Mitigation Measure 4.10-1d: Public Exposure To Hazards. If excavation that may reach groundwater is required, STA shall investigate groundwater quality in areas where groundwater may be affected by reported releases of hazardous materials. If concentrations of contaminants found in groundwater exceed construction worker health and safety standards, STA shall require additional safety measures, such as protective equipment, to minimize exposure to contaminated groundwater. If concentrations of contaminants exceed groundwater permit thresholds, STA shall manage dewatered groundwater during construction and shall treat or dispose the groundwater off-site. Depending upon the level of contamination found, STA may be required to report the contamination and implement additional mitigation measures, as described in mitigation measure 4.10-1c. (DEIR, pp. 4.10-14.)

Mitigation Measure 4.10-1e: Public Exposure To Hazards. Prior to construction, minimum of eight four-point composite samples from areas historically under agricultural cultivation shall be collected and analyzed for Title 22 metals and organochlorine pesticides. If the concentration of contaminants found in the soil exceed standards for worker health and safety, or hazardous waste threshold standards, STA shall implement mitigation measures described in mitigation measure 4.10-1c. (DEIR, p. 4.10-14.)

Mitigation Measure 4.10-1f: Public Exposure To Hazards. Prior to construction, a qualified environmental professional shall take a minimum of four soil samples from areas adjacent to each agricultural outbuilding affected by the Project. The soil shall be analyzed for Title 22 metals, organochlorine pesticides, and other contaminants. STA shall conduct further soil remediation if contaminants are found. Additionally, if the concentration of contaminants found in the soil exceed standards for worker health and safety, or hazardous waste threshold standards, STA shall implement mitigation measures described in mitigation measure 4.10-1c. (DEIR, pp. 4.10-17-4.10-18.)

11. <u>Impacts Concerning Population and Housing</u>

Less Than Significant Impact: Population and Housing—Population Growth Impacts. The Project does not include new housing or businesses, and would thus not directly create population growth. However, the Project could indirectly encourage future development, by extending roadways and creating remainder parcels on agricultural land between the new roadway and Interstate 80. Because of their size, the remainder parcels would no longer be viable for agricultural use and would be subject to

development pressure. However, because the remainder parcels are currently zoned for agricultural use, no commercial or residential development can occur on them. Additionally, the Orderly Growth Initiative also prohibits large-scale residential or mixed use development on these parcels. Moreover, future development of these remainder parcels would be inconsistent with Policy 3 of Chapter III Land Use and Circulation Element of the Solano County General Plan, Agriculture and Open Space Land Use of the Solano County General Plan, which restricts urban development in ways that do not conflict with essential agricultural lands. Finally, subdivision of these remainder parcels would be inconsistent with Policy 2 of Chapter III Land Use and Circulation Element of the Solano County General Plan, Agriculture and Open Space Land Use of the Solano County General Plan, the forthcoming amendment of which is designed to clarify that agricultural parcels smaller than the defined farmable unit should not be subdivided. Because of the existing zoning restrictions, Solano County General Plan polices, and other limitations, such as the Orderly Growth Initiative, remainder parcels could not be developed for growth-inducing uses. Thus, impacts related to substantial population growth as a result of the Project are less than significant. (DEIR, pp. 4.11-7, 4.1-13.)

> **STA Adopts the Following Finding:** Because this impact is less than significant, no mitigation measures are required.

Impact 4.11-1:--Population and Housing--Displacement Of People Or Businesses. Because land uses in the Project area are primarily agricultural with limited residential development, no residential properties would be acquired as a result of the Project. Thus, no people would be displaced from residences. However the Project would require two buildings and associated structures in the East End to be removed, and the four business tenants occupying those buildings would be displaced. This is considered to be a significant impact. (DEIR, p. 4.11-8.)

> **STA Adopts the Following Finding:** Changes or alterations have been required of, or incorporated into, the Project that mitigate or avoid the significant effects of displacement of businesses associated with the Project.
>
> **Facts in Support of the Finding:** STA adopts the following mitigation measures that will reduce to less-than-significant levels the adverse effects of the impact. These mitigation measures will require STA to provide assistance and other services to minimize hardships to the displaced business owners in accordance with California law.
>
> **Mitigation Measure 4.11:--Displacement Of People Or Businesses.** STA shall comply with the requirements of California's Relocation Assistance Law. If the displaced businesses qualify for assistance under the Relocation Assistance Law, STA shall provide relocation benefits. These benefits may include financial compensation, assistance in obtaining and becoming established in a suitable replacement location, and other advisory services to minimize hardships to displaced business owners. (DEIR, p. 4.11-8.)

12. <u>Impacts Concerning Public Services and Recreation</u>

Less Than Significant Impact: Public Services and Recreation--Impacts to Public Services and Recreation. Because the Project includes the new roadway, it will improve local access for and reduce response times for emergency service providers. Additionally, the Project would not construct new housing or other facilities that would create a significant increase in demand for public services, and any demand for police patrol or fire services on the new roadway would be minimal. Additionally, Project construction is not anticipated to impede construction of the Bay Area Ridge Trail through the Project area, and STA will continue to coordinate with the Ridge Trail Council during construction. Thus, any impacts related to an increase in public services or impact on public facilities would be less than significant. (DEIR, p. 4.12-7.)

> **STA Adopts the Following Finding:** Because this impact is less than significant, no mitigation measures are required.

Less Than Significant Impact: Public Services and Recreation--Impacts to Construction or Expansion of Recreational Facilities. The Project includes construction of a 1.56 mile-long new multi-use path and greenway along the north side of the new roadway, which will connect to the City of Fairfield Linear Park at Suisun Creek and Abernathy Road. The multi-use path and greenway will encompass approximately 9.0 acres, and will be owned and maintained by Solano County. Additionally, the City of Fairfield will remove portion of the Linear Park between Suisun Creek and Abernathy Road by an amendment to Policy OS 12.7 and the Recreation and Open Space and Circulation Elements of its General Plan. The City is also entering discussions with Solano Land Trust to transfer a conservation easement on this section of the Linear Park to a new, planned portion of the Linear Park. After this conservation easement is transferred, the city will close access to the portion of the Linear Park between Suisun Creek and Abernathy Road. However, because the new multi-use path and greenway will be an in-kind replacement of the existing portion of the Linear Park, impacts related to construction or expansion of recreational facilities will be less than significant. (DEIR, pp. 3-4, 4.12-4, 4.12-7—4.12-8.)

> **STA Adopts the Following Finding:** Because this impact is less than significant, no mitigation measures are required.

13. <u>Impacts Concerning Utilities and Service Systems</u>

Less Than Significant Impact: Utilities and Service Systems—Landfill Capacity to Serve Project. Because the Project primarily involves construction of a new roadway, it would not generate a substantial amount of solid waste, in comparison to residential or commercial development project. The Project would demolish one building. Any solid waste generated during the construction phase of the Project will be handled by the Portreo Hills Landfill, which has sufficient capacity to hold this waste. Solid waste from operation of the Project will be negligible. Solid waste will be disposed in compliance with federal, state and local statutes and regulations. Because the need for solid waste services will be minor, and the identified landfill has sufficient capacity the impacts related to solid waste are less than significant. (DEIR, p. 4.13-4.)

STA Adopts the Following Finding: Because this impact is less than significant, no mitigation measures are required.

14. Findings Concerning Cumulative Effects

In accordance with section 15130(b) of the CEQA Guidelines, section 6.0 of the EIR addresses the cumulative impacts of the Project based on other planned transportation and residential, and commercial projects in the vicinity of the Project, and population projections in the City of Fairfield General Plan. Four major transportation projects will be constructed in the Project area: (1) the I-80/I-680/SR12 Interchange Project, which will include relocating the Cordelia truck scales; (2) construction of 8.7 miles of High Occupancy Vehicle Lane on I-80; (3) conversion of SR12 from a two to four lane highway between I-80 and SR29; and (4) construction of a truck climbing lane on westbound SR12 from I-80 to west of Red Top Road. Additionally, there are ten proposed or approved residential projects, and seven forthcoming commercial/industrial/office projects within the City of Fairfield, near the Project site. Additionally, the City of Fairfield General Plan 2002 amendment projects that population buildout of Fairfield will reach 136,160. The effect of the General Plan projection, in combination with the development of the Project and present and future projects suggests that the City will continue to rezone sites and increase densities to accommodate build-out projections.

The Project could contribute to cumulative environmental impacts associated with land use, agricultural resources, transportation and traffic, air quality, noise, biological resources, aesthetics, hydrology and water quality, hazards, population and housing, and utilities. However, with adopted mitigation measures, these cumulative impacts are less than significant.

Less Than Significant Impact: Cumulative Impacts on Land Use: The Project is designed only to accommodate the existing planned agricultural uses of property adjacent to the Project. For example, the adjacent parcels will only have limited direct access to the roadway (right-in/right-out), if the existing access is replacement access that will be severed by the new roadway, or if the access is needed for continued farming. In these areas, the Project will be designed with a solid median to discourage intersections that could accommodate development beyond the current agricultural use. These design elements will prevent the Project from inducing growth or creating cumulative impacts beyond those already set forth in the City of Fairfield and Solano County General Plans. (DEIR, p. 6-5.)

STA Adopts the Following Finding: Because this impact is less than significant, no mitigation measures are required.

Less Than Significant Impact: Cumulative Impacts on Agricultural Resources: The Project, along with other development in the area will continue to convert farmland to non-agricultural uses, which is considered a significant cumulative impact. (DEIR, pp. 6-5 – 6-6.)

STA Adopts the Following Finding: Changes or alterations have been required of, or incorporated into, the Project that mitigate or avoid the significant effects of conversion of agricultural land associated with the Project.

Facts in Support of the Finding: STA adopts the following mitigation measures that will reduce to less-than-significant levels the adverse effects of cumulative impacts to agricultural land that will be taken or indirectly affected by the Project. This mitigation measure will place conservation easements on farmland in Solano County and thereby reduce cumulative impacts associated with the conversion of agricultural land to non-agricultural uses. These conservation easements shall replace farmland acquired for the Project at a 1:1 ratio, and at a 1:1.25 ratio for farmland that is currently under conservation easement. Additionally, the City of Fairfield and Solano County have implemented many land use policies to reduce the conversion of agricultural land to other uses. (DEIR, p. 6-6.)

Mitigation Measure: Mitigation Measures 4.1-1 and 4.1-2 identified in Section 4.1, Land Use, shall be implemented to reduce the cumulative land use impacts of the project to a less than significant level.

Less Than Significant Impact: Cumulative Impacts on Transportation and Traffic: Future 2020 traffic impacts, such as volumes and turning movements at key intersections on area roadways, were analyzed based on present and reasonably foreseeable future projections and development in the area assumed in the Napa Solano County travel forecasting model. Accordingly, this analysis accounts for cumulative traffic impacts from other projects. As discussed in section 4.2 of the EIR, the Project will improve or maintain LOS at every intersection but one, and will implement mitigation to ensure that this intersection operates at an acceptable LOS level. It should also be noted that even without such mitigation, this intersection is still forecasted to operate with less delay than without the Project. Additionally, other transportation projects will also help reduce cumulative traffic impacts in the area. For these reasons, the traffic cumulative impacts associated with the Project are less than significant. Although the construction of the Project may create temporary traffic impacts, the Project would implement mitigation measures to reduce cumulative impacts to the Project area intersections to a less than significant level. (DEIR, pp. 4.2-25 – 4.2-27, 6-6 – 6-7.)

STA Adopts the Following Finding: Changes or alterations have been required of, or incorporated into, the Project that mitigate or avoid the significant temporary cumulative impacts on traffic and transportation associated with the Project.

Facts in Support of the Finding: STA adopts the following mitigation measures that will reduce to less-than-significant levels the temporary cumulative adverse effects on traffic associated with construction of the Project.

Mitigation Measure: Mitigation Measure 4.2-1 identified in Section 4.2, Traffic and Transportation, shall be implemented to reduce the cumulative traffic and transportation impacts to a less than significant level.

Less Than Significant Impact: Cumulative Impacts on Air Quality. Air Quality impacts were based on year 2020 traffic conditions. As described above, the year 2020 traffic conditions accounted for present and reasonably foreseeable future development in the region. As noted in section 4.3 of the EIR, the Project is contained in the Regional

Transportation Plan, and would not cumulatively increase criteria pollutants for which the region is in nonattainment. The Project also conforms with the State Implementation Plan. Therefore, the cumulative impacts on air quality associated with operation of the Project are less than significant. Construction of the Project, in combination with construction of other roadway and development projects, could have temporary cumulative air quality impacts with regard to dust. This is a potentially significant impact. (DEIR, p. 6.7.)

> **STA Adopts the Following Finding:** Changes or alterations have been required of, or incorporated into, the Project that mitigate or avoid the temporary significant cumulative impacts on air quality associated with the Project.
>
> **Facts in Support of the Finding:** STA adopts the following mitigation measures that will reduce to less-than-significant levels the temporary significant cumulative effects on air quality associated with construction of the Project.
>
> **Mitigation Measure:** Mitigation Measure 4.3-1, identified in Section 4.3, Air Quality, shall be implemented to reduce cumulative air quality emissions associated with construction of the Project to a less than significant level.

Less Than Significant Impact: Cumulative Impacts on Noise. In addition to noise generated by the Project, other roadway projects, such as the I-80 High Occupancy Vehicle Lane project and the I-80/I-680/SR12 Interchange project would facilitate increased traffic along the I-80 corridor, which would increase noise levels in this area. With the Project, cumulative noise levels are estimated to increase by one decibel at noise sensitive receiver locations in the West End, which would not be cumulatively considerable. Therefore, cumulative noise impacts associated with the Project are considered to be less than significant. (DEIR, pp. 4.4-9, 6-7.)

> **STA Adopts the Following Finding:** Because this impact is less than significant, no mitigation measures are required.

Less Than Significant Impact: Cumulative Impacts on Biological Resources. The Project along with future development and projects would convert habitat necessary for certain plant and animal species and impact wetlands. This project and future development may also contribute to the fragmentation of habitats for many special status species in the area. Finally, the Project and other future development would cause further habitat loss or impacts to plant and animal species by creating new transportation corridors and increasing the number of local residents in the area. The mitigation measures outlined in section 4.5 of the EIR reduce the potential loss of these biological resources. (DEIR, p. 6-8.)

> **STA Adopts the Following Finding:** Changes or alterations have been required of, or incorporated into, the Project that mitigate or avoid the significant cumulative impacts on biological resources associated with the Project.

Facts in Support of the Finding: STA adopts the following mitigation measures that will reduce to less-than-significant levels the significant cumulative effects on biological resources associated with the Project.

Mitigation Measure: The Mitigation Measure identified in Section 4.5, Biological Resources, shall be implemented to reduce cumulative impacts to biological resources to a less than significant level.

Less Than Significant Impact: Cumulative Impacts on Aesthetic Resources. The Project, in combination with future development, would continue to change or encroach on the scenic elements in the Project area. As discussed in section 4.6 of the EIR, the Project's impacts on aesthetic resources are less than significant. Additionally, future projects in the area would be evaluated based on their consistency with the polices in the City of Fairfield and Solano County General plans that address protection of scenic resources, and mitigate impacts to scenic resources. Thus, because of these requirements, the cumulative aesthetic impacts associated with the Project are less than significant. (DEIR, p. 6-9.)STA Adopts the Following Finding: Because this impact is less than significant, no mitigation measures are required.

Less Than Significant Impact: Cumulative Impacts on Cultural Resources. The project would not have any significant impacts to cultural resources. Although some recorded prehistoric sites exist within a 1-mile radius of the Project area, none are within the immediate area of the Project. Additionally, although it is possible that additional prehistoric artifacts could be found in the Project area, trenching and testing in the area did not find and prehistoric artifacts. Because the Project's mitigation measures will reduce to less than significant any impacts on cultural resources, and because other development projects would contain similar mitigation measures, cumulative impacts related to cultural resources are less than significant. (DEIR, pp. 6-9-6-10.)

STA Adopts the Following Finding: Because this impact is less than significant, no mitigation measures are required.

Less Than Significant Impact: Cumulative Impacts on Geology and Soils. As noted in section 4.8 of the EIR, the Project is designed to avoid or mitigate any impacts related to the local geology and soils to a less than significant level. Additionally, impacts associated with geology and soils tend to be limited to individual project sites and do not tend to result in cumulative impacts. Further, future development projects in the area would be required by CEQA to mitigate impacts related to geology, soils, and local seismic hazards, such as the Green Valley and Cordelia faults, and engineering and design features are available to avoid these seismology-related impacts. Thus, cumulative impacts on soils and geology associated with the Project are less than significant. (DEIR, p. 6-10.)

STA Adopts the Following Finding: Because this impact is less than significant, no mitigation measures are required.

Less Than Significant Impact: Cumulative Impacts on Hydrology and Water Quality. The Project, in combination with future area development would contribute to

an increase in impervious surface area and stormwater runoff. Existing drainage may not be able to accommodate the additional runoff generated by future development, and this, in combination with the increase in impervious surface area, could increase frequency of flooding in the area. However, the Project will mitigate impacts related to hydrology and water quality to a less than significant level. Additionally, CEQA will require future development to mitigate these impacts. Further, the Solano County Water Agency, in cooperation with other agencies, is working to develop a regional solution to flooding in the Suisun Creek basin, such as construction of a detention/retention basin. Based on this information, and the mitigation associated with the Project, cumulative impacts related to hydrology and water quality are less than significant. (DEIR, pp. 6-10-6-11.)

> **STA Adopts the Following Finding:** Because this impact is less than significant, no mitigation measures are required.

Less Than Significant Impacts: Cumulative Impacts on Hazards. Cumulative impacts with regard to hazards can be mitigated by standard practices set forth by various regulatory agencies. The Project and future development could increase the potential for the spread and release of hazardous materials, which could affect construction workers and possibly residents. However, as with the Project, this potential can be mitigated through regulatory requirements during construction and standard mitigation measures. Additionally, the Project and future development could impact local and regional water quality by contributing to increased pollutants in runoff. However, this potential effect can be mitigated by standard best management practices and standard water quality treatment measures. Further, all projects must conform with other regulatory standards, such as the Uniform Building Code, to mitigate hazards related to earthwork and structural integrity. Thus, cumulative impacts associated with hazards are less than significant. (DEIR, p. 6-11.)

> **STA Adopts the Following Finding:** Because this impact is less than significant, no mitigation measures are required.

Less Than Significant Impact: Cumulative Impacts on Population and Housing. Although future development is anticipated to occur in the Project area, the Project would not directly increase housing in the Project area. As noted in section 4.11 of the EIR, the Project would only replace existing access to parcels from the Project roadway, and would not create new access to the roadway, which would encourage future development on adjacent agricultural lands. Additionally, Solano County land use policies currently restrict development of agricultural lands in the Project area. Thus, any cumulative impacts associated with the Project on population and housing are less than significant. (DEIR, pp. 4-11.7, 6-11.)

> **STA Adopts the Following Finding:** Because this impact is less than significant, no mitigation measures are required.

Less Than Significant Impact 6: Cumulative Impacts on Public Services and Recreation. The Project would not increase the demand for public services, and would have a beneficial cumulative impact on police, fire and emergency public services, because it would relieve traffic congestion and provide an alternative route for these

services. Thus, response time for these public services would be reduced. Additionally, the Project would have a beneficial impact on recreation by creating an enhanced multi-use path and greenway to replace an existing portion of the City of Fairfield Linear Park. Accordingly, the Project would not create any significant adverse cumulative impact on public services and recreation. (DEIR pp. 6-11-6-12.)

> **STA Adopts the Following Finding:** Because this impact is less than significant, no mitigation measures are required.

Less Than Significant Impacts: Cumulative Impacts on Utilities and Service Systems. The Project, in combination with other future development could increase the demand for utility service and require utilities to be relocated. However, if utilities were relocated, utilities would generally be continuously provided to local businesses and residents. Additionally, future development would be conditioned on the ability to provide the additional utilities needed for that project. Further, emergency service providers would also review potential development to ensure that adequate utilities can be provided. Accordingly the Project's cumulative impacts with regard to utilities and service systems are less than significant.

> **STA Adopts the Following Finding:** Because this impact is less than significant, no mitigation measures are required.

13. Findings Concerning Growth-Inducing Impacts

In compliance with CEQA requirements, section 6.0 of the DEIR analyzes the growth-inducing impacts that can be anticipated from adoption and implementation of the Project. Section 15126.2(d) of the CEQA Guidelines provides that an EIR shall:

> "Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a waste water treatment plant might, for example, allow for construction in service areas.) Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment."

As discussed in the DEIR, the Project would not directly or indirectly induce growth in the area. First, the Project would not involve the construction of any residential or commercial structures. Although the Project would convert some agricultural land to roadway, it would not change the zoning on any of the affected parcels, and would not allow the parcels affected by the Project to be developed for other growth-inducing uses. The Project will provide only limited access to adjacent properties to allow continued farming. Additionally, the Project will be designed with a solid median to inhibit the creation of full access intersections which would be necessary to accommodate development beyond the existing agricultural use of parcels adjacent to the Project

roadway. Thus, although the Project involves construction of a new roadway, it would not create additional growth.

The Project construction would result in a short-term increase in construction-related job opportunities in the Solano County area. However, the opportunities provided by Project construction would not likely result in the permanent relocation of construction workers to the Project area.

Additionally, the Project would not involve expansion of other infrastructure, such as water mains, sewer lines, or other utilities that could remove an impediment to additional growth.

Please refer to the previous discussions in these Findings for the analysis of each potentially significant impact and the adopted mitigation measures.

14. Findings Concerning Irreversible Environmental Changes

Section 6.0 of the DEIR addresses CEQA's requirement that an EIR disclose all significant impacts, including those that cannot be mitigated to a less-than-significant level. (*See* Pub. Resources Code, § 2100(b)(2)(B); CEQA Guidelines, § 15126.2(c).) Because feasible mitigation exists to mitigate all potentially significant impacts, STA finds that there are no significant unavoidable impacts for the Project. (DEIR, p. 6-1.)

XI. FINDINGS REGARDING PROJECT ALTERNATIVES

Public Resources Code section 21002 provides that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects, and that the procedures required by [CEQA] are intended to assist public agencies in systematically identifying both the significant effects of proposed Projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects." This section further provides that "in the event specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof." (Pub. Resources Code, § 21002.)

CEQA defines "feasible" to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social and technological factors." (Pub. Resources Code, § 21061.1.) The CEQA Guidelines add another factor: "Legal" considerations. (CEQA Guidelines, § 15264; *see also Citizens of Goleta Valley v. Board of Supervisors* ("*Goleta II*") (1990) 52 Cal.3d 553, 565; *Sequoyah Hills Homeowners Assn. v. City of Oakland* ("*Sequoyah Hills*") (1993) 23 Cal.App.4th 704, 715.)

Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control, or otherwise have access to the alternative site. (CEQA Guidelines, § 15126.6(f)(1).)

The concept of "feasibility" also encompasses the question of whether a particular alternative or mitigation measure promotes the underlying goals and objections of a project. (*City of Del Mar*

v. City of San Diego ("*City of Del Mar*") (1982) 133 Cal.App.3d 410, 417. "Feasibility" under CEQA encompasses "desirability, to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors." (*Id. see also Sequoyah Hills,* 23 Cal.App.4th at 715.)

Where a significant impact can be substantially lessened solely by the adoption of mitigation measures, the agency in drafting its findings has no obligation to consider the feasibility of alternatives with respect to that mitigated impact, even if the alternative would mitigate the impact in question to a greater degree than the project as mitigated. (*See* Pub. Resources Code, § 21081(b).) The California Supreme Court has stated that, "[w]isdom of approving...any development project, a delicate task which requires a balancing of interests, is necessarily left to the sound discretion of the local officials and their constituents who are responsible for such decisions. The law as we interpret and apply it simply requires that those decisions be informed, and therefore balances." (*Goleta II, supra*, 52 Cal.3d at 576.)

A "public agency may approve a developer's choice of a project once its significant adverse effects have been reduced to an acceptable level—that is, all avoidable damages has been eliminated and that which remains is otherwise acceptable." (*See Laurel Hills, supra*, 83 Cal.App.3d at 521.) In this context, acceptable means that on balance, "the specific economic, legal, social, technological, or other benefits of a proposal [sic] project outweigh the unavoidable adverse environmental effects...." (CEQA Guidelines, § 15093(a).)

Factors Considered in Identifying Alternatives For The Project

In determining what alternatives should be considered in the EIR, it is important to acknowledge the objectives of the project, the project's significant effects, and unique project considerations. These factors are crucial to the development of alternatives that meet the criteria specified in section 15126.6(a) of the CEQA Guidelines. The objectives of the Project are listed in section 3.0 of the DEIR.

The Project was developed to alleviate the existing traffic congestion on I-80 and local surface streets, and create a roadway for local trips between downtown Fairfield and the Green Valley/Suisun Valley Area. Because of the increase in regional traffic on 1-80 and the increases in commercial and residential development in the Project area, the existing roadways do not adequately serve local traffic to and from the Green Valley/Suisun Valley area. Other factors considered in identifying project alternatives include the following selection criteria.

- Minimizing impacts to agricultural land or other sensitive resources;
- Minimizing impacts to residences;
- Accommodating future planned transportation projects;
- Convenience and accessibility of roadway;
- Ability to reduce traffic congestion on local roadways and I-80

Alternatives Analysis

The EIR examined a reasonable range of alternatives to the Project to determine whether any of these alternatives could meet the Project's objectives while avoiding or mitigating its impacts. Three alternatives were considered as part of environmental review for the Project:

Alternative 1- No Project Alternative;

Alternative 2- Improvement of Existing Roadways Alternative; and

Alternative 3- Enhanced Bus Service Alternative.

Alternatives Considered but Rejected

In addition to the three alternatives evaluated in the EIR, STA considered numerous other alternative locations for the Project roadway in the Project area. These locations were considered but rejected, principally due to impacts to other resources, planned development, or roadways.

West End Alternatives: STA considered seven alternative alignments for the Project roadway in the West End. Alignment W1 was considered and withdrawn because it would impact a future planned development in the area. AlignmentsW2, W3, W5, and W6 were considered but withdrawn because of their impacts to the North Bay Aqueduct and impacts to a future planned development in that area. Alignment W4 was considered and withdrawn because it would impact an existing pond located on the Mangels property. Alignment W7, was withdrawn due to traffic impacts. Alignment W7, which would connect with AR12 at an intersection west of Red Top Road, would have required motorists on the North Connector to turn left on SR 12 and right on Red Top Road. Because Alignment W7 would create two intersections at close proximity, this alignment would create traffic congestion. Alignment W7 was also withdrawn because the grading required would create visual impacts, and would create a discontinuous roadway network while the I-680/I-80/SR 12 Interchange project is pending. (DEIR, pp. 5-1-5-3.)

East End Alternatives: STA considered four alternative alignments for the Project roadway in the East End. Alignments ET1 and ET2 were located further from I-80, and withdrawn because this location would have a greater impact on agricultural lands. Two other alignments, Alignments E1 and E2 were considered but withdrawn because they would directly conflict with the proposed future relocation of the I-80 Truck Scales, which were being studied as part of the I-680/I-80/SR 12 Interchange project. (DEIR, pp. 5-2-5-3.)

Alternative 1-No Project Alternative

1. Description

The No Project Alternative represents the status quo, or maintaining the Project site in its current state. Under the No Project Alternative, no changes in these existing land uses, roadway construction or roadway capacity would be anticipated, as the proposed Project roadway would not be built. Additionally, the Linear Park would remain and no multi-use path and greenway would be constructed. There would be no amendment to the General Plans of the City of Fairfield and Solano County. (DEIR, p. 5-4.)

2. Environmental Impacts

Under the No Project Alternative, the adverse environmental impacts associated with construction and use of the Project would not occur. The no project alternative would also avoid the removal of property required for construction of the Project roadway, including one business. However, under the No Project Alternative, traffic congestion would increase on I-80 and at the intersections listed in the EIR, and increase emissions of reactive organic gases.

3. Relationship to Project Objectives

The No Project Alternative would reduce many impacts that would occur under the Proposed project, including impacts associated with land use, agricultural resources, noise, biological resources, and aesthetics. STA finds, however, that the no Project Alternative would not satisfy any of the Project objectives. The No Project Alternative would not meet the objective of developing a roadway to relieve the existing and anticipated future traffic congestion on local roadways and I-80 that will arise from increased development in the Green Valley/Suisun Valley area and lack of an adequate local east-west route. Additionally, the No Project Alternative would not provide a necessary local roadway connection between downtown Fairfield and Green Valley. (DEIR, 5-5 – 5-6.)

Alternative 2-Improvement of Existing Roadways Alternative

1. Description

Alternative 2 would improve existing roadways, rather than construct a new roadway, to address the demand for a local east-west route in the Project area. This alternative would (1) widen Abernathy Road from I-80 to Rockville Road from 2 to 4 lanes; (2) widen Rockville Road from Abernathy Road to Suisun Valley Road from 2 to 4 lanes and widen the existing bridge across Suisun Creek; (3) widen Suisun Valley Road from Rockville Road to the north entrance to Solano Community College; and (4) improve intersections at Abernathy and Rockville Roads, and at Rockville and Suisun Valley Roads. (DEIR, pp. 5-3, 5-7.)

2. Environmental Impacts

The impacts associated with Alternative 2 would be similar to those of the Project in many respects. Alternative 2 would reduce the impacts to agricultural lands. The lack of a new roadway, however, would not necessarily correspond to a proportional reduction in impacts. The existing roadways that would be improved by Alternative 2 are located near more residences. This Alternative, therefore, would expose more residences to noise and emissions from construction and use of the improved roadways. Additionally, Alternative 2's location would necessitate demolishing 4 residences, and acquiring land from residences to accommodate the improvements. Alternative 2 would also increase the potential to disturb cultural and historic resources during construction. Although Alternative 2 would create a similar visual impact, because roadways improved by Alternative 2 are located in close proximity to residences, there would be a greater aesthetic impact to area residences. Other environmental impacts associated with biological resources, geology/soils, hydrology/water quality, hazards, public services and utilities would not substantially differ when compared to the proposed project. (DEIR, pp. 5-7-5-9.)

3. Relationship to Project Objectives

Alternative 2 would reduce impacts to agricultural lands, but increase or maintain similar levels of environmental impacts in other areas. Although Alternative 2 would create an additional roadway for local traffic, the location of roads improved by Alternative 2 is farther from the lower Suisun Valley and Green Valley areas than the Project location. For example, the Suisun Valley Road and Rockville Road (one of the Roads improved under Alternative 2) intersection is over a mile north of I-80. In contrast, the Project roadway is approximately ¼ mile north of I-80. Thus, Alternative 2 would be less attractive to local motorists traveling to and from the Green Valley and Suisun Valley area, and these motorists may continue to use I-80 for local trips. Thus, although Alternative 2 would be more effective in addressing local traffic congestion than the No Project Alternative, it would not be more effective than the Project. (DEIR, p. 5-7-5-9.)

Alternative 3-Enhanced Bus Service Alternative

1. Description

Alternative 3 would increase bus service in morning and evening peak periods on the bus route serving the Project area. The Fairfield/Suisun City Transit System (FST) serves locations in and outside the County. FST Route 7 (Cordelia Villages) serves the Project area. Route 7 provides bus service from the Fairfield Transit Center in downtown Fairfield to Solano Community College and other points along Suisun Valley Road. Route 7 traverses roads in the Project area, including Suisun Valley Road, Abernathy Road and Rockville Road. Route 7 operates on one hour headways, and has an average daily ridership of 335 riders per day. Typically Route 7 busses can accommodate 32 passengers per trip, and 832 passengers per day, assuming one hour headways. Alternative 3 would increase the availability of Route 7 buses in the morning and evening peak periods by reducing headways to 30 minutes during these times. (DEIR, p. 5-10.)

2. Environmental Impacts

Impacts from Alternative 3 would be similar to the No Project Alternative. Alternative 3 would not involve the construction of new roadway and would avoid impacts to agricultural resources, biological resources, cultural resources, geology/soils, hydrology/water quality, population and housing and public services and utilities. Alternative 3 has the potential encourage local motorists to use Route 7, and thereby reduce traffic congestion on I-80 and local roadways. However, as discussed below, Route 7 currently has a low ridership due to a number of factors, and the extent to which Alternative 3 would reduce traffic congestion is limited. Likewise, Alternative 3 has the potential to reduce air quality impacts associated with use of the Project roadway; however, there is no guarantee that Alternative 3 would create a substantial reduction in air pollutants. (DEIR, p. 5-10 – 5-12.)

3. Relationship to Project Objectives

Alternative 3 is the environmentally superior alternative, because it would reduce or avoid many of the impacts associated with the project. STA finds, however, that Alternative 3 would not satisfy the Project objectives. First, Alternative 3 does not provide a local east-west roadway for local traffic to and from the Green Valley/Suisun Valley area. Second, Alternative 3's potential to reduce traffic congestion on I-80 and local roadways is limited. Many of the

destinations in the Green Valley/Suisun Valley area are commercial and retail. Because retail trips are often combined with other trips, customers of retail stores would be less likely to use the bus service. Additionally, the combination of commercial, retail, office, agricultural and residential uses scattered throughout the area at relatively low densities, and Route 7's circuitous route, renders efficient transportation service difficult. Because of these factors, ridership on Route 7 is low, and may not substantially increase if service on this route were increased. (DEIR, pp. 5-10 – 5-12.)

XII. ADDITIONAL FINDINGS

The EIR identified a number of potentially significant environmental effects (or "impacts") that the Project will cause. STA finds that all potentially significant impacts associated with the Project can be fully avoided (i.e., mitigated to less than significant) through the adoption of feasible mitigation measures. Accordingly, no statement of overriding considerations is required by CEQA. (CEQA Guidelines, § 15093; *see also* Pub. Resources Code, § 21081(b).)

STA finds that the Project will benefit the region by improving the local roadway system and relieving traffic congestion caused by the increased development in the Project area, and the use of I-80 for local east-west trips. Currently, I-80 serves as the most efficient route between downtown Fairfield and Green Valley/Suisun Valley areas. By creating an alternative route for these local east-west trips, the project will relieve traffic congestion on I-80. The Project will also improve traffic on local roadways by improving LOS and reducing delay at major intersections in the area.

Further, STA finds that the Project has been designed to reduce environmental impacts to the extent feasible, which still meeting Project objectives. The Project was designed to minimize impacts to agricultural land, and fully mitigates these impacts. (DEIR, pp. 4.1-12-4.1-13, 4.1-17-4.1-18.).) Additionally, when possible, the Project footprint has been limited to an area where the least amount of natural resources are affected. (DEIR, pp. 4.1-13.) The Project's location adjacent to existing transportation routes maintains existing development patterns. (DIER 4.1-13.) Finally, STA finds that because of site topography, engineering constraints, and impacts to traffic, the Project roadway location will maximize benefits to users. (DEIR, p. 4.5-19.)

Exhibit B
Mitigation and Monitoring Report
Environmental Impact Report for the North Connector Project

4.0 MITIGATION MONITORING REPORTING PROGRAM

Impact #	Impact Statement	Mitigation Measures	Responsible Agency	Timing	Initials
Land Use and Agricultural Resources					
4.1-1	The Project would convert Prime Farmland to non-agricultural uses (East End only). This is considered a significant adverse impact.	**Mitigation Measure 4.1-1:** Prior to construction of the East End of the North Connector Project, the STA shall acquire conservation easement(s) for 1.0 acres of Prime Farmland within the County for every acre of land considered impacted within the Project site that is designated as Prime Farmland. These easements would be held in trust by a public agency or other appropriate entity and be located within the limits of Solano County Implementation of this measure would ensure permanent preservation of prime agricultural land at a 1:1 ratio, and would have a beneficial impact on the preservation of agricultural lands in Solano County. Table 4.1-5 provides a summary of the mitigation requirements for impacts to Prime Farmlands. Implementation of this measure would reduce impacts to lands designated as Prime Farmland to a less-than-significant level.	Solano Transportation Authority (STA)	Prior to construction of the East End	
4.1-2	The Project would convert lands subject to agricultural conservation easements to non-agricultural uses. This is considered a significant adverse impact.	**Mitigation Measure 4.1-2:** Prior to construction of the East End of the North Connector Project, the STA shall acquire conservation easement(s) for 1.25 acres of Prime Farmland within the County for every acre of land considered impacted within the Project site that is under conservation easement. These easements would be held in trust by a public agency or other appropriate entity and be located within the limits of Solano County. Because conservation easements provide permanent preservation of agricultural land, implementation of this measure would ensure permanent preservation of prime agricultural land at a 1.25:1	STA	Prior to construction of the East End	

Impact #	Impact Statement	Mitigation Measures	Responsible Agency	Timing	Initials
		acre ratio, and would have a beneficial impact on the preservation of agricultural lands in Solano County. Table 4.1-5 provides a summary of the mitigation requirements for impacts to lands held under conservation easements. Implementation of this measure would reduce impacts to lands held in conservation easement to a less-than-significant level.			
Traffic and Transportation					
4.2-1	During construction, the Project could result in inadequate emergency access. This is considered a potentially significant adverse impact.	**Mitigation Measure 4.2-1:** STA shall prepare a Transportation Management Plan (TMP) prior to beginning construction. The TMP shall be incorporated into the detailed design and implemented during construction. The TMP could include, but not be limited to, Motorists Information, Incident Management, Construction Strategies and Public Awareness Strategies. Detailed traffic handling plans shall also be developed that include restriping and staging elements to ensure safe free flow of traffic is maintained in the project area.	STA in coordination with City/County Planning, Engineering, and emergency service providers	On-going throughout construction	
4.2-2	The Project would exceed, either individually or cumulatively, a level of service standard established by Solano County or the City of Fairfield for designated roads or highways.	**Mitigation Measure 4.2-2:** Prior to completion of the East End of the North Connector, STA shall construct a double left turn lane from Suisun Valley Road onto I-80 Eastbound. The double left turn lane shall meet Caltrans design requirements and would reduce the LOS from E to D at this intersection.	STA in coordination with Caltrans design requirements	During construction of the East End	
Air Quality					
4.3-1	The Project could potentially result in temporary increases in construction-related PM10 emissions during grading and construction activities. This is considered a potentially significant adverse impact.	**Mitigation 4.3-1:** The contractor shall be required to minimize or eliminate dust through the application of water or dust palliatives during construction and must use Caltrans Special Provisions and Standard Specifications, which include requirements to minimize or eliminate dust through the application of water or dust palliatives during Project construction. Implementation of this measure would reduce the potential exposure of sensitive receptors to dust (PM10) to a less-than-significant level.	STA and Contractor	On-going throughout construction	
Noise					

Impact #	Impact Statement	Mitigation Measures	Responsible Agency	Timing	Initials
4.4-1	The Project could potentially result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels associated with construction activities. This is considered a potentially significant adverse impact.	**Mitigation Measure 4.4-1:** Groundborne vibration and noise-generating construction activities, including use of heavy-duty trucks, shall be limited to daytime hours of 7:00 a.m. to 7:00 p.m., Monday through Friday, and 8:00 a.m. to 5:00 p.m. on Saturdays. Construction activities shall not occur on Sundays or holidays except in circumstances where STA deems it necessary.	STA and Contractor	On-going throughout construction	
4.4-2	Construction of the Project could potentially cause a substantial temporary increase in ambient noise levels in the Project vicinity above levels existing without the Project due to construction activities. This is considered a potentially significant adverse impact.	**Mitigation Measure 4.4-2a:** Noise-generating activities at the construction site or in areas adjacent to the construction site associated with the Project shall be restricted to daytime hours of 7:00 a.m. to 7:00 p.m., Monday through Friday, and 8:00 a.m. to 5:00 p.m. on Saturdays. Construction activities shall not occur on Sundays or holidays except in circumstances where STA deems it necessary. **Mitigation Measure 4.4-2b:** All internal combustion engine driven equipment shall be equipped with intake and exhaust mufflers which are in good condition and appropriate for the equipment. **Mitigation Measure 4.4-2c:** Unnecessary idling of internal combustion engines within 100 feet of residences shall be strictly prohibited. **Mitigation Measure 4.4-2d:** All construction equipment shall be staged at least 200 feet from residences and all stationary noise-generating construction equipment, such as air compressors and portable power generators, shall be located as far as practical from noise sensitive residences.	a-d) STA and Contractor	a-d) On-going throughout construction	
Biological Resources					
4.5-1	The Project could potentially impact the habitat of the Pallid Bat, Western Red Bat, and Hoary Bat, state species of special concern. This is considered a potentially significant adverse impact.	**Mitigation Measure 4.5-1:** Preconstruction surveys shall be conducted before trees or potential roost structures are impacted or removed within the entire study area. A qualified biologist shall conduct this survey. If no bats are found during the survey, tree removal and structure demolition work shall be conducted within one month of the survey. If a maternity colony is observed during the	STA in coordination with a qualified biologist	Prior to construction and removal of trees or potential root structures	

Impact #	Impact Statement	Mitigation Measures	Responsible Agency	Timing	Initials
		surveys, no eviction/exclusion shall be allowed during the maternity season (typically between April 15 and July 30). If a non-reproductive group of bats are found within a building or roost tree, they shall be evicted by a qualified biologist and excluded from the roost site prior to work activities during the suitable time frame for bat eviction/exclusion (i.e., February 20th to April 14th and July 30th to October 15th).			
4.5-2	The Project would have a substantial adverse effect to the California Red Legged Frog and its habitat. The California Red Legged Frog is a federally listed threatened species and a California species of concern. This is considered a significant adverse impact.	**Mitigation Measure 4.5-2:** In accordance with guidance received from USFWS, the Project shall mitigate for impacts to California red-legged frog habitat by creating a breeding pond for this species that would provide a greater than 2:1 ratio (replacement: impacted) of mitigation acreage (see Figure 3-4 for the approximate location of the red-legged frog breeding pond). The proposed location of the new breeding site is to the north and east of the new roadway alignment. In addition, a total of 35.4 acres of upland around this breeding pond shall also be preserved by a conservation easement or a deed restriction. This provides for 2:1 mitigation (preserved to impacted) for impacts to upland migration/dispersal habitat. The conservation easement shall usurp all development rights. The mitigation property would be owned in fee by the existing land owner, Solano County, or a qualified conservation organization. Allowable uses within this open space preserve shall be limited to maintenance of the pond. No further development, establishment of utilities, or any construction of any kind shall be allowed within the dedicated open space preserve. It is anticipated that final mitigation requirements, including the size of the breeding pond and the amount of upland dispersal habitat to be preserved will be determined in consultation with the USFWS.	STA in coordination with a qualified biologist	Prior to construction of the West End	
4.5-3	The Project may impact the habitat of the Pacific Pond Turtle, a state species of special concern. This is considered a potentially significant adverse impact.	**Mitigation Measure 4.5-3:** Mitigation Measure 4.5-2 includes preservation of 35.4 acres of upland habitat. Preservation of this habitat would be considered adequate mitigation for potential impacts to the Pacific Pond Turtle, and would reduce any impacts to a less-than-significant level.	STA	Prior to construction of the West End	
4.5-4	The Project would have an adverse effect to the habitat of	**Mitigation Measure 4.5-4a:** Suitable habitat shall be avoided and preserved to the extent feasible. Complete avoidance, resulting in no adverse effects, shall be assumed outside the	a) STA and Contractor in	a) Prior to, during and 10 years	

Impact #	Impact Statement	Mitigation Measures	Responsible Agency	Timing	Initials
	the Valley Elderberry Longhorn Beetle, a federally listed threatened species. This is considered a significant adverse impact.	100-foot buffer that shall be established from the edge of the proposed bridge alignment over Suisun Creek and the preserved elderberry plants. Protection measures detailed in the USFWS' Conservation Guidelines for Valley Elderberry Longhorn Beetle (USFWS 1999) shall be implemented. All preserved plants shall be fenced off and these areas shall be designated as avoidance areas that shall be protected from disturbance during construction of the bridge. In addition, restoration and maintenance measures detailed in the USFWS' Conservation Guidelines for Valley Elderberry Longhorn Beetle (USFWS 1999) shall be implemented to restore any damage done to the 100-foot buffer area during construction. These areas shall be re-vegetated and appropriate erosion control measures shall be installed. All elderberry plants with one or more stems measuring 1.0 inch or more in diameter that would be removed by the Project shall be transplanted. Based on field surveys, it is anticipated that a total of 12 elderberry plants would be affected by the Project and would be transplanted and an additional 55 elderberry seedlings and/or cuttings shall be planted to mitigate for the number of stems (and their associated size classes) that would be impacted by the bridge construction. Prior to construction the area should be surveyed to determine the actual final number of plants that will be affected and transplanted, including calculation of the number of seedlings required. The elderberry plants and cuttings shall be transplanted to a conservation area along Suisun Creek. A biological monitor shall be present during all transplanting activities. Transplanting shall occur when plants are dormant (November through mid-February). Cuttings shall be taken when shoots are just beginning to newly sprout. The conservation area along Suisun Creek where the elderberry plants would be relocated, would receive protected status within the County. Dedication of the conservation area shall occur prior to any ground disturbing activities, including grading. Monitoring of the conservation area shall be conducted for ten consecutive years. A minimum survival rate of 60 percent of the elderberry plants/cuttings and 60 percent of the native	coordination with a qualified biologist b) STA	after construction of the East End b) Prior to construction of the East End	

Impact #	Impact Statement	Mitigation Measures	Responsible Agency	Timing	Initials
		riparian plantings is required throughout the monitoring period. If survival rates fall below 60 percent, replacement plants shall be installed within one year of discovery to bring the number of plants back to the original number of plantings. The USFWS may evaluate the site if there is severe damage to the plants due to circumstances beyond the applicant's control, such as flooding, fire, or vandalism. Monitoring of the site shall conform to USFWS and CDFG requirements and be submitted to those agencies by December 31 of each year. or **Mitigation Measure 4.5-4b:** Alternately, the STA may purchase credits in a USFWS-approved mitigation bank that provides habitat for the Valley Elderberry Longhorn Beetle. Final compensation requirements and mitigation ratios would be determined through consultation with USFWS. Purchase of mitigation credits shall occur prior to any ground disturbing activities, including grading. Two mitigation banks in the County that provide Valley Elderberry Longhorn Beetle habitat include the French Camp Conservation Bank (Sacramento, CA) and the River Ranch Conservation Bank (Rocklin, CA).			
4.5-5	The bridge proposed by the Project could potentially affect Steelhead trout habitat. This is considered a potentially significant adverse impact.	**Mitigation Measure 4.5-5:** To minimize potential impacts to steelhead, riparian tree removal and bridge construction shall be conducted between June 15th and October 15th, when steelhead are not expected to be in this reach of Suisun Creek. During a pre-Project meeting with NMFS on March 18, 2004, various mitigation options were discussed to compensate for this potential impact to steelhead and its habitat. Riparian trees removed for this Project shall be replaced at a ratio of 3:1 (three trees of the same species will be replanted for every tree removed). Riparian planting shall be conducted along Suisun Creek. A creek re-vegetation and enhancement plan has been prepared for this Project to address impacts to riparian trees. Mitigation for impacts to native trees is discussed later in this section. In addition, Best Management Practices (BMPs) shall be employed during construction to minimize and/or prevent	STA and Contractor in coordination with a qualified biologist	Riparian tree replacement to occur prior to beginning construction of the East End Bridge construction to occur between June 15 and October 15 BMP's to be implemented during construction	

Impact #	Impact Statement	Mitigation Measures	Responsible Agency	Timing	Initials
		water quality impacts to Suisun Creek.			
4.5-6	The Project would have an adverse effect on Waters of the United States and State, or federally protected waters. This is considered a significant adverse impact.	**Mitigation Measure 4.5-6:** Various mitigation strategies will be employed to compensate for impacts to seasonal wetlands and other waters. Impacts to 0.57-acre of seasonal wetland habitat that will be impacted at the West End will be mitigated at a greater than 2:1 ratio by creating a 1.5-acre breeding pond for California red-legged frog that will provide seasonal wetland habitat. Additional impacts to waters of the U.S./State will be mitigated through creek enhancement and preservation of existing wetlands and creek corridors in the project vicinity. A proposed riparian mitigation area has been identified along Suisun Valley Creek (see Figure 3-2). The riparian mitigation area will be confirmed prior to the beginning of construction.	STA in coordination with a qualified biologist	Prior to construction of the West End	
4.5-7	The Project could potentially result in impacts to nesting raptor species. This is considered a potentially significant adverse impact.	**Mitigation Measure 4.5-7a:** In order to avoid impacts to nesting raptors, a nesting survey shall be conducted 15 days prior to commencing with construction work including any tree pruning, tree removal, staging, ground disturbing or construction activities, if this work would commence between March 1 and September 1. Surveys should be conducted a minimum of three (3) separate days during the 15 days prior to the commencement of work activities. The raptor nesting surveys shall include examination of all trees within 1,000 feet of the entire proposed construction corridor, not just trees slated for removal. If nesting raptors are identified during the surveys, the dripline of the nest tree or shrub must be fenced with orange construction fencing and a 500-foot radius around the nest tree must be staked with bright orange lath or other suitable staking. If the nest site is on an adjacent property, the portion of the buffer that occurs on the Project site shall be fenced with orange construction fencing. This 500-foot buffer may be reduced in size if a qualified raptor biologist determines through monitoring that the nesting raptors are acclimated to people and disturbance, and otherwise would not be adversely affected by construction activities. At a minimum, however, the non-disturbance buffer shall be a radius of 200 feet around the nest tree or shrub. When construction buffers are reduced from the 500-foot radius, a	a) STA in coordination with a qualified biologist b) STA and a qualified biologist in compliance with CDFG	Fifteen days prior to beginning construction - if construction is to commence between March 1 and September 1 b) Prior to beginning construction if ground nesting raptors are detected	

137

Impact #	Impact Statement	Mitigation Measures	Responsible Agency	Timing	Initials
		qualified raptor biologist shall monitor distress levels of the nesting birds for one week after Project disturbance occurs. If at any time the nesting raptors show levels of distress that could cause nest failure or abandonment, the raptor biologist shall have the right to re-implement the full 500-foot buffer. Instances when the buffer could be reduced in size would be if the raptors were well acclimated to disturbance and/or if there were physical barriers between the nest site and the construction Project that would reduce disturbance to the nesting raptors. No construction or earth-moving activity should occur within the non-disturbance buffer until it is determined by a qualified raptor biologist that the young have fledged (that is, left the nest) and have attained sufficient flight skills to avoid Project construction zones. This typically occurs by August 1st. This date may be earlier than August 1st, or later, and would have to be determined by a qualified raptor biologist. Once the raptors have completed the nesting cycle, that is the young have reached independence of the nest, no further regard for the nest site shall be required. No other compensatory mitigation is required. **Mitigation Measure 4.5-7b:** <u>Ground Nesting Raptors</u> A nesting survey shall be conducted for ground nesting raptors, such as western burrowing owl, short-eared owl and northern harrier. The ground nesting raptor survey should be conducted in accordance with the survey requirements detailed in the California Department of Fish and Game's (CDFG) October 17, 1995 Staff Report on Burrowing Owl Mitigation. Surveys shall be conducted in both breeding season (April 15-July 15) and non-breeding season (December-January) to assess use of the Project area by this species. If northern harriers or short-eared owls are identified nesting within the Project area, mitigation measures detailed above for nesting raptors should be implemented. If burrowing owls are found within the Project area during the non-breeding season (September 1 through January 31), impacts to			

Impact #	Impact Statement	Mitigation Measures	Responsible Agency	Timing	Initials
		burrowing owls will be avoided by establishing a fenced 160-foot buffer between the nest site(s) (i.e., the active burrow(s)) and any earth-moving activity or other disturbance within the Project area. If occupied burrows are found within 160 feet of the proposed Project area during the non-breeding season, and may be impacted, passive relocation measures will be implemented according to the Burrowing Owl Consortium Guidelines. If western burrowing owls must be passively relocated from the roadway alignment to remove them from harms way, these activities shall be approved by CDFG in advance. Passive relocation shall not commence before September 30th and shall be completed prior to February 1st. If burrowing owls are detected on the site during the breeding season (peak of the breeding season is April 15 through July 15), and appear to be engaged in nesting behavior, a fenced 250-foot buffer would be required between the nest site(s) (i.e. the active burrows(s)) and any earth-moving activity or other disturbance within the Project area. This 250-foot buffer could be removed once it is determined by a qualified raptor biologist that that young have fledged (that is, left the nest). Typically, the young fledge by August 31st. This date may be earlier than August 31st, or later, and would have to be determined by a qualified raptor biologist. Finally, if burrowing owls were found occupying burrows in the Project area, a qualified raptor biologist shall delineate the extent of burrowing owl habitat on the site. To mitigate impacts to burrowing owls, STA shall implement mitigation measures required by the CDFG which provide that six and a half acres (6.5 acres) of replacement habitat be set-aside (i.e., protected in perpetuity) for every occupied burrow, pair of burrowing owls, or unpaired resident bird. Such a set-aside will off-set permanent impacts to burrowing owl habitat. For example, if two pairs of burrowing owls are found occupying burrows on the study area, 13 acres of mitigation land must be acquired. Additionally, if one pair and one resident bird are identified, 13 acres of mitigation land must be acquired. The protected lands shall be			

Impact #	Impact Statement	Mitigation Measures	Responsible Agency	Timing	Initials
		adjacent to occupied burrowing owl habitat and at a location acceptable to CDFG. Land identified to off-set impacts to burrowing owls must be protected in perpetuity either by a conservation easement or via fee title acquisition. CDFG will likely require that a detailed mitigation and monitoring plan be developed for the burrowing owl mitigation area. This plan shall be prepared by the Project biologist and will be subject to CDFG approval. Mitigation lands will be protected in perpetuity and the applicant will provide an endowment fund for the long-term management of the burrowing owl mitigation lands. In lieu of this mitigation measure, with approval from CDFG, credit commensurate with the mitigation acreage requirements set forth above shall be purchased from a qualified burrowing owl mitigation bank in Solano County.			
4.5-8	The Project could result in impacts to Passerine (common) and Special-Status Nesting Birds. This is considered a potentially significant adverse impact.	**Mitigation Measure 4.5-8:** In order to avoid impacts to common nesting birds and special-status birds, a nesting survey shall be conducted 15 days prior to commencing with construction work if this work would commence between March 1st and September 1st. Nesting surveys shall be conducted throughout the entire construction corridor 15 days prior to construction of the Project. If special-status birds are identified nesting within the Project area, a 100-foot non-disturbance radius around the nest must be fenced. Only the portion of the buffer that occurs on the Project site shall be fenced. No construction or earth-moving activity shall occur within this 100-foot staked buffer until it is determined by a qualified ornithologist that the young have fledged (that is, left the nest) and have attained sufficient flight skills to avoid Project construction zones. This typically occurs by July 1st. This date may be earlier or later, and would have to be determined by a qualified ornithologist. Similarly, the qualified ornithologist could modify the size of the buffer based upon site conditions and the bird's apparent acclimation to human activities. If common passerine birds such as American robins, scrub jays, and northern mockingbird are identified nesting in any	STA in coordination with a qualified biologist	Fifteen days prior to construction, if construction is to commence between March 1 and September 1	

Impact #	Impact Statement	Mitigation Measures	Responsible Agency	Timing	Initials
		tree or shrub proposed for removal, tree removal shall be postponed until it is determined by a qualified ornithologist that the young have fledged and have attained sufficient flight skills to leave the Project site. Typically, most passerine birds can be expected to complete nesting by July 1st, with young attaining sufficient flight skills by this date that are sufficient for young to avoid Project construction zones. Unless otherwise prescribed for special-status bird species, upon completion of nesting no further protection or mitigation measures would be warranted for nesting birds.			
4.5-9	The Project could result in impacts to Swainson's hawk. This is considered a potentially significant adverse impact.	**Mitigation Measure 4.5-9:** CDFG has prepared guidelines for conducting surveys for Swainson's hawk entitled: Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley (CDFG 2000). The following mitigation measure provides a summary of these survey requests. The survey recommendations were developed by the Swainson's Hawk Technical Advisory Committee (TAC) to maximize the potential for locating nesting Swainson's hawks, and thus reduce the potential for nest failures as a result of Project activities and/or disturbances. To meet the CDFG's recommendations for mitigation and protection of Swainson's hawks in this guideline, surveys shall be conducted for a half-mile radius around all Project activities and shall be completed for at least the two survey periods immediately prior to a Project's initiation, in accordance with CDFG's guidelines, which provide specific recommendations regarding the number of surveys based on the Project is scheduled to begin and the time of year the surveys are conducted. If Swainson's hawks are found to be nesting on or in the immediate vicinity of the Project area in the future when the proposed Project is implemented, consultation with CDFG and mitigation compensation shall be required. At that time, the necessity of acquiring a Fish and Game Section 2081 management authorization should be determined. CDFG has prepared a Staff Report Regarding Mitigation for Impacts to Swainson's Hawks in the Central Valley of California (CDFG 1994) (hereinafter the Mitigation	STA and a qualified biologist in compliance with CDFG	Prior to construction	

Impact #	Impact Statement	Mitigation Measures	Responsible Agency	Timing	Initials
		Guidelines) that prescribes avoidance and mitigation guidelines for impacts to Swainson's hawk nesting and foraging habitats. The Mitigation Guidelines require applicants to replace any impacted Swainson's hawk nesting and/or foraging habitat with other suitable Swainson's hawk nesting/foraging habitat. If Swainson's hawks are found to be nesting on or within the area of influence of the Project (within 1,000 feet of the Project), impacts to nesting Swainson's hawks would be regarded as significant and adverse, and mitigation compensation would be required. If Swainson's hawk are found to be nesting on or in the immediate vicinity of the Project area, STA shall set aside land as mitigation in a 1:1 ratio for all disturbed habitat within the Project area. If Swainson's hawks are not found to be nesting in the immediate vicinity of the Project site immediately prior to a Project's initiation, STA shall mitigate for impacts to foraging habitat within 5 miles of a known Swainson's hawk nest. Since the Project site is within 5 miles of at least one active nest tree (in 2007), STA will set aside 0.75 acre of habitat in perpetuity for every acre of foraging habitat impacted by the Project. If an active Swainson's hawk nest is found within 5 to 10 miles of the Project, STA shall set aside .5 acre in perpetuity for every acre of foraging habitat impacted by the Project. The CDFG Mitigation Guidelines states that acceptable mitigation to offset impacts to Swainson's hawk foraging habitat can be met by Fee Title acquisition of Swainson's hawk habitat, or by acquisition of the right to record a conservation easement over lands that can be managed for this hawk species (hereinafter Habitat Management Lands). If STA acquires land through Fee Title, the land would have to be donated to a suitable conservation organization for management. In addition to providing Habitat Management Lands, STA would be assessed a management fee for the long-term management of the Habitat Management Lands by a suitable conservation organization. In lieu of these mitigation measures, with approval from CDFG, STA may purchase mitigation credits commensurate with the acreage of impacts to foraging and/or nesting habitat at a CDFG			

Impact #	Impact Statement	Mitigation Measures	Responsible Agency	Timing	Initials
		approved Swainson's hawk mitigation bank.			
4.5-10	The Project could result in impacts to American Badger, a California species of special concern. This is considered a potentially significant adverse impact.	**Mitigation Measure 4.5-9:** A preconstruction survey shall be conducted for the American badger within the sphere of influence of the proposed Project, within 7 days prior to grading of the Project. Surveys shall be conducted by a wildlife biologist with experience identifying badger burrows. Survey methods would include conducting parallel transects through the grassland community looking for badger burrows. Any badger burrow identified should be staked in the field and mapped on Project site maps. If active badger burrows are identified within the sphere of influence of the proposed Project, they should be avoided. If avoidance is not feasible, a biologist should determine if the burrow is being used for breeding. If young are determined to be present, the burrow should be avoided until young vacate the burrow. If the burrow is simply being used as refugia by the badger, as approved by CDFG, a one way eviction door will be installed to remove the badger from its burrow. If it digs back into the burrow, as approved by CDFG, live traps should be established at the burrow entrances to trap and remove badgers from the area of impact.	STA in coordination with a qualified biologist	Seven days prior to construction	
4.5-11	The Project could potentially conflict with local policies and ordinances pertaining to tree preservation. This is considered a potentially significant adverse impact.	**Mitigation Measure 4.5-11:** A formal tree survey shall be conducted once Project design has been finalized to determine the final number of heritage trees and California native trees (with a DBH greater than 6 inches) that would be removed or modified by the Project within City limits and within riparian habitats. Each species of tree impacted by the Project shall be replaced at a ratio of 3:1 (i.e., 3 trees of the same species will be replaced for every tree impacted). Replanting of native trees shall occur within the study area in areas where native trees would naturally occur, and in areas that can support more trees. Trees shall be provided with water on a bi-monthly basis (during the summer) through means of a water truck for a period of at least three years, or as needed. Monitoring of tree survival shall be conducted for five consecutive years. Annual monitoring reports shall be submitted to STA.	STA in coordination with a certified arborist	Prior to construction of the East End Prior to construction of the West End	
Aesthetics					

Impact #	Impact Statement	Mitigation Measures	Responsible Agency	Timing	Initials
4.6-1	The Project could potentially degrade the existing visual character or quality of the site and its surroundings in the West End. This is considered a potentially significant adverse impact.	**Mitigation Measure 4.6-1a:** In areas of rolling grasslands in the West End, contour grading shall be utilized to minimize alteration of the natural terrain. Slope rounding shall also be employed in conjunction with contour grading as to provide a smoother and more natural appearing finished grade and smoother transition between grade slopes and natural topography. **Mitigation Measure 4.6-1b:** In the West End, landscaping and native species should be used to reflect the rural character of the surrounding areas. Trees (if planted) shall be of species consistent with the existing natural landscape and spaced to allow for view corridors. Graded slopes should be re-seeded with native grasses.	a-b) STA and Contractor	a) Grading techniques implemented during construction of the West End b) Landscaping implemented at the completion of construction of the West End	
Cultural Resources					
4.7-1	The Project could potentially result in a substantial adverse change in the significance of an historical or archeological resource pursuant to Section 15064.5. This is considered a potentially significant adverse impact.	**Mitigation Measure 4.7-1:** Should any previously undiscovered cultural (historic, archeological) and/or paleontologic resources be found during construction, work shall stop, in accordance with CEQA §15064.5(f) and consistent with local requirements, until such time that the resource can be evaluated by a qualified archaeologist/paleontologist and appropriate mitigative action taken as determined necessary. Project personnel shall not collect or move any cultural or paleontologic resources found on the Project site. Implementation of this mitigation measure would reduce impacts associated with cultural and/or paleontologic resources to a less-than-significant level.	STA and Solano County	During construction as necessary	
4.7-2	The Project could potentially result in the direct or indirect destruction of a unique paleontological resource or site or unique geologic feature.	**Mitigation Measure 4.7-2:** Implementation of Mitigation Measure 4.7-1 described above would reduce impacts related to paleontological resources or unique geologic features to a less-than-significant level.	STA	During construction as necessary	
4.7-3	The Project could potentially result in disturbance to human remains, including those interred outside of formal cemeteries.	**Mitigation Measure 4.7-3:** If human remains are found during construction, STA shall stop construction work and immediately contact the Solano County Coroner. Both state and local law requires that the Solano County Coroner, upon recognizing the remains as being of Native American origin,	STA in coordination with a qualified cultural resource specialist	Worker training prior to beginning construction Monitoring during construction as	

Impact #	Impact Statement	Mitigation Measures	Responsible Agency	Timing	Initials
		take responsibility for contacting the Native American Heritage Commission within 24 hours. The Commission has various powers and duties to provide for the ultimate disposition of any Native American remains, as does the assigned Most Likely Descendant. Sections 5097.98 and 5097.99 of the Public Resources Code also call for "protection to Native American human burials and skeletal remains from vandalism and inadvertent destruction." STA shall provide a preconstruction worker training to achieve compliance with this requirement for protection of human remains. Worker training shall instruct workers as to the potential for discovery of cultural or human remains, the need for proper and timely reporting of such finds, and the consequences of failure thereof. Additionally, a qualified archaeologist shall intermittently monitor the construction site to ensure compliance with Public Resources Code sections 5097.98 and 5097.99.		necessary	
Geology and Soils					
4.8-1	The Project is located in an area that could expose people or structures to substantial adverse effects due to rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map. This is considered a potentially significant adverse impact.	**Mitigation Measure 4.8-1:** To minimize potential damage from ground shaking, development associated with this Project must meet Solano County seismic safety standards, as established by the Health and Safety Element of the Solano County General Plan. All Project structures (including roadways) would be designed to the Maximum Credible Earthquake (MCE) in accordance with current design standards under the Solano County Road Improvement Standards and Land Development and Subdivision Requirements.	STA in coordination with a qualified geotechnical engineer	Detailed Design Phase	
4.8-2	The Project is located in an area that has the potential to expose people or structures to substantial adverse effects due to strong seismic ground shaking caused by a moderate or major earthquake within the local vicinity.	**Mitigation Measure 4.8-2:** To minimize potential structural distress, the Project shall be designed and constructed according to the most current earthquake resistance standards for Seismic Zone 4, as outlined in the current California Building Code.	STA in coordination with a qualified geotechnical engineer	Detailed Design Phase	
4.8-3	The Project is located in an area that has the potential to expose people or structures to	**Mitigation Measure 4.8-3:** Any new bridges/overcrossing structures shall be supported upon a deep foundation system, which extends through the potentially liquefiable	STA in coordination with a qualified geotechnical	Detailed Design Phase	

Impact #	Impact Statement	Mitigation Measures	Responsible Agency	Timing	Initials
	substantial adverse effects due to seismic-related ground failure, including liquefaction. This is considered a potentially significant adverse impact.	zones and bears upon the underlying dense gravelly layers. The most suitable method(s) would be selected based on site-specific subsurface investigations conducted during the detailed design phase. Furthermore, to minimize potential liquefaction impacts, sub-excavation, dynamic compaction, or dewatering methods would be implemented during construction. The most suitable method(s) would be selected based on site-specific subsurface investigations conducted during the final design phase of the Project.	engineer		
4.8-4	The Project is located in an area that has the potential to expose people or structures to substantial adverse effects due to landslides. This is considered a potentially significant adverse impact.	**Mitigation Measure 4.8-4:** Soil investigations, including geologic mapping and soil/rock borings, shall be conducted and used in the design of the proposed grading of the Project to address issues of weak soil, existing landslides, colluvial movement and the composition of bedrock material. The investigations shall be conducted during the final design phase of the Project. In the event that potential for landslide is identified, stabilization measures, including physical reinforcement of the hillside, shall be evaluated for installation, as required by the Project Geotechnical Engineer or Engineering Geologist.	STA in coordination with a qualified geotechnical engineer	Detailed Design Phase	
4.8-5	The use of on-site soils for fill material during Project construction could result in substantial soil erosion or the loss of topsoil. This is considered a potentially significant adverse impact.	**Mitigation Measure 4.8-5a:** Fill materials (within 5 vertical feet of proposed improvements) shall generally contain rock fragments no larger than 6 inches in maximum diameter. Placement of larger rock fragments or oversized material is possible at the discretion of the Project Geotechnical Engineer or Engineering Geologist in deeper fills, provided that the large fragments are not nested and proper compaction can be achieved. Select fill shall have a Plasticity Index of less than 15, a Liquid Limit of less than 40, maximum aggregate size of 4 inches and have 15 percent to 60 percent of the material passing the No. 200 sieve. Select fill shall be generated from portions of the basalt, sandstone, and some select tuff layers found within the Project area. **Mitigation Measure 4.8-5b:** Due to the moderate to highly expansive nature of some materials that will be generated as fill, exposed within cut slopes, or present within the subgrade of the proposed alignment, for planning purposes new cut and fill slopes shall be planned for gradients no	a-d) STA in coordination with a qualified geotechnical engineer	a) Prior to and during construction b) Prior to and during construction c) On-going throughout construction d) On-going throughout construction	

146

Impact #	Impact Statement	Mitigation Measures	Responsible Agency	Timing	Initials
		steeper that 2:1. If steeper slopes are required to be constructed, STA shall conduct further investigation, testing, and analysis in order to develop adequate slope design criteria and possible engineered solutions for steeper slopes. Such solutions may include: fill slope construction with select fill; engineered slopes with geotextile reinforcements; soil improvement additives such as lime; the use of retaining walls; or, a combination thereof. **Mitigation Measure 4.8-5c:** Fill and cut slopes shall be constructed in accordance with the requirements of local jurisdictions. **Mitigation Measure 4.8-5d:** Any undocumented fills encountered within the proposed alignment shall be removed for their full depth and replaced with compacted engineered fill, under the direction of the geotechnical engineer of record. Earthen fill materials that do not contain more than 3 percent organics can be re-used as general fill. Organic-rich fill shall not be used in areas of proposed roadway or other improvements.			
4.8-6	The presence of high groundwater in the Project area (West End only) may result in substantial soil erosion or the loss of topsoil. This is considered a potentially significant adverse impact.	**Mitigation Measure 4.8-6a:** Special dewatering procedures shall be implemented for deep excavations below the groundwater level, depending on the time of year of construction. Special considerations to collect and control seepage, especially at material contacts/faults shall be required. **Mitigation Measure 4.8-6b:** Each proposed cut area shall be evaluated for material stability and excavatibility, including providing recommended stable slope inclinations. STA will select the most suitable method(s) based on site-specific subsurface investigations. The investigations will be conducted during the final design phase of the Project. **Mitigation Measure 4.8-6c:** Specific recommendations shall be provided for construction and monitoring fill construction including staged construction. STA will select the most suitable method(s) based on site-specific subsurface investigations. The investigations will be	a-c) STA in coordination with a qualified geotechnical engineer	a) Prior to and during construction b) Detailed Design Phase c) Detailed Design Phase	

Impact #	Impact Statement	Mitigation Measures	Responsible Agency	Timing	Initials
		conducted during the final design phase of the Project.			
4.8-7	Portions of the Project would be located on soil that is unstable, or that would become unstable as a result of the Project, and potentially result in soil subsidence. This is considered a significant adverse impact.	**Mitigation Measure 4.8-7:** Special consideration shall be given to fill placement techniques in order to minimize the settlement potential of the deep fills. Such techniques may include: increasing relative compaction to a minimum of 95 percent (versus the standard 90 percent); surcharging the fills with additional load and later removal; dynamic compaction; use of geotextiles; or a combination thereof. STA will select he most suitable method(s) based on site-specific subsurface investigation. The investigations will be conducted during the final design phase of the Project.	STA in coordination with a qualified geotechnical engineer	Detailed Design Phase	
4.8-8	The West End of the Project site is located in an area that has expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property. This is considered a potentially significant adverse impact.	**Mitigation Measure 4.8-8:** In the West End, maintenance, repair, and/or occasional replacement of the slopes and/or improvements shall be provided for on an as-needed basis for the lifetime of the Project. Other engineering solutions may also be required to reduce the potential for creep.	Solano County	As needed post construction	
Hydrology and Water Quality					
4.9-1	The Project could potentially violate water quality standards or waste discharge requirements. This is considered a potentially significant adverse impact.	**Mitigation Measure 4.9-1a:** The Project would be required to adhere to the conditions of the NPDES Permit, including the C.3 requirements for stormwater discharge treatment measures and appropriate source control and site design measures for the alignment. **Mitigation Measure 4.9-1b:** To avoid potential long-term impacts to water quality, the Project shall be designed to include bioswales to retain and treat stormwater runoff from the roadway before entering the City or County's stormwater drainage systems. **Mitigation Measure 4.9-1c:** To comply with temporary water quality impact resulting from construction activities, a SWPPP shall be prepared prior to grading activities. The SWPPP must list BMPs that shall be followed to minimize contaminants entering storm drains as a result of storm runoff.	a) Contractor b) STA c) Contractor	a) On-going throughout construction b) Detailed Design Phase c) SWPPP prepared prior to beginning construction and implemented during contraction	

Impact #	Impact Statement	Mitigation Measures	Responsible Agency	Timing	Initials
		Typical treatment BMPs that have been approved for use by the SWRCB include: • Biofiltration strips and swales • Infiltration basins • Detention devices • Dry weather flow diversions • Gross solid removal devices • Media Filters • Multi-chamber Treatment Trains • Wet Basins The Project shall implement one or a combination of the above-mentioned treatment BMPs into Project design. At the current level of design, it is not possible to identify design-specific BMPs for the Project. Design-specific BMPs shall be identified in the SWPPP prepared by the contractors prior to construction.			
4.9-2	The Project could substantially alter the existing drainage pattern of the site or area, through the alteration of the course of a stream or river, in a manner which would result in substantial erosion, siltation, or flooding, on- or off-site. This is considered a potentially significant adverse impact.	**Mitigation Measure 4.9-2a:** In order to maintain bank stability in the area of the new bridge across Suisun Creek, riparian trees to be removed shall be cut above-grade and the tree stumps shall be left in place, except as needed to accommodate bridge construction. **Mitigation Measure 4.9-2b:** During the design phase of the Project, the Project engineer shall integrate design-specific BMPs to address potential water quality impacts arising from the Project. BMPs shall include, but not be limited to, the following: • Preservation of existing vegetation is the identification and protection of desirable grasses, plants and trees to retain their erosion and sediment control benefits. The contractor would preserve existing vegetation at areas on the site where no construction activity is planned. Vegetation to be preserved should be delineated on the plans, included in the contractor's file and included in the SWPPP.	a-b) STA and Contractor	a) During construction of the East End b) Detailed Design Phase	

149

Impact #	Impact Statement	Mitigation Measures	Responsible Agency	Timing	Initials
		• The Project shall utilize concentrated flow conveyance systems in planning and construction. Concentrated flow conveyance systems consist of permanent design features that are used alone or in combination to intercept and divert surface flows and to convey discharge concentrated flows with a minimum of soil erosion, both within the Project limits and downstream. These include ditches, berms, dikes and swales; overside drains; flared culvert end sections; outlet protection/velocity dissipation devices. • Surface protection consists of a system of permanent design measures that are used alone or in a combination to minimize erosion from completed disturbed surfaces. Vegetated surfaces shall be incorporated into the Project to address stabilization of completed slope and surface areas to prevent erosion from storm water and non-storm water runoff. Permanent erosion control will be applied in any specific area where work in that area is determined to be substantially complete. Hard surfaces consist of concrete, rock, or rock mortar placed to achieve slope protection.			
4.9-3	Project construction activities could potentially create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. This is considered a potentially significant adverse impact.	**Mitigation Measure 4.9-3:** Existing vegetation shall be preserved as much as practical. Areas of existing vegetation to be preserved shall be identified and delineated on Project plan sheets in the SWPPP. All disturbed areas shall be stabilized with vegetation or hard surface treatments upon completion of construction in any specific area. All inactive disturbed soil areas shall be stabilized with both sediment and temporary erosion control 14 days prior to the onset of the rainy season (October 15th to April 15th). During the Rainy season, Project construction shall minimize soil disturbances and temporary or permanent erosion control measures shall be undertaken to reduce soil erosion impacts to receiving water quality.	STA and Contractor	SWPPP prepared prior to beginning construction and implemented during contraction	

Impact #	Impact Statement	Mitigation Measures	Responsible Agency	Timing	Initials
4.9-4	The Project could substantially degrade water quality. This is considered a potentially significant adverse impact.	**Mitigation Measure 4.9-4a:** To reduce or eliminate the potential for stormwater or pollutant stormwater discharge to occur, during the final design phase permanent Project-specific pollution prevention BMPs, treatment BMPs, and critical temporary construction site BMPs shall be identified and incorporated into the Project plans, specifications, and estimates. **Mitigation Measure 4.9-4b:** To reduce or eliminate the potential for a non-storm water or pollutant storm water discharge to occur as a result of construction activities, the Project contractor in accordance with both the requirements under the Statewide Stormwater NPDES and General Construction Permits will implement a site specific SWPPP to control water pollution during all construction activities. The SWPPP will be approved and implemented prior to the commencement of any ground-disturbing activities. The SWPPP will identify BMPs that will be implemented to reduce or eliminate the potential for short-term impacts to water quality as a result of construction. The types of BMPs that will be utilized to control erosion and sedimentation of drainage channels in disturbed areas are: • Erosion control barriers such as silt fences, hay bales, and • Drain inlet protection such as gravel bags, etc.	a) STA b) STA and Contractor	a) Detailed Design Phase b) On-going throughout construction	
Hazards					
4.10-1	The Project has the potential to expose the public to significant hazards through the routine transport, use, or disposal of hazardous materials or through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. This is considered a potentially significant adverse impact.	**Mitigation Measure 4.10-1a:** Lead and asbestos shall either be abated if found during construction, or STA shall provide special construction worker health and safety procedures during demolition activities. An asbestos and lead-based paint survey shall be performed for all structures constructed prior to 1980 that will be demolished during Project construction activities. If asbestos-containing materials are determine to be present, the materials shall be abated by a certified asbestos abatement contractor in accordance with BAAQMD Regulation 11, Rule 2 and DTSC hazardous materials laws	a-f) STA and a qualified environmental professional	a) Prior to demolition of any structure b) Prior to ground disturbing activities in SR12 or I-80 rights of way c) Prior to construction of the West End	

Impact #	Impact Statement	Mitigation Measures	Responsible Agency	Timing	Initials
		and regulations. All work shall be conducted in accordance with applicable construction worker health and safety requirements, including CalOSHA Construction Safety Orders for lead (Title 8 CCR Section 1532.1) and asbestos (Title 8 CCR Section 1529). These requirements may include air monitoring during construction, worker training, and preparation of a Lead Compliance Plan prior to construction. **Mitigation Measure 4.10-1b:** Soils within the existing right-of-way of SR12 or I-80 that would be disturbed during construction shall be tested prior to construction for total and/or soluble lead to properly classify the soils and ensure that all necessary soil management and disposal procedures are followed. **Mitigation Measure 4.10-1c:** Prior to commencement of construction, a minimum of four soil samples from soils immediately beneath railroad tracks located in the West End shall be taken. These samples shall be analyzed for Title 22 metals, total petroleum hydrocarbons (TPH), semi-volatile organic compounds (SVOCs), and polychlorinated biphenyls (PCBs). Concentrations of contaminants in the soils shall be compared to construction worker health and safety and hazardous waste thresholds, as defined by RWQCB Environmental Screening Levels (ESLs) for construction/trench worker direct contact. If the concentrations of contaminants exceed construction worker heath and safety standards, additional site safety measures, such as use of personal protective equipment and/or dust control procedures may be required during some construction activities to minimize exposure to the contaminated soils. If the concentrations of contaminants exceed hazardous waste thresholds, then excavated soils must be managed during construction and may require off-site disposal. Depending on the extent of contamination identified, STA shall report concentrations that exceed hazardous waste thresholds to the Solano County Department of Environmental Management or other		d) Prior to construction e) Detailed Design Phase f) Prior to construction of the East End	

Impact #	Impact Statement	Mitigation Measures	Responsible Agency	Timing	Initials
		appropriate regulatory agency, conduct additional investigation and/or remediation under existing regulatory programs, such as those described in the Regulatory Setting section of this DEIR analysis. **Mitigation Measure 4.10-1d:** An investigation of groundwater quality shall be required should excavation to the depth of groundwater (which may be located as shallow as 10 ft below ground surface (bgs) in portions of the Project area) be proposed near areas where groundwater may have been affected by reported releases of hazardous materials. Concentrations of contaminants in groundwater shall be compared to construction worker health and safety thresholds and groundwater discharge permit thresholds. If the concentrations of contaminants exceed RWQCB ESLs, worker health and safety measures construction worker health and safety standards, additional site safety measures, such as use of personal protective equipment, may be required during some construction activities to minimize exposure to the contaminated groundwater. If the concentrations of contaminants exceed permit thresholds, then STA shall manage dewatered groundwater during construction and treat and/or dispose off-site. Depending on the extent of contamination identified, the discovery of groundwater contamination may require reporting to the Solano County Department of Environmental Management or other appropriate regulatory agency, and may trigger requirements for additional investigation and/or remediation under existing regulatory programs. **Mitigation Measure 4.10-1e:** During detailed design and prior to construction, a minimum of eight four-point composite samples from areas historically under agricultural cultivation shall be collected and analyzed for Title 22 metals and organochlorine pesticides. Concentrations of contaminants in the soils shall be compared to construction worker health and safety and hazardous waste thresholds. If the concentrations of contaminants exceed construction worker heath and safety			

Impact #	Impact Statement	Mitigation Measures	Responsible Agency	Timing	Initials
		standards, additional site safety measures, such as use of personal protective equipment and/or dust control procedures, may be required during some construction activities to minimize exposure to the contaminated soils. If the concentrations of contaminants exceed hazardous waste thresholds, then excavated soils must be managed during construction and may require off-site disposal. Depending on the extent of contamination identified, concentrations that exceed hazardous waste thresholds may require reporting to the Solano County Department of Environmental Management or other appropriate regulatory agency, and may trigger requirements for additional investigation and/or remediation under existing regulatory programs. **Mitigation Measure 4.10-1f**: Prior to construction a qualified environmental professional shall take a minimum of four soil samples from areas adjacent to each agricultural outbuilding affected by the Project. These samples shall be analyzed for Title 22 metals, organochlorine pesticides, and total petroleum hydrocarbons (TPH) as gasoline, diesel, and motor oil. If evidence of contaminated soil results from the sampling, further remediation shall be conducted. Concentrations of contaminants in the soils shall be compared to construction worker health and safety and hazardous waste thresholds. If the concentrations of contaminants exceed construction worker heath and safety standards, additional site safety measures, such as use of personal protective equipment and/or dust control procedures, may be required during some construction activities to minimize exposure to the contaminated soils. If the concentrations of contaminants exceed hazardous waste thresholds, then excavated soils shall be managed during construction and may be disposed of off-site. Depending on the extent of contamination identified, STA shall report concentrations that exceed hazardous waste thresholds to the Solano County Department of Environmental Management or other appropriate regulatory agency, and may conduct additional investigation and/or remediation under the regulatory agency's direction.			

Impact #	Impact Statement	Mitigation Measures	Responsible Agency	Timing	Initials
Population and Housing					
4.11	The Project would not displace substantial numbers of people, but would result in the displacement of existing business tenants. This is considered a significant adverse impact.	**Mitigation Measure 4.11-1:** STA shall comply with the requirements of the State of California's Relocation Assistance Law, Government Code § 7260, et seq., STA shall provide qualified displaced businesses (eligibility is dependant on tenancy, status during purchasing process, etc.) relocation benefits. These benefits may include financial compensation, assistance in obtaining and becoming established in a suitable replacement location, supply of information concerning other federal and state programs which may be of assistance, and other advisory services to minimize hardships to business owners. Compliance with the requirements set forth by the State of California's Relocation Assistance Law would reduce displacement impacts to a less than significant level.	STA	Prior to displacement of any residence or business	

155

This page left blank intentionally.

STA
Solano Transportation Authority

DATE: May 2, 2008
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Comprehensive Transportation Plan (CTP) Update – Subsidiary Studies

Background:
The Solano Transportation Authority (STA) is in the process of updating the Solano Comprehensive Transportation Plan (CTP). The CTP consists of 3 primary elements: Alternative Modes; Arterials, Highways and Freeways; and Transit. Each of these elements includes subsidiary studies. Some of those studies will be updated as part of the CTP update, while others will be updated after the CTP or are up-to-date and do not need to be revised.

Discussion:
Below is a list of the subsidiary studies for each CTP Element. The list is broken into three categories: studies to be updated as part of the CTP, studies to be updated after the CTP, and up-to-date studies that only need to be incorporated into the CTP. The Solano Intercity Transit Consortium will make a recommendation to the Transit Committee on the study list.

ALTERNATIVE MODES ELEMENT		
Update with CTP	Update After CTP	Incorporate Without Updating
	Solano Transportation For Livable Communities Plan	
Alternative Fuels Strategy (new plan)		
		Safe Routes to School Plan
		North Connector TLC Corridor Concept Plan
Solano Countywide Bicycle Master Plan		
Solano Countywide Pedestrian Master Plan		
Cordelia Area/Jameson Canyon Bicycle Facilities Master Plan		
Safe Routes to Transit (new plan)		
	Jepson Parkway Concept Plan	
		I-80/Capitol Corridor Smart Growth Study (under way)

ARTERIALS, HIGHWAYS AND FREEEWAYS ELEMENT		
Update with CTP	**Update After CTP**	**Incorporate Without Updating**
		I-80/680/780 Corridor Study (FPI)
	SR 12 MIS	
Routes of Regional Significance List and Map		
		I-80/680/780 Corridors Operational Improvement Plan (under way)
		SR 113 Corridor Study (underway)
		Rio Vista Bridge Feasibility Study (under way)
Solano Travel Safety Plan		
		North Connector TLC Corridor Concept Plan
		Cordelia Truck Scales Relocation Study

TRANSIT ELEMENT		
Update with CTP	**Update After CTP**	**Incorporate Without Updating**
		SR 12 Transit Corridor Study
I-80/I-680/I-780 Transit Corridor Study (Operational Plan)		
Transit Facilities of Regional Significance list and map		
Transit Consolidation Plan		
Rail Stations and Service Plan Update		
Solano County Senior and Disabled Transit Study		

When the list of subsidiary studies is finalized, STA staff will schedule work to complete timely updates of the appropriate studies, and begin to obtain consultant assistance where appropriate.

At their April 30, 2008 meetings, the Solano Express Inter City Transit Consortium and the STA Technical Advisory Committee (TAC) reviewed the study list. No comments on the list were received. The TAC unanimously approved sending a recommendation to the STA Board to forward the list of subsidiary studies to the Board committees for use in updating the CTP.

Fiscal Impact:
None.

Recommendation:
Approve the list of CTP Subsidiary Studies to the STA Arterials, Highways and Freeways Committee, Transit Committee, and Alternate Modes Committee for use in updating the respective CTP Elements.

THIS PAGE INTENTIONALLY LEFT BLANK

STA
Solano Transportation Authority

DATE: May 1, 2008
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Sacramento/San Joaquin Delta Transportation Issues

Background:
The Delta Protection Act, passed in 1992, establishes by law the limits of the primary and secondary Sacramento/San Joaquin River Delta (the Delta). The law also establishes the Delta Protection Commission as a state agency. Separately, Governor Schwarzenegger established the Delta Blue Ribbon Task Force, whose mission is to "identify a strategy for managing the Sacramento-San Joaquin Delta as a sustainable ecosystem that would continue to support environmental and economic functions that are critical to the people of California". The Commission and the Blue Ribbon Task Force are separate entities. The Blue Ribbon Task Force can make recommendations on future actions, but has no regulatory authority.

Discussion:
On April 9, 2008, Blue Ribbon Task Force chair Phil Isenberg sent a letter to Caltrans Director Will Kempton (see Attachment A) regarding assumed sea level rise and the impact on State Route (SR) 12 through the Delta. The Blue Ribbon Task Force has asked the Governor to issue a directive assuming a 16 inch sea level rise by the year 2050. In this letter, Director Kempton is asked to answer 5 questions related to SR 12 improvements and the Delta.

Question #5 raises the greatest concern for STA: "Does Caltrans believe it is a good idea to increase highway service through areas of such high levels of environmental value which are also exposed to earthquake/flood risk?" This question could be perceived as proposing to block future safety or capacity improvements to SR 12.

Given the priority on improving safety and long-term capacity of SR 12 that STA has already adopted, it is important to provide Director Kempton and the Governor with information validating the need for improvements to SR 12, even in light of the generally known environmental values and risks associated with the Delta. It is recommended that the STA Board send the Director and Governor a letter making the following points:

1. Existing road facilities are inadequate to safely handle current traffic. The current SR 12 facility must be improved.
2. Population and economic growth will continue in the Central Valley and Bay Area, and commerce between the two areas will continue. SR 12 is one of the few east-west corridors that handles this traffic.
3. The transportation system through Sacramento is operating near capacity, and would be negatively impacted if SR 12 traffic were diverted through Sacramento. Allowing SR 12 to become a non-viable transportation link solely because of sea level rise is not a viable option.

4. Since SR 12 will remain a vital Central Valley/Bay Area link, and since traffic on SR 12 is likely to increase over time, the focus should be on how to anticipate risks to the current and future improvements, and to ensure that those risks are adequately mitigated.

At its meeting of April 30, 2008, the STA Technical Advisory Committee recommended the STA Board send the letter to Director Kempton and Governor Schwarzenegger regarding transportation considerations for SR 12.

Fiscal Impact:
None.

Recommendation:
Authorize the STA Chair send a letter to Caltrans Director Will Kempton and Governor Arnold Schwarzenegger regarding the potential impact to SR 12 future improvements in response to a letter from the Delta Vision Blue Ribbon Task Force.

Attachments:
A. Delta Vision Blue Ribbon Task Force Letter to Caltrans dated April 9, 2008
B. Delta Vision Blue Ribbon Task Force Letter to Governor dated March 24, 2008
C. CALFED Bay – Delta Program Letter and Research dated September 6, 2007

STATE OF CALIFORNIA
AGENCY
ARNOLD SCHWARZENEGGER, Governor
MIKE CHRISMAN, Secretary

April 9, 2008

Mr. Will Kempton
Director, Cal Trans
1120 N Street
Sacramento, CA 95814

Dear Mr. Kempton:

Governor Schwarzenegger created the Delta Vision Blue Ribbon Task force and charged us to develop a "..durable vision for sustainable management of the Delta." He asked us specifically to make recommendations on the values of the Delta which are at risk including "Transportation, including streets, roads, highways, waterways and ship channels." The Blue Ribbon Task Force adopted its recommended vision for California's Delta in 2007 and is now developing the strategic plan required by S-17-06.

As part of our Strategic Plan process, we have become concerned about the apparent lack of consistent planning assumptions by state agencies when they propose major activity in the Delta. One of our major concerns has been the lack of an assumed level of sea rise, and how proposed infrastructure should respond to that potential.

Last month, we unanimously adopted a motion urging the Governor adopt an Executive Order establishing an assumed level of sea rise for 2050 and 2100, and direct all state agencies to build that assumption into their planning. Until the Governor acts, we are using 16" of sea level rise by 2050, as recommended in the Delta Risk Management Strategies, in developing the Delta Vision strategic plan.

What caught my attention was the recent announcement of state plans to improve Highway 12, much of which lies within the Delta, between Lodi and Fairfield. As you well know, Highway 12 is as much as 20 feet below sea level as it crosses Brannan/Andrus Island, Boudlin Island and Terminous Tract. Almost 40 miles of levees protect these three islands and the cost estimates to improve these levees range from around $300 million to over $2 billion if the goal is seismically resistant levees!

Please be good enough to answer the following questions for the Task Force. Will, I know you will groan about having to answer another set of queries, but the Governor

1416 Ninth Street, Suite 1311, Sacramento, CA 95814 Ph. 916.653.5656 Fax 916.653.8102 http://resources.ca.gov

Baldwin Hills Conservancy • California Bay-Delta Authority • California Coastal Commission • California Coastal Conservancy • California Conservation Corps • California Tahoe Conservancy
Coachella Valley Mountains Conservancy • Colorado River Board of California • Delta Protection Commission • Department of Boating & Waterways • Department of Conservation
Department of Fish & Game • Department of Forestry & Fire Protection • Department of Parks & Recreation • Department of Water Resources • Energy Resources, Conservation & Development Commission
Native American Heritage Commission • San Diego River Conservancy • San Francisco Bay Conservation & Development Commission
San Gabriel & Lower Los Angeles Rivers & Mountains Conservancy • San Joaquin River Conservancy
Santa Monica Mountains Conservancy • Sierra Nevada Conservancy • State Lands Commission • Wildlife Conservation Board

expects us to make our final Strategic Plan recommendations by October of this year, and we need to know what you propose, and the assumptions used in your proposal:

1. Does the planned widening of Highway 12 include any assumption of sea level rise? If so, what level is assumed? If not, why not?

2. If anticipated sea level rise is included, please indicate the specific steps taken to assure that the improved highway will be protected from any assumed level of rise. How much sea level rise can be accommodated by the current or planned elevation of Highway 12?

3. Provide the same information for Highway 12, but focusing on your assumptions about these risks: a) catastrophic failure of Delta levees attributable to earthquakes and b) predicted flooding of Delta islands, including those on which the road is located.

4. Does Cal Trans have a general policy position about new highway or roads in high flood/earthquake risk areas? What is that policy position?

5. Does Cal Trans believe it is a good idea to increase highway service through areas of such high levels of environmental value which are also exposed to earthquake/flood risk? Why?

Information on how various departments are approaching sea level rise, seismic risks and plans to accommodate the growth of California are important to the Blue Ribbon Task Force as it develops its strategic plan. To inform our work, we would greatly appreciate your response by May 5.

Sincerely,

Phil Isenberg
Chair, Delta Vision Blue Ribbon Task Force

Attachment: Delta Vision Letter to Governor

cc: Secretary Mike Chrisman, Resources Agency
Secretary Dale Bonner, Business, Transportation and Housing Agency
Director Lester Snow, Department of Water Resources

STATE OF CALIFORNIA
resources
AGENCY

ARNOLD SCHWARZENEGGER, Governo
MIKE CHRISMAN, Secretar

March 24, 2008

Honorable Arnold Schwarzenegger
Governor
State of California
State Capitol
Sacramento, CA 95814

Dear Governor Schwarzenegger:

As your Delta Vision Blue Ribbon Task Force moves toward our final goal of developing a Strategic Plan to implement our vision for the Delta and the water future of California, it is increasingly clear that sea level rise is an important factor that must be taken into account. We said that in our Vision, which we submitted to you late last year.

The State of California needs a consistent approach to planning for sea level rise, the foundation of which is using common expected values in making public policy decisions. We suggested the estimates be for both 2050 and 2100.

All the evidence presented to us so far indicates that sea level rise is occurring, and will substantially impact the Delta ecosystem, decisions on when and how to build improved water conveyance facilities, and an array of diverse issues ranging from urban encroachment in the Delta to the placement of highways, power, natural gas and other infrastructure.

At our last meeting, the Blue Ribbon Task Force unanimously adopted the following motion:

- The Delta Vision Blue Ribbon Task Force recommends the Governor promptly issue an Executive Order setting assumed levels of sea level rise for 2050 and 2100, and order State agencies to incorporate these assumptions in their planning.
- The assumed levels of sea level rise should be reviewed for accuracy on a schedule adopted in the Executive Order.
- Pending issuance of the Executive Order, the Task Force adopts sea level rise assumed levels of 55 inches for 2100, to be integrated into the Strategic Plan being prepared. These assumed levels are based on the recommendation of the Delta Science Advisors rendered on September 6, 2007.

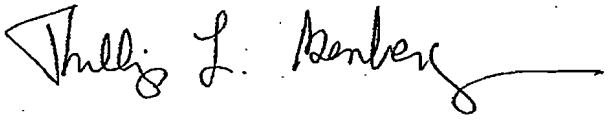
1416 Ninth Street, Suite 1311, Sacramento, CA 95814 Ph. 916.653.5656 Fax 916.653.8102 http://resources.ca.gov

Your Executive Order S-17-06 directs us to include consideration of reliable water supply, the environment and infrastructure in developing a vision and strategic plan. All these and more will be affected by sea level rise. Just within the Delta, for example, decisions by the Department of Water Resources on design of conveyance, by the Department of Fish and Game on ecosystem restoration, by CALTRANS on highway improvements, by the California Public Utilities Commission on utilities infrastructure should address sea level rise.

We know that the scientific understanding of sea level rise is increasing rapidly. Accordingly, we are asking the Delta Science Advisors for a recommendation of assumed sea level rise for 2050 and anticipate receiving that recommendation soon. Until it is received, we will use the recommendation developed in the Delta Risk Management Strategies of 16 inches.

If we can provide more information about this recommendation, please contact me.

Sincerely,



Phillip L. Isenberg, Chair
Delta Vision Blue Ribbon Task Force

cc: Mike Chrisman, Secretary
Resources Agency
1416 Ninth Street, Suite 1311
Sacramento, CA 95814

Attachments: Delta Science Advisors Letter of September 6, 2007
Sea Level Rise (SLR) Projections by Select State and Federal Agencies

CALFED
BAY-DELTA
PROGRAM

650 Capitol Mall, 5th Floor
Sacramento, CA 95814
Phone: (916) 445-5511
Fax: (916) 445-7297
www.calwater.ca.gov

P. Joseph Grindstaff,
Director

State Agencies
The Resources Agency:
Department of Water Resources
Department of Fish and Game
Delta Protection Commission
Department of Conservation
San Francisco Bay Conservation and Development Commission
California State Parks
The Reclamation Board
California Environmental Protection Agency:
State Water Resources Control Board
California Department of Food and Agriculture
California Department of Health Services

Federal Agencies
Department of the Interior:
Bureau of Reclamation
Fish and Wildlife Service
Geological Survey
Bureau of Land Management
US Army Corps of Engineers
Environmental Protection Agency
Department of Agriculture:
Natural Resources Conservation Service
Department of Commerce:
National Marine Fisheries Service
Western Area Power Administration

September 6, 2007

To: John Kirlin, Executive Director
Delta Vision Blue Ribbon Task Force

From: Mike Healey
CALFED Lead Scientist

RE: PROJECTIONS OF SEA LEVEL RISE FOR THE DELTA

Recognizing that sea level rise would likely be an uncertain but contentious issue for the Delta Vision Blue Ribbon Task Force (Task Force) to address, the Science Program requested that the Independent Science Board (ISB), examine the current literature and offer comments, and if possible, recommendations on sea level rise to aid the Task Force. The response of the ISB is attached to this memo. In my opinion, the ISB has provided a very helpful summary of the extensive and confusing science around climate related sea level rise. They also make specific recommendations concerning which of the many projections of sea level rise should guide the Task Force in developing its vision.

Key points made in the ISB memo are first, that current projections of sea level rise by the Intergovernmental Panel on Climate Change (IPCC), are likely very conservative as the models used to develop these projections underestimate recent measured sea level rise. Second, extrapolation from empirical models of sea level rise yields significantly higher estimates of sea level over the next few decades than the IPCC projections. The ISB suggests that the empirical projections are probably a better basis for short to mid term planning. And third, that neither approach to estimating future sea levels takes account of melting of ice in Greenland and Antarctica, which recent studies suggest is accelerating.

Based on their analysis, the ISB suggests that a mid-range rise in sea level this century is likely to be at least 70-100 cm, significantly greater (~200 cm) if ice cap melting accelerates. While the absolute rise is alarming enough, even more alarming is the fact that only a few centimeters of sea level rise will greatly increase the frequency, intensity and duration of extreme water levels. It is these events that pose the greatest risk to Delta levees, infrastructure and private property.

The ISB assessment of rates and magnitude of sea level rise greatly increases one of the key risk factors in decisions about land use, levee integrity, water conveyance, public safety and other important considerations in the Delta Vision. In my view, it is essential that all the current planning processes take the likelihood of greater sea level rise into account. This is particularly true for the Delta Risk Management Strategy

(DRMS) study, which did not factor any sea level rise into its assessment of levee needs in its draft Phase 2 report.

I trust that you will convey the ISB memo to the Task Force. I will copy it to the DRMS Technical Advisory Committee, The Bay Delta Conservation Plan Steering Committee Members (BDCP), the Ecosystem Restoration Program (ERP) Implementing Agency Managers and other interested parties. Please let me know if you or the Task Force have any questions.

Sincerely,

Mike Healey
CALFED Lead Scientist

Attachment

cc: Joe Grindstaff, Director, CALFED
CALFED Deputy Directors
DRMS Technical Advisory Committee
BDCP Steering Committee Members
ERP Implementing Agency Managers

Independent Science Board

Chair

Jeff Mount, Ph. D.
University of California, Davis

Vice Chair

Judith Meyer, Ph. D.
University of Georgia

Members

Antonio Baptista, Ph. D.
Oregon Health and Science University

William Glaze, Ph. D.
University of North Carolina

Peter Goodwin, Ph.D., P. E.
University of Idaho

Michael Healey, Ph. D.
University of British Columbia

Jack Keller, Ph. D., P.E.
Utah State University

Daene McKinney, Ph. D.
University of Texas at Austin

Richard Norgaard, Ph. D.
University of California, Berkeley

Duncan Patten, Ph. D.
Montana State University

Paul Smith, Ph. D.
University of California, San Diego

September 6, 2007

TO: Michael Healey, Lead Scientist
CALFED Bay-Delta Program

FROM: Jeffrey Mount, Chair
CALFED Independent Science Board

RE: Sea Level Rise and Delta Planning

In July of this year, you asked that the Independent Science Board (ISB) examine the array of sea level rise projections available in published reports and, based on current scientific understanding, advise the Science Program about which projections are most appropriate for incorporating into on-going planning for the Delta. The ISB discussed this issue at their August, 2007 meeting and have developed recommendations detailed in this memo. It is important to note that this is not an assessment of the state of sea level rise science, but is intended to highlight the large uncertainty in sea level rise projections and recommend ways to incorporate this uncertainty into planning.

Background

Sea level plays a dominant role in the San Francisco Bay-Delta. Water surface elevations and associated fluctuations due to tides, meteorological conditions and freshwater inflows drive Bay-Delta hydrodynamics. Hydrodynamics, in turn, dictate the location and nature of physical habitat, the quantity and quality of water available for export, and the design of the flood control/water supply infrastructure. Change in sea level has the potential to substantially alter Bay-Delta conditions and to constrain future management options.

Global sea level rise is a well-documented phenomenon, both in the paleoclimatic record as well as the historical record. Tidal gage records indicate that sea level during the 20th century has risen an average of 2mm/yr (.08 in) during a period of 0.7°C warming. Recent studies suggest that since 1990, global sea level has been rising at a rate of approximately 3.5 mm/yr (.14 in/yr)[1]. The cause of sea level rise stems from two processes: 1) thermal expansion of sea water as the surface layer warms, and 2) increase in mass of sea water associated with melting of land-based glaciers, snowfields and ice sheets.

Recent research supported by the California Energy Commission[2] (CEC) and continued under the CALFED-sponsored CaSCADE program, shows that sea level

[1] Church, J.A and N.J. White 2006 *A 20th Century Acceleration in Global Sea-Level Rise* Geophysical Research Letters, v. 33, article no. L01602

[2] Cayan, D. *et al.* 2006 *Projecting Future Sea Level* California Climate change Center White Paper CEC-500-2005-202-SF Accessed at http://www.climatechange.ca.gov/research/climate/projecting.html

rise will impact the Delta principally by increasing the frequency, duration and magnitude of water level extremes. These extreme events occur at various periodicities and are associated with high astronomical tides and Pacific climate disturbances, such as El Niño. The CEC study showed that under moderate climate warming and a sea level rise of 3 mm/year (12 in./century), extreme high water events in the Delta--those that exceed 99.99% of historical high water levels and severely impact levees--increases from exceptionally rare today to an average of around 600 hours/year by 2100. This work also showed that roughly 100 of these hours would coincide with very high runoff conditions, further amplifying the impacts of sea level rise. In sum, even under modest sea level rise and climate warming projections, extreme high water levels that are considered rare today will likely be very common by the end of this century.

Sea Level Rise Projections

Early in 2007, the Intergovernmental Panel on Climate Change (IPCC) released its latest assessment of the scientific basis for projections of future climate conditions, including global average sea level rise[3]. As noted in the press, in comparison with the IPCC's 2001 assessment, the latest sea level rise projections appear to have narrowed the range of potential sea level rise and lowered the magnitude of projected sea level rise. This was viewed by some outside of the IPCC as indication that: 1) uncertainty regarding sea level rise had decreased and 2) the problem of sea level rise itself appeared to be less than originally stated. However, both the methods used to derive the IPCC 2007 sea level projections, along with extensive new published research in 2007 suggest that this more optimistic view of future sea level rise may be unwarranted.

The IPCC projections are based on physical models that attempt to account for thermal expansion of the oceans and storage changes in land-based glaciers and ice fields. These models, by necessity, simplify the complex processes of ocean circulation and ice melting. The IPCC midrange projection for sea level rise this century is 20-43 cm (8-17 inches), with a full range of variability of 18-59 cm (7-23 inches). The range of variability reflects model differences and uncertainties as well as differences in greenhouse gas emission scenarios. The IPCC model effort is consensus-based, reflecting the agreement of numerous international scientists.

During the past year, there have been major advances in the science of sea level rise. Paradoxically, these advances have increased the uncertainty of projections in sea level rise, at least temporarily. These advances have also led to strong criticism of the approach that the IPCC used in establishing its projections[4]. One criticism is that the models used to project sea level rise tend to under-predict historical sea level rises, most notably failing to capture recent increases. Indeed, models that use empirical historical relationships between global temperatures and sea level rise perform better

[3] IPCC 2007 *Climate Change 2007: The Physical Basis—Summary for Policymakers* Accessed at http://www.ipcc.ch/SPM2feb07.pdf

[4] summary in Kerr 2007 *Science NOW* Accessed at http://Sciencenow.sciencemag.org/cgi/content/full/2007/215/2

than the IPCC 2007 models[5]. When applied to the range of emission scenarios used by IPCC 2007, empirical models project a mid-range rise this century of 70-100 cm (28-39 in.) with a full range of variability of 50-140 cm (20-55 in.), substantially higher than IPCC 2007 projections. However, foremost among the criticisms is the failure of the IPCC to include dynamical instability of ice sheets on Greenland and Antarctica in their projections for sea level rise.

Melting of the ice sheets of Greenland and Antarctica has the potential to raise sea level 70 m. For most of the 20th century, the ice sheets have remained relatively stable, with melting contributing a minor fraction to sea level rise. However, during the past year numerous studies have demonstrated that the mass balance (input from snowfall versus losses due to melting or detachment) of these ice sheets is shifting toward more rapid loss, most likely in response to warming of the atmosphere and oceans[6]. The recent rate of mass loss in these ice sheets exceeds current physical model predictions. As many authors have pointed out, increased rates of ice sheet flow involving meltwater lubrication of the ice sheet bed or the removal of buttressing ice shelves, may be accelerating the rate of ice loss on Antarctica and Greenland. The IPCC 2007 report explicitly chose not to incorporate the uncertainty associated with this process into their sea level projections. Recent publications that have examined this issue suggest that, under business as usual emissions scenarios, dynamical instability of ice sheets may add as much as 1 m (39.4 in) to sea level rise by 2100[7].

Recommendations

The ability of current physical models to project sea level rise are limited. This stems in part from our poor understanding of and current inability to model the response of Greenland and Antarctic ice sheets to atmospheric and oceanic warming. Given the costs associated with levee failure in the Delta, the ISB feels it would be a mistake for the various planning processes now underway (BDCP, Delta Vision, DRMS) to base their planning on the conservative 2007 IPCC estimates of sea level rise. Although there is some disagreement about mechanisms of ice sheet disintegration, current advances in understanding coupled with new physical measurements all point toward the same conclusion: dynamical instability of ice sheets will likely contribute significantly to future sea level rise, with the potential for very rapid increases of up to a meter (39.4 in.) by 2100 from ice sheets alone. For this reason, the range of sea level projections based on greenhouse gas emission scenarios contained in the IPCC 2007 report should be viewed, at best, as minima for planning purposes.

The board recommends that planning efforts use three approaches to incorporate sea level rise uncertainty. First, given the inability of current physical models to accurately simulate historic and future sea level rise, until future model refinements

---

[5] Rahmstorf, S 2007 *A Semi-Empirical Approach to Projecting Sea-Level Rise* Science v. 315, pp. 368-370.

[6] Shepherd, A. and D. Wingham 2007 *Recent Sea-Level Contributions of the Antarctic and Greenland Ice Sheets* Science, v. 315, pp. 1529-1532.

[7] Hansen J *et al* 2007 *Dangerous human-made interference with climate: a GISS modelE study* Atmospheric Chemistry and Physics, v. 7, pp.2287-2312.

are available, it is prudent to use existing empirically-based models for short to medium term planning purposes. The most recent empirical models project a mid-range rise this century of 70-100 cm (28-39 in.) with a full range of variability of 50-140 cm (20-55 in.). It is important to acknowledge that these empirical models also do not include dynamical instability of ice sheets and likely underestimate long term sea level rise. Second, we recommend adopting a concept that the scientific and engineering community has been advocating for flood management for some time. This involves developing a system that can not only withstand a design sea level rise, but also minimizes damages and loss of life for low-probability events or unforeseen circumstances that exceed design standards. Finally, the board recommends the specific incorporation of the potential for higher-than-expected sea level rise rates into long term infrastructure planning and design. In this way, options that can be efficiently adapted to the potential for significantly higher sea level rise over the next century will be favored over those that use "fixed" targets for design. After all, the current debates over uncertainty in sea level rise are less about how much rise is going to occur and more about when it is going to occur.

Sea Level Rise (SLR) Projections Cited or Produced by Select State and Federal Agencies Working in California

This document is based on publicly available materials produced by respective agencies. It has not yet been reviewed by these agencies. Comments and improvements are requested, and can be sent to Dorian Fougères, fougeres@gmail.com

Agency	Year	Report	Range of Projected SLR	Source of Projection or Prior Citation
Air Resources Board (CalEPA)	n/a	no estimate cited in "Climate Change Backgrounder," and the scoping plan for implementing AB 32 (Nunez), EO # S-03-05, and AB 1493 (Pavley) is under development http://www.arb.ca.gov/cc/factsheets/ccbackground.pdf	-	-
CALFED Bay-Delta Program	2007	"Sea Level Rise and Delta Planning." Memorandum of the Independent Science Board to the Lead Scientist. September 6, 2007. http://calwater.ca.gov/science/pdf/isb/meeting_082807/ISB_response_to_ls_sea_level_090707.pdf	**19.7-55.1** inches (50-140 cm) by 2100 at minimum	empirical model results published since IPCC 2007 Third Asmt. Report
California Climate Change Center (California Energy Commission PIER)[i]	2006	Projecting Future Sea Level. Cayan, D., P. Bromirski, K. Hayhoe, M. Tyree, M. Dettinger, and R. Flick. http://www.energy.ca.gov/publications/displayOneReport.php?pubNum=CEC-500-2005-202-SF	**4.3-28.3** inches (11-72 cm) higher relative to 2000 levels by 2070-2099 period, **2.4-12.6** inches (6-32 cm) by ***2050***	Two climate models and three scenarios
	2006	Our Changing Climate; Assessing the Risks to California (A Summary Report form the CCCC). http://www.climatechange.ca.gov/biennial_reports/2006report/index.html	**22-35.4** inches (56-90 cm) by 2100	no citation given
Caltrans	2006	Climate Action Program at Caltrans. California Department of Transportation. Available online at http://www.dot.ca.gov/hq/tpp/offices/opar/climate_files/ClimateReport.pdf	-	gives no numerical estimate, but cites Climate Action Team
Climate Action Team[ii]	2006	Final Report to the Governor and Legislature. Sacramento. http://www.climatechange.ca.gov/climate_action_team/reports/2006-04-03_FINAL_CAT_REPORT.PDF	**3.9-33.1** inches (10-84 cm) by 2100	Cayan et al 2006

Agency	Year	Report	Range of Projected SLR	Source of Projection or Prior Citation
Coastal Commission	*2001*	Overview of Sea Level Rise and Some Implications for Coastal California. Staff report to the Commission. www.coastal.ca.gov/climate/SeaLevelRise2001.pdf	**35.4** inches (90 cm) by 2100, **11.8** inches (30 cm) by ***2050*** (no low ends given)	IPCC First Asmt Report (1990), Titus and Narayanan 1995 (The Probability of SLR, USEPA)
Coastal Conservancy	n/a	no cited or published estimate	-	-
Dept. of Boating & Waterways	n/a	no cited or published estimate	-	-
Dept. of Fish & Game	n/a	no cited or published estimate	-	-
Dept. of Parks & Recreation	n/a	no estimate cited in "California State Parks' Response to Climate Change." (2 pp.) http://ohv.parks.ca.gov/pages/1140/files/09-11-07revisedohmvr%20commission%20climate%20change%20synopsis.pdf	-	-
Dept. of Water Resources (Resources Agency)	2006	"Progress on Incorporating Climate Change into Management of California's Water Resources." Journal of Climatic Change, Special Issue. Article co-produced with the US Bureau of Reclamation. http://baydeltaoffice.water.ca.gov/climatechange.cfm	**3.5-34.6** inches (9-88 cm) by 2100	***IPCC Third Asmt Report (TAR, 2001)*** *– the entire range they give is: **3.5-34.6** inches between 1990-2100, with rise of 1.2-5.5 (3-14 cm) for 1990-2025 and **2-12.6** inches (5-32 cm) for 1990-**2050***
	2007	"Topical Area: Climate Change, Draft 2." Technical Memorandum: Delta Risk Management Strategy Phase 1. URS Corporation/Jack R. Benjamin & Associates, for DWR. http://www.drms.water.ca.gov/docs/Climate_Change_TM_Revised-updated07.pdf	**7.9-55.1** inches (20-140 cm) by 2100, **4.3-16.1** (11-41 cm) by ***2050***	a combination of IPCC TAR, Rahmstorf 2007, and linear extrapolation

Agency	Year	Report	Range of Projected SLR	Source of Projection or Prior Citation
Ocean Protection Council (Resources Agency)	2007	"Resolution of the California Ocean Protection Council on Climate Change." http://www.resources.ca.gov/copc/	**22-35.4** inches (56-90 cm) by 2100	California Climate Change Center (Our Changing Climate)
NOAA's National Marine Fisheries Service SW Regional Office	2007	Viability Criteria for Steelhead of the South-Central and Southern California Coast. Boughton, D., et al. NOAA Technical Memorandum NMFS, March 2007 ***Draft***. http://swfsc.noaa.gov/uploadedFiles/Divisions/FED/Endangered_Species_Act/Salmon_TRTs/Viab05.pdf	Notes "*medium* greenhouse gas-scenarios project a rise of **13.4-15** inches (34-38 cm) by 2100"	Raper, S., and R. Braithwaite. (2006) "Low Sea Level Rise Projections from Mountain Glaciers and Icecaps under Global Warming." Nature 439: 311-13.
Scripps Institute of Oceanography, UC San Diego	2008 (2006)	Cayan., D., P. Bromirski, K. Hayhoe, M. Tyree, M. Dettinger, R. Flick. "Climate Change Projections of Sea Level Extremes along the California Coast." Climatic Change 87 (Suppl 1): S57-S73. ***Article submitted Aug. '06, Accepted Oct. '07, Published Jan. '08*** http://www.drms.water.ca.gov/docs/SeaLevel_ClimaticChange-Cayan_etal.pdf	**4.3-28.3** inches (11-72 cm) by the 2070-2099 period	combination of global climate models, observations of actual SLR, and separate calculations from a simple climate model
San Francisco Bay Conservation & Development Commission	2007	Climate Change Planning Project (maps of the Bay and shoreline illustrating 1m SLR) http://www.bcdc.ca.gov/index.php?cat=56	**3.9-35.4** inches (10-90 cm) by 2100	IPCC TAR and California Climate Change Center 2006 report
	2007	Analysis of a Tidal Barrage at the Golden Gate. (K. Conti). Unpublished report to the Commission. www.bcdc.ca.gov/pdf/planning/Golden_Gate_Dam_Report.pdf	"nearly **39.4** inches (1 m) by 2100" (no low end given)	no citation given
	1988	Sea Level Rise: Predictions and Implications for San Francisco Bay. Staff report to the Commission. www.bcdc.ca.gov/pdf/planning/cc_slr_rpt_1988.pdf	5 feet by 2100 (no low end given)	National Research Council (1987) Responding to Changes in Sea Level

Agency	Year	Report	Range of Projected SLR	Source of Projection or Prior Citation
State Water Resources Control Board (CalEPA)	n/a	no cited or published estimate	-	-
Public Utilities Commission	n/a	no cited or published estimate	-	-
US Army Corps of Engineers	n/a	no cited or published estimate in either San Francisco, Sacramento, or Los Angeles District	-	-
US Bureau of Reclamation, Mid-Pacific Region	n/a	no cited or published estimate	-	-
US Climate Change Science Program (USEPA is lead agency)	*not yet released*	Coastal Elevations and Sensitivity to Sea Level Rise – final report (Synthesis & Assessment Product 4.1) estimated release in June 2008 http://www.climatescience.gov/Library/sap/sap4-1/default.php	-	-
US Environmental Protection Agency	current	website: Climate Change – Science – Future Climate Change – Future Sea Level Changes (http://epa.gov/climatechange/science/futureslc.html)	**7.1-23.2** inches (18-59 cm) by 2100, though notes that linear increase in ice flow would mean **31.1** inches (79 cm)	IPCC AR4
US Fish & Wildlife Service Region 8 (CA & Nevada)	n/a	no cited or published estimate	-	-
US Geological Survey	2008	Meeting in Menlo Park on SLR http://soundwaves.usgs.gov/2008/01/meetings.html	**7.1-23.2** inches (18-59 cm) by 2100 noted as conservative, cites estimates of **19.7-55.1** inches (50-140 cm)	For 7.1-23.2: IPCC Fourth Asmt Report (AR4), for 19.7-55.1: Ramstorf (2007) and Real Climate (2007)[iii]

Agency	Year	Report	Range of Projected SLR	Source of Projection or Prior Citation
	2007	Award-winning *journal article by 2 USGS researchers* and a Berkeley professor: "Process-based empirical prediction of landslides in weakly lithified coastal cliffs, San Francisco." In Proc. of Intl. Conf. on Landslides and Climate Change. R. McInnes et al., eds. Isle of Wight, UK, May 2007. 175-84. www.coastalwight.gov.uk/Conference%20pages/PDFs/presentations/session3/Collins.pdf	**4.3-28.3** inches (11-72 cm) by 2100	California Climate Change Center's Projecting Future Sea Level (2006)
	2005	Coastal Vulnerability Assessment of (1) Channel Islands National Park, (2) Golden Gate National Recreation Area, and (3) Point Reyes National Seashore to SLR. E. Pendleton, E. Thieler, and S. Williams. Reston, VA: USGS. (3 reports) http://pubs.usgs.gov/of/2005/1057/ 1058 and 1059	**18.9** inches (48 cm) by 2100 (no low end given)	IPCC (TAR, 2001)
	2000	National Assessment of Coastal Vulnerability to Sea-Level Rise: Preliminary Results for the US Pacific Coast. http://pubs.usgs.gov/of/of00-178/	**5.9-37.4** inches (15-95 cm) by 2100, "best estimate" of **19.7** inches (50 cm) by 2100	IPCC Second Asmt. Report (SAR, 1995)

Total range for 2100: 3.5-55.1 inches
Total range for 2050: 2.4-16.1 inches

[i] The California Climate Change Center was tasked by the Legislature with conducting and publishing research on the implications of global warming on California's climate. The California Energy Commission's Public Interest Energy Research (PIER) Program supports energy research and development projects that will help improve the quality of life in California by bringing environmentally safe, affordable and reliable energy services and products to the marketplace. One area of special interest to California is energy-related environmental research focusing on climate change and greenhouse gases.

[ii] The Climate Action Team was created by Executive Order # S-3-05, is headed by the Secretary of CalEPA, and also includes the (1) Secretary of the Business, Transportation and Housing Agency, (2) Secretary of the Department of Food and Agriculture, (3) Secretary of the Resources Agency, (4) Chairperson of the Air Resources Board, (5) Chairperson of the Energy Commission and (6) President of the Public Utilities Commission. The first report to the Governor and Legislature was released in March 2006, and is to be issued biennially thereafter.

[iii] Rahmstorf, S., *et al.* (2007) "Recent Climate Observations Compared to Projections." Science 316: 709. Real Climate Website ("Climate Science from Climate Scientists") (2007) "The IPCC Sea Level Numbers." Post on March 27, 2007, by Stefan Rahmstorf, physicist and oceanographer with the Potsdam Institute for Climate Impact Research, member of the Advisory Council on Global Change of the German government and of the Academia Europaea, and a lead author for the paleoclimate chapter of the IPCC Assessment Report 4.

THIS PAGE INTENTIONALLY LEFT BLANK

STA
Solano Transportation Authority

DATE: May 5, 2008
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. Attachment A is a current Legislative Matrix listing the bills that staff is watching and analyzing for the 2007-08 state legislative session and the 2008 federal legislative session. Attachments B and C are legislative updates provided by our state and federal legislative consultants, respectively.

Discussion:
The STA Board adopted a watch position in February 2008 on Senate Bill **(SB) 1093**. This is the bill authored by Senator Wiggins to make technical changes to last year's legislation (SB 976) creating the San Francisco Bay Area Water Emergency Transportation Authority (WETA) as a replacement for the Water Transportation Authority (WTA) to oversee Bay Area ferry services. Senator Wiggins' bill is in line with the concerns as expressed by the STA Board and City of Vallejo.

SB 1093 was amended on April 7th, 2008, and again on April 21st (Attachment D) to address involvement of the City of Vallejo and/or Solano County in development of the proposed management and transition plan, representation on the new regional WETA, and assurances that the existing Baylink levels of operation, funding and service will be maintained or enhanced. Additionally, with the Governor's recent appointment of former Vallejo Mayor Anthony Intintoli to serve as Vice Chair of the WETA Board, staff now recommends a position of support with amendments for SB 1093. Attachment E shows proposed amendments that are being submitted to Legislative Counsel by Senator Wiggins' office with consensus of the City of Vallejo, the City of Alameda and WETA staff. Once the amendments are reviewed Legislative Counsel, Senator Wiggins will submit them to the Senate Appropriations Committee.

SB 1507 (Oropeza) would prohibit the California Transportation Commission (CTC) from authorizing the construction or expansion of a state highway, and Caltrans from constructing or expanding, a state highway within one-fourth of a mile of a school boundary, including both construction and repair of facilities. The bill would also prohibit a transportation planning agency from including a project to construct or expand a state highway within a quarter mile of a school boundary in the regional transportation improvement program. These prohibitions would not apply to: operational improvements that improve traffic flow or reduce congestion, but do not expand capacity; safety improvements designed to reduce the number and severity of accidents; and high-occupancy vehicle lanes.

There is concern that this bill, if enacted, would negatively impact at least one of STA's projects: the I-80/680SR 12 Interchange. With potentially millions of dollars of preparation and construction at stake, staff recommends a position of "oppose" on SB 1507. The April 21, 2008

amended bill (Attachment F) and the May 5, 2008 Senate Appropriations Committee Analysis (Attachment G) are included for your information.

Propositions 98 and 99 are on California's June election ballot. These two initiatives relate to government actions in the taking of private property by eminent domain. Analyses of these two initiatives by the Legislative Analyst are provided as Attachment H.

Fiscal Impact:
None.

Recommendation:
Approve the following positions:

1. Support with amendments SB 1093 (Wiggins)
2. Oppose SB 1507 (Oropeza)

Attachments:

A. STA Legislative Matrix
B. State Legislative Update (Shaw/Yoder)
C. Federal Legislative Update (Akin Gump)
D. SB 1093 (Wiggins) Amended 04-21-08
E. Proposed amendments submitted by City of Vallejo
F. SB 1507 (Oropeza) Amended 04-21-08
G. SB 1507 Senate Analysis 05-05-08
H. Propositions 98 and 99 Analyses

LEGISLATIVE MATRIX

2007-2008 State and Federal Legislative Session

May 7, 2008

Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City CA 94585-2427
Telephone: 707-424-6075
Fax: 707-424-6074
Web site: solanolinks.com

Index

State Assembly Bills

Bill	Author	Subject	STA's Position	Others' Position	Page
AB 444	Hancock	Voter-approved vehicle registration fee for traffic congestion management	Support		3
AB 842	Jones	Regional plans: traffic reduction	Watch		3
AB 1845	Duvall	Railroad-highway grade separations			3
AB 1904	Torrico	Transportation: programming of projects			3
ACA 10	Feuer	55% Voter threshold, special tax for transportation	Support		4

State Senate Bills

Bill	Author	Subject	STA's Position	Others' Position	Page
SB 286	Lowenthal	Amended 1/17/08: Transportation enhancement funds: conservation corps requirement			4
SB 375	Steinberg	Transportation planning: travel demand models: preferred growth scenarios: environmental review	Watch		4

State Senate Bills

Bill	Author	Subject	STA's Position	Others' Position	Page
SB 748	**Corbett**	**State-Local Partnership Program allocation guidelines.**	**Watch**		**5**
SB 1093	**Wiggins**	**SF Bay Area Water Emergency Transportation Authority (ferry cleanup bill)**	**Watch**		**5**
SB 1507	Oropeza	Prohibition of state highway construction within a quarter mile of a school boundary, with specified exceptions.			5

Federal Bills

Bill	Author	Subject	STA's Position	Others' Position	Page
S 294	Lautenberg	A bill to reauthorize Amtrak, and for other purposes.			5

For details of important milestones during the 2008 sessions of the California Legislature and the U.S. Congress, please refer to calendars on last 2 pages.	Please direct questions about this matrix to Jayne Bauer at 707-424-6075 or jbauer@sta-snci.com. STA's Legislative Matrix is also available for review on our website at www.solanolinks.com.

Bill Summaries

State Legislation Bill/Author	Summary	Status of Bill	STA Position/ Others' Position
AB 444 (Hancock) **Voter-approved vehicle registration fee for traffic congestion management**	**Authorizes county congestion management agencies in Alameda County and Contra Costa County, with a majority vote of agency's board, to impose annual fee of up to $10 on motor vehicles registered with the county for a traffic congestion management program. Imposition of fee would require voter approval. Transportation improvements that reduce congestion include those that improve signal coordination, travel information systems, intelligent transportation systems, highway operational improvements, and public transit service expansions.**	**07/11/07 SEN Rev & Tax. Amended 06/28/07 to add Solano County**	**Support**
AB 842 Jones **Regional plans: traffic reduction**	**Requires the Transportation Commission to update its guidelines for the preparation of regional transportation plans, including a requirement that each regional transportation plan provide for a 10% reduction in the growth increment of vehicle miles traveled. Requires a specified sum of funds to be made available from a specified account to the Department of Housing and Community Development to fund grants to assist agencies of local governing in the planning and production of infill housing.**	**02/07/08; SEN Com. On Trans. And Housing**	**Watch**
AB 1845 (Duvall) Railroad-highway grade separations.	This bill would state the intent of the Legislature to transfer the responsibility for developing the priority list for the annual $15,000,000 grade separation program from the Public Utilities Commission to the CTC upon completion of the expenditure of the $150,000,000 in Proposition 1B general obligation bond funds that are to be allocated pursuant to the priority list process. Amended on 4/16/08	05/07/08; ASM APPROPS	

State Legislation Bill/Author	Summary	Status of Bill	STA Position/ Others' Position
AB 1904 (Torrico) Transportation: programming of projects	This bill establishes a process by which a county or regional transportation agency can fund a project using bonds backed by future federal transportation allocations (popularly known as GARVEE bonds) and modifies a formula used to calculate a county's share of available STIP funds. Requires the CTC to establish guidelines that allow a county to use federal transportation funds, instead of its STIP allocation, to allow county projects to be funded using Grant Anticipation Revenue Vehicles (GARVEE) bonds backed by these federal funds. Specifies when the CTC calculates a county's share of STIP funding based on population and total state highway miles in that county, that the minimum state highway miles in a county is that which existed on January 1, 2008. Amended on 04/14/08	04/23/08; ASM APPROPS Suspense file	
ACA 10 (Feuer) **55% Voter threshold, special tax for transportation**	**This measure would lower to 55% the voter approval threshold for a city, county, or city and county to impose, extend, or increase any special tax for the purpose of paying the principal, interest, and redemption charges on bonded indebtedness incurred to fund specified transportation infrastructure. This measure would also lower to 55% the voter approval threshold for a city, county, or city and county to incur bonded indebtedness, exceeding in one year the income and revenue provided in that year, that is in the form of general obligation bonds to fund specified transportation infrastructure.**	**02/08/08; May be heard in ASM Com.**	**Support**
SB 286 (Lowenthal) Transportation enhancement funds: conservation corps	Amended 1/17/08 to replace with language relative to federal funds for state transportation enhancement projects. The bill as amended establishes criteria for priority to be given to projects that employ community conservations corps members to construct projects. The bill also authorizes agencies to enter into cooperative agreements with the corps. *Previous support position related to Prop 1B Bond Implementation for Local Streets/Roads.*	01/18/08; ASM APPROP	

State Legislation Bill/Author	Summary	Status of Bill	STA Position/ Others' Position
SB 375 (Steinberg) **Transportation planning: travel demand models: preferred growth scenarios: environmental review.**	**The California Environmental Quality Act (CEQA) exempts specified activities from its provisions, including a project that is residential on an infill site within an urbanized area, and that meets other specified criteria, including that the project is within 1/2 mile of a major transit stop. This bill requires the California Transportation Commission (CTC) to adopt by April 1, 2008, specific guidelines for travel demand models used in development of regional transportation plans by certain regional transportation planning agencies. It requires the Department of Transportation to assist CTC in preparation of the guidelines, if requested to do so by CTC. It also requires the Air Resources Board to provide each region with greenhouse gas emission reduction targets for 2020 and 2050.**	**03/24/08; Re-referred to ASM APPROP** **Amended 03/24/08**	**Watch**
SB 748 (Corbett) **State/Local Partnerships**	**States the purposes of the State-Local Partnership Program to be allocated by the California Transportation Commission (CTC) to eligible transportation projects nominated by transportation agencies. Requires the CTC to adopt program guidelines.**	**08/30/07; ASM APPROP, First hearing cancelled by author**	**Watch**
SB 1093 (Wiggins) **SF Bay Area Water Emergency Transportation Authority**	**Existing law establishes the San Francisco Bay Area Water Emergency Transportation Authority and gives that entity the authority to plan, manage, operate, and coordinate the emergency activities of all water transportation and related facilities within the bay area region, except as specified. Existing law requires that, in certain states of emergency, the authority coordinate emergency activities for all water transportation services in the bay area region in cooperation with certain specified entities. This bill would make technical, non-substantive changes to those provisions. *Amended 4/21/08***	**05/12/08; SEN APPROP hearing set**	**Watch**
SB 1507 (Oropeza)	Would prohibit the construction or expansion of a state highway within a quarter mile of a school boundary, including repair and rehabilitation work, with specified exceptions. *Amended 4/21/08*	05/05/07; SEN APPROP suspense file	

Federal Legislation

Federal Legislation Bill/Author	Summary	Status of Bill	STA Position/ Others' Position
S 294 (Lautenberg) Amtrak Reauthorization	A bill to reauthorize Amtrak, and for other purposes.	11/01/07 Referred to Subcommittee on Railroads, Pipelines, & Hazardous Materials.	Cosponsored by Senator Boxer

California Legislature
2007-08 Regular Session Calendar

January 2008 (Second year of 2-year legislative session)

1	Statutes take effect
7	Legislature reconvenes
9	Governor's State of the State Address
10	Budget Bill must be submitted by Governor
18	Last day for policy committees to meet/report to Fiscal Committees fiscal bills introduced in their house in 2007
21	Martin Luther King, Jr. Day
25	Last day for committees to meet/report to the floor bills introduced in their house in 2007 & to submit bill requests to Leg. Coun. Off.
31	Last day for each house to pass bills introduced in 2007 in their house

February

11	Lincoln's Birthday
18	Washington's Birthday observed
22	Last day to introduce bills

March

13	Spring Recess begins upon adjournment
24	Legislature reconvenes from Spring Recess
31	Cesar Chavez Day

April

18	Last day for policy committees to meet/report Fiscal Committees fiscal bills introduced in their house

May

2	Last day for policy committees to hear and report to the floor non-fiscal bills introduced in their house
16	Last day for policy committees to meet prior to June 2
23	Last day for Fiscal Committees to hear and report to the Floor bills introduced in their house
23	Last day for Fiscal Committees to meet prior to June 2
26	Memorial Day observed
27-30	Floor session only - No committee may meet for any purpose
30	Last day for bills to be passed out of the house of origin

June

2	Committee meetings may resume
15	Budget Bill must be passed by midnight
26	Last day for a legislative measure to qualify for the Nov. 4 Gen. Election ballot
27	Last day for policy committees to hear and report bills

July

3	Summer Recess begins on adjournment, provided Budget Bill has been passed
4	Independence Day

August

4	Legislature reconvenes
15	Last day for **Fiscal** Committees to meet/report bills to Floor
18-31	Floor session only – No committee may meet for any purpose (except conference and Rules committees)
22	Last day to amend bills on the Floor
31	Last day for any bill to pass - Final Recess begins on adjournment

September

3	Labor Day
30	Last day for Governor to sign/veto bills passed by the Legislature on or before Sept. 1 and in the Governor's possession after Sept. 1

Important Dates Occurring During Final Recess:

2008

Nov. 4	General Election
Nov. 30	Adjournment Sine Die at midnight
Dec. 1	12 midnight convening of the 2009-10 Regular Session

2009

Jan. 1	Statutes take effect

110th United States Congress
2008 Second Session Calendar

January		**July**	
15	House convenes	June 30- July 4	Independence Day District Work Period
21	Martin Luther King, Jr. Day		
22	Senate convenes (tentative)		
28	State of the Union		
February		**August**	
18	President's Day	11-Sept 5	Summer District Work Period
19-22	Presidents' Day District Work Period	25-28	Democratic convention
25	Senate and House reconvene		
March		**September**	
9	Daylight Savings Time Begins	1	Labor Day
17	St. Patrick's Day	1-4	Republican convention
17-28	Spring District Work Period	8	Senate and House reconvene
		26	Target Adjournment Date
		30	Rosh Hashanah
April		**October**	
		9	Yom Kippur
		13	Columbus Day
May		**November**	
26- 30	Memorial Day Recess/District Work Period	2	Daylight Savings Time Ends
		4	Election Day
		11	Veterans Day
		27	Thanksgiving Day
June		**December**	
		22	Hanukkah
		25	Christmas Holiday

SHAW / YODER, *inc.*
LEGISLATIVE ADVOCACY

May 1, 2008

To: Board Members, Solano Transportation Authority

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

RE: STATE LEGISLATIVE UPDATE- MAY 2008

2008-09 State Budget

On April 16, the Assembly Budget subcommittee #5 voted to approve the Governor's proposed 2008-09 Budget for transit which includes $743 million for the State Transit Assistance (STA) program and $350 million for transit capital projects in the PTMISEA program made available through Proposition 1B. The actions are consistent with the provisions set forth in SB 79 (Chapter 173, Statutes of 2007) as part of last year's budget deal. In addition, the committee approved the full funding of Proposition 42. The Governor's budget however does not contemplate any funding for transit capital projects within the State Transportation Improvement Program (STIP).

The Senate budget subcommittee #4 met on April 23rd, but left open items of significance related to Proposition 42, the Public Transportation Account and many Proposition 1B programs. They did however approve the funding amount of $3 billion recommended by the Governor for the Trade Corridor Improvement Fund program. The Assembly left this item open. This issue will go to Budget Conference Committee if the Assembly proposes a different amount,

Transit Capital Projects in the STIP

The CTC is currently in the process of programming the 2008 STIP. The CTC is allowing the use of Proposition 42 STIP funds to be used for transit projects to make up for the potential backlog of transit projects in the STIP. The committee stated that prior to the changes made to the PTA, all Proposition 42 STIP funds have traditionally been expected to be used for highway projects.

Despite the lack of funding available for transit capital projects within the STIP, the committee stated that the STIP has been able to withstand the impacts of the PTA cuts in the current year because the California Transportation Commission (CTC) has advanced Proposition 1B funds to backfill the loss of funds. As a result, this has pushed the impact of the PTA cuts off until the budget year (2008-09). In order to address the problem, the CTC is hoping that local transportation agencies will front their own funds to keep projects moving in exchange for future STIP dollars.

Tel: 916.446.4656
Fax: 916.446.4318
1415 L Street, Suite 200
Sacramento, CA 95814

Release of the May Revision

The May Revision is expected to be released on Wednesday, May 14th. Most people anticipate that the state's budget deficit will balloon from the current $8 billion figure to approximately $13 to $15 billion. The Governor however recently stated that the amount could reach $20 billion. The Assembly adopted the Governor's proposal because of their repeated claims that SB 79 was a deal struck to protect future public transit funding. It is almost certain that the Senate will propose an alternative so that both houses can keep their options open to finding "budget solutions" by sending items to Conference Committee. There are also rumblings that Proposition 42 may be suspended if the deficit grows to the $20 billion figure.

Tel: 916.446.4656
Fax: 916.446.4318
1415 L Street, Suite 200
Sacramento, CA 95814

ATTACHMENT C

AKIN GUMP
STRAUSS HAUER & FELD LLP
Attorneys at Law

MEMORANDUM

May 7, 2008

To: Solano Transportation Authority

From: Akin Gump Strauss Hauer & Feld LLP

Re: April Report

As we reported in March, STA officials attended meetings in Washington, D.C. with Members of Congress, congressional staff, and an Air Force official on April 1 and 2. We followed up with letters thanking those with whom we met for their support.

Below are developments that occurred in Washington during the month of April:

Technical Corrections to *the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Act*

On April 30, the House approved a bill (H.R. 1195) that would make technical corrections to *the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).* The Senate had approved the bill on April 17. The bill is now awaiting the President's signature. The bill is likely to become law without the President's signature, however, since the President objected to a number of the bill's provisions, but the House and Senate approved it by margins sufficient to override a veto. The President has 10 days to act on the bill or it will automatically be enacted.

In addition to changing a number of project designations from SAFETEA-LU, the bill includes a provision directing the Secretary of Transportation to conduct a study on the impacts of converting left and right highway safety shoulders to travel lanes. The study requires the Secretary to consider instances where safety shoulders are used for general purpose vehicle traffic, high occupancy vehicles and public transportation vehicles and to consider whether or not such conversion has had a significant safety impact. The genesis of the provision was House Transportation and Infrastructure Committee Chairman Mica's interest in adding highway capacity, but wanting confirmation that use of highway shoulders would not impact safety.

Much of the week-long debate on the SAFETEA-LU technical corrections bill focused on congressional earmarks. The Senate adopted an amendment requesting that the Department of Justice investigate how an earmark to an interchange in Florida was included in the final bill without congressional approval. Sen. Tom Coburn (R-OK) sponsored the amendment to examine how the earmark was "secretly" attached during enrollment of the bill, before it was sent to the President. Rep. Don Young (R-AK), who was chairman of the House Transportation and Infrastructure Committee during consideration of the Fiscal Year 2005 appropriations, faces

scrutiny for receiving campaign contributions from the contractor, who ultimately benefited from the project. The Senate also tabled an amendment by Sen. Jim DeMint (R-SC), supported by the Administration, that would have eliminated funds for all new earmarks, or increases to existing earmarks, from the technical corrections bill. Sen. DeMint's amendment would have struck $90 million from the bill, including $45 million to extend a magnetic levitation train from Las Vegas, Nevada to Anaheim, California, that is authorized in the technical corrections bill.

Fiscal Year 2009 Appropriations

During hearings before the House and Senate on April 2 and 3, House and Senate Appropriations Committee Members objected to the Administration's Fiscal Year 2009 budget request for the Department of Transportation on grounds that it would reduce spending by $1.8 billion below Fiscal Year 2008 levels and fall short of the *SAFETEA-LU guarantee*. Both House Subcommittee Chairman John Olver (D-MA) and Senate Subcommittee Chairman Patty Murray (D-WA) objected to the Administration's plan to borrow $3.2 billion from the mass transit account of the highway trust fund to fund the shortfall in the highway account without offering an explanation as to how it would reimburse the borrowed funds. Chairman Olver called this a "short-sighted and temporary fix" and Chairman Murray concluded that this would accelerate bankruptcy of the transit account. Chairman Murray criticized the long-term proposal to "slash" transit and highway funding by one-fifth by Fiscal Year 2012, as well as the Administration policy in favor of tolling existing highways to make up for funding shortfalls.

An attempt by Senate Democrats to avert the shortfall in the highway trust fund by adopting an alternative to the Administration's recommendation to shift funds from the transit account now seems unlikely. Sen. John Rockefeller (D-WV) proposed to restore funds to the highway trust fund that were depleted through disaster relief and pay for them by increasing the tax on oil spills as part of a substitute amendment to legislation (H.R. 2881) to reauthorize the Federal Aviation Administration (FAA). The Administration opposed the provision, arguing that reimbursing costs to the highway account for past emergencies from the general fund would amount to "a costly gimmick and dangerous precedent" that would shift the cost of construction and maintenance from highway users to taxpayers.

On the appropriations front, the House and Senate majority have rejected efforts to impose a moratorium on earmarks. The House and Senate appropriations subcommittees are conducting hearings on appropriations priorities and will develop appropriations bills over the next couple of months. While they likely will attempt to mark up bills in subcommittee and possibly full committee it is not clear that they will bring any bills to the House or Senate floor for consideration. Because of disputes over spending priorities between the President and the Democratic majority, it is likely that Congress will pass a continuing resolution to fund the government through January. At that point they will negotiate an

omnibus bill with the new President. While the issue is not resolved, the bills that the Committees mark up may include earmarks, which will be increasingly popular with the majority of Members as Election Day approaches.

Temporary Suspension of the Gas Tax

Republican Presidential Candidate John McCain sparked a national debate when he recommended temporarily repealing the gas tax as part of an economic relief package. The Arizona Senator suggested that Congress declare a summer gas-tax holiday and suspend the 18.4 cent gas tax and 24.4 cent diesel tax to provide relief across the U.S. economy. While McCain's proposal calls for making up the lost revenue from the general fund, the highway and transit industry remained concerned that without a guarantee, the suspension would add to the shortfall in the highway trust fund. The Federal Highway Administration estimated that the federal government collects about $38 billion annually in gas and diesel taxes, with state and local governments adding an additional $78 billion more to fund highway projects. The highway trust fund, already facing a $3.4 billion deficit, would lose about $10 billion if the tax were suspended from Memorial Day to Labor Day. The American Public Transportation Association noted that the plan eliminates $1.4 billion in federal funding for public transportation and would severely restrict the industry's ability to provide transit services in a time of growing demand.

Democratic Presidential candidate Hillary Clinton (NY) endorsed the idea of suspending the tax, but also proposed making up the loss of revenue to the highway trust fund by imposing a windfall profits tax on oil companies. Sen. Barack Obama (D-IL) called the plan a gimmick that would fall short of providing consumers any real relief from escalating prices, fail to address the country's need for an adequate energy supply, and divert funds from investment in transportation infrastructure. The American Association of State Highway and Transportation Officials estimated that the average driver would save $28 dollars during the three-month suspension.

Congress is considering a number of alternative proposals to bring relief to consumers from skyrocketing gasoline prices. Senate Majority Leader Harry Reid (D-NV) is working with committee chairmen to put together a legislative package for short-term price relief that may be considered before the Memorial Day recess. He has stated that it is unlikely that the Senate package will include a suspension of the federal gas tax. House Speaker Nancy Pelosi (D-CA) and Energy and Commerce Chairman John Dingell (D-MI) have asked the Federal Trade Commission to exercise the authority delegated to it in the latest energy bill to investigate possible price gouging. Speaker Pelosi has also called for the Bush Administration to suspend contributions to the Strategic Petroleum Reserve in the hope that increased supply may bring retail prices down by 5 to 10 cents a gallon. A more radical proposal came from a group of Democratic Senators who threatened to block U.S. arm sales to OPEC member states to pressure an increase in production.

Reauthorization of *the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)*

The transportation committees in the House and Senate continued their review of federal transportation programs in preparation for the reauthorization of SAFETEA-LU, next year.

On April 22, the Senate Committee on Commerce, Science and Transportation heard testimony concerning the National Surface Transportation Policy and Revenue Study Commission's recommendations for federal highway and transit programs from Commissioners who supported the majority opinion of the report. The majority called for a $225 to $340 billion investment in infrastructure over the next 50 years to upgrade and repair our transportation network and an increase in the gasoline tax of between 25 to 40 cents per gallon to pay for it. Commissioners described their plan to consolidate the current 108 federal surface transportation programs into 10 new programs that would be performance-driven, outcome-based, generally mode-neutral, and refocused to pursue objectives of national interest. Commission Vice Chairman Jack Schenendorf emphasized that the main distinction between the majority and the minority findings stemmed from the majority's belief in the need for federal leadership to develop a national transportation strategy and continued reliance on public finance, in contrast to the minority's opinion that the federal role should be diminished and the federal contribution replaced by user fees and privatization.

Appearing before the House Appropriations Transportation Subcommittee on April 2, Commission members testified that the public sector would continue to provide most of the funding for highway and transit projects, because such projects will fail to attract sufficient private capital. Commission member Steve Heminger noted that half of the additional $225 billion to $340 billion in annual spending recommended by the Commission would be used to maintain the current system, and private companies would not be interested in investing in maintenance projects that have limited revenue-generating potential. Heminger also stated that public-private partnerships are not feasible for most transit systems because the majority lose money. Commission Vice Chairman Jack Schenendorf testified that increasing the gasoline tax to fund the highway trust fund is preferable to adopting congestion pricing that would "price out" low income drivers. He estimated that a 40-cent-per-gallon increase in the federal gasoline tax would add less than a dollar to many daily commutes, while congestion tolls might add as much as $8.

Hearings before the House Transportation and Infrastructure Committee focused on railroad capacity and facilitating freight movement along transportation corridors and through congested metropolitan regions. Testimony at both hearings described a shortfall in

investment in passenger and freight rail infrastructure and the highways and other infrastructure that support intermodal transportation, and predicted that the current system cannot support an estimated 70 percent increase in freight volumes by 2020 or population growth to 420 million by 2050.

While the current Administration will not be in office when Congress reauthorizes SAFETEA-LU, the Department of Transportation is preparing reauthorization principals. The principals will likely continue to highlight public private partnerships and congestion pricing. DOT expects to release the reauthorization principals in June or July.

House Homeland Security Subcommittee Hearing on Transit Security

On April 25, House Homeland Security Subcommittee Chair Sheila Jackson Lee (D-TX) held a field hearing in New York City, home to the largest mass transit system in America, to emphasize the importance of protecting the 11.3 million passengers in 35 metropolitan areas and 22 states that use commuter rail daily. Chairman Jackson Lee commented that until passage of the legislation adopting the recommendations of the 9/11 Commission in August 2007, the Department of Homeland Security had focused almost entirely on securing air travel, but that the law now mandates that more resources be directed to transit and rail safety, including expanded transportation grant criteria, protocols for frontline employee training, authorization for Visible Intermodal Prevention and Response Teams, increases in surface transportation security inspectors, and many other improvements that will help to make our nation's mass transit systems safer.

Federal Transit Administration Grants

The Department of Transportation awarded Chicago and Los Angeles grants to implement congestion reduction plans. Chicago was awarded $153 million for the creation of four bus rapid transit pilot routes, which will use dedicated lanes and technology giving them right-of-way priority at certain intersections. Los Angeles was awarded $213 million to convert 85 miles of high occupancy vehicle (HOV) lanes to high occupancy toll (HOT) lanes by the end of 2010 and would also fund a new bus service running on the HOT lanes. In announcing the grant, Secretary Mary Peters said that the revenue generated by the new HOT lanes would be available for investment in transit services throughout the region. The funding for the Los Angeles grant became available after the New York state legislature failed to enact a congestion pricing plan before their March 31 deadline, resulting in New York City forfeiting a $354.5 million grant.

THIS PAGE INTENTIONALLY LEFT BLANK

AMENDED IN SENATE APRIL 21, 2008

AMENDED IN SENATE APRIL 7, 2008

SENATE BILL No. 1093

Introduced by Senator Wiggins
(Principal coauthor: Assembly Member Evans)

January 10, 2008

An act to amend Sections 66540.6, 66540.11, 66540.12, 66540.22, 66540.32, and 66540.68 of, and to add Section 66540.315 to, the Government Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 1093, as amended, Wiggins. San Francisco Bay Area Water Emergency Transportation Authority.

Existing law, the San Francisco Bay Area Water Emergency Transportation Response and Disaster Recovery Act, establishes the San Francisco Bay Area Water Emergency Transportation Authority as a local governmental entity of regional government and gives that entity the authority to plan, manage, operate, and coordinate the emergency activities of all water transportation and related facilities within the bay area region, except as specified. Existing law requires the transfer of public transportation ferries and related water transportation services and facilities in the bay area region, as specified, to the authority and requires the authority to adopt a transition plan to facilitate that transfer. Existing law requires that the planning, management, and operation of any existing or planned public transportation ferries and related facilities and services in the bay area region be consolidated under the authority's control.

This bill would make that consolidation subject to the authority's adoption of the transition plan and would prohibit the authority from

compelling operational changes to water transportation services provided by public agencies on or before January 1, 2008, prior to the adoption of that plan. The bill would require the transition plan to include specified information, including, but not limited to, a description of any compensation proposed to be made for the execution of the transfer of ownership of any assets, as specified, and would require that the amount of compensation be mutually agreed upon by the authority and the local agency, as specified. The bill would require that proposed changes to the City of Vallejo's water transportation services be proposed in a specified manner and would require the authority to ensure that the ferry maintenance facility located on Mare Island remains operational and that specified plans for improvement or expansion of that facility are completed. The bill would also authorize the authority to establish a community advisory committee to receive community and passenger recommendations related to consolidation or operational issues affecting existing and proposed water transportation services.

Existing law requires the authority to create and adopt the transition plan on or before January 1, 2009, and an emergency water transportation system management plan on or before July 1, 2009. Under existing law, the authority is required to provide a copy of those plans to each city and county in the bay area region at least 45 days prior to adopting the plans.

This bill would extend the date for the creation and adoption of the transition plan to July 1, 2009. In addition, the bill would require the authority to conduct specified public hearings and provide copies of the plans or plan amendments to specified cities and counties within certain periods of time prior to adopting those plans or amendments.

Existing law provides that the authority is governed by a board of 5 members and requires that each member of the board be a resident of a county in the bay area region.

This bill would require that a ferry terminal collecting at least 40% of the total receipts of the ferry system be represented on the board, as specified.

Existing law requires the board to supervise and regulate every water transportation services facility owned or operated or controlled by the authority, including the establishment of rates and the making and enforcement of schedules, among other things, for or in connection with any transportation facility owned or operated or controlled by the authority.

This bill would require the board to conduct a public hearing at least 60 days prior to adopting changes to rates or schedules and to provide notification of those changes to the public, specified newspapers, and the city where the ferry terminal affected by the changes is located, as specified.

Existing law prohibits the authority from assuming any financial obligations in accepting a transfer other than those associated with the operation of the services and facilities being transferred to it. Existing law also requires the authority to bear reasonable administrative costs incurred by public transportation ferries and related water transportation services related to the transfer of public transportation services to the authority.

This bill would authorize the authority to assume any costs associated with engine repowering, engine overhauling, and dredging, as specified, and would also require the authority to bear the reasonable administrative costs incurred by public transportation ferries and related water transportation services related to the implementation of the San Francisco Bay Area Water Emergency Transportation Response and Disaster Recovery Act.

Existing law requires the authority to assume and be bound by the employment terms and conditions set forth in any collective bargaining agreement or employment contract between the San Francisco Bay Area Water Transit Authority and any labor organization or employee affected by the creation of the authority, as specified.

This bill would also require the authority to assume and be bound by the employment terms and conditions set forth in any collective bargaining agreement or employment contract between any public or private entity whose services the authority directly assumes, and any labor organization or employee affected by the assumption of those services.

The bill would enact other related provisions.

By imposing additional duties on the authority, the bill would impose a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

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

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

1 SECTION 1. Section 66540.6 of the Government Code is
2 amended to read:
3 66540.6. (a) In order to establish and secure emergency
4 activities of all water transportation and related facilities within
5 the bay area region, the authority shall have the authority to operate
6 a comprehensive emergency public water transportation system
7 that includes water transportation services, water transit terminals,
8 and any other transport and facilities supportive of the system for
9 the bay area region, provided that those facilities are consistent
10 with the Bay Plan adopted by the Bay Conservation and
11 Development Commission, as it may be amended from time to
12 time, and that the authority consults in good faith with affected
13 municipalities, counties, and other public agencies that may be
14 affected by a particular facility. The authority shall have authority
15 and control over all public transportation ferries within the bay
16 area region, except those owned and operated by the Golden Gate
17 Bridge, Highway and Transportation District. The planning,
18 management, and operation of any existing or planned public
19 transportation ferries and related facilities and services in the bay
20 area region shall be consolidated under the authority's control,
21 subject to the adoption of the transition plan required by
22 subdivision (b) of Section 66540.32. The authority shall not compel
23 operational changes to water transportation services provided by
24 public agencies on or before January 1, 2008, prior to the adoption
25 of that transition plan.
26 (b) Because of the importance of an orderly development of a
27 comprehensive bay area region emergency water transportation
28 system, the environmental, health, and public safety issues
29 implicated, and the scarce resources available, the authority shall
30 determine the entry within its jurisdiction of any water
31 transportation service or facility that will affect public lands or
32 receive or benefit from the use of federal, state, or local funds,
33 except those owned and operated by the Golden Gate Bridge,
34 Highway and Transportation District.
35 (c) Nothing in this section shall be construed to be in derogation
36 of the existing authority of the California Public Utilities
37 Commission.

SEC. 2. Section 66540.11 of the Government Code is amended to read:

66540.11. (a) All public transportation ferries and related water transportation services and facilities within the bay area region shall be transferred to the authority in accordance with the transition plan required under subdivision (b) of Section 66540.32, except for the services and facilities owned, operated, and provided by the Golden Gate Bridge, Highway and Transportation District.

(b) The authority may accept the transfer of ownership, operation, and management of any other public transportation ferries and related water transportation services and facilities within the bay area region developed or adopted by any general purpose local government or special district that operates or sponsors water transit, including, but not limited to, those water transportation services provided under agreement with a private operator.

(c) All transfers pursuant to subdivision (a) and (b) shall be consistent with the transition plan required under subdivision (b) of Section 66540.32 and shall include, but not be limited to, all of the following:

(1) All real and personal property, including, but not limited to, all terminals, ferries, vehicles or facilities, parking facilities for passengers and employees, and buildings and facilities used to operate, maintain, and manage the water transportation services system.

(2) All personnel currently employed by the water transportation services system, subject to the provisions of Article 5 (commencing with Section 66540.55) of Chapter 5.

(3) All contracts with tenants, concessionaires, leaseholders, and others.

(4) All subsidies for the water transportation services system, other than the direct subsidy the Golden Gate Bridge, Highway and Transportation District currently provides to the water transportation services system it provides.

(5) All financial obligations generated from the operations of the water transportation services system, including, but not limited to, bonded indebtedness and subsidies associated with the public transportation ferry system.

(d) In accepting a transfer, the authority may assume no financial obligations other than the following:

(1) The financial obligations associated with the operation of the services and facilities being transferred to the authority.

(2) The costs, on a pro rata basis, associated with any long-term engine repowering or engine overhauling necessary to keep the vessels being transferred to the authority in working order.

(3) The costs associated with any dredging required prior to the transfer of ferry services to the authority.

(e) Reasonable administrative costs incurred by the other public transportation ferries and related water transportation services and facilities related to the transfer required by this section or the implementation of this title shall be borne by the authority.

SEC. 3. Section 66540.12 of the Government Code is amended to read:

66540.12. (a) The authority shall be governed by a board composed of five members, as follows:

(1) Three members shall be appointed by the Governor, subject to confirmation by the Senate. The Governor shall make the initial appointment of these members of the board within 10 days after the effective date of this title.

(2) One member shall be appointed by the Senate Committee on Rules.

(3) One member shall be appointed by the Speaker of the Assembly.

(b) Each member of the board shall be a resident of a county in the bay area region.

(c) If a ferry terminal collects at least 40 percent of the total receipts of the ferry system under the control of the authority, the city or public agency where that terminal is located shall have a representative ~~on~~ *serve as one of the five members of* the board. *This member shall be appointed by the Governor, subject to confirmation by the Senate, as provided in paragraph (1) of subdivision (a).*

(d) Public officers associated with any area of government, including planning or water, whether elected or appointed, may be appointed to serve contemporaneously as members of the board. No local jurisdiction or agency may have more than one representative on the board of the authority.

(e) The Governor shall designate one member as the chair of the board and one member as the vice chair of the board.

(f) The term of a member of the board shall be six years

(g) Vacancies shall be immediately filled by the appointing power for the unexpired portion of the terms in which they occur.

SEC. 4. Section 66540.22 of the Government Code is amended to read:

66540.22. (a) The board shall supervise and regulate every water transportation services facility owned or operated or controlled by the authority, including the establishment of rates, rentals, charges, and classifications, and the making and enforcement of rules, regulations, contracts, practices, and schedules, for or in connection with any transportation facility owned or operated or controlled by the authority.

(b) If the board proposes to change rates or schedules for or in connection with a facility described in subdivision (a), the board shall conduct a public hearing at least 60 days prior to adopting those changes. The hearing shall be located in the city where the ferry terminal affected by the proposed changes is located and the board shall do all of the following:

(1) Make copies of the proposed changes available to the public on the Internet at least 30 days prior to the public hearing.

(2) Provide written notification of the proposed changes to all major newspapers in the area affected by those changes at least 30 days prior to the public hearing. For purposes of this paragraph, "major newspaper" means a newspaper with a circulation rate of at least 10,000.

(3) Provide written notification of the proposed changes to the city where the ferry terminal affected by those changes is located at least 30 days prior to the public hearing.

SEC. 5. Section 66540.315 is added to the Government Code, to read:

66540.315. The authority may establish a community advisory committee to receive community and passenger recommendations related to consolidation and operational issues affecting existing and proposed water transportation services. The authority shall determine the composition of these committees.

SEC. 6. Section 66540.32 of the Government Code is amended to read:

66540.32. (a) The authority shall create and adopt, on or before July 1, 2009, an emergency water transportation system management plan for water transportation services in the bay area

region in the event that bridges, highways, and other facilities are rendered wholly or significantly inoperable.

(b) (1) The authority shall create and adopt, on or before July 1, 2009, a transition plan to facilitate the transfer of existing public transportation ferry services within the bay area region to the authority pursuant to this title. In the preparation of the transition plan, priority shall be given to ensuring continuity in the programs, services, and activities of existing public transportation ferry services.

(2) The plan required by this subdivision shall include all of the following:

(A) A description of the proposed expansion of ferry services in the bay area region and a description of any proposed changes to the operations of existing ferry services in the bay area region.

(B) An estimate of the costs to provide the services described in subparagraph (A) and available or proposed sources of revenue to meet those costs.

(C) A description of the proposed services, duties, functions, responsibilities, and liabilities of the authority and those of agencies providing or proposed to provide water transportation services.

(D) (i) To the extent the plan includes the transfer of ownership of any assets, including, but not limited to, vessels, personnel, terminals, and parking structures, a description of any compensation proposed to be made for the execution of those transfers.

(ii) For purposes of this subparagraph, the amount of compensation to be made shall be mutually agreed upon by the authority and the local agency. This agreement shall not be implemented until both the authority and the local agency pass a resolution in support of the agreement. The authority and the local agency shall provide notice of the agreement to the public within 30 days of reaching the agreement and shall pass the resolution within 60 days of reaching the agreement. ~~If the authority and the local agency are unable to agree on an amount, the authority shall enter into an agreement with the local agency to arbitrate the controversy.~~

(E) A commitment to leverage or seek funding that supports the completion of existing or planned capital projects, as of January 1, 2008, that further the expansion, efficiency, or effectiveness of the ferry system.

(F) A description of how existing and expanded water transportation services will provide seamless connections to other transit providers in the bay area region, including, but not limited to, a description of how the authority will coordinate with all local agencies to ensure optimal public transportation services that support access to the ferry system for the immediate and surrounding communities.

(3) To the extent the plan required by this subdivision includes proposed changes to water transportation services provided by the City of Vallejo, those changes shall be proposed in a manner consistent with that city's general plan, its downtown and waterfront redevelopment plans, and its development and disposition agreements, including, but not limited to, the construction of the proposed Vallejo Station Joint Development Project, which includes a parking garage and a separate bus transfer facility.

(4) To the extent the plan required by this subdivision includes proposals for ferry maintenance facilities, the authority shall ensure that the existing ferry maintenance facility located on Mare Island remains in operation and that any plans for the improvement or expansion of the facility that have received funds on or before January 1, 2008, are completed.

(c) In developing the plans described in subdivisions (a) and (b), the authority shall cooperate to the fullest extent possible with the Metropolitan Transportation Commission, the State Office of Emergency Services, the Association of Bay Area Governments, and the San Francisco Bay Conservation and Development Commission, and shall, to the fullest extent possible, coordinate its planning with local agencies, including those local agencies that operated, or contracted for the operation of, public water transportation services as of the effective date of this title. To avoid duplication of work, the authority shall make maximum use of data and information available from the planning programs of the Metropolitan Transportation Commission, the State Office of Emergency Services, the Association of Bay Area Governments, the San Francisco Bay Conservation and Development Commission, the cities and counties in the San Francisco Bay area, and other public and private planning agencies. In addition, the authority shall consider both of the following:

(1) The San Francisco Bay Area Water Transit Implementation and Operations Plan adopted by the San Francisco Bay Area Water Transit Authority on July 10, 2003.

(2) Any other plan concerning water transportation within the bay area region developed or adopted by any general purpose local government or special district that operates or sponsors water transit, including, but not limited to, those water transportation services provided under agreement with a private operator.

(d) The authority shall prepare a specific transition plan for any transfer not anticipated by the transition plan required under subdivision (b).

(e) Prior to adopting the plans required by this section, the authority shall do both of the following:

(1) Provide a copy of the plans to each city and county in the bay area region at least 90 days prior to adopting the plans in order to allow those cities or counties to provide comments on the plans to the authority.

(2) Conduct a public hearing at least 60 days prior to adopting the plans in each city where an operational ferry terminal existed on January 1, 2008. For purposes of the public hearing required by this paragraph, the board shall do both of following:

(A) Make copies of the plans available to the public on the Internet at least 30 days prior to the public hearing.

(B) Provide written notification of the plans to all major newspapers in the city where the hearing will occur at least 30 days prior to the public hearing.

(f) Prior to amending any of the plans adopted pursuant to this section, the authority shall do both of the following:

(1) At least 90 days prior to adopting the amendments, provide a copy of the amendments to each city and county affected by the amendments in order to allow those cities and counties to provide comments on the amendments to the authority.

(2) Conduct a public hearing at least 60 days prior to adopting the amendments in each city affected by the amendments. For purposes of the public hearing, the board shall do both of the following:

(A) Make copies of the amendments available to the public on the Internet at least 30 days prior to the public hearing.

(B) Provide written notification of the amendments to all major newspapers in the city where the hearing will occur at least 30 days prior to the public hearing.

(g) For purposes of this section, "major newspaper" means a newspaper with a circulation rate of at least 10,000.

SEC. 7. Section 66540.68 of the Government Code is amended to read:

66540.68. (a) This article does not apply to any employees of the authority in a bargaining unit that is represented by a labor organization, except as to the protection of the rights of those employees that were employees of the San Francisco Bay Area Water Transit Authority as specifically provided in Section 66540.56.

(b) The adoption, terms, and conditions of the retirement systems covering employees of the authority in a bargaining unit represented by a labor organization shall be pursuant to a collective bargaining agreement between that labor organization and the authority. Any such retirement system adopted pursuant to a collective bargaining agreement shall be on a sound actuarial basis. The authority and the labor organization representing the authority's employees in a bargaining unit shall be equally represented in the administration of that retirement system.

(c) (1) The authority shall assume and be bound by the terms and conditions of employment set forth in any collective bargaining agreement or employment contract between the San Francisco Bay Area Water Transit Authority and any labor organization or employee affected by the creation of the authority, as well as the duties, obligations, and liabilities arising from, or relating to, labor obligations imposed by state or federal law upon the San Francisco Bay Area Water Transit Authority.

(2) The authority shall assume and be bound by the terms and conditions of employment set forth in any collective bargaining agreement or employment contract between any entity, whether public or private, whose services the authority directly assumes, and any labor organization or employee affected by the assumption of those services.

SEC. 8. No reimbursement is required by this act pursuant to Section 6 of Article XIIIB of the California Constitution because the only costs that may be incurred by a local agency or school district will be incurred because this act creates a new crime or

1 infraction, eliminates a crime or infraction, or changes the penalty
2 for a crime or infraction, within the meaning of Section 17556 of
3 the Government Code, or changes the definition of a crime within
4 the meaning of Section 6 of Article XIII B of the California
5 Constitution.

O

BILL NUMBER: SB 1093 AMENDED
BILL TEXT

AMENDED IN SENATE APRIL 21, 2008
AMENDED IN SENATE APRIL 7, 2008

INTRODUCED BY Senator Wiggins
(Principal coauthor: Assembly Member Evans)

JANUARY 10, 2008

An act to amend Sections 66540.6, 66540.11, 66540.12, 66540.22, 66540.32, and 66540.68 of, and to add Section 66540.315 to, the Government Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 1093, as amended, Wiggins. San Francisco Bay Area Water Emergency Transportation Authority.

Existing law, the San Francisco Bay Area Water Emergency Transportation Response and Disaster Recovery Act, establishes the San Francisco Bay Area Water Emergency Transportation Authority as a local governmental entity of regional government and gives that entity the authority to plan, manage, operate, and coordinate the emergency activities of all water transportation and related facilities within the bay area region, except as specified. Existing law requires the transfer of public transportation ferries and related water transportation services and facilities in the bay area region, as specified, to the authority and requires the authority to adopt a transition plan to facilitate that transfer. Existing law requires that the planning, management, and operation of any existing or planned public transportation ferries and related facilities and services in the bay area region be consolidated under the authority's control.

This bill would make that consolidation subject to the authority's adoption of the transition plan and would prohibit the authority from compelling operational changes to water transportation services provided by public agencies on or before January 1, 2008, prior to the adoption of that plan. The bill would require the transition plan to include specified information, including, but not limited to, a description of any compensation proposed to be made for the execution of the transfer of ownership of any assets, as specified, and would require that the amount of compensation be mutually agreed upon by the authority and the local agency, as specified. The bill would require that proposed changes to the City of Vallejo's water transportation services be proposed in a specified manner and would require the authority to ensure that the ferry maintenance facility located on Mare Island remains operational and that specified plans for improvement or expansion of that facility are completed. The bill would also authorize the authority to establish a community advisory committee to receive community and passenger recommendations related to consolidation or operational issues affecting existing and proposed water transportation services.

Existing law requires the authority to create and adopt the transition plan on or before January 1, 2009, and an emergency water transportation system management plan on or before July 1, 2009. Under existing law, the authority is required to provide

a copy of those plans to each city and county in the bay area region at least 45 days prior to adopting the plans.

This bill would extend the date for the creation and adoption of the transition plan to July 1, 2009. In addition, the bill would require the authority to conduct specified public hearings and provide copies of the plans or plan amendments to specified cities and counties within certain periods of time prior to adopting those plans or amendments.

Existing law provides that the authority is governed by a board of 5 members and requires that each member of the board be a resident of a county in the bay area region.

This bill would require that a ferry terminal collecting at least 40% of the total receipts of the ferry system be represented on the board, as specified.

Existing law requires the board to supervise and regulate every water transportation services facility owned or operated or controlled by the authority, including the establishment of rates and the making and enforcement of schedules, among other things, for or in connection with any transportation facility owned or operated or controlled by the authority.

This bill would require the board to conduct a public hearing at least 60 days prior to adopting changes to rates or schedules and to provide notification of those changes to the public, specified newspapers, and the city where the ferry terminal affected by the changes is located, as specified.

Existing law prohibits the authority from assuming any financial obligations in accepting a transfer other than those associated with the operation of the services and facilities being transferred to it.

Existing law also requires the authority to bear reasonable administrative costs incurred by public transportation ferries and related water transportation services related to the transfer of public transportation services to the authority.

This bill would authorize the authority to assume any costs associated with engine repowering, engine overhauling, and dredging, as specified, and would also require the authority to bear the reasonable administrative costs incurred by public transportation ferries and related water transportation services related to the implementation of the San Francisco Bay Area Water Emergency Transportation Response and Disaster Recovery Act.

Existing law requires the authority to assume and be bound by the employment terms and conditions set forth in any collective bargaining agreement or employment contract between the San Francisco Bay Area Water Transit Authority and any labor organization or employee affected by the creation of the authority, as specified.

This bill would also require the authority to assume and be bound by the employment terms and conditions set forth in any collective bargaining agreement or employment contract between any public or private entity whose services the authority directly assumes, and any labor organization or employee affected by the assumption of those services.

The bill would enact other related provisions.

By imposing additional duties on the authority, the bill would impose a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

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

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. Section 66540.6 of the Government Code is amended to read:

66540.6. (a) In order to establish and secure emergency activities of all water transportation and related facilities within the bay area region, the authority shall have the authority to operate a comprehensive emergency public water transportation system that includes water transportation services, water transit terminals, and any other transport and facilities supportive of the system for the bay area region, provided that those facilities are consistent with the Bay Plan adopted by the Bay Conservation and Development Commission, as it may be amended from time to time, and that the authority consults in good faith with affected municipalities, counties, and other public agencies that may be affected by a particular facility. The authority shall have authority and control over ~~all~~ public transportation ferries within the bay area region, except ~~those~~ ***that this Section shall not affect any vessels, facilities, or services that*** are owned ***or*** ~~and~~ operated by the Golden Gate Bridge, Highway and Transportation District. The planning, management, and operation of any existing or planned public transportation ferries and related facilities and services in the bay area region shall be consolidated under the authority's control, subject to the adoption of the transition plan required by subdivision (b) of Section 66540.32. The authority shall not compel ***property transfers or*** operational changes to water transportation ~~services~~ ***ferries*** provided by public agencies on or before January 1, 2008, prior to the adoption of that transition plan ***which shall be in full compliance with Section 66540.32.***

(b) Because of the importance of an orderly development of a comprehensive bay area region emergency water transportation system, the environmental, health, and public safety issues implicated, and the scarce resources available, the authority shall determine the entry within its jurisdiction of any water transportation service or facility that will affect public lands or receive or benefit from the use of federal, state, or local funds, except those owned and operated by the Golden Gate Bridge, Highway and Transportation District.

(c) Nothing in this section shall be construed to be in derogation of the existing authority of the California Public Utilities Commission.

SEC. 2. Section 66540.11 of the Government Code is amended to read:

66540.11. (a) ~~All public~~ ***Public*** transportation ferries and related water transportation services and facilities within the bay area region shall be transferred to the authority in accordance with the transition plan required under subdivision (b) of Section 66540.32~~,~~. ***This section shall not affect any*** ~~except for the~~ services and facilities owned, operated, ~~and~~ ***or*** provided by the Golden Gate Bridge, Highway and Transportation District.

(b) The authority may accept the transfer of ownership, ***leasehold interests,*** operation, and management of any other public transportation ferries and related water transportation services and facilities within the bay area region developed or adopted by any general purpose local government or special district that operates or sponsors water transit, including, but not limited to, those water transportation services provided under agreement with a private operator.

(c) All transfers pursuant to subdivision (a) and (b) shall be consistent with the ***adopted*** transition plan required under subdivision (b) of Section 66540.32 and shall include, but not be limited to, all of the following:

(1) All real and personal property, including, but not limited to, all terminals, ferries, vehicles or facilities, parking facilities for passengers and employees, and buildings and facilities used to operate, maintain, and manage the water transportation services system.

(2) All personnel currently employed by the water transportation services system, subject to the provisions of Article 5 (commencing with Section 66540.55) of Chapter 5.

(3) All contracts with tenants, concessionaires, leaseholders, and others.

(4) All ***non-discretionary local funds and*** subsidies for the water transportation services system, other than the direct subsidy the Golden Gate Bridge, Highway and Transportation District currently provides to the water transportation services system it provides.

(5) All financial obligations generated from the operations of the water transportation services system, including, but not limited to, bonded indebtedness and subsidies associated with the public transportation ferry system.

(d) In accepting a transfer, the authority may assume no financial obligations other than the ~~following:~~

~~(1) The~~ financial obligations associated with the operation of the services and facilities being transferred to the authority.

~~(2) The costs, on a pro rata basis, associated with any long-term engine repowering or engine overhauling necessary to keep the vessels being transferred to the authority in working order.~~

~~(3) The costs associated with any dredging required prior to the transfer of ferry services to the authority.~~

(e) Reasonable administrative costs incurred by ~~the other public transportation ferries and related~~ ***operators of*** water transportation services ~~and facilities~~ ***as of January 1, 2008*** related to the ~~transfer~~ ***transfers*** required by this section or the implementation of this title shall be borne by the authority.

SEC. 3. Section 66540.12 of the Government Code is amended to read:

66540.12. (a) The authority shall be governed by a board composed of five members, as follows:

(1) Three members shall be appointed by the Governor, subject to confirmation by the Senate. ~~The Governor shall make the initial appointment of these members of the board within 10 days after the effective date of this title.~~

(2) Of the three members appointed by the Governor, one member shall be selected from a list of no less than three applicants provided by the City of Vallejo and one member shall be selected from a list of no less than three applicants provided by the City of Alameda. This provision shall only be applicable after the first term of original board appointments.

~~(2)~~ ***(3)*** One member shall be appointed by the Senate Committee on Rules.

~~(3)~~ ***(4)*** One member shall be appointed by the Speaker of the Assembly.

(b) Each member of the board shall be a resident of a county in the bay area region.

(c) ~~If a ferry terminal collects at least 40 percent of the total receipts of the ferry system under the control of the authority, the city or public agency where that terminal is located shall have a representative serve as one of the five members of the board. This member shall be appointed by the Governor, subject to confirmation by the Senate, as provided in paragraph (1) of subdivision (a).~~

~~(d)~~ Public officers associated with any area of government, including planning or water, whether elected or appointed, may be appointed to serve contemporaneously as members of the board. No ~~local jurisdiction or~~ ***public*** agency may have more than one representative on the board of the authority.

~~(e)~~ ***(d)*** The Governor shall designate one member as the chair of the board and one member as the vice chair of the board.

~~(f)~~ ***(e)*** The term of a member of the board shall be six years

~~(g)~~ ***(f)*** Vacancies shall be immediately filled by the appointing power for the unexpired portion of the terms in which they occur.

SEC. 4. Section 66540.16 of the Government Code is amended to read:

66540.16. (a) The board shall have the power to appoint all of the following officers of the authority:

(1) Executive director.

(2) General Counsel.

(3) ~~Auditor~~ ***Chief Financial Officer****.*

(b) The Executive Director shall be responsible for operation, maintenance, financing, and planning functions, within the policy guidelines established by the board. The executive director shall prepare and submit an annual budget to the board. The executive director will have the authority to execute contracts, grant documents, and financing documents under the policy guidelines which may be established by the board. The executive director shall appoint all other officers and employees.

SEC. 5. Section 66540.18 of the Government Code is amended to read:

66540.18. (a) The chair of the board shall do all of the following:

(1) ~~Propose~~ ***Prepare*** *the agenda for each meeting of the board.*

(2) Preside over all meetings of the board, including, but not limited to, setting the dates and times of meetings, declaring the opening and closing of each proceeding of the board, ruling on points of order, regulating the individuals that, except for board members, may address the board at its meetings, and putting issues to the vote and announcing decisions following those votes.

(3) Appoint board members to committees and serve as an ex officio member of all committees.

(4) Sign all orders issued by the board and contracts and grant documents as approved by the board.

(5) Represent the authority at all proceedings. The chair may appoint individuals to represent the board on other boards or commissions, subject to ratification by the board. Appointees serve at the pleasure of the board and those appointments will be subject to review by the board at least once every two years.

(6) Have such other powers and duties as may be prescribed from time to time by the board.

(b) The chair may delegate any of the powers described in this section, other than the power to delegate, to any member of the board.

(c) In the absence or disability of the chair of the board, the vice chair shall perform all of the duties of the chair and, in so acting, shall have all the powers of the chair. The vice chair shall have such other powers and perform such other duties as may be prescribed from time to time by the board.

SEC. 4 ***6***. Section 66540.22 of the Government Code is amended to read:

66540.22. (a) The board shall supervise and regulate every water transportation services facility owned or operated ***or maintained*** or controlled by the authority, including the establishment of rates, rentals, charges, and classifications, and the making and enforcement of rules, regulations, contracts, practices, and schedules, for or in connection with any transportation facility owned or operated or controlled by the authority.

(b) If the board proposes to ***establish or*** change rates or schedules for or in connection with a facility described in subdivision (a), the board shall ***establish a process for taking public input on those changes and shall conduct a public hearing prior to adoption of those changes in the city***

where the ferry terminal(s) affected by the proposed changes is located ~~conduct a public hearing at least 60 days prior to adopting those changes. The hearing shall be located in the city where the ferry terminal affected by the proposed changes is located and the board shall do all of the following:~~

~~(1) Make copies of the proposed changes available to the public on the Internet at least 30 days prior to the public hearing.~~

~~(2) Provide written notification of the proposed changes to all major newspapers in the area affected by those changes at least 30 days prior to the public hearing. For purposes of this paragraph, "major newspaper" means a newspaper with a circulation rate of at least 10,000~~.

(3) Provide written notification of the proposed changes to the city where the ferry terminal affected by those changes is located at least 30 days prior to the public hearing.

SEC. 7. Section 66540.24 of the Government Code is amended to read:

66540.24. (a) Three members of the board shall constitute a quorum for the purpose of transacting any business of the board.

(b) Except as otherwise specifically provided to the contrary in this title, a recorded majority vote of the total ***authorized*** *membership of the board is required on each action.*

SEC. ~~5~~***8***. Section 66540.315 is added to the Government Code, to read:

66540.315. The authority may establish a community advisory committee to receive community and passenger recommendations related to consolidation and operational issues affecting existing and proposed water transportation services. The authority shall determine the composition of ~~these committees~~ ***that committee.***

SEC. ~~6~~ ***9***. Section 66540.32 of the Government Code is amended to read:

66540.32. (a) The authority shall create and adopt, on or before July 1, 2009, an emergency water transportation system management plan for water transportation services in the bay area region in the event that bridges, highways, and other facilities are rendered wholly or significantly inoperable.

(b) (1) The authority shall create and adopt, on or before July 1, 2009, a transition plan to facilitate the transfer of existing public transportation ferry services within the bay area region to the authority pursuant to this title. In the preparation of the transition plan, priority shall be given to ensuring continuity in the programs, services, and activities of existing public transportation ferry services.

(2) The plan required by this subdivision shall include all of the following:

(A) A description of ***existing ferry services in the bay area region on January 1, 2008 that are to be transferred to the Authority pursuant to Section 66540.11 and a description of any proposed changes, if any, to those services.*** ~~the proposed expansion of ferry services in the bay area region and a description of any proposed changes to the operations of existing ferry services in the bay area region~~.

(B) ~~An estimate of the costs to provide the services described in subparagraph (A) and available or proposed sources of revenue to meet those costs~~ ***A description of any proposed expansion of ferry services in the bay area region.***

(C) ~~A description of the services, duties, functions, responsibilities, and liabilities of the authority and those of agencies providing or proposed to provide water transportation~~

~~services~~ ***An inventory of the ferry and ferry related capital assets or leasehold interests (including, but not limited to, vessels, terminals, maintenance facilities and existing or planned parking facilities and/or parking structures), personnel, operating costs and revenues of public agencies operating public transportation ferries and providing water transportation services as of January 1, 2008 and whose facilities (in whole or in part) are to be transferred to the authority pursuant to Section 66540.11.***

(D) A description of those capital assets, leasehold interests and personnel identified in subparagraph (C) above that the authority proposes be transferred pursuant to Section 66540.11.

(E) An estimate of the costs to continue the services described in subparagraph (A) above as well as a detailed description of the available revenues as well as proposed sources of revenue to meet those anticipated costs.

(F) A description of the proposed services, duties, functions, responsibilities, and liabilities of the authority and those of agencies providing or proposed to provide water transportation services for the authority.

~~(D)~~ ***(G)***(i) To the extent the plan includes the transfer of ownership of any ***capital*** assets, ~~including, but not limited to, vessels, personnel, terminals, and parking structures, a~~ ***leasehold interests or of personnel described in subparagraph (C) above, said plan shall include a*** description of any compensation proposed to be made for the execution of those transfers ***and the source of said compensation.***

(ii) For purposes of this subparagraph, the amount of ***any*** compensation to be made shall be mutually agreed upon by the authority and the ~~local~~ ***transferring*** agency. ~~This~~ ***No*** agreement ***regarding the transfer of any capital assets, leasehold interests or personnel as described above*** shall ~~not~~ be implemented until both the authority and the ~~local~~ ***transferring*** agency pass a resolution ~~in support of the agreement. The authority and the local agency shall provide notice of the agreement to the public within 30 days of reaching the agreement and shall pass the resolution within 60 days of reaching the agreement~~ ***authorizing said transfer.***

~~(E)~~ ***(H)*** ~~A commitment to leverage or seek funding that supports the completion of existing or planned~~ ***An initial five-year Capital Improvement Program (CIP) detailing how the authority and its local agency partners plan to support financing and completion of capital improvement projects (including those described in subparagraph (C) above) required to support the operation of transferred ferry services. Priority shall be given to emergency response projects and those*** capital ***improvement*** projects~~, as of January 1, 2008, that~~ ***for which a Notice of Determination pursuant to the California Environmental Quality Act has been filed and which*** further the expansion, efficiency, or effectiveness of the ferry system.

~~(F)~~ ***(I)*** A description of how existing and expanded water transportation services will provide seamless connections to other transit providers in the bay area region, including, but not limited to, a description of how the authority will coordinate with all local agencies to ensure optimal public transportation services, ***including supplemental bus services that existed on January 1, 2008*** that support access to the ferry system for the immediate and surrounding communities.

(3) To the extent the plan required by this subdivision includes proposed changes to water transportation services ***historically*** provided by the City of Vallejo ***or to water transportation support facilities (docks, parking, etc.) provided by (or to be provided by) the City of Vallejo***, those changes shall be proposed ***and implemented*** in a manner consistent with that city's general plan, its downtown and waterfront redevelopment plans, ***the Mare Island Reuse Plan,*** and ***executed disposition and*** ~~its~~ development ~~and disposition~~ agreements, including, but not limited to, ~~the construction~~ ***completion*** of the proposed ***parking garage and bus transfer facility to be completed***

in conjunction with the Vallejo Station Joint Development Project~~, which includes a parking garage and a separate bus transfer facility~~.

(4) To the extent the plan required by this subdivision includes proposals for ferry maintenance facilities, the authority shall ensure that the existing ferry maintenance facility located on Mare Island ~~remains in operation~~ ***is included*** and that any plans for the improvement or expansion of ***such*** ~~the facility that have received funds on or before January 1, 2008,~~ are completed.

(5) To the extent the plan required by this subdivision includes proposed changes to water transportation services historically provided by the City of Alameda or to water transportation support facilities (docks, parking, etc.) provided by (or to be provided by) the City of Alameda, those changes shall be proposed and implemented in a manner consistent with that city's general plan, its redevelopment plans, and its development and disposition agreements, including, but not limited to, any potential plans to relocate the ferry terminal to the Alameda Point property.

(c) In developing the plans described in subdivisions (a) and (b), the authority shall cooperate to the fullest extent possible with the Metropolitan Transportation Commission, the State Office of Emergency Services, the Association of Bay Area Governments, and the San Francisco Bay Conservation and Development Commission, and shall, to the fullest extent possible, coordinate its planning with local agencies, including those local agencies that operated, or contracted for the operation of, public water transportation services as of the effective date of this title. To avoid duplication of work, the authority shall make maximum use of data and information available from the planning programs of the Metropolitan Transportation Commission, the State Office of Emergency Services, the Association of Bay Area Governments, the San Francisco Bay Conservation and Development Commission, the cities and counties in the San Francisco Bay area, and other public and private planning agencies. In addition, the authority shall consider both of the following:

(1) The San Francisco Bay Area Water Transit Implementation and Operations Plan adopted by the San Francisco Bay Area Water Transit Authority on July 10, 2003.

(2) Any other plan concerning water transportation within the bay area region developed or adopted by any general purpose local government or special district that operates or sponsors water transit, including, but not limited to, those water transportation services provided under agreement with a private operator.

(d) The authority shall prepare a specific transition plan for any transfer not anticipated by the transition plan required under subdivision (b).

(e) Prior to adopting the ~~*plans*~~ ***transition plans*** required by this section, the authority shall ~~*do both of the following:*~~ ***establish a process for taking public input on the plan in consultation with existing operators of public ferry services affected by the transition plan. The public input process shall include at least one public hearing, at least 60 days prior to adopting the plans, in each city where an operational ferry facility existed on January 1, 2008.***

~~(1) Provide a copy of the plans to each city and county in the bay area region at least 90 days prior to adopting the plans in order to allow those cities or counties to provide comments on the plans to the authority.~~

~~(2) Conduct a public hearing at least 60 days prior to adopting the plans in each city where an operational ferry terminal existed on January 1, 2008. For purposes of the public hearing required by this paragraph, the board shall do both of following:~~

~~(A) Make copies of the plans available to the public on the Internet at least 30 days prior to the public hearing.~~

~~(B) Provide written notification of the plans to all major~~

~~newspapers in the city where the hearing will occur at least 30 days prior to the public hearing.~~
~~(f) Prior to amending any of the plans adopted pursuant to this section, the authority shall do both of the following:~~
~~(1) At least 90 days prior to adopting the amendments, provide a copy of the amendments to each city and county affected by the amendments in order to allow those cities and counties to provide comments on the amendments to the authority.~~
~~(2) Conduct a public hearing at least 60 days prior to adopting the amendments in each city affected by the amendments. For purposes of the public hearing, the board shall do both of the following:~~
~~(A) Make copies of the amendments available to the public on the Internet at least 30 days prior to the public hearing.~~
~~(B) Provide written notification of the amendments to all major newspapers in the city where the hearing will occur at least 30 days prior to the public hearing.~~
~~(g) For purposes of this section, "major newspaper" means a newspaper with a circulation rate of at least 10,000.~~

SEC. 10. Section 66540.43 of the Government Code is amended to read:

66540.43. (a) The authority may issue bonds, from time to time, payable from revenue of any facility or enterprise operated, acquired, or constructed by the authority, for any of the purposes authorized by this title in accordance with the Revenue Bond Law of 1941 (Chapter 6 (commencing with Section 54300) of Part 1 of Division 2 of Title 5), excluding Article 3 (commencing with Section 54380) of Chapter 6 of Part 1 of Division 2 of Title 5 and the limitations set forth in subdivision (b) of Section 54402 which shall not apply to the issuance and sale of bonds pursuant to this section.

(b) The authority is a local agency within the meaning of Section 54307. The water transportation services system or any or all facilities and all additions and improvements that the authority's governing board authorizes to be acquired or constructed and any purpose, operation, facility, system, improvement, or undertaking of the authority from which revenues are derived or otherwise allocable, which revenues are, or may by resolution or ordinance be, required to be separately accounted for from other revenues of the authority, shall constitute an enterprise within the meaning of Section 54309.

(c) The board shall authorize the issuance of bonds pursuant to this section by resolution, which resolution shall be adopted by a majority vote and shall specify all of the following:

(1) The purposes for which the bonds are to be issued, which may include one or more purposes permitted by this title.

(2) The maximum principal amount of bonds.

(3) The maximum term of bonds.

(4) The maximum rate of interest, fixed or variable, to be payable upon the bonds.

(5) The maximum discount or premium payable on sale of the bonds.

(d) For purposes of the issuance and sale of bonds pursuant to this section, the following definitions shall be applicable to the Revenue Bond Law of 1941:

(1) "Fiscal agent" means any fiscal agent, trustee, paying agent, depository, or other fiduciary provided for in the resolution providing the terms and conditions for the issuance of the bonds, which fiscal agent may be located within or without the state.

(2) "Resolution" means, unless the context otherwise requires, the instrument providing the terms and conditions for the issuance of bonds, which instrument may be an indenture, trust agreement, installment sale agreement, lease, ordinance, or other instrument in writing.

(e) Each resolution shall provide for the issuance of bonds in the amounts as may be necessary, until the full amount of bonds authorized has been issued. The full amount of bonds may be divided into two or more series with different dates of payment fixed for bonds of each series. A bond need not mature on its anniversary date.

(f) The authority may issue refunding bonds to redeem or retire any bonds issued by the authority upon the terms, at the times, and in the manner which the authority's governing body determines by resolution. Refunding bonds may be issued in a principal amount sufficient to pay all, or any part of, the principal of the outstanding bonds, the premium, if any due upon call redemption thereof prior to maturity, all expenses of redemption, and either of the following:

(1) The interest upon the refunding bonds from the date of sale thereof to the date of payment of the bonds to be refunded out of the sale of the refunding bonds or to the date upon which the bonds to be refunded will be paid pursuant to call or agreement with the holders of the bonds.

(2) The interest upon the bonds to be refunded from the date of sale of the refunding bonds to the date of payment of the bonds to be refunded or to the date upon which the bonds to be refunded will be paid pursuant to call or agreement with the holders of the bonds.

(g) The authority may enter into any liquidity or credit agreement it may deem necessary in connection with the issuance of bonds authorized by this section.

*(h) This section provides a complete, additional, and alternative method of performing the acts authorized by this ~~section~~ **article**, and the issuance of bonds, including refunding bonds, need not comply with any other law applicable to borrowing or the issuance of bonds. Any provision of the Revenue Bond Law of 1941 which is inconsistent with this section or this title shall not be applicable.*

(i) Nothing in this section prohibits the authority from availing itself of any procedure provided in this chapter for the issuance of bonds of any type or character for any of the authorized water transportation facilities. All bond proceedings may be carried on simultaneously or, in the alternative, as the authority may determine.

SEC. ~~7~~ *11*. Section 66540.68 of the Government Code is amended to read:

66540.68. (a) This article does not apply to any employees of the authority in a bargaining unit that is represented by a labor organization, except as to the protection of the rights of those employees that were employees of the San Francisco Bay Area Water Transit Authority as specifically provided in Section 66540.56.

(b) The adoption, terms, and conditions of the retirement systems covering employees of the authority in a bargaining unit represented by a labor organization shall be pursuant to a collective bargaining agreement between that labor organization and the authority. Any such retirement system adopted pursuant to a collective bargaining agreement shall be on a sound actuarial basis. The authority and the labor organization representing the authority's employees in a bargaining unit shall be equally represented in the administration of that retirement system.

(c) (1) The authority shall assume and be bound by the terms and conditions of employment set forth in any collective bargaining agreement or employment contract between the San Francisco Bay Area Water Transit Authority and any labor organization or employee affected by the creation of the authority, as well as the duties, obligations, and liabilities arising from, or relating to, labor

obligations imposed by state or federal law upon the San Francisco Bay Area Water Transit Authority.

(2) The authority shall assume and be bound by the terms and conditions of employment set forth in any collective bargaining
agreement or employment contract between any entity, whether public or private, whose services the authority directly assumes, and any labor organization or employee ~~affected by~~ ***included within*** the assumption of those services.

~~SEC. 8. No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because the only costs that may be incurred by a local agency or school district will be incurred because this act creates a new crime or infraction, eliminates a crime or infraction, or changes the penalty for a crime or infraction, within the meaning of Section 17556 of the Government Code, or changes the definition of a crime within the meaning of Section 6 of Article XIII B of the California Constitution.~~

SEC. 11. If the Commission on State Mandates determines that this act contains costs mandated by the state, reimbursement to local agencies and school districts for those costs shall be made pursuant to Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code.

THIS PAGE INTENTIONALLY LEFT BLANK

AMENDED IN SENATE APRIL 21, 2008

AMENDED IN SENATE MARCH 28, 2008

SENATE BILL No. 1507

Introduced by Senator Oropeza

February 21, 2008

An act to add ~~Sections 75.5 and~~ *Section* 91.7 to the Streets and Highways Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 1507, as amended, Oropeza. Highway construction: school boundaries.

Existing law creates the California Transportation Commission and authorizes the commission to, among other things, select, adopt, and determine the location for state highways on routes authorized by law. Existing law gives the Department of Transportation full possession and control of all state highways and authorizes the department to lay out and construct all state highways between the termini designated by law and on the locations as determined by the California Transportation Commission.

This bill would prohibit the commission ~~from authorizing the construction or expansion of a state highway within ¼ mile of a school boundary and would also prohibit the department from constructing or expanding a state highway in that area.~~ *from authorizing the construction or expansion of, and the department from constructing or expanding, a state highway within ¼ mile of a school boundary, with exceptions for certain operational or safety improvements and for high-occupancy vehicle lanes. The bill would also prohibit a project subject to this restriction from being included in a regional transportation improvement program adopted by a transportation planning agency.*

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

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

1 *SECTION 1. Section 91.7 is added to the Streets and Highways*
2 *Code, to read:*
3 *91.7. (a) The commission shall not authorize the construction*
4 *and expansion of, and the department shall not construct or*
5 *expand, a state highway within one-fourth mile of a school*
6 *boundary. In that regard, no project to construct or expand a state*
7 *highway within one-fourth mile of a school boundary shall be*
8 *proposed in the regional transportation improvement program*
9 *adopted by a transportation planning agency pursuant to Section*
10 *14527 of the Government Code.*
11 *(b) Subdivision (a) does not apply to any of the following state*
12 *highway projects:*
13 *(1) Operational improvements that do not expand the design*
14 *capacity of a state highway and that are intended to improve the*
15 *flow of traffic or to reduce congestion at specific locations on the*
16 *state highway system.*
17 *(2) Safety improvements, the primary purpose of which is to*
18 *reduce the number or severity of collisions on an existing state*
19 *highway facility.*
20 *(3) High-occupancy vehicle lanes.*
21 *(c) For the purposes of this section, "construction" shall mean*
22 *the construction of new state highway facilities and the*
23 *reconstruction of existing state highway facilities for the purpose*
24 *of repairing or rehabilitating a state highway.*
25 ~~SECTION 1. Section 75.5 is added to the Streets and Highways~~
26 ~~Code, to read:~~
27 ~~75.5. The commission shall not authorize the construction or~~
28 ~~expansion of a state highway within one-fourth mile of a school~~
29 ~~boundary.~~
30 ~~SEC. 2. Section 91.7 is added to the Streets and Highways~~
31 ~~Code, to read:~~
32 ~~91.7. The department shall not construct or expand a state~~
33 ~~highway within one-fourth mile of a school boundary.~~

O

97

Senate Appropriations Committee Fiscal Summary
Senator Tom Torlakson, Chairman

1507 (Oropeza)

Hearing Date: 5/5/08 Amended: 4/21/08
Consultant: Mark McKenzie Policy Vote: T.&H. 7-4

BILL SUMMARY: SB 1507 would prohibit the construction or expansion of a state highway within a quarter mile of a school boundary, including repair and rehabilitation work, with specified exceptions.

Fiscal Impact (in thousands)

Major Provisions	2008-09	2009-10	2010-11	Fund
Caltrans: highway realignments	unknown, potential multi-million dollar impact (see staff comments)			Special*

* State Highway Account

STAFF COMMENTS: This bill meets the criteria for referral to the Suspense File.
Existing law (SB 352 (Escutia), Chapter 668 of 2003) prohibits the acquisition of a school site within 500 feet of the closest traffic lane of a freeway or other busy traffic corridor, unless the air quality does not pose any significant health risk to pupils or staff.

SB 1507 would prohibit the California Transportation Commission (CTC) from authorizing the construction or expansion of a state highway, and the Department of Transportation from constructing or expanding, a state highway within one-fourth of a mile of a school boundary. For the purposes of this bill, "construction" includes both construction of new state highway facilities and reconstruction of existing highway facilities for the purpose of repair or rehabilitation. The bill would also prohibit a transportation planning agency from including a project to construct or expand a state highway within a quarter mile of a school boundary in the regional transportation improvement program. These prohibitions would not apply to: operational improvements that improve traffic flow or reduce congestion, but

do not expand capacity; safety improvements designed to reduce the number and severity of accidents; and high-occupancy vehicle lanes.

The fiscal impact on the state as a result of restricting the expansion and construction of state highways within a quarter mile of school boundaries is unknown, but likely significant. While there is no way of quantifying the actual impact, it is certain that projects currently programmed into in the State Transportation Improvement Program (STIP) would have to be eliminated or redesigned, requiring substantial expenditure related to engineering and environmental work. Also, this prohibition would likely result in increased right-of-way acquisition to the extent that a highway would have to be routed around the boundary restrictions in the bill. Caltrans is currently aware of over 1,700 schools located within a quarter mile of a state highway, and suspects there are probably more. Placing these limits on expansion and construction would have a substantial impact on capacity improvements, as well as repair and rehabilitation efforts, on the current and proposed state highway system.

PROP 98 — EMINENT DOMAIN. LIMITS ON GOVERNMENT AUTHORITY. INITIATIVE CONSTITUTIONAL AMENDMENT.

ANALYSIS BY THE LEGISLATIVE ANALYST

BACKGROUND

Government Actions to Take Property—"Eminent Domain"

Every year, California state and local governments buy hundreds of millions of dollars of property from private owners. Government uses most of this property for purposes such as roads, schools, and public utilities. In other cases, government buys property for different purposes, such as to transfer it to (1) private owners to develop new businesses or (2) nonprofit organizations to provide affordable housing.

Most of the time, government buys property from willing sellers. Sometimes, however, property owners do not want to sell their property or do not agree on a sales price. In these cases, California law allows government to take property from a private owner provided that government:

- Uses the property for a "public use" (a term that has been broadly interpreted to mean a variety of public purposes).
- Pays the property owner "just compensation" (generally, the property's fair market value) and relocation costs (including some business losses).

This government power to take property for a public use is called "eminent domain." (The nearby box provides additional information about its use.)

Eminent Domain Challenges. Property owners are not required to accept the amount of compensation government offers. Instead, they may make a counteroffer or challenge the amount in court. Under the State Constitution, property owners are entitled to have the amount of compensation determined by a jury. While property owners also may challenge government's right to take a property, these challenges are more difficult. In part, this is because courts give significant weight to government's findings and perspectives when ruling on disputes as to whether an eminent domain action is for public use.

Government's Authority to Take Property by Eminent Domain

Government may use eminent domain to take property for a public use if it pays just compensation and relocation costs.

What Is a Public Use?

Common examples of public use include providing new schools, roads, government buildings, parks, and public utility facilities. The term public use also includes broad public objectives.

such as economic development, eliminating urban blight and public nuisances, and public ownership of utility services. The following activities have been considered a public use:

- Promoting downtown redevelopment by transferring property to other owners to construct new stores, hotels, and other businesses.
- Reducing urban blight and crime by transferring substandard apartments in a high-crime area to a nonprofit housing organization to renovate and manage.
- Securing public control of utility services by acquiring private water and other utility systems and placing them under government ownership.

What Are Just Compensation and Relocation Costs?

Just compensation includes (1) the fair market value of the property taken and (2) any reduction in value of the remaining property when only part of a parcel is taken. In addition to the payment of just compensation, California law requires governments to pay property owners for certain other expenses and losses associated with the transfer of property ownership.

May Government Take Property Before Just Compensation Has Been Determined?

Sometimes government wants to take property quickly, before the amount of just compensation has been fully determined. In these cases, California laws allow government to deposit the probable amount of just compensation and take property within a few months. This is called a "quick take" eminent domain action. If a property owner accepts these funds, the owner gives up the right to challenge whether government's action is for a public use. The owner can still challenge the amount of just compensation.

Programs to Promote Affordable Housing

Rent Control. Over a dozen California cities have some form of rent control law. These cities include Los Angeles, San Francisco, Oakland, Berkeley, Santa Monica, and San Jose. In addition, about 100 cities and counties have laws limiting the rent mobile home park owners may charge people who lease space in their park. Altogether, about one million California households live in rent-controlled apartments or mobile home parks. While the provisions of these rent control laws vary, they typically restrict the amount of money by which a landlord (or park owner) may increase a tenant's rent each year. If a tenant moves out of a housing unit or mobile home park, property owners may reset rents to market rates. Once the unit or space is rented again, however, rent control laws restrict the rate of future rent increases.

Other Housing Programs and Laws. About one-third of California cities and counties have laws referred to as "inclusionary housing." These laws (which can be mandatory or voluntary in nature) have the goal of providing lower-cost housing units in new developments. Mandatory inclusionary laws require developers to construct affordable housing on part of their land or contribute funds to develop such housing. Voluntary laws offer developers incentives to provide affordable housing. (For example, a city might permit a developer to build an increased number of housing units if some of them are affordable to lower-income households.) In addition, many California cities have ordinances requiring apartment owners to provide relocation benefits to tenants if they convert their property into condominiums.

PROPOSAL

This measure amends the State Constitution to (1) constrain state and local governments' authority to take private property and (2) phase out rent control. The measure also might constrain government's authority to implement certain other programs and laws, such as mandatory inclusionary housing programs and tenant relocation benefits. The measure's provisions apply to all governmental agencies.

Taking Property

The measure prohibits government from taking ownership of property to transfer it to a private party—such as a person, business, or nonprofit organization. In addition, government could not take property to use it for (1) a purpose substantially similar to how the private owner used it (such as public operation of a water or electricity delivery system formerly owned by a private company) or (2) the purpose of consuming its natural resources (such as its oil or minerals). These restrictions on government's authority to take property also would apply to cases when government transfers the right to use or occupy property (but does not take ownership of it). None of these restrictions would apply, however, if government was addressing a public nuisance or criminal activity or as part of a state of emergency declared by the Governor.

Under the measure, government could continue to take property for facilities that it would own and use, such as new schools, roads, parks, and public facilities. Government could not take property for one purpose, however, and then use it for a different purpose unless it offered to sell the property back to its previous owner.

Property Owner Challenges. If a property owner challenged government's authority to use eminent domain, the measure directs the court to exercise its independent judgment and not defer to the findings of the government agency. In addition, property owners could challenge government's right to take the property even if they accepted funds that government deposited as part of an accelerated eminent domain action.

Property Owner Compensation. The measure contains provisions that would increase the amount of compensation provided to property owners. For example, property owners would be entitled to reimbursement for all business relocation costs, which could exceed the maximum amounts specified under current law. In addition, property owners would be entitled to compensation for their attorney costs if the property owner was successful in an eminent domain challenge.

Rent Control

The measure generally prohibits government from limiting the price property owners may charge others to purchase, occupy, or use their land or buildings. This provision would affect local rent control measures. Specifically, government could not enact new rent control measures, and any rent control measure enacted after January 1, 2007 would end. Other rent control measures (those enacted before January 1, 2007) would be phased out on a unit-by-unit basis after an apartment unit or mobile home park space is vacated. Once a tenant left an apartment or mobile home space, property owners could charge market rate rents, and that apartment unit or mobile home

space would not be subject to rent control again.

Other Government Laws and Programs

The measure appears to limit government's authority to impose restrictions on the "ownership, occupancy, or use of property" if the restrictions were imposed "in order to transfer an economic benefit" from one property owner to other private persons. The range of government laws and programs that would be affected by these provisions is not clear and would be determined by the courts. Given the wording of the measure, however, programs such as mandatory inclusionary housing and condominium conversion relocation benefits might be prohibited.

Related Measure on Ballot. This ballot contains two measures related to eminent domain: Proposition 98 (this measure) and Proposition 99. If this measure were approved by more votes than Proposition 99, the provisions of Proposition 99 probably would not take effect.

FISCAL EFFECTS

Eminent Domain Changes

Much of the property state and local government acquires is bought from willing sellers or is taken by eminent domain for purposes that would still be allowed under the measure. In these cases, government could continue to acquire these properties, but might need to pay somewhat more for them. This is because the measure increases the amount of compensation provided for properties taken by eminent domain and willing sellers are likely to demand similar increased amounts.

In some cases, the measure would prevent government from taking property by eminent domain. This reduced ability to take property could apply to many government plans for redevelopment, affordable housing, and public ownership of water or electric utility services. As a result of this reduced authority to take property, government might (1) buy fewer properties and have lower costs or (2) offer property owners more to purchase their properties and thus have higher costs.

The net fiscal effect of these potential changes in the number and price of properties acquired cannot be determined. Overall, we estimate that many governments would have net increased costs to acquire property, but that the net statewide fiscal effect probably would not be significant.

Other Changes

It is difficult to estimate the fiscal impact of the measure's phase out of rent control and limitation of other programs that transfer economic benefits from property owners to private parties. In response to these provisions, governments might choose to change their policies in ways that do not increase their costs. For example, a government might repeal a mandatory inclusionary housing ordinance and not enact a replacement policy, or repeal the ordinance and enact land-use regulations that encourage the construction of lower-cost housing.

In other cases, conforming to the measure's provisions could result in new costs. For example, a

government could respond to the elimination of rent control by creating publicly funded programs to subsidize affordable housing. Given the uncertainty regarding some of the measure's provisions, some governments might be unaware that their policies conflicted with the measure's provisions and be required to pay damages to property owners.

The fiscal effect on state and local governments associated with these changes in rent control and other policies is not possible to determine, but there probably would be increased costs to many governments. The net statewide fiscal effect, however, probably would not be significant.

PROP 99 — EMINENT DOMAIN. LIMITS ON GOVERNMENT ACQUISITION OF OWNER-OCCUPIED RESIDENCE. INITIATIVE CONSTITUTIONAL AMENDMENT.

ANALYSIS BY THE LEGISLATIVE ANALYST

BACKGROUND

California state and local governments frequently acquire private property to build public facilities (such as roads, parks, and schools) or to promote public objectives (such as economic development and affordable housing).

Most of the time, government buys property from willing sellers. Sometimes, however, property owners do not want to sell their property or do not agree on a sales price. In these cases, California law allows government to take property from a private owner provided that government:

- Uses the property for a "public use" (a term that has been broadly interpreted to mean a variety of public purposes).
- Pays the property owner "just compensation" (generally, the property's fair market value) and relocation costs (including certain business losses).

This government power to take property for a public use is called "eminent domain." The nearby box provides additional information regarding the terms public use, just compensation, and relocation costs.

PROPOSAL

This constitutional amendment limits state and local government's use of eminent domain in certain circumstances. Specifically, the measure prohibits government from using eminent domain to take a single-family home (including a condominium) for the purpose of transferring it to another private party (such as a person, business, or association).

This prohibition, however, would not apply if government was taking the home to:

- Protect public health and safety.
- Prevent serious, repeated criminal activity.
- Respond to an emergency.
- Remedy environmental contamination that posed a threat to public health and safety.
- Use the property for a public work, such as a toll road or airport operated by a private party.

In addition, the prohibition would not apply if the property owner did not live in the home or had lived there for less than a year.

Government's Authority to Take Property by Eminent Domain

Government may use eminent domain to take property for a public use if it pays just compensation and relocation costs.

What Is a Public Use?

Common examples of public use include providing new schools, roads, government buildings, parks, and public utility facilities. The term public use also includes broad public objectives, such as economic development, eliminating urban blight and public nuisances, and public ownership of utility services. The following activities have been considered a public use:

- Promoting downtown redevelopment by transferring property to other owners to construct new stores, hotels, and other businesses.
- Reducing urban blight and crime by transferring substandard apartments in a high-crime area to a nonprofit housing organization to renovate and manage.
- Securing public control of utility services by acquiring private water and other utility systems and placing them under government ownership.

What Are Just Compensation and Relocation Costs?

Just compensation includes (1) the fair market value of the property taken and (2) any reduction in value of the remaining property when only part of a parcel is taken. In addition to the payment of just compensation, California law requires governments to pay property owners for certain other expenses and losses associated with the transfer of property ownership.

Related Measure on Ballot. This ballot contains two measures related to eminent domain: Proposition 99 (this measure) and Proposition 98. If this measure were approved by more votes than Proposition 98, this measure provides that the provisions of Proposition 98 would not take effect.

FISCAL EFFECTS

Under current law and practice, government seldom uses eminent domain to take single-family homes. Even when it does so, the acquisition often is for a purpose that is permitted under the measure (such as construction of a road or school). Accordingly, this measure would not change significantly current government land acquisition practices.

In a very limited number of cases, however, this measure might result in government:

- Savings—because government could not acquire a home that the owner did not wish to sell.
- Costs—because government might pay more to buy a home than would have been the case if it could have taken the home using eminent domain.

The net fiscal effect of such actions would not be significant.

THIS PAGE INTENTIONALLY LEFT BLANK

STA
Solano Transportation Authority

DATE: May 2, 2008
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: Approve Final Project Technical Report and North Connector Project

Background:
STA staff has been working with project consultants, Caltrans and Federal Highway Administration (FHWA) to complete improvements to the I-80/I-680/State Route (SR) 12 Interchange Complex. In order to advance improvements to the Interchange in a timely fashion, it was determined that the most effective approach would be to complete several environmental documents for projects with independent utility, one of which is the North Connector project.

The Recirculated Environmental Impact Report (EIR) for the North Connector Project has been circulated and is being brought to the STA Board for consideration of certification as a separate Board item.

Discussion:
Consistent with STA Board direction, staff has been proceeding with the implementation for the North Connector Project. As part of the environmental document preparation, many technical studies are completed, one of which is the engineering report or Project Technical Report. This engineering report provides the preliminary design information for the North Connector Project. As part of the project development process, the STA Board is required to approve the project, which is accomplished through the approval of the Project Technical Report.

At the April 30, 2008 Technical Advisory committee (TAC), this proposed action received unanimous support to send a recommendation to the STA Board to approve the Project Technical Report and North Connector Project.

At this point, there are two construction contracts envisioned for the North Connector Project. The first construction contract would include the Abernathy Road/Chadbourne Road Interchange improvements (within Caltrans right-of-way), which has an estimated construction cost of $2.3 million, including construction management services. The second construction contract envisioned at this time, is the balance of the East End of the North Connector Project, which has an estimated construction cost of $21.0 million, including construction management services. As such, staff is recommending the Board authorize the Executive Director to advertise and award one or more construction contracts for the North Connector Project.

Fiscal Impact:
The Abernathy Road/Chadbourne Road Interchange improvements and the balance of the East End of the North Connector Project are funded at this time with a combination of Regional Measure 2 (RM 2) funds and State Transportation Improvement Program (STIP) funds. Specific funding for the West End of the North Connector Project will be determined at a future date, consistent with the funding agreement between the City of Fairfield, the County of Solano and STA.

Recommendation:
Approve the following:

1. Project Technical Report for the North Connector Project;
2. The North Connector Project; and
3. Authorize 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.

Attachments:

A. Project Technical Report for North Connector Project
(The North Connector Project Technical Report has been provided to the STA Board members under separate cover. A copy may be obtained on STA's website at http://www.sta.dst.ca.us/projects-nc.html or by contacting the STA office at (707) 424-6075.)

STA
Solano Transportation Authority

DATE: May 2, 2008
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: North Connector Project Regional Measure 2 (RM 2) Allocation Request

Background:
Since 2001, STA staff has been working with project consultants, Caltrans and Federal Highway Administration (FHWA) to complete improvements to the I-80/I-680/State route (SR) 12 Interchange Complex. In order to advance improvements to the Interchange in a timely fashion, four (4) environmental documents have either been prepared or are being prepared, one of which is for the North Connector project.

The Environmental Impact Report (EIR) for the North Connector Project is being brought to the STA Board for consideration of certification as a separate item at this Board meeting.

Discussion:
Consistent with STA Board direction, staff has been proceeding with the implementation for the North Connector Project. The next phase of the project development process will be to prepare the final design plans, proceed with right-of-way (R/W) acquisition and to implement the construction of improvements within Caltrans R/W at Abernathy Road and Chadbourne Road Interchanges. Detailed preliminary engineering is currently underway for the overall North Connector Project and once the EIR is approved (separate item on Agenda), the final design phase and R/W acquisition can begin for the East End of the North Connector. In addition, improvements within Caltrans right-of-way at the Abernathy Road and Chadbourne Road interchanges can be constructed.

In order to move forward with final design, R/W acquisition and the construction of improvements at Abernathy Road and Chadbourne Road interchanges (within Caltrans right-of-way), a Regional Measure 2 (RM 2) funding allocation is required from the Metropolitan Transportation Commission (MTC). A funding request of $1.0 million is required for preparation of final design plans; $7.0 million is required for R/W acquisition and environamental mitigation; and $2.3 million is required for the advanced construction package for the improvements at the Abernathy Road and Chadbourne Road interchanges. As a condition of the RM 2 funding allocation request, STA is required to adopt the attached resolution (Attachment A) which indicates that STA approves the Initial Project Report (IPR) for RM 2 Project Number 7 and cash flow plan (attachments to the resolution) and that STA authorizes its Executive Director, or his designee, to submit an allocation request to MTC for RM 2 funds for final design, R/W acquisition and the construction of improvements at Abernathy Road and Chadbourne Road interchanges.

Recommendation:

Approve the following:

1. Allocation request from Metropolitan Transportation Commission (MTC) for $10.3 million for final design and right-of-way acquisition for the North Connector Project and the construction of improvements at Abernathy Road and Chadbourne Road interchanges; and
2. Resolution No. 2008-04.

Attachments:

A. Resolution No. 2008-04

SOLANO TRANSPORTATION AUTHORITY
RESOLUTION No. 2008-04

A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY AUTHORIZING THE FUNDING ALLOCATION REQUEST FOR REGIONAL MEASURE 2 FUNDS FROM THE METROPOLITAN TRANSPORTATION COMMISSION FOR THE I-80/I-680/SR12 INTERCHANGE PROJECT

WHEREAS, SB 916 (Chapter 715, Statutes 2004), commonly referred as Regional Measure 2, identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 2 funds, pursuant to Streets and Highways Code Section 30914(c) and (d); and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 2 funding; and

WHEREAS, allocations to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 2 Policy and Procedures; and

WHEREAS, Solano Transportation Authority is an eligible sponsor of transportation project(s) in Regional Measure 2, Regional Traffic Relief Plan funds; and

WHEREAS, the Solano I-80/I-680 Corridor Improvements is eligible for consideration in the Regional Traffic Relief Plan of Regional Measure 2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

WHEREAS, the Regional Measure 2 allocation request, attached hereto in the Initial Project Report and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which Solano Transportation Authority is requesting that MTC allocate Regional Measure 2 funds; and

RESOLVED, that Solano Transportation Authority, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 2 Policy Guidance (MTC Resolution No. 3636); and be it further

RESOLVED, that Solano Transportation Authority certifies that the project is consistent with the Regional Transportation Plan (RTP).

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

RESOLVED, that the Regional Measure 2 phase or segment is fully funded, and results in an operable and useable segment.

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

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

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

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

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

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

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

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

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

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

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

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

RESOLVED, that Solano Transportation Authority authorizes its Executive Director, or his/her designee, to execute and submit an allocation request to MTC for Regional Measure 2 funds in the amount of $10,300,000.00 for Final Design, R/W Acquisition, and the Advanced Construction Package for the North Connector Project, purposes and amounts included in the project application attached to this resolution; and be it further

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

_____
Eddie Woodruff, 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 14th day of May, 2008.

_____
Daryl K. Halls, Executive Director
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 14th day of May, 2008 by the following vote:

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

Attest: _____
Johanna Masiclat
Clerk of the Board

THIS PAGE INTENTIONALLY LEFT BLANK

Regional Measure 2
Initial Project Report (IPR)

Project Title: Solano County Corridor Improvements near Interstate 80/Interstate 680 Interchange

RM2 Project No. 7

Allocation History:

	MTC Approval Date	Amount	Phase
#1:	January 2006	$5,975,000	PA/ED (I-80 HOV Lanes and North Connector)
#2	September 2006	$1,000,000	PA/ED (I-80 HOV Lanes)
#3	February 2007	$6,525,000	Final Design (I-80 HOV Lanes) and Construction for Advanced Package (Green Valley Bridge Widening)
#4	October 2007	$13,500,000	PA/ED for I-80/I-680/SR12 Interchange
	Total:	$27,000,000	

Current Allocation Request:

IPR Revision Date	Amount Being Requested	Phase Requested
May 2008	$10,300,000	Final Design, R/W Acquisition, and Advanced Construction Package for N. Connector Project

Regional Measure 2 – INITIAL PROJECT REPORT

I. OVERALL PROJECT INFORMATION

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

Solano Transportation Authority is the project sponsor and implementing agency.

Project Purpose

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

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

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

☐ Project Graphics to be sent electronically with This Application

Impediments to Project Completion

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

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

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

Operability

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

II. PROJECT PHASE DESCRIPTION and STATUS

Environmental – Does NEPA Apply: **X** Yes ☐ No

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

North Connector Project - (Abernathy to Green Valley Road) – The environmental document for the North Connector is currently being prepared as an EIR. A Draft EIR was circulated in January 2008. The EIR is expected to be approved in May 2008. This project will be implemented in phases. The first phase will extend from Abernathy to Green Valley Road and will be funded with a combination of local, STIP and RM2 funds.

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

I-80 Eastbound (EB) Truck Scales Relocation - The environmental document for the I-80 Eastbound Truck Scales Relocation is an EIR/EA. The Draft EIR/EA is scheduled to be circulated by January 31, 2009, with the Final EIR/EA scheduled for approval on or before December 31, 2009.

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

Design –

Final Design for the I-80 HOV Lanes was completed in January 2008, with the exception of the Advanced Construction Package for the Green Valley Bridge Widening, which was completed in spring 2007. Final Design for the North Connector project is expected to start in May 2008, with completion expected by spring 2009. Detailed Preliminary Engineering for the I-80 EB Truck Scales will start in summer 2008. Detailed preliminary engineering for the first Construction Package (CP1) of the I-80/I-680/SR12 will start in summer 2008.

Right-of-Way Activities / Acquisition –

Project right-of-way activities for the North Connector are expected to start in May 2008. Since the I-80 HOV Lanes will be constructed in the median, there is no anticipated right-of-way acquisition needed for the I-80 HOV Lanes Project. Right-of-way activities for the I-80 EB Truck Scales are expected to start in late 2009. Right-of-way activities for the I-80/I-680/SR12 Interchange – CP1 are expected to start in fall 2010.

Construction / Vehicle Acquisition -

Construction has not started for any of the projects, with the exception of the Advanced Construction Package – Green Valley Bridge Widening, which has been substantially completed and is being closed out.

III. PROJECT BUDGET

Project Budget (Escalated to year of expenditure)

Phase: TOTAL PROJECT	Total Amount - Escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	$ 37,804
Design - Plans, Specifications and Estimates (PS&E)	187,525
Right-of-Way Activities /Acquisition (R/W)	131,000
Construction / Rolling Stock Acquisition (CON)	1,301,199
Total Project Budget (in thousands)	$1,657,528

Project Budget (Escalated to year of expenditure)

Phase: NORTH CONNECTOR	Total Amount - Escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	$5,500
Design - Plans, Specifications and Estimates (PS&E)	3,300
Right-of-Way Activities /Acquisition (R/W)	8,000
Construction / Rolling Stock Acquisition / Operating Service (CON)	39,864
Total Project Budget (in thousands)	$56,664

Project Budget (Escalated to year of expenditure)

Phase: I-80 HOV LANES	Total Amount - Escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	$4,475
Design - Plans, Specifications and Estimates (PS&E)	4,525
Right-of-Way Activities /Acquisition (R/W)	0
Construction / Rolling Stock Acquisition (CON)	73,587
Total Project Budget (in thousands)	$82,587

Project Budget (Escalated to year of expenditure)

Phase: I-80 Eastbound Truck Scales Relocation	Total Amount - Escalated (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	$5,800
Design - Plans, Specifications and Estimates (PS&E)	17,700
Right-of-Way Activities /Acquisition (R/W)	3,000
Construction / Rolling Stock Acquisition (CON)	74,400
Total Project Budget (in thousands)	$100,900

Project Budget (Escalated to year of expenditure)

Phase: I-80/I-680/SR12 I/C Improvements – CP1	Total Amount - Escalated (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	$17,100
Design - Plans, Specifications and Estimates (PS&E)	12,000
Right-of-Way Activities /Acquisition (R/W)	20,000
Construction / Rolling Stock Acquisition (CON)	113,348
Total Project Budget (in thousands)	$162,448

IV. OVERALL PROJECT SCHEDULE

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

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

I-80 Eastbound Truck Scales Relocation	Planned (Update as Needed)	
Phase-Milestone	Start Date	Completion Date
Environmental Document	05/03	12/09
Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED)	05/03	12/09
Final Design - Plans, Specs. & Estimates (PS&E)	01/10	05/12
Right-of-Way Activities /Acquisition (R/W)	01/10	05/12
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON) – MAJOR PROJECT (Green Valley Bridge Widening –2007)	10/12	12/14

Phase: I-80/I-680/SR12 I/C Improvements – CP1	Planned (Update as Needed)	
Phase-Milestone	Start Date	Completion Date
Environmental Document	06/02	09/09
Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED)	06/02	09/09
Final Design - Plans, Specs. & Estimates (PS&E)	10/09	10/10
Right-of-Way Activities /Acquisition (R/W)	10/09	06/11
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON) – MAJOR PROJECT (Green Valley Bridge Widening –2007)	07/11	09/13

V. ALLOCATION REQUEST INFORMATION

Detailed Description of Allocation Request

FY 2007-08: An additional allocation of $10.3 million is being requested to complete Final Design, R/W Acquisition, and Advanced Construction Package for N. Connector Project.

Amount being requested (in escalated dollars)	$10,300,000
Project Phase being requested	PA/ED
Are there other fund sources involved in this phase?	X Yes ☐ No
Date of anticipated Implementing Agency Board approval the RM2 IPR Resolution for the allocation being requested	May 2008
Month/year being requested for MTC Commission approval of allocation	June 2008

Status of Previous Allocations (if any)

Work is progressing well with the previous allocations.

Regional Measure 2 – INITIAL PROJECT REPORT

Workplan Workplan in Alternate Format Enclosed ☐

TASK NO	Description	Deliverables	Completion Date
1	N. Connector	Final ED	05/08
2	N. Connector	Final Design	05/09
3	N. Connector	Right of Way Acquisition	07/09
4	N. Connector	Advanced Construction Package	06/09
5	I-80 HOV Lanes	Final ED	04/07 (A)
6	I-80 HOV Lanes	Final Design	01/08 (A)
7	I-80 HOV Lanes	Construction	09/09
8	I-80 EB Truck Scales	Draft ED	01/09
9	I-80 EB Truck Scales	Final ED	12/09
10	I-80/I-680/SR12 I/C	Draft ED	05/09
11	I-80/I-680/SR12 I/C	Final ED	11/09

(A) = Actual Date

Impediments to Allocation Implementation

No impediments. The STA is prepared to move expeditiously to complete Final Design, R/W Acquisition, and Advanced Construction Package for the N. Connector Project. This is the highest priority project for the STA.

VI. RM-2 FUNDING INFORMATION

RM-2 Funding Expenditures for funds being allocated

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

Next Anticipated RM-2 Funding Allocation Request

June/July 2009 – Final Design and R/W Acquisition for the I-80 Eastbound Truck Scales project and Construction for the North Connector Project.

VII. GOVERNING BOARD ACTION

Check the box that applies:

X Governing Board Resolution attached

☐ Governing Board Resolution to be provided on or before:

VIII. CONTACT / PREPARATION INFORMATION

Contact for Applicant's Agency
Name: Janet Adams
Phone: (707) 424-6010
Title: Director of Projects
E-mail: jadams@sta-snci.com

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

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

Revised IPR 09.28.07.doc

Instruction Sheet

Cover Page

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

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

I. Overall Project Information

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

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

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

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

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

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

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

II. Project Phase and Status

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

- **Environmental** – Discuss status and type of environmental document (indicate if NEPA applies by checking the correct box), scheduled date of circulation of draft document and expected final document date. Explanation of environmental issues requiring special attention. Identification of Lead Agency under CEQA.

- **Design** – Discuss status of project design, including identification of special design considerations, such as design-build or design sequencing, and any special circumstances for the design of the RM-2 funded operable/useable segment.

- **Right-of-Way Activities / Acquisition** – Discuss status of right of way acquisition including any right of way constraints for the RM-2 funded operable/useable segment.

- **Construction / Vehicle Acquisition / Operating Service** - Discuss status or special circumstances for project construction, equipment / vehicle acquisition or service operations for the RM-2 funded operable/useable segment.

III. Total Project Budget Information

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

IV. Project Schedule

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

V. Allocation Request Information

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

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

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

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

VI. RM-2 FUNDING INFORMATION

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

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

VII. GOVERNING BOARD ACTION

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

VIII. CONTACT / PREPARATION INFORMATION

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

RM-2 Initial Project Report

EXPENDITURES TO-DATE BY PHASE AND FUND SOURCES

Phase	Fund Source	Date of Last Expenditure	Amount Expended to date (Thousands)	Available Balance Remaining (Thousands)
ENV / PA&ED	TCRP	3/31/2008	10,438	376
	STIP	8/31/2005	360	-
	RM2 (I-80 HOV Lanes)	3/31/2008	4,475	-
	RM2 (North Connector)	3/31/2008	1,638	862
PS&E	RM2 (I-80 HOV Lanes)	3/31/2008	1,024	3,501
R/W				
CON / Operating	RM2 (I-80 HOV Lanes)	3/31/2008	1,699	301
	(Green Valley)			
Total to date (in thousands)			19,634	5,040

Comments:

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

Project ID: 7
Date: 5/5/2008

THIS PAGE INTENTIONALLY LEFT BLANK

STA
Solano Transportation Authority

DATE: May 1, 2008
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: Contract Amendment for the Mark Thomas & Company/Nolte (MT&Co./Nolte) Joint Venture for Environmental Document for the I-80 Eastbound Cordelia Truck Scales Relocation Project

Background:
Since 2001, STA staff has been working with project consultants, Caltrans and Federal Highway Administration (FHWA) to complete improvements to the I-80/I-680/State Route (SR) 12 Interchange Complex. In order to advance improvements to the Interchange in a timely fashion, separate environmental documents have either been prepared or are being prepared for four (4) projects, which include the following:

- North Connector Project
- I-80 High Occupancy Vehicle (HOV) Lanes Project (Completed)
- I-80 Eastbound Cordelia Truck Scales Relocation Project (Subject of this staff report)
- I-80/I-680/SR 12 Interchange Project (On-going)

The joint venture of Mark Thomas & Co (MT & Co)/Nolte has been working on I-80/I-680/SR 12 Interchange Complex projects for the past five years and has completed the environmental document and design for the I-80 HOV Lanes and is currently preparing the environmental document for the I-80/I-680/SR 12 Interchange Project.

Discussion:
Environmental Document for I-80 Eastbound Cordelia Truck Scales Relocation Project:
In April 2008, the California Transportation Commission (CTC) approved programming of the Proposition 1B Trade Corridors Improvement Funds (TCIF) Program. The I-80 Eastbound Cordelia Truck Scales Relocation Project was one of the projects included in the TCIF Program and as such, received $49.8 million in TCIF funding, which is being matched with $49.8 million in Bridge Toll funds from the Metropolitan Transportation Commission (MTC). STA is working in cooperation with Caltrans to deliver the Project. Caltrans will be the California Environmental Quality Act/National Environmental Policy Act (CEQA/NEPA) Lead for the Project, since FHWA has delegated NEPA authority to Caltrans for this Project.

Now that the I-80 Eastbound Cordelia Truck Scales Relocation Project has been approved for funding, it must be delivered on an aggressive timeline. In order to move the Project forward expeditiously, a separate environmental document will be prepared. The Draft environmental document is scheduled to be completed over the next 8 months and circulated on or before January 31, 2009.

As mentioned above, the schedule to complete the Draft environmental document for the I-80 Eastbound Cordelia Truck Scales Relocation Project is aggressive. The short completion

schedule for the Draft environmental document phase of the Project can be met utlilizing STA's consultant, MT & Co/Nolte Joint Venture. Through the on-going environmental studies for the I-80/I-680/ SR 12 Interchange, this consultant has already completed a significant amount of the environmental analysis required for the Truck Scales Project as this Project lies within the study foot print of the larger I-80/I-680/SR 12 Interchange Project. Shifting to another consultant at this juncture would result in between three to five months of delay and make it more difficult for the STA to keep the project on the tight delivery schedule required by the CTC as part of the allocation of Proposition 1B Trade Corridor funds. STA staff is recommending the Board approve a contract amendment of $1,200,000 to the existing contract with the MT & Co/Nolte to prepare the environmental document for the I-80 Eastbound Cordelia Truck Scales Relocation Project. Attached (Attachment A) is a letter from MT & Co/Nolte dated April 30, 2008, which includes a detailed scope of services.

Fiscal Impact:
The environmental document preparation for the I-80 Eastbound Cordelia Truck Scales Relocation Project will be funded with Traffic Congestion Relief Program (TCRP) funds and Regional Measure 2 (RM 2) funds dedicated to the I-80/I-6809/SR 12 Interchange Complex, which have already been allocated by the MTC. The project's construction is with Prop. 1B Trade Corridor funds and bridge tolls.

Recommendation:
Approve a contract amendment for MT & Co/Nolte in the amount of $1,200,000 for preparation of the environmental document for the I-80 Eastbound Cordelia Truck Scales Relocation Project.

Attachments:

A. Letter from the MTCo/Nolte Joint Venture dated April 30, 2008.

ATTACHMENT A

April 30, 2008

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

RE: I-80/680/12 INTERCHANGE PROJECT
EB I-80 CORDELIA TRUCK SCALES RELOCATION PROJECT APPROVAL AND ENVIRONMENTAL DOCUMENT (PA/ED)

Dear Ms. Adams:

The MTCo/Nolte Joint Venture is pleased to present the following proposal to amend our scope of services related to the I-80/I-680/SR12 Interchange Project. At your request, we have reviewed the additional scope and effort necessary to prepare the environmental clearance for the I-80 Cordelia Truck Scales relocation as an independent project separate from the remainder of the I-80/I-680/SR12 Interchange work.

The estimated additional budget necessary to prepare the environmental clearance for the I-80 Truck Scales is $1,158,562.

Please call if you need additional information to evaluate our request. We would welcome an opportunity to further discuss our request.

Sincerely,

MARK THOMAS & COMPANY, INC./NOLTE ASSOCIATES

Michael J. Lohman, PE
Vice President

Reference initials

Enclosures: 1 copy each of Scope of Services and Hours and Fee Estimate
c (w): Andrea Glerum, Nolte Associates (1 copy)

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

PROJECT DESCRIPTION

The eastbound Cordelia Truck Scale facility would be reconstructed approximately 2,500 feet to the east of its present location. The new facility would be a Class B (Class B being defined as an independent command facility of the CHP located along a major highway route) Commercial Vehicle Enforcement Facility (CVEF) which will have the capacity to inspect all eastbound Interstate 80 (I-80) trucks passing the facility 24 hours per day, seven days a week. A single story operations building would be constructed to facilitate the vehicle inspection and weighing process.

The off ramp to the new truck scale facility would utilize the existing off ramp location and geometry, which consists of a dedicated off ramp and a shared through exit lane. The new off ramp would continue as a two lane facility through the existing truck scale site and widen to four lanes immediately west of Suisun Creek. The new off ramp would cross over Suisun Creek on a new bridge before entering the new Truck Scale Facility.

Trucks leaving the facility would utilize a new two lane eastbound (EB) roadway that splits approximately 1,300 feet east of the facility with one lane merging onto eastbound I-80 and the other lane connecting to the EB I-80 to EB State Route 12 (East) (SR12E) Connector.

The EB I-80 connector to EB SR12E would be reconstructed as a two lane ramp crossing over\(braided with) the truck scale on ramp to EB I-80. The connector bridge and associated retaining wall would be constructed to an ultimate three lane width to facilitate future planned improvements although the exit from I-80 proposed with this project would consist of a two lane connection (one dedicated SR12E lane and a shared through-exit lane). The new dedicated lane on I-80 would begin approximately 2,500 feet west of the exit point to the connector and would require widening of the existing EB bridge over Suisun Creek. The two lane connector would continue east becoming SR12E, with the truck scale on ramp joining as an auxiliary lane that would end at the SR12E/Chadbourne Road Interchange off ramp.

ASSUMPTIONS

One build alternative (compatible with the ultimate I-80/I-680/SR12 Interchange Project) will be studied together with the No-build alternative.

- Project will be prepared using imperial units with scaled metric mapping.
- Design Year will be 2035.
- Appropriate joint environmental document is an Environmental Impact Report (EIR) for CEQA and an Environmental Assessment (EA) for NEPA clearance.
- No significant cultural resources will be located within the project Area of Potential Effect (APE). Therefore this scope does not include any technical Findings of Effect documentation or implementation of mitigation measures for cultural resources.
- The I-80/I-680/SR-12 Interchange Project (Interchange Project) VISSIM model, with modifications, will be used to assess the Project design and traffic impacts.
- Interchange Project existing conditions baseline (2004) will be maintained as the baseline for the Truck Scales project.
- Interchange Project demand forecasts will be used as the basis for the future traffic projections.
- No new memoranda describing analysis procedures, existing conditions, model calibration/validation and demand forecasts will be prepared because that documentation has been prepared and reviewed as a part of the Interchange Project.
- Traffic analysis will be prepared for the AM and PM peak periods but for the eastbound direction only.
- Intersection analysis will not be provided, except at affected ramp termini.
- Scope assumes two rounds of comments by Caltrans and STA.
- No further development of the Truck Scale facility (site layout, architectural or structural) will be performed beyond that included in the Cordelia Truck Scales Relocation Study.
- Cost estimates for the Truck Scale facility (building, equipment, furnishings, inspection bays, etc.) will not be reviewed, beyond what was included in the Truck Scale Relocation Study.
- No Pavement Selection Review Committee Checklist will be provided.

- No exceptions to Caltrans' ramp metering policy or Caltrans' longitudinal encroachment policy will be required.
- It is assumed that all Project Development Team (PDT) meetings will occur concurrent with the Interchange PDT meetings.

WORK TO BE PERFORMED/MATERIAL TO BE FURNISHED BY CALTRANS

- Accident Data – TASAS, detailed and summary lists.
- Encroachment Permits and/or Joint Use Agreements for utility crossings within State Right of Way.
- Encroachment Permit for access to perform technical studies and surveys within State Right of Way.

SCOPE OF SERVICES

The scope of services for this project includes five major Tasks:

Task 1 Project Management
Task 2 Engineering Studies
Task 3 Environmental Document
Task 4 Project Report
Task 5 Public Involvement

The scope of work includes the environmental clearance of the proposed truck scale facility as a stand-alone project, separate from the I-80/I-680/SR-12 Interchange (Interchange) project. The majority of technical studies required for this effort have already been initiated for the Interchange project. However, separate reports will be required to document the specific impacts of this project.

TASK 1 – PROJECT MANAGEMENT

1.1 Project Management

Project administration will involve the following activities:

- Supervise, coordinate and monitor design for conformance to Caltrans standards and policies.
- Maintain Project Files.
- Prepare CPM schedule and updates.
- Apply for Caltrans encroachment permit extension.
- Correspondence and memos.

Project Management responsibilities will include preparation and maintenance of the Critical Path Method (CPM) schedule, project team roster and action item list, and coordination meetings with the PDT. The Project Management Team (PMT) will coordinate the monthly trends meetings to report on progress, identify issues, and develop the necessary action item list. The PMT will prepare meeting agendas and meeting minutes and distribute them to the PDT.

1.2 Meetings and Project Coordination

PDT meetings involving decision makers and stakeholders will be held once a month to track the overall project and facilitate the flow of information between Caltrans, STA, the MTCo/Nolte Joint Venture team (JV Team), with invitations extended to the CHP, City of Fairfield and Solano County representatives. As noted above, it is assumed that the PDT meetings will be held concurrently with the Interchange PDT meetings. Additional as-needed meetings with Caltrans and other agencies will be held to resolve issues. Agendas, minutes showing action items, submittal logs, and data request logs will be prepared by the team and posted on the project web site.

Internal team coordination meetings will be held on a semi-monthly basis at STA's offices and informally on an as-needed basis. If important design decisions are made, informal minutes shall be prepared by the Consultant and distributed to the appropriate team members and to the project file.

Additional meetings with resource agency staff, stakeholders, etc. will be held on an as-needed basis. This task will involve working with senior project management as well as the senior staff members of the STA to provide strategic oversight of the project work. Work under this task will include monitoring the strategic environment in which the project is conducted from both a political and technical point of view. Assistance to management staff will be provided to assist in the development of the appropriate strategic framework that will ensure the process is meeting expectations and is moving in an appropriate direction with respect to community, political and technical guidelines and constraints. This effort is anticipated to be ongoing over the life of the project.

Deliverable:

- Copies of Agendas, Record of Minutes and Action Item List as needed

1.3 CPM Schedule

Prepare an initial draft Master CPM schedule and distribute it to the PDT. Schedule will include study preparation periods, major project milestones, agency review periods and critical input from other projects. After comments are received, a final Master CPM schedule will be distributed to the Project Team. The schedule will be reviewed and updated as necessary on a monthly basis, for the duration of the project.

Deliverable:

- Copies of CPM as needed, including updates

1.4 Maintain Project Files

Project files will be maintained in conformity with the Caltrans Uniform Filing System as adapted for this project.

Deliverable:

- 1 copy of Project Files

TASK 2 – ENGINEERING STUDIES

2.1 Location Hydraulic Study

The eastbound truck scale project is anticipated to cross Suisun Creek and Raines Drain, and possibly Dan Wilson Creek. Each of these waterways has a defined 100-year floodplain. The project will possibly fill in areas of shallow 100-year flooding and construct new waterway bridges. The Location Hydraulic Study (LHS) will describe the existing floodplains and highway bridge water crossings, describe the hydrologic and hydraulic conditions, identify the proposed highway improvements at each crossing and the potential impacts to each floodplain. As described in the Caltrans documentation requirements, both the Location Hydraulic Study and the Summary Floodplain Encroachment Report will be prepared for each area of the 100-year flooding. A draft and final version of the combined report will be prepared.

2.2 Aerial Mapping

The site will be photographed at a scale of 1" = 250 feet for mapping at an English scale of 1" = 50 feet with a 2.0 foot contour interval, planimetry, spot elevations and break lines in Caltrans format. The mapping, digitally compiled in AutoCAD and Microstation formats, will conform to Caltrans' current A-B-C mapping process, except that no separate lower level flights are proposed for structures. Planimetric mapping will be obtained along eastbound I-80 from the Suisun Valley Overcrossing to the Abernathy Road Overcrossing and along SR 12 E to the Chadbourne Road Undercrossing.

A total of twenty-five horizontal and vertical and thirty-six vertical control points will be required

2.3 Traffic Studies

2.3.1 Existing Conditions

The existing conditions baseline model will be based on the VISUM/VISSIM model prepared for the Interchange Project. That model is validated to late 2004 conditions, with the westbound auxiliary lanes just opened, but the eastbound auxiliary lanes not yet opened. The appropriate data from the previous existing conditions report prepared for the Interchange Project will be carried forward. Traffic operations results will be reported for the freeway weave, merge and diverge areas within the Interchange Project limits, and ramp terminal intersections within the Interchange Project limits. Non-ramp terminal intersections will not be included in this analysis. The Updated (i.e. 2007-2008) Existing Conditions VISSIM Model Validation information that will be developed for the Interchange Project Traffic Operations Report will also be included in the Eastbound Truck Scales Traffic Operations Report.

2.3.2 Travel Demand Forecasts

Design Year (2035)

Year 2035 AM and PM peak period travel demand volume forecasts and trip tables will be taken from the Interchange Project analysis, starting with the No Build case and adjusting it to remove certain projects, as shown below:

No Build Assumptions for the Eastbound Truck Scales Project:

1. North Connector between Jameson Canyon (SR 12 West) and Chadbourne/Abernathy (four lanes, except for a two-lane section from the Business Center Drive terminus to SR 12 West);
2. I-80 eastbound and westbound auxiliary lanes from I-680 to SR 12 East (recently completed);
3. I-80 eastbound auxiliary lane between Abernathy Road and Auto Mall Parkway;
4. I-80 eastbound auxiliary lane between Beck Avenue and Travis Boulevard;
5. I-80 westbound auxiliary lane from Waterman Boulevard to Travis Boulevard;
6. I-80 westbound auxiliary lane from West Texas Street to Abernathy Road;
7. I-80 westbound auxiliary lane from Green Valley Road to SR 12 West;
8. Jameson Canyon widening eastbound and westbound from I-80 to SR 29;
9. I-80 eastbound removal of Auto Mall Parkway hook ramps; and
10. I-80 HOV Lanes, Red Top Road to 0.5 mile east of Air Base Parkway.
11. 2030 RTP project 21807, braided ramp form I-680 to Suisun Valley Road

For the Build case, the eastbound truck scales project will be added, including the new on ramp and off ramp and braiding. The same demand forecasts and trip tables as the No Build will apply to the Build case, as the only addition is the reconstruction of the truck scales and associated ramp braiding.

Opening Day (2015)

Year 2015 travel demand volumes will be developed by linear interpolation between data already generated for 2004 and 2035 conditions. This will be done using the detailed traffic analysis zone origin-destination trip tables, to provide a more accurate set of volumes than simply reducing the 2035 traffic results. The resulting trip table will be reassigned to the 2015 No Build network, which will consist of a subset of the projects listed above that the STA expects to be in place by 2015.

2.3.3 Traffic Operations Analysis

The travel demand forecasts developed in above will be used to analyze the AM and PM peak period traffic operations of the freeway mainline weave, merge and diverge areas and ramp terminal intersections for the No Build and Build cases, for Year 2035 and 2015. The operations analysis will be conducted using methodology consistent with the procedures contained in the Highway Capacity Manual (HCM), Transportation Research Board, 2000 as included in the VISSIM program. The analysis results will contain levels of service and the associated performance

measure for each system component. Additional performance measures such as travel times, queuing, and system-wide delay will be reported.

TASK 3 – ENVIRONMENTAL DOCUMENT

Based on our current understanding of the project issues, the following background studies will need to be prepared for the proposed project:

- Traffic Study
- Air Quality Study
- Energy Study
- Noise Study
- Cultural resources technical reports (ASR, HPSR, HRER)
- Biological Resources
- Paleontology
- Visual Impact Assessment
- Community Impact Assessment
- Environmental Site Assessment
- Initial Site Assessment
- Geotechnical Impact Report

3.1 Project Initiation and Program Strategy

The JV Team will coordinate with the STA and Caltrans to confirm the approach to environmental compliance. We will secure and review copies of the existing relevant documents to initiate appropriate resource agency contact for purposes of gathering information.

3.2 Prepare Project Description and Notice of Preparation

Jones & Stokes (JSA) will work with the JV and STA to prepare a detailed project description and Notice of Preparation (NOP) describing the truck scales, construction equipment that may be used, a logical termini/independent utility discussion, the timing of construction, and the geographical limits of construction activities. JSA will prepare a written draft project description and submit it to the JV and STA for review and comment. Once the project description is finalized, we will initiate the technical studies. After the project description and NOP have been reviewed by STA and the JV, JSA will submit them to Caltrans staff for review and incorporate changes requested by Caltrans staff. It is assumed that Caltrans will review two administrative drafts of the NOP before it is finalized for public review. CirclePoint will provide a draft mailing list for distributing the NOP and JSA will be responsible for mailing the public draft NOP.

Deliverables:

- 15 copies of up to three revisions of the Project Description and NOP
- 100 copies of the public NOP.

3.3 Environmental Technical Studies

The MTCo/Nolte team will prepare one review draft of each technical study for the STA and one review draft for Caltrans' review. All technical studies will be prepared in accordance with Caltrans' guidance for consultants, Caltrans' Standard Environmental Reference, and the FHWA Technical Advisory.

3.3.2 Environmental Technical Reports

Air Quality

A Caltrans Air Quality Report will be prepared including the Air Quality Section for the EIR/EA for the proposed project. The report and impact assessment will be based on existing data and traffic data provided for the eastbound truck scales project.

The air quality analysis will focus on increases in construction and operational air emissions resulting from this project. The emissions analysis will examine ozone precursor (reactive organic gases and nitrogen oxides), inhalable particulate (PM10), and carbon monoxide (CO) emissions from construction vehicles and from vehicles operating on these road systems under existing conditions, the project completion year, and the design horizon year. The tasks involved in preparing the air quality analysis include:

- Use Caltrans' CO Modeling Protocol to evaluate whether the project would result in significant CO concentrations. This evaluation will likely be qualitative in that it will compare the proposed project improvements to other freeways in the San Francisco Bay Area Air Basin (SFBAAB) with equivalent or worse operating characteristics. If the project appears to increase congestion levels, then the CALINE4 model and ARB's EMFAC2007 emission factors will be used to estimate CO concentrations at sensitive receptors located near the project. Any CO modeling would focus on existing, completion year, and/or design horizon year conditions as modeled in the traffic analysis.
- Evaluate whether the Metropolitan Transportation Commission (MTC) has included the proposed project improvements in its most recently approved transportation conformity analysis. If the project has been included in an approved conformity analysis, then the operational emissions of ROG and NOx associated with the project are assumed to be within the emissions budget for the SFBAAB. If the project has not been included in an approved transportation conformity analysis, then either they must be included in such an analysis before it can proceed or a separate analysis must be conducted. This scope of work assumes that the Project is included in an approved conformity analysis and that a separate conformity analysis will not be required as part of this analysis.

Preparation of an air quality technical report and EIR/EIS air chapter consisting of setting and impacts sections. The report will:

- Identify significance thresholds for air quality impacts, using the BAAQMD's CEQA guidelines for assessing the air quality impacts of projects and plans and the BAAQMD's transportation conformity requirements;
- Summarize the methodology used to estimate air emissions. (A detailed description of the methodology, along with CO modeling computer output, if required, will be included in an air quality appendix.);
- Describe, the impacts associated with the project and the level of significance associated with those impacts;
- Evaluate whether the project meets transportation conformity requirements by determining whether it is included in the most recent Regional Transportation Plan prepared by the MTC and by examining whether the project would cause or contribute to an exceedance of state or federal CO standards.
- Assess the Project's contribution of mobile source air toxics (MSAT). Since the Project will be relocating a truck stop near sensitive receptors, a MSAT analysis will be conducted. This analysis will evaluate the Project's potential to cause an increase in health risks to sensitive individuals living near the Project.
- Identify mitigation measures to reduce or eliminate any significant air quality impacts.

Deliverables:

- 2 copies of draft Air Quality Report for STA review
- 5 copies of draft Air Quality Report for Caltrans review
- 5 copies of final Air Quality Report

Energy Study

The energy analysis report will evaluate the energy impacts and potential mitigation measures associated with the proposed project alternatives. The energy analysis will be prepared pursuant to the requirements under the state

Electric Utility Industry Restructuring Act (Assembly Bill 1890) and Title 24 Building Energy Efficiency Standards (Assembly Bill 970). The analysis will address the indirect increased demand for energy supplies associated with the proposed project alternatives. This work plan assumes an equal level of detail to be used in the analysis for the proposed project and the no-project alternative in accordance with NEPA. This work plan only identifies a general approach and level of effort needed to prepare the energy analysis based on currently available information. It is expected that much of the information in the Energy Report for the Interchange project can be used for this project.

Noise Study

A technical noise report and EIR/EA noise section will be prepared evaluating the noise impacts and potential noise abatement/mitigation measures associated with the proposed project alternatives, in accordance with procedures specified by FHWA in Title 23, Section 772 of the Code of Federal Regulations (CFR) (23 CFR 772). This will require compliance with the Caltrans Traffic Noise Analysis Protocol (Protocol), which provides the State's requirements for compliance with 23 CFR 772.

The report and section will be based on existing data collected for the Interchange project, and on traffic data provided for the eastbound truck scales. Because this area was included in the Interchange project, no further fieldwork will be necessary and no work plan will be prepared.

Traffic noise modeling will be conducted for the proposed project using the FHWA Traffic Noise Model (TNM). Traffic noise impacts under design-year conditions will be assessed by determining whether implementation of the Project will result in either a substantial increase in traffic noise levels, or noise levels that approach or exceed noise abatement criteria defined by Caltrans and FHWA. If traffic noise impacts are projected to occur, a preliminary noise abatement design will be evaluated for preliminary feasibility and reasonableness.

A review draft noise study report will be prepared that will summarize the noise modeling analysis, and a preliminary noise abatement assessment (if necessary). To address construction and traffic noise, the report will focus on the requirements of the Protocol and include a discussion of noise impacts, and feasibility of noise abatement. Where noise abatement is feasible, design information such as the location and height of noise barriers will be included. Each noise barrier design will include a cost allowance consistent with Protocol guidance. In accordance with the Protocol, the preliminary noise abatement design will be sufficient for the purposes of environmental review but not for final design.

The data from the Noise Study Report will be used to prepare the noise section of the administrative draft EIR/EA. It is assumed that the Caltrans Protocol will be used for the assessment of significance under CEQA.

A Noise Abatement Decision Report (NADR) will be produced to document feasibility and reasonableness of noise abatement evaluated under the requirements of 23CFR772 and the Caltrans Traffic Noise Analysis Protocol. The NADR will compile information from the Noise Study Report prepared for the project, other relevant environmental studies, and design considerations into a single, comprehensive document. It is assumed that the project engineers will provide relevant information necessary to produce this document.

Deliverables:

- 2 copies of Noise Report and NADR for STA review
- 5 copies of draft Noise Report and NADR for Caltrans review
- 5 copies of final Noise Report and NADR

Cultural Resources

Cultural resources studies for the Interchange project have addressed the project area for the eastbound truck scales. However, it will be necessary to prepare a separate APE and HPSR package in compliance with CEQA and with Section 106 of the National Historic Preservation Act (NHPA). Work for this Project will be performed according to the guidelines and recommended procedures outlined in Caltrans' Guidance for Consultants in accordance with

Section 106 of the NHPA and the 2004 Programmatic Agreement by professionals who meet the standards established by the U.S. Secretary of the Interior for work in archaeology, history, and architectural history.

Archaeological research and surveys have indicated that there are no known archaeological sites within the project area and that the project area is not sensitive for buried archaeological resources. It is assumed that 15 architectural resources 45 years old or older (including 3 farmsteads) are located within the project area. Research conducted for the Interchange project will adequately address this project area.

Deliverables:

- APE map
- 2 copies of HPSR, ASR, HRER for STA review
- 5 copies of HPSR, ASR, HRER for Caltrans review
- 5 copies of final HPSR, ASR, HRER.

Biological Resources

The fieldwork conducted for the Interchange project addresses this project area and therefore no further fieldwork will be necessary. Existing data will be used to assess impacts and recommend mitigation measures. Based on knowledge of the project area, it is assumed that a Natural Environment Study (NES), a Wildlife BA, and a Fish BE will be necessary. The NES will be prepared to Caltrans standards as enumerated in the SER.

A fish passage assessment (FPA) will be prepared using existing information and addressing the proposed bridge and bridge widening over Suisun Creek.

The wetland delineation prepared for the Interchange project addresses this project area and can be used in consultation with the Army Corps of Engineers (Corps). JSA biologists will contact agencies and work closely with the Caltrans biologist to ensure a timely review of all documents.

Deliverables:

- 2 copies of draft NES, BA, BE and FPA for STA review
- 5 copies of draft NES, BA, BE and FPA
- 5 copies of final NES, BA, BE and Fish Passage Assessment

Paleontological Evaluation Report

A Paleontological Evaluation Report (PER) will be prepared by a qualified paleontologist using the information collected for the Interchange project.

3.3.3 Geotechnical Impact Report

Proposed scope of the work will be to review readily available materials and prepare Geotechnical Impact Report (letter) for the environmental clearance effort. No field exploration work is proposed for this phase, however site review and data research is proposed. The review will be based on readily available data including as-built Log of Test Borings from any existing projects and other Caltrans records (if available).

The potential geotechnical/geologic impacts and mitigations will be discussed on a broad basis including but not limited to slope stability, geology, seismic impacts, erosion, groundwater conditions, etc. for the proposed bridge foundations, pavement sections, retaining walls, cuts and embankments. Generally, the geotechnical issues relevant to the proposed project are presented in a qualitative manner with no specific design recommendations. Certain design assumptions are made as to the type of retaining wall, type of foundations, approximate pile lengths and approximate slope angles etc. The potential mitigation measures are also provided in a discussion format. These are helpful in defining the overall design program and evaluating the cost impacts. Subsequently, a detailed Geotechnical Design Report and Bridge Foundation Reports would be required during the PS&E phase.

3.3.4 Initial Site Assessment

Phase I Initial Site Assessment

- Prepare a Phase I Initial Site Assessment based on previously obtained records and data.
- Conduct site visit to confirm project limits, adjacent land uses and potential sources of contamination. Review previously prepared environmental reports, including the Phase I Initial Site Assessment recently approved by Caltrans for the I-80/I-680/SR-12 Interchange Project. Obtain updated environmental database search report for the project limits.
- Prepare Draft and Final Phase I Environmental Site Assessment for Caltrans review and approval.

Phase II Site Investigation

Soil and Grab-Groundwater Sampling

Based on the approved Phase I Initial Site Assessment noted above, provide site investigation to confirm presence, or absence of contamination or hazardous waste. Prepare scope of work for investigation, a health and safety plan, site plan with proposed sampling locations and a sample matrix indicating what types of samples will be obtained and what types of testing will be performed on the samples.

It is anticipated that 78 borings up to 2.5 feet below ground surface (bgs) will be obtained along the eastbound I-80 shoulder to determine presence and extent of aerially deposited lead contamination. It is anticipated 32 borings up to 2.5 feet bgs will be obtained from agricultural parcels proposed for acquisition for the truck scales to determine presence and extent of metals, hydrocarbons, pesticides and herbicides. Two grab-groundwater samples will be obtained adjacent to the proposed Suisun Creek bridge work and tested to confirm presence of and extent of metals and hydrocarbons.

Prepare Draft and Final Soil and Groundwater Sampling Report.

Asbestos / Lead-Containing Paint (LCP) Survey of the Existing EB I-80 Truck Scale Buildings and Suisun Creek Bridge

Conduct pre-demolition asbestos and LCP survey at buildings and at existing Suisun Creek bridge to be widened for suspect asbestos and LCP. It is anticipated that up to 140 asbestos samples for PLM analysis, 12 asbestos samples for point count, 12 paint samples for total lead and 8 paint samples for soluble (WET or TCLP) lead.

Prepare Draft and Final Asbestos / LCP Survey Report.

3.3.5 Visual Impact Assessment

The scope assumes that an Abbreviated Visual Impact Assessment (VIA) (or technical memorandum) will be appropriate for the project (similar to the approach for the I-80 HOV lanes project). As an initial step, CirclePoint will meet with Caltrans Landscape Architecture staff to review the project scope and level of analysis.

The Abbreviated VIA will utilize information already gathered for the Interchange VIA including information about existing visual setting, quality and character of the project area. New photographs of the immediate project area will be taken and utilized in the report.

One visual simulation will be prepared to depict the new Truck Scales facility. A viewpoint will be established on I-80 in the eastbound direction and a visual simulation will be prepared based on developed engineering information (plan and profiles) and photographs of similar truck scale facilities obtained as part of the Interchange VIA.

Assumptions/Deliverables:

- New photographs of the immediate project area will be taken.
- One meeting with Caltrans Landscape Architecture staff to review scope of the VIA and establish one viewpoint on I-80 in the eastbound direction.

- One visual simulation prepared based on engineering data provided by the JV team and photographs of similar Truck Scale facilities.
- Preparation of an Abbreviated VIA report/memorandum (5 copies of Administrative versions and 15 copies of the final version).
- One round of review by STA.
- One round of review by Caltrans.

3.3.6 Community Impact Assessment

The scope assumes that an abbreviated Community Impact Assessment (CIA) report/memorandum will be appropriate for the Project. CirclePoint will meet with Caltrans Environmental staff to review the Project and confirm that an abbreviated CIA report is appropriate.

The CIA will utilize land use, community resources and farmland information gathered for the Interchange CIA report. No new data collection will occur. The CIA will summarize the existing land uses, community facilities, farmlands, land use policies, and development trends in the project area and immediate surroundings. The CIA will document the land use and farmland impacts of the Project based on engineering information (plan view mapping) provided by the JV team. The CIA will include a list of all parcels that would be impacts (both partial and full acquisitions) as well as any displacements that would occur.

The CIA would include standard Caltrans mitigation language for any residential and/or business displacements. The CIA would also include agricultural mitigation based on current mitigation approach being utilized by STA in the corridor.

Assumption/Deliverables:
- One meeting with Caltrans Environmental staff to review scope of the CIA.
- Preparation of an Abbreviated VIA report/memorandum (5 copies of Administrative versions and 15 copies of the final version).
- Two rounds of review by STA.
- Two rounds of review by Caltrans.

3.4 Prepare Draft Environmental Impact Report/Environmental Assessment

3.4.1 Prepare First Administrative Draft EIR/EA

JSA will prepare a first administrative draft EIR/EA to address CEQA and NEPA requirements. JSA will use instructions available on the Caltrans Standard Environmental Reference website. To ensure that the final product is acceptable to all agencies, an outline of the document will be submitted to STA and Caltrans for review before preparation begins. The first administrative draft EIR/EA will be prepared for concurrent review by the JV and STA.

Deliverables:
- 5 copies of the IS outline
- 5 copies of the First Administrative Draft EIR/EA

3.4.2 Prepare Administrative Draft EIR/EA

JSA will review all comments received from the JV and STA and make revisions or additions to the EIR/EA in response to those comments. JSA will assume that no new analysis will need to be conducted as a result of the comments. The revised Administrative Draft EIR/EA will be submitted for review by Caltrans.

Deliverable:
- 10 copies of the Administrative Draft EIR/EA

3.4.3 Prepare Public Draft EIR/EA

JSA will review comments received from Caltrans and make revisions or additions to the document in response to those comments. JSA will assume that no new analysis will need to be conducted as a result of Caltrans' comments. The Draft EIR/EA will be prepared for public circulation.

Deliverable:

- 50 copies of the Public Draft EIR/EA

3.5 Prepare Final Environmental Impact Report/Environmental Assessment

3.5.1 Prepare Response to Comments and Final EIR/EA

JSA will review and respond to public comments. JSA will assume that all comments will be provided by STA and the JV and that no new analysis will be necessary. The Final EIR/EA will consist of a document showing changes to the Draft document, an errata table, and mitigation and monitoring plan. JSA will prepare a draft final EIR/EA for review by STA and Caltrans, and will incorporate any comments into the final document.

Deliverables:

- 7 copies of Draft Final EIR/EA for STA and Caltrans review
- 50 copies of the Final EIR/EA

3.5.2 Notice of Determination

JSA will prepare and submit a Notice of Determination (NOD) to the State Clearinghouse and the Solano County Clerk documenting Caltrans' and STA's decision to approve the truck scale improvements.

Deliverables:

- 5 copies of the NOD

TASK 4 – PROJECT REPORT

The Project Report (PR) will be prepared in accordance with the 7th Edition of Caltrans Project Development Procedures Manual, with all supporting documentation in standard (English) units. The report will include an introduction to the project, with background concerning the existing facility and deficiencies, documentation of the project need and purpose and including a summary of the TASAS accident data. Traffic information will be summarized, with the operations report as a stand-alone report. The one Project alternative, including estimated cost and non-standard features will be summarized.

4.1 Traffic Operations Report

The Traffic Operations Report will summarize necessary information on the existing conditions data, traffic forecasting process, operations analysis methodology, and resulting volume projections, levels of service and other measures of effectiveness for the Build and No Build alternatives.

The draft Traffic Operations Report will be submitted to Caltrans and STA for review and comment.

4.2 Design Exception Fact Sheets

Fact Sheets for exemptions from advisory and mandatory design standards will be prepared as required. Initial identification of exception opportunities and requirements will be discussed with Caltrans geometrician prior to initiating Fact Sheet preparation.

4.3 Geometric Concept Drawings

Prepare CADD generated 1" = 100' geometric concept drawings for the Project in accordance with Caltrans geometric approval drawing requirements. The geometric concept drawing will be included as 11" x 17" sheets in an

appendix to the Draft and Final Project Reports. The maps will include at minimum: the existing topographic/planimetric mapping, calculated Right of Way lines and centerlines, mathematized geometric and pavement delineation plans, profiles and typical sections.

4.4 Storm Water Data Report

Prepare Project Report-level Storm Water Data Report (SWDR) for the proposed Project. Report will based on the 80/680/12 information prepared to date and will include discussion of site data and storm water quality issues, proposed temporary and permanent BMPs, including completion of required SWDR checklists.

4.5 Water Quality Report

The Caltrans requirement to prepare this document is new. The intention of the document is to present specific project water quality technical information to the Regional Water Quality Control Board. The WQR is similar to the Storm Water Data Report that will also be prepared for the project with the requirement to address additional water quality issues: regulatory setting, existing watershed and waterway conditions, project description, potential project impacts, mitigation measures, and a listing of possible temporary and permanent treatment BMPs. The preparation of the WQR will follow evolving guidelines prepared by Caltrans. A draft and final version of the WQR will be prepared.

4.6 Risk Management Plan

Prepare Risk Management Plan (RMP) for inclusion in the Project Report. RMP will be based on the RMP prepared for the I-80 HOV project, updated as appropriate for the Truck Scale Project.

4.7 Cost Estimate and R/W Data Sheet

Prepare updated cost estimate in the Caltrans PSR/PR format. Independent analysis of the truck scale building and equipment will not be performed as a part of this exercise. Prepare R/W data sheet and utility relocation cost estimate based on information prepared as a part of the Interchange Project.

4.8 Advance Planning Study

Advance Planning Study (APS) information prepared as a part of the 80/680/12 Interchange Project will be reviewed to determine if the Project requires modifications to proposed structures to conform to the current approach. Specifically it is anticipated that one addition structure (widening of the existing EB Suisun Creek bridge) will need to be developed. The APS will include the General Plans and will discuss project conditions, constraints, structure limits, proposed structure type and cost information.

4.9 Site Utility Assessment

Existing utility information will be requested from utility operators in the project area and specifically those providing service to the existing truck scale facility. Existing utility information shall be shown on a color-coded utility tracking drawing and documented by owner, type, size, voltage and material in a utility tracking table and on plan sheets. Each utility type shall be included in a separate layer. Proposed points of service for the relocated facility will be identified, together with appropriate rights of way or easements required. No potholing or field survey is proposed to confirm utility location records.

4.10 Draft Project Report (PR)

The JV Team will prepare an administrative draft document for internal review prior to full District circulation. There is generally a preliminary review of the draft PR that requires three to six copies be submitted to Caltrans, one of which will be returned with comments. Once the draft PR is determined to be ready for circulation, 30 copies of the PR and all of its attachments will be required for Caltrans' circulation.

4.11 Final Project Report

Obtain comments from Caltrans and project development team members on Draft PR. The JV will work with the PDT to minimize Caltrans response time and then promptly comment to the other team members on Caltrans' requested changes, coordinate meetings to discuss and agree to appropriate changes, and then make such changes to the plans and other documentation necessary to obtain Caltrans' approval. Approval of the Final Project Report is required with the Final Environmental Document.

Deliverables:
- Design Exception Fact Sheets
- 30 copies Draft and 50 copies of Final PR Report

TASK 5 – PUBLIC INVOLVEMENT

5.1 Prepare and Maintain Mailing List

Create separate mailing list based on Interchange mailing list and prepare Scoping Notice to be sent to mailing list and for publication in local newspaper.

Assumptions/Deliverables:
- Project mailing list; and
- Mailing List to include up to 3,000 entries for Public Hearing Notices

5.2 Scoping Meeting Notices, Materials, Coordination and Documentation

We anticipate a Scoping meeting will be held. Activities for this Scoping meeting will include:

- Prepare a Scoping meeting announcement.
- Prepare a newspaper display ad for the meeting.
- Mail the meeting announcement (using a subset of the existing Interchange database).
- Secure Scoping meeting location.
- Coordinate, attend, set-up and breakdown for one public Scoping meeting including refreshments, sign in sheets, and comment cards.
- Provide easels, AV and presentation equipment as necessary for the meeting.
- Develop a PowerPoint Presentation for the meeting (graphics, maps and diagrams necessary for the presentation to be provided by others).
- Provide up to 6 presentation boards.
- Provide court reporter for public comment station.
- Provide summary report of the public Scoping meeting (documentation to include information and comments from the Scoping meeting only, and will not be a comprehensive report for the full Scoping period).

Assumptions/Deliverables:
- Project Mailing list
- Scoping (1) Newspaper Ad
- Scoping Notice
- Scoping meeting (coordination, materials, attendance, documentation)
- Documentation to include one round of revisions to draft review based on single set of consolidated comments

5.3 Prepare Public Hearing Notices

It is anticipated that a separate public meeting or hearing will be held during the public review period for the Draft Environmental Document. Activities for this meeting will include preparation of a meeting announcement/factsheet.

Assumptions/Deliverables:

➢ Public Hearing Newspaper Ad

5.4 Prepare Public Hearing Materials (PowerPoint)

Develop a PowerPoint Presentation for the meeting (graphics, maps and diagrams necessary for the presentation to be provided by others).

5.5 Schedule, Coordinate and Attend Public Hearing

- Prepare a newspaper display ad for the meeting.
- Mail the meeting announcement/fact sheet (using the existing Interchange database).
- Secure meeting location.
- Coordinate, attend, set-up and breakdown for one public meeting including refreshments, sign in sheets, and comment cards.
- Provide easels, AV and presentation equipment as necessary for the meeting.
- Provide up to 6 presentation boards.

Assumptions/Deliverables:

➢ Two staff members attending the Public Hearing

5.6 Document Public Hearing

- Provide court reporter to record comments during public testimony.
- Provide summary report of the public meeting.

EASTBOUND CORDELIA TRUCK SCALE FACILITY RELOCATION
PROJECT REPORT AND ENVIRONMENTAL DOCUMENT PREPARATION
ESTIMATED HOURS

TASK	MTCO / NOLTE								TOTAL	JSA					TOTAL	CIRCLEPOINT							TOTAL	FEHR & PEERS					TOTAL	PARIKH				TOTAL	GEOCON				TOTAL	MTCo / NOLTE TEAM HOURS
	Principal / Project Manager	Engineering / Planning Manager	Senior Project Engineer	Project Engineer	Senior Design Engineer	CADD Tech. / Technical Writer	3-p Surv	Project Coordinator	JV TEAM	Project Director	Technical Director	Sr. Consultant	Associate Consultant	Production Staff	JONES & STOKES	Princ - Environmental	Project Manager	Pub Inv Associate	Associate Planner	Assist. Planner	Art Director	Graphics	Circlepoint	Plan	Trans Impact Mgr	Forecasting Support	Eng Staff	Admin / Tech Staff	LABOR	Project Manager	Project Soils Engineer	Staff Engineer	Drafting	LABOR	Senior Eng	Project Engineer	Staff Engineer	Drafting Tech	LABOR	
PHASE I WORK																																								
Task 1 : PROJECT MANAGEMENT																																								
1.1 Project Management	120	100						240	460							60							60																	520
1.2 Meetings and Project Coordination	300	240						80	620	124		145	20		289	72			8				80	12	42		10	4	68											1,057
1.3 CPM Schedule	24							16	40																															40
1.4 Maintain Project Files								24	24																															24
Subtotal Task 1 PROJECT MANAGEMENT	444	340						360	1,144	124		145	20		289	132			8				140	12	42		10	4	68											1,641
Task 2 : ENGINEERING STUDIES																																								
2.1 Location Hydraulic Study	2	48			20	12			82																															82
2.2 Aerial Mapping	2		80		64		96		242																															242
2.3 Traffic Studies																																								
A. Existing Conditions																									4		10	10	24											24
B. Travel Demand Forecasting																								4	10	8	50	12	84											84
C. Traffic Operations Analysis																								8	54	8	400	60	530											530
Subtotal Task 2 - ENGINEERING STUDIES	4	48	80		84	12	96		324															12	68	16	460	82	638											962
Task 3 : ENVIRONMENTAL DOCUMENT																																								
3.1 Project Initiation and Program Strategy																																								
A. Data Gathering																																								
3.2. Prepare Project Descriptions and NOP										12	4	24	32		72																									72
3.3 Environmental Technical Studies	40								40																															40
A. Traffic Impact Report																								3	40	16	40	30	129											129
B. Environmental Technical Reports																																								
C. Geotechnical Impact Report																																								
D. Initial Site Assessment																																								
E. Visual Impact Report																																								
F. Community Impact Assessment																																								
3.4 Prepare Draft EIR / EA																																								
A. Prepare Admin Draft EIR/EA																																								
B. Prepare ADEIR/EA																																								
C. Prepare Public Draft EIR/EA																																								
3.5 Final EIR/EA																																								
A. Prepare Response to Comments and Final EIR/EA																																								
B. Prepare NOD																																								
Subtotal Task 3 Environmental Document	40								40	74	36	800	532	640	2,082	32			152	48			232	3	40	16	40	30	129	13	28	32	12	85	14	104	32	8	158	2,726
Task 4 : PROJECT REPORT																																								
4.1 Traffic Operations Report																																								
4.2 Design Exception Fact Sheets																																								
4.3 Geometric Concept Drawings																																								
4.4 Storm Water Data Report																																								
4.5 Water Quality Report																																								
4.6 Risk Management Plan																																								
4.7 Cost Estimate and R/W Data Sheet																																								
4.8 Advance Planning Study																																								
4.9 Site Utility Assessment																																								
4.10 Draft Project Report																																								
4.11 Final Project Report																																								
Subtotal Task 4 - PROJECT REPORT	104	214	294	316	158	100			1,096															3	40	8	40	30	121											1,217
Task 5 : PUBLIC INVOLVEMENT																																								
5.1 Prepare and Maintain Mailing List																																								
5.2 Scoping Mtg notices, materials, coord and documentation																																								
5.3 Prepare Public Hearing Notices																																								
5.4 Prepare Public Hearing materials (power point)																																								
5.5 Schedule, coordinate and attend Public Hearing																																								
5.6 Document Public Hearing																																								
Subtotal Task 5 - PUBLIC INVOLVEMENT	24	16							40							21	59	108	7	6	48		249																	289
TOTALS	616	618	284	316	242	112	96	360	2,644	198	36	945	552	640	2,371	185	59	108	167	54	48		621	30	190	40	550	146	956	13	28	32	12	85	14	104	32	8	158	5,835

EASTBOUND CORDELIA TRUCK SCALE FACILITY RELOCATION
PROJECT REPORT AND ENVIRONMENTAL DOCUMENT PREPARATION
ESTIMATED BUDGET

TASK	MTCO / NOLTE									TOTAL	JSA						TOTAL
	Principal / Project Manager	Engineering / Planning Manager	Senior Project Engineer	Project Engineer	Senior Design Engineer	CADD Tech / Technical Writer	3-p Surv	Project Coordinator	Reimb.	MTCo/NOLTE JV Budget	Project Director	Technical Director	Sr. Consultant	Associate Consultant	Production Staff	Reimb	Jones & Stokes Budget
PHASE I WORK																	
Task 1 : PROJECT MANAGEMENT																	
1.1 Project Management	29,200	21,000						21,600		70,800							
1.2 Meetings and Project Coordination	70,500	50,400						7,200		128,100	27,280		20,010	2,140			49,430
1.3 CPM Schedule	5,640							1,440		7,080							
1.4 Maintain Project Files								2,160		2,160							
Subtotal Task 1 PROJECT MANAGEMENT	104,340	71,400						32,400		208,140	27,280		20,010	2,140			49,430
Task 2 : ENGINEERING STUDIES																	
2.1 Location Hydraulic Study	470	10,080			2,400	1,020				13,970							
2.2 Aerial Mapping	470		14,000		7,680		28,800		75,000	125,950							
2.3 Traffic Studies																	
A. Existing Conditions																	
B. Travel Demand Forecasting																	
C. Traffic Operations Analysis																	
Subtotal Task 2 - ENGINEERING STUDIES	940	10,080	14,000		10,080	1,020	28,800		75,000	139,920							
Task 3 : ENVIRONMENTAL DOCUMENT																	
3.1 Project Initiation and Program Strategy																	
A. Data Gathering																	
3.2 Prepare Project Descriptions and NOP											2,840	818	3,312	3,424			10,194
3.3 Environmental Technical Studies	9,400									9,400							
A. Traffic Impact Report																	
B. Environmental Technical Reports											8,800	818	85,688	27,920	23,068		120,194
C. Geotechnical Impact Report																	
D. Initial Site Assessment																	
E. Visual Impact Report																	
F. Community Impact Assessment																	
3.4 Prepare Draft EIR / EA																	
A. Prepare Admin Draft EIR/EA											1,760	3,272	29,496	14,652	14,062		60,142
B. Prepare ADEIR/EA											880	818	4,140	3,210	4,108		13,156
C. Prepare Public Draft EIR/EA											880	818	4,140	3,210	4,108	2,704	15,860
3.5 Final EIR/EA																	
A. Prepare Response to Comments and Final EIR/EA											880	818	6,072	3,652	5,214	1,000	17,636
B. Prepare NOD											440		552	856			1,848
Subtotal Task 3 Environmental Document	9,400									9,400	16,280	7,362	110,400	66,924	50,560	3,704	245,232
Task 4 : PROJECT REPORT																	
4.1 Traffic Operations Report																	
4.2 Design Exception Fact Sheets	940	10,080		10,240	8,480	1,360				33,100							
4.3 Geometric Concept Drawings	940		2,800	4,480	4,800					13,020							
4.4 Storm Water Data Report	470	12,600		2,800	1,440					17,310							
4.5 Water Quality Report	470	11,760		2,800		1,020				16,050							
4.6 Risk Management Plan	940	5,040								5,980							
4.7 Cost Estimate and R/W Data Sheet	470	420	2,100	2,800	1,920				5,000	12,710							
4.8 Advance Planning Study	470	5,040	3,500	3,360	1,920					14,290							
4.9 Site Utility Assessment	940		2,100	2,800	2,400					8,240							
4.10 Draft Project Report	11,280		21,000	8,960		3,400				44,640							
4.11 Final Project Report	7,520		4,200			2,720				14,440							
Subtotal Task 4 - PROJECT REPORT	24,440	44,040	35,700	44,240	18,960	8,500			5,000	181,780							
Task 5 : PUBLIC INVOLVEMENT																	
5.1 Prepare and Maintain Mailing List																	
5.2 Scoping Mtg notices, materials, coord and documentat	1,880	1,680								3,560							
5.3 Prepare Public Hearing Notices																	
5.4 Prepare Public Hearing materials (power point)																	
5.5 Schedule, coordinate and attend Public Hearing	3,760	1,680								5,440							
5.6 Document Public Hearing																	
Subtotal Task 5 - PUBLIC INVOLVEMENT	5,640	3,360								9,000							
TOTALS	144,760	129,780	49,700	44,240	29,040	9,520	28,800	32,400	80,000	548,240	43,560	7,362	130,410	69,064	50,560	3,704	294,660

TASK	CIRCLEPOINT								TOTAL	FEHR & PEERS						TOTAL
	Princ - Environmental	Project Manager	Pub Inv Associate	Associate Planner	Assist. Planner	Art Director	Graphics	Reimb	Circlepoint Budget	Prin	Trans Impact Mgr	Forecasting Support	Eng Staff	Admin / Tech Staff	Reimb.	Fehr & Peers Budget
PHASE I WORK																
Task 1 : PROJECT MANAGEMENT																
1.1 Project Management	14,400								14,400							
1.2 Meetings and Project Coordination	17,280			760					18,040	2,792	6,931		1,071	398	1,250	12,442
1.3 CPM Schedule																
1.4 Maintain Project Files																
Subtotal Task 1 PROJECT MANAGEMENT	31,680			760					32,440	2,792	6,931		1,071	398	1,250	12,442
Task 2 : ENGINEERING STUDIES																
2.1 Location Hydraulic Study																
2.2 Aerial Mapping																
2.3 Traffic Studies																
A. Existing Conditions											660		1,071	996	500	3,227
B. Travel Demand Forecasting										931	1,650	1,806	6,354	1,195	1,250	12,187
C. Traffic Operations Analysis										1,861	8,911	1,808	42,828	5,977	3,500	64,885
Subtotal Task 2 - ENGINEERING STUDIES										2,792	11,221	3,616	49,252	8,168	5,250	80,299
Task 3 : ENVIRONMENTAL DOCUMENT																
3.1 Project Initiation and Program Strategy																
A. Data Gathering																
3.2 Prepare Project Descriptions and NOP																
3.3 Environmental Technical Studies																
A. Traffic Impact Report										698	6,601	3,616	4,283	2,988	1,250	19,435
B. Environmental Technical Reports																
C. Geotechnical Impact Report																
D. Initial Site Assessment											2,678	4,032	3,200	924	200	11,034
E. Visual Impact Report	3,640		7,800	1,680				6,000	18,120							
F. Community Impact Assessment	3,640		6,640	1,680				2,000	14,360							
3.4 Prepare Draft EIR / EA																
A. Prepare Admin Draft EIR/EA																
B. Prepare ADEIR/EA																
C. Prepare Public Draft EIR/EA																
3.5 Final EIR/EA																
A. Prepare Response to Comments and Final EIR/EA																
B. Prepare NOD																
Subtotal Task 3 Environmental Document	7,280		14,440	3,360				7,000	32,480	698	6,601	3,616	4,283	2,988	1,250	19,435
Task 4 : PROJECT REPORT																
4.1 Traffic Operations Report										698	6,601	1,808	4,283	2,988	1,250	17,628
4.2 Design Exception Fact Sheets																
4.3 Geometric Concept Drawings																
4.4 Storm Water Data Report																
4.5 Water Quality Report																
4.6 Risk Management Plan																
4.7 Cost Estimate and R/W Data Sheet																
4.8 Advance Planning Study																
4.9 Site Utility Assessment																
4.10 Draft Project Report																
4.11 Final Project Report																
Subtotal Task 4 - PROJECT REPORT										698	6,601	1,808	4,283	2,988	1,250	17,628
Task 5 : PUBLIC INVOLVEMENT																
5.1 Prepare and Maintain Mailing List		420	1,140			3,360		1,000	5,920							
5.2 Scoping Mtg notices, materials, coord and documentat	2,400	3,920	4,560	190	210	1,120		5,000	17,400							
5.3 Prepare Public Hearing Notices	240	280	950	95	70	2,240		6,000	9,875							
5.4 Prepare Public Hearing materials (power point)	480	1,680	1,520	380	140			2,000	6,200							
5.5 Schedule, coordinate and attend Public Hearing	1,680	1,400	950					500	4,530							
5.6 Document Public Hearing	240	560	1,140					500	2,440							
Subtotal Task 5 - PUBLIC INVOLVEMENT	5,040	8,260	10,260	665	420	6,720		14,000	45,365							
TOTALS	44,400	8,260	10,260	15,665	3,780	6,720		21,000	110,285	6,979	31,354	9,039	58,889	14,543	9,000	129,803

TASK	PARIKH					TOTAL	GEOCON					TOTAL	TOTAL
	Project Manager	Project Sales Engineer	Staff Engineer	Draftsperson	Reimb.	Parikh Budget	Senior Eng	Project Engineer	Staff Engineer	Drafting Tech.	Reimb.	Geocon Budget	MTCo / NOLTE TEAM COSTS
PHASE I WORK													
Task 1 : PROJECT MANAGEMENT													
1.1 Project Management													85,200
1.2 Meetings and Project Coordination													208,012
1.3 CPM Schedule													7,080
1.4 Maintain Project Files													2,160
Subtotal Task 1 PROJECT MANAGEMENT													302,452
Task 2 : ENGINEERING STUDIES													
2.1 Location Hydraulic Study													13,970
2.2 Aerial Mapping													125,950
2.3 Traffic Studies													
A. Existing Conditions													3,227
B. Travel Demand Forecasting													12,187
C. Traffic Operations Analysis													64,885
Subtotal Task 2 - ENGINEERING STUDIES													220,219
Task 3 : ENVIRONMENTAL DOCUMENT													
3.1 Project Initiation and Program Strategy													
A. Data Gathering													
3.2 Prepare Project Descriptions and NOP													10,194
3.3 Environmental Technical Studies													9,400
A. Traffic Impact Report													19,435
B. Environmental Technical Reports													120,194
C. Geotechnical Impact Report	2,678	4,032	3,200	924	200	11,034							11,034
D. Initial Site Assessment							1,960	11,960	3,360	560	46,700	64,540	64,540
E. Visual Impact Report													18,120
F. Community Impact Assessment													14,360
3.4 Prepare Draft EIR / EA													
A. Prepare Admin Draft EIR/EA													60,142
B. Prepare ADEIR/EA													13,156
C. Prepare Public Draft EIR/EA													15,860
3.5 Final EIR/EA													
A. Prepare Response to Comments and Final EIR/EA													17,636
B. Prepare NOD													1,848
Subtotal Task 3 Environmental Document	2,678	4,032	3,200	924	200	11,034	1,960	11,960	3,360	560	46,700	64,540	382,119
Task 4 : PROJECT REPORT													
4.1 Traffic Operations Report													17,628
4.2 Design Exception Fact Sheets													33,100
4.3 Geometric Concept Drawings													13,020
4.4 Storm Water Data Report													17,310
4.5 Water Quality Report													16,050
4.6 Risk Management Plan													5,980
4.7 Cost Estimate and R/W Data Sheet													12,710
4.8 Advance Planning Study													14,290
4.9 Site Utility Assessment													8,240
4.10 Draft Project Report													44,640
4.11 Final Project Report													14,440
Subtotal Task 4 - PROJECT REPORT													199,408
Task 5 : PUBLIC INVOLVEMENT													
5.1 Prepare and Maintain Mailing List													5,920
5.2 Scoping Mtg notices, materials, coord and documentat													20,960
5.3 Prepare Public Hearing Notices													9,875
5.4 Prepare Public Hearing materials (power point)													6,200
5.5 Schedule, coordinate and attend Public Hearing													9,970
5.6 Document Public Hearing													2,440
Subtotal Task 5 - PUBLIC INVOLVEMENT													54,365
TOTALS	2,678	4,032	3,200	924	200	11,034	1,960	11,960	3,360	560	46,700	64,540	1,158,592

THIS PAGE INTENTIONALLY LEFT BLANK

STA
Solano Transportation Authority

DATE: May 1, 2008
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: Contract Amendment for the Mark Thomas & Company/Nolte (MT&Co./Nolte) Joint Venture for the I-80/I-680/State Route (SR) 12 Interchange Environmental Document

Background:
Since 2001, STA staff has been working with project consultants, Caltrans and Federal Highway Administration (FHWA) to complete improvements to the I-80/I-680/SR 12 Interchange Complex. In order to advance improvements to the Interchange in a timely fashion, separate environmental documents have either been prepared or are being prepared for four projects, which include the following:

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

The joint venture of Mark Thomas & Company (MT & Co)/Nolte has been working on I-80/I-680/SR 12 Interchange Complex projects for the past five years and has completed the environmental document and design for the I-80 HOV Lanes and is currently preparing the environmental document for the I-80/I-680/SR 12 Interchange Project.

Discussion:
Environmental Document for I-80/I-680/SR 12 Interchange:
Three (3) additional work items that were not envisioned when the original scope of services was prepared for the environmental document for the I-80/I-680/SR 12 Interchange Project are discussed below.

First, in September 2007, the STA Board approved an amendment to the MT & Co/Nolte budget to perform seismic investigations (record search and geophysical testing) for the Green Valley and Cordelia Fault zones to determine location and movement of active traces of these faults. The record search and geophysical testing have been completed, leading to a consensus that the next phase of investigations needs to be completed. The next phase includes exploratory drilling and trench excavations. A detailed scope is presented in the attached letter (Attachment A) from MT & Co/Nolte dated March 28, 2008, at an estimated cost of $210,000.

Secondly, STA staff has requested MT & Co/Nolte add Gray-Bowen to the consultant team to work with the project team on various items, including assistance with funding strategies, coordination with regulatory agencies, as well as coordination with the California Transportation Commission (CTC), FHWA and Caltrans senior management. A more detailed scope is presented in the attached letter (Attachment A) from MT & Co/Nolte dated March 28, 2008, with a budget amount of $100,000.

The third item is the need to modify the I-80/I-680/SR 12 Interchange Project environmental document and studies to account for the fact that the I-80 Eastbound Cordelia Truck Scales Relocation Project will be cleared under a separate environmental document and thereby removed from the I-80/I-680/SR 12 Interchange Project environmental document. MT & Co/Nolte is currently evaluating the additional effort that will be required to complete this effort. The primary impact is the previously completed traffic analysis needs to be modified to reflect the I-80 Eastbound Cordelia Truck Scales Relocation Project as a fully funded independent project.

STA staff is recommending the funding approval of the additional scope for the seismic effort and additional subconsultant at this time. With regard to the additional work relating to changes due to the independent and fully funded I-80 Eastbound Cordelia Truck Scales Relocation Project, staff is recommending the approval to proceed with the work, but not recommending additional funds at this time. Once MT & Co/Nolte has completed their evaluation for the third item mentioned above, staff will be recommending a contract amendment at a future meeting, if it is required.

Fiscal Impact:
The environmental document preparation for the I-80/I-680/SR 12 Interchange is being funded with Traffic Congestion Relief Program (TCRP) funds and Regional Measure (RM 2) funds dedicated to the Interchange Complex.

Recommendation:
Approve the following:

1. A contract amendment for I-80/I-680/SR12 Interchange Project MT & Co/Nolte contract for the following:
   A. $210,000 for the exploratory drilling and trench excavations for seismic analysis; and
   B. $100,000 for the subconsultant services of Gray-Bowen.
2. Modification the I-80/I-680/SR 12 Interchange Project environmental document and studies to account for the I-80 Eastbound Cordelia Truck Scales Relocation Project being cleared under a separate environmental document and thereby removed from the I-80/I-680/SR 12 Interchange Project environmental document.

Attachments:

A. Letter from the MTCo/Nolte Joint Venture dated March 28, 2008.

March 28, 2008 81-52008-B (241)

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

RE: I-80/I-680/SR-12 INTERCHANGE PROJECT BUDGET AMENDMENT REQUEST NO. 6

Dear Ms. Adams:

Two additional work items have arisen, related to the I-80/I-680/SR-12 project, that require out of scope effort. This letter requests budget authorization to proceed on the following efforts.

ADDITIONAL GEOTECHNICAL STUDY EFFORT

Green Valley and Cordelia Fault Investigation Study

An initial budget was authorized by the STA in September 2007 (Amendment 4) to begin the Seismic Investigations of the Green Valley and Cordelia Fault zones to determine the location and movement of active traces of these faults. At this point the first two phases of the investigation have been completed (records search and geophysical testing), leading to a consensus on the effort required for Phase 3, which is exploratory drilling and trench excavation. The effort required for this next phase has been refined by the results of the first two phases. The testing program has been discussed with Caltrans staff both in District and at Headquarters. The attached scope of services from William Lettis & Associates (WLA) is for the bulk of the Phase 3 effort, consisting of drilling in the vicinity of the Cordelia Fault zone and a combination of drilling and trenching in the vicinity of the Green Valley Fault zone.

In addition to the work proposed by WLA, the following effort is required to support the fault investigation:

Traffic Control – traffic control services will be necessary to safely close the shoulders of SR 12 W during hours of operation for both drilling and rock face excavation, including providing advance warning signs. We anticipate this effort to cost approximately $15,000.

Field Surveys – The location of all drilled holes and excavated trenches, together with evidence of fault traces that may be observed in the rock face excavation will be field surveyed to determine accurate locations which will be an integral part of the soil profiles to be prepared as a part of the seismic investigation. It is anticipated that all field survey work will be conducted as one operation, although it may require up to three days of field work and two days of office survey work to reduce the topo information. We anticipate the budget necessary to perform this work is $10,000.

Overall Project Coordination – The JV will provide overall project coordination to support WLA investigation, including acting as a liaison with Caltrans for the extension of an encroachment permit to perform the work, retain the traffic control and material disposal firms, coordinate with STA and Caltrans to determine the location and methods necessary to store the cores from the drilling, etc. We estimate this effort to cost approximately $20,000.

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

Material Disposal – material generated as a part of the drilling operation (drilling muds, etc.) will need to be stockpiled, stored in containers, tested and then disposed of at an appropriate disposal site. It is anticipated that up to 35 barrels of drilling cuttings will need to be disposed of and that the testing will be confirmed as "clean". It is also anticipated that the spoils from the rock face excavation can be disposed of at a nearby site (within 10 miles) at no cost. The anticipated cost for material disposal is $15,000.

The previous amendment approved a budget of $250,000 for WLA, of which $80,000 has been used to date. The estimate for the Phase 3 effort is $320,000, requiring a budget augmentation of $150,000 for their effort.

Green Valley and Cordelia Fault Investigation	
William Lettis and Associates	$150,000
Traffic Control	$15,000
Field Surveys	$10,000
Overall Project Coordination	$20,000
Waste Disposal	$15,000
Total Green Valley and Cordelia Fault Investigation	***$210,000***

GRAY-BOWEN & ASSOCIATES

The STA requested the Joint Venture to add Gray-Bowen to the team to provide various consulting services related to the interchange project including:

- Work with project team (STA staff and consultants) to identify potential impediments to delivery of the project. Coordinate with STA staff and consultants to identify and implement strategies to resolve and/or remove impediments to delivery.
- Work with project team on funding, agency approvals, and other project related issues.
- Provide strategic advice and assistance with needed regulatory agency permits and approvals. Coordinate with permitting agencies and others (local project sponsors, Caltrans, FHWA, etc.) as needed with respect to required permits and approvals.
- Participate in meetings on behalf of STA.
- Provide high level coordination w/ Caltrans, CTC and FHWA Senior Management on an as-needed basis.
- Assist (on as-needed basis) in coordination with others (primarily public agencies such as MTC, local project sponsors, etc.) as may be required to address project specific issues.
- Participate in project team meetings on as-needed basis.
- Work with STA management to identify and respond to issues that impede delivery of CMIA and other projects.
- Other tasks as may be assigned by the STA staff or consultant team.

We estimate the budget for this effort to be approximately $100,000.

The total cost of all additional budget requested for this project is: **$310,000.**

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

Sincerely,

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

Michael J. Lohman
Principal

c: Dale Dennis, PDMG, STA Project Manager

THIS PAGE INTENTIONALLY LEFT BLANK

WLA

WILLIAM LETTIS & ASSOCIATES, INC.
1777 Botelho Drive, Suite 262, Walnut Creek, California 94596
tel (925) 256-6070 fax (925) 256-6076

March 26, 2008

Ms. Andrea G. Glerum, PE
Nolte Associates, Inc.
201 N. Civic Drive
Walnut Creek, CA 94596

Subject: **Fee Estimate for Surface-Fault Rupture Hazard Assessment (Alternative C) of the I-80/I-680/SR-12 Interchange Project, Solano County, California**

Dear Ms. Glerum:

William Lettis & Associates, Inc. (WLA) is pleased to present this fee estimate to Mark Thomas & Company, Inc. (MTC)/Nolte Associates, Inc. (Nolte) business venture to conduct a multi-phased subsurface investigation of the Green Valley and Cordelia faults for the proposed Interstate-80/680/SR-12 interchange project located in Solano County, California. The fee estimate follows the October 10, 2007 work plan prepared by WLA for Tasks 2 through 8, which includes conducting a comprehensive surface-fault rupture hazard evaluation. This estimate also is based on the findings of recent geophysical surveys, and our understanding of the proposed highway plans (Alternative C) and site constraints.

The objective of this comprehensive subsurface investigation is to: (1) assess the presence or absence of active faulting beneath the proposed elevated structures, (2) determine the origins of geophysical anomalies aligned with mapped fault traces, and (3) develop fault displacement hazard estimates for the Green Valley fault and Cordelia faults (Figure 1). Site conditions require several types of subsurface exploration techniques be performed in order to collect information regarding fault activity and location, distribution of slip, and estimates of coseismic displacement. The proposed techniques include trenching, drilling, and logging of an existing bedrock exposure, and synthesizing the results in a report that is directly applicable to the seismic design of Alternative C.

Green Valley fault

The investigation of the Green Valley fault includes a combination of trenching, drilling, and field mapping of existing road-cuts. On the basis of the findings of the recent geophysical survey, there are five anomalies that warrant further investigation for evidence of active faulting. As illustrated in Figure 2, all but one of the geophysical anomalies are associated with mapped strands of the Green Valley fault, and many intersect or come close to intersecting a proposed elevated structure.

Cordelia fault

The investigation of the Cordelia fault includes only drilling as a result of existing logistical and environmental constraints at the I-680 loop. A transect of closely-spaced boreholes that obliquely intersect a geophysical anomaly and shadow the footprint of the elevated structure is proposed to assess the underlying fluvial and alluvial stratigraphy at the site (Figure 3).

Task 2: Exploratory Trenching and Road-Cut Logging

Exploratory trenching is recommended for a previously mapped low-angle, west-dipping fault located along the eastern margin of the State Alquist-Priolo Earthquake Fault Zone for the Green Valley fault. Our previous compilation and synthesis of existing data, coupled with recent field reconnaissance, aerial photography interpretation, and acquisition of geophysical data, confirms the presence of a prominent topographic lineament and geophysical anomalies highly suggestive of faulting.

Task 2.1- Exploratory Trenching

This task will include excavating two trenches north of Highway 12 on Dittmer Ranch (e.g., near GV-4) that will intersect the projection of two previously mapped faults within the Green Valley fault zone and geophysical anomalies (Figure 2). The trenches will assess the presence or absence of active faulting, and if present, the style and orientation of deformation with respect to the proposed elevated structures along the eastern margin of the A-P Zone. The trenching investigation will follow the procedures outlined in the WLA work plan (October 10, 2007). Each trench will be approximately 150 feet long, and will range from 5 to 12 feet in depth. A WLA subcontractor will use an excavator to dig the proposed exploratory trenches. The trench locations were selected to: (1) obliquely intersect the geophysical anomalies identified in geophysical line GV-4, and (2) avoid regions previously characterized as environmentally sensitive (Figure 2).

The trenches will be logged at a scale of 1 in. = 5 ft (1:60-scale) or smaller depending on the geologic complexities of the exposures. Charcoal specimens will be collected and submitted for AMS radiocarbon dating and will be used to provide age estimates of the surficial deposits. If charcoal is absent, the age estimates will be performed using standard pedogenic parameters (Task 4). The trenching also will include a formal review with the project team, the technical peer reviewer(s), STA and Caltrans officials, and other stakeholders as deemed appropriate by STA (e.g., U.S. Geological Survey, California Geological Survey, etc.), to discuss the preliminary findings (Task 7). This estimate does not include ancillary trenches that may be requested by reviewers (see Appendix A).

Following completion of logging, interpretation, and review of the trench exposures, the trenches will be backfilled and loosely compacted with a sheepsfoot compaction device. Our estimate includes visual inspection of the compaction lifts by the field geologist and/or backhoe operator. If MTC/Nolte would prefer the trench backfill be tested and compacted to some design consideration, WLA can provide this service at additional cost. Note that these trenches are offsite and within an undeveloped part of the Dittmer Ranch.

Lastly, MTC/Nolte and Caltrans will subcontract with a licensed surveyor to survey the trench locations and any potentially active faults identified during the study. The survey should register with existing Caltrans bench marks and the proposed locations of the elevated structures. The trench survey data will be available for incorporation into the existing project database to provide an accurate location of the trenches, and any recommended fault setbacks. If active primary or secondary faults are encountered in the trenches, WLA will facilitate the survey by placing metal stakes at the ground surface or distinct markers to delineate the surface projection of the fault(s). This estimate assumes that MTC/Nolte will obtain site access for the proposed trenching.

Task 2.2: Detailed Logging of Existing Road Cut

This task includes improving existing road cuts along Highway 12 to obtain fresh bedrock exposures for mapping and assessing the presence of undetected secondary faults, as well as characterizing the distribution of faulting between two strands of the Green Valley fault (Figure 2). The assessment of these road cuts is critical for evaluating a proposed elevated structure that lies within the zone of possible distributed shear.

An existing road cut on the north side of the Highway 12 will be improved by cleaning the weathered portion of the rock face and loose vegetation. The proposed road cut will be approximately 500 feet long, 5 feet tall, and 1 to 2 feet deep (wide). This work will entail the use of an excavator and dump-truck, subcontracted through WLA, to excavate and clear the debris. Mapping the road cut will follow procedures outlined in the WLA work plan for logging exploratory trenches, and possibly augmented with rectified photo-mosaics to document the exposure. WLA geologists will identify key marker horizons for identifying faulting and folding, and will collect pertinent data to assess the amount and style of deformation across the zone. The rock cut lies within Pliocene Sonoma Volcanics with little to no soil cover, thus any assessment of fault activity is unlikely. Fault-like features interpreted in the road cut are likely to be deemed potentially active.

The road cut will be logged at a scale of 1 in. = 5 ft (1:60-scale). The decision to use photo-mosaic mapping techniques will depend on the quality of the exposure and the presence or absence of bedded volcanic bedrock. No backfilling will be required. The excavated bedrock material will be removed from the existing cut and transported to a pre-determined location provided by MTC/Nolte. This estimate assumes a transportation distance of ≤ 0.5 miles.

This task will require a formal review (e.g. Task 7) with the project team, the technical peer reviewer(s), STA and Caltrans officials, and other stakeholders as deemed appropriate by STA (e.g., U.S. Geological Survey, California Geological Survey, etc.), to discuss the preliminary findings. Lastly, primary or secondary potentially active faults mapped in the rock cut excavation will be surveyed by a licensed surveyor of MTC/Nolte with respect to existing Caltrans bench marks and the proposed location of elevated structures. WLA will mark the fault locations in the field using stakes or paint.

Task 3: Exploratory Drilling

This task includes drilling a series of closely-spaced boreholes along transects that intersect geophysical anomalies and/or previously mapped faults in regions considered inaccessible by conventional trenching techniques or deemed environmentally sensitive (Figure 1 and 2). The exploratory drilling will include data collection (Task 3.1) followed by a detailed stratigraphic correlation (Task 3.2). Drilling exploration is proposed within both the Green Valley and Cordelia fault zones.

<u>Green Valley fault</u>

Two borehole transects are proposed within the Green Valley fault zone to assess the presence or absence of active faulting in regions that are environmentally sensitive, contain deep sections of artificial fill, and shallow groundwater. The intent of the drilling program is to encounter at least several laterally continuous marker beds that can be traced laterally among boreholes to provide evidence for the presence

or absence of vertical separation across the previously inferred faults. Between 10 and 14 exploratory boreholes will be spaced approximately 25 to 35 feet apart, and depending on depth to bedrock, will be 25 to 40 feet deep (Figure 2). The sediment and rock samples will be collected as continuous (depending on sampling conditions) cores. Based on our previous work, we believe the bedrock depth will be highly variable along both transects.

Cordelia fault

The investigation of the Cordelia fault includes drilling a single transect of closely-spaced boreholes within the I-680 loop. The transect obliquely intersects a geophysical anomaly and shadows the footprint of the elevated structure. Between 10 and 14 exploratory boreholes will be spaced approximately 40 feet apart and approximately 30 to 35 feet deep (Figure 3). Based on review of trench data and existing borings near this transect, bedrock will not be encountered at these proposed depths, however the deeper deposits are likely to be late Pleistocene in age. Geophysical profile C-2 and C-3, coupled with borehole BH-2007, identify well-stratified deposits along the boring transect that should provide adequate targets for assessing faulting.

Task 3.1 Data Collection

A WLA geologist will direct the drilling activities, monitor site safety around the drill rig, and log the soil and bedrock samples. The drilling subcontractor will drill the exploratory borings using a truck-mounted hollow-stem auger rig, which can accommodate rock coring equipment to sample bedrock. The resulting sample will be a continuous (based on sampling conditions) undisturbed core and will be logged by the onsite WLA geologist. The sediment and rock core will be photographed and stored in sample boxes and transported to a storage facility for subsequent detailed logging and stratigraphic characterization (Task 3.2).

For this drilling subtask, we estimate costs assuming 12 to 14 days of drilling with a WLA Senior Staff Geologist working 10 hours/day, as well as intermittent site visits by a WLA Senior and/or Principal Geologist to ensure technical objectives of the drilling program are achieved. The cores will be logged initially in the field at a scale appropriate to document relevant geologic and stratigraphic characteristics. Where present, detrital charcoal and/or peat samples will be collected from the cores, briefly described, and stored for possible radiocarbon analyses.

As specified in the WLA work plan, WLA will retain a utility locator and coordinate with Caltrans personnel to clear the proposed borehole locations prior to drilling. Following completion of the borings, the boreholes will be backfilled to the ground surface with cement grout or cuttings depending on the local permitting conditions. The Drilling Contractor will store the cuttings in drums and dispose of the cuttings in the same region identified for disposal of the rock cut trimmings. Complete removal and disposal of the drill cuttings to an offsite landfill is not included in this fee estimate (see Appendix A).

Task 3.2 Detailed Logging of Cores

Upon completion of drilling, core samples will be transported to a logging facility where the stratigraphy will be logged and correlated among adjacent boreholes. The objectives of the detailed core logging are:

- Identify and trace marker horizons between borings to evaluate lateral continuity of strata in order to assess whether or not faults are present beneath the elevated structures;
- Compare soil and rock core between boreholes and consistent stratigraphic correlations along the transects;
- Perform detailed soil profile descriptions for relative age dating purposes (if necessary);
- Collect charcoal samples for dating to support age assessments of materials encountered in the borings; and
- Develop detailed cross sections at an appropriate scale to identify the presence or absence of faulting within young (e.g. Holocene) geologic deposits

During the core documentation, possible evidence of liquefaction will be described and noted on the boring logs. Documentation of the core will use standard WLA borehole log forms, supplemented by intermittent digital photography of selected features, as appropriate. This task also includes a formal review (e.g. Task 7) with the project team, the technical peer reviewer(s), STA and Caltrans officials, and other stakeholders as deemed appropriate by STA (e.g., U.S. Geological Survey, California Geological Survey, etc.), to discuss the preliminary findings. This review will dovetail with the review of trenching results and rock cut mapping. This estimate does not include additional boreholes recommended by reviewers (see Appendix A).

The intent of the drilling program is to provide evidence for the presence or absence of vertical separation across the previously inferred faults beneath the elevated structures that lie within the fault zone. The closely spaced boreholes should provide adequate information to assess the presence or absence of faulting; yet the boreholes may not provide definitive evidence for the presence or absence of Holocene faulting. Should significant doubt remain regarding the presence or absence of active faulting beneath the structures, supplemental subsurface investigation (boreholes) may be required that are not included in this scope (Appendix A).

Task 4: Age Dating

As specified in the WLA workplan, the assessment of fault activity requires an understanding of the Quaternary and depositional history of the site area, and a means to estimate the age of stratigraphic deposits or bedrock units. Task 4 encompasses assessing the age of surficial deposits at the proposed Caltrans interchange. We will use any number of possible techniques, including: (1) stratigraphic position and cross-cutting stratigraphic relations; (2) radiocarbon analyses of charcoal or macrofossil samples, and (3) pedogenic (i.e., soil) development of the deposits. Because some of the proposed subsurface exploration areas include areas mapped as Quaternary colluvium and alluvium (i.e., Holocene to Pleistocene in age), the radiometric dating of any younger material would likely include samples collected from Holocene colluvium that mantles the shallow bedrock and buried alluvium existing beneath artificial fill. In those areas of thin colluvial and alluvial cover, we will rely on pedogenic development of the deposits to broadly assess the age of the material and overlying soils. Our in-house soil scientist, Dr. Janet Sowers, will perform the detailed pedologic studies necessary to assess the relative age of the deposits and soils. We anticipate submitting and analyzing about five (5) detrital charcoal samples that could be used in conjunction with the estimation of pedogenic ages.

Task 5: Safety Plan

To ensure on-site safety, WLA will prepare a project health and safety plan, and will hold meetings with all project field personnel. We assume that Caltrans will provide access to the site and to the areas of exploration. We will coordinate the drilling and trenching with Caltrans. Prior to initiating the field exploration, we will mark the planned trenching and drilling locations, and will notify Underground Service Alert (USA) to request utility markings from their members. We also will hire a private utility locator to identify and mark any underground utilities and obstacles, and to clear the proposed subsurface exploration locations. We do not anticipate that any of the proposed work areas will require lane or road closures. MTC/Nolte will provide traffic control measures, if deemed appropriate.

Task 6: Data Analysis and Draft Report Preparation

Following the field investigation, we will analyze and evaluate the geologic, geomorphic and structural data collected as part of Tasks 1 through 4. We will prepare a draft written report that summarizes the results of the fault rupture hazard investigation and integrates the findings of the literature review, historical map and photo analysis (performed as part of the Phase 1 data compilation), geophysical surveys, and subsurface exploration. We will prepare a written report that complies with the State Alquist-Priolo Act. Note that the geologic setting (i.e., absence of dateable alluvial and colluvial deposits) may preclude the direct evaluation of fault activity for secondary faults within the Green Valley fault project area, therefore the evaluation of surface fault rupture hazard may require ancillary trenches and/or boreholes to refine the amount and severity of local secondary, permanent ground deformation.

The fault hazard rupture report will include the following components:

- A map of fault traces near the site vicinity and a discussion on their activity;
- Discussion of geophysical, drilling and trenching results, including drafted trench and borehole logs, cross sections, and geophysical profiles;
- Discussion on the age of the material encountered for assessing fault activity;
- Discussion of the presence or absence of active faulting, the primary and secondary surface fault-rupture hazard, and secondary ground deformation hazard (i.e., tilting);
- A fault displacement hazard analysis (FDHA) for the elevated structure fault crossings (explained below) and;
- Geologic recommendations as input for building design (i.e., amount and location and sense of deformation and a fault setback map, as appropriate).

A major component of Task 6 will include an estimate of the distribution of displacement across each fault strand and a deterministic (scenario-based) fault displacement hazard analysis (FDHA) for each strand to estimate the potential impact of surface fault rupture at each fault crossing. The distribution of faulting across each zone will be represented by a probability density function (PDF), either Gaussian, uniform, discrete, or other, that describe the partitioning of expected future fault displacement between the traces of the Green Valley fault. (We assume that the Cordelia fault will not pose a surface-fault rupture risk following the completion of the proposed study. This estimate does not include fees associated with developing a PDF for the Cordelia fault based on the above assumptions.) Estimates of vertical and horizontal components of displacement will be based on kinematic and stratigraphic evidence

from the subsurface investigation. The PDF will be integrated with the results of the FDHA to provide displacement values for building performance evaluation.

Results of the FDHA will be presented as exceedance curves of displacement that incorporate uncertainty in magnitude-displacement relations, fraction of maximum displacement at the site, and the treatment of fault creep. Displacement values at 50%, 84% and 90% exceedance for the scenario earthquake will be distributed across the Green Valley fault zone according to the PDF. Final displacement values and distributions beneath the elevated structures will include estimates of vertical and horizontal slip components and angular distortions. The preliminary displacement values will provide input for Caltrans engineers to assess the capability of the structures to sustain fault-related permanent ground deformation.

The draft report will be submitted for review to MTC/Nolte, STA and Caltrans, and the technical peer reviewer(s).

Task 7: Technical Peer Review and Meetings

As a standard of practice for many of our fault characterization studies, we propose that our work conducted under Tasks 1 through 4 be subject to a technical peer review by members of the U.S Geological Survey or other experts. Technical review of the proposed subsurface investigation, field data, results, and conclusions generated by this study are an important part of the successful completion of the project; thus, we propose to stay in close communication with MTC/Nolte, Caltrans and Solano Transportation Authority, and any technical peer reviewer(s) during the course of the study. This will include scheduling meetings with appropriate Caltrans personnel to discuss plans and results following the completion of key phases of the project.

Task 8: Final Report Preparation and Submittal

Task 8 will include a review of technical peer review comments, attend a meeting to discuss the study findings, and document our response to any comments in a revised final surface-fault rupture hazard report. On the basis of both written and verbal comments received from the technical peer reviewer(s), we will revise the report and develop a final document for STA and Caltrans circulation. The final report will include those items listed in Task 6, as well as a discussion on the project approach, methods, results, and conclusions, and explanatory figures and tables as appropriate. The primary anticipated result of this report is the assessment of the presence or absence of Holocene faulting beneath the proposed elevated structures of I80/I680/SR-12 interchange and estimates of coseismic displacement.

Fee Estimate for Tasks 2 through 8

The Fee estimate for the proposed scope of work outline above is as follows.

Item	Fee
Task 2.1 – Dittmer Ranch Exploratory Trenching	$ 58,795
Task 2.2 – Road Cut Mapping	$ 51,630
Task 3.1 – Exploratory Drilling	$ 27,600
Drilling subcontractor	$ 47,420
Small Access Drill Rig Contingency	$ 13,525
Task 3.2 – Detailed Soil Stratigraphy Logging	$ 16,700
Task 3.3 – Cross Section Development	$ 8,960
Task 4.0 – Age Dating	$ 6,600
Task 5.0 – Safety Plan	$ 4,500
Task 6.0 – Data Analysis and Draft Report Preparation	$ 58,130
Task 7.0 – Technical Peer Review and Meetings	$ 15,680
Task 8.0 – Final Report Preparation and Submittal	$ 10,460
Total	**$320,000**

The full scope of work to complete the tasks outlined above is a not to exceed fee of $320,000. Note that the initial results from our trenching investigation (Task 2.1) may require additional trenches and borehole transect to determine slip-per event estimates, refine uncertainty limits in displaced horizons, or fine fault projection locations through elevated structures (Figure 1).

If additional studies are recommended, or reviews are required of subsequent maps, reports and presentation of new data, beyond those described in this fee estimate, additional fees may be necessary under a separate scope of work.

SCHEDULE

As soon as authorization to proceed is provided, and encroachment permits are obtained, WLA will develop a schedule to complete the proposed tasks and meetings. In general, we can start Task 1 as soon written authorization to proceed is obtained. A drill rig is reserved beginning March 18, 2008. We anticipate Task 2 (trenching and rock cut documentation) will require about 3 to 4 weeks to complete. Task 3 (drilling) will take about 2 weeks to complete, and Task 8 will take about 3 to 5 weeks to complete following closure of the field program. Each of these time estimates assumes no delays associated with permitting, site access, weather, interaction with other contractors, ITR reviews, or other unforeseen conditions.

CLOSURE

The total estimated cost to perform the above-described tasks is $320,000. This estimate does not include additional services or work requested by you or other consultants, or by regulatory agencies for additional

investigation. We assume MTC/Nolte will obtain the necessary encroachment and site access permits, hire traffic control contractor and licensed surveyor.

We appreciate this opportunity to submit this proposal and look forward to working with you on this exciting and challenging project. Should you need additional clarification regarding specific details in this proposal, please do not hesitate to call me at 925-395-2028.

Sincerely,
WILLIAM LETTIS & ASSOCIATES, INC.

John N. Baldwin
Principal Geologist, C.E.G. 2167

Keith I. Kelson
Vice President, Sr. Principal Geologist, C.E.G. 1610

cc: Mike Lohman, Mark Thomas & Company, Inc.

Appendix A: Possible Additional Expenditures

Appendix A: Possible Additional Expenditures

There are several factors that may affect the proposed scope and cost of the exploration phase that cannot be addressed prior to excavation and drilling:

- The ability to expose bedded deposits at least 11,000 years old (e.g., consistent with the A-P Act). Although the trench and borehole locations are believed to be free of large thicknesses of fill (e.g., > 10 to 30 ft), there is the possibility that the exploration locations and depths will need to be revised during the study to accommodate unexpectedly thick fill, or unexpected subsurface conditions that are not anticipated at the time of this proposal submittal. Although all effort will be taken to accommodate changes within the presented cost estimate, significant increases in trench length and/or depth, as well as borehole depth, may require additional budget. If potentially active faults identified within the bedrock at the site are not covered by sufficiently thick Holocene soils and/or colluvium, and the faulting cannot be eliminated as active based on other means (e.g., secondary mineralization along the fault trace), ancillary trenches and offsite boreholes may be required at additional cost.

- Complications and logistical constraints arising from the presence of utility lines crossing the proposed trench and borehole locations. If we are unable to excavate significant portions of the proposed trenches or place boreholes because of the presence of underground utilities, additional ancillary trenches and borings may be necessary. All effort will be taken to anticipate utility locations and modify the trench locations within the presented cost estimate. However, unforeseen conditions may require significant ancillary trenching that would require additional cost.

- This fee estimate is based on a generalized understanding of the geologic conditions at the two sites. Field conditions may vary at the proposed trench, cut-slope and borehole locations that were not anticipated during preparation of this proposal (i.e., difficult drilling conditions; extremely hard bedrock, running sands, thick sequence of young sediments, etc.).

- Delays associated with inclement weather and permitting. For instance, trenches may not be safe to enter during heavy periods of rain with runoff. During most wet weather conditions, however, WLA utilizes a special clear rain-proof trench cover that allows the geologists to continue working under such conditions. Because of the logistical and environmental site constraints, additional efforts beyond those described in this estimate may be necessary to obtain site access.

- Management associated with the compaction of the trench backfill, site logistics with placement of cut slope spoils, and proper disposal of drummed material. If the trenches need to be compacted to 90% to 95% compaction, the backfilling will involve additional costs such as subcontracting a geotechnical engineer and field technician to document the backfilling procedure, and to provide documentation of backfill conditions. Our fee estimate does not include labor hours to oversee the backfilling and compaction of the trenches to engineered specifications. In addition, we do not anticipate the need for any engineering for the minor cut slopes being proposed. If larger cuts are required additional engineering services may need to be included.

- Recommendations provided by the Technical Peer Reviewer may require additional subsurface investigation or substantial modifications to the proposed Fault Rupture Hazard report that are not included as part of this proposal.

STA
Solano Transportation Authority

DATE: May 1, 2008
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: Contract Amendment for Mark Thomas & Company/Nolte (MT&Co./Nolte) Joint Venture for Design Services of Suisun Valley Road/I-80 Eastbound On-Ramp Improvements

Background:
Since 2001, STA staff has been working with project consultants, Caltrans and the Federal Highway Administration (FHWA) to complete improvements to the I-80/I-680/State Route (SR)12 Interchange Complex. In order to advance improvements to the Interchange in a timely fashion, separate environmental documents have either been prepared or are being prepared for four projects, which include the following:

- North Connector Project (Subject of this staff report)
- I-80 HOV Lanes Project (Completed)
- I-80 Eastbound Truck Scales Relocation (Scoping Meeting June 5, 2008)
- I-80/I-680/SR12 Interchange Project (on-going)

The joint venture of Mark Thomas & Company (MT & Co)/Nolte has been working on I-80/I-680/SR12 Interchange Complex projects for the past five years and has completed the environmental document and design for the I-80 High Occupancy Vehicle (HOV) Lanes and is currently preparing the environmental document for the I-80/I-680/SR 12 Interchange Project.

Discussion:
I-80 HOV Lanes – Ramp Metering:
As part of their current scope of services, MT & Co/Nolte is currently designing the Ramp Metering component of the I-80 HOV Lanes Project. One of the traffic mitigations required by the North Connector Project (to ensure Level of Service (LOS) D), requires the addition of a second left turn lane from Suisun Valley Road to the I-80 Eastbound (EB) on-ramp. Since MT & Co/Nolte is already designing ramp metering for the I-80 EB On-ramp of the Suisun Valley Interchange, it will be most efficient to have them also design these improvements as well. This work, the second left turn lane from Suisun Valley Road to the I-80 EB on-ramp will be constructed as part of the overall I-80 ramp metering work for construction cost efficiency. As such, STA staff is recommending the Board approve a contract amendment of $100,000 to the existing contract with the MT & Co/Nolte to provide these services, which are presented in more detail in the attached letter (Attachment A) from MT & Co/Nolte dated May 1, 2008.

Fiscal Impact:
The design of the addition of a second left turn lane at the intersection of Suisun Valley Road and the I-80 EB on-ramp is funded with Regional Measure 2 (RM 2) funds.

Recommendation:
Approve a contract amendment for MT & Co/Nolte in the amount of $100,000 for the design of the additional second left turn lane at the intersection of Suisun Valley Road and the I-80 Eastbound on-ramp for the North Connector Project.

Attachments:

A. Letter from the MT & Co/Nolte Joint Venture dated May 1, 2008.

May 1, 2008 57-0212B-B (.001)

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

RE: I-80 RAMP METERING, EXTRA WORK PROPOSAL

Dear Ms. Adams:

The MTCo/Nolte Joint Venture is pleased to present the following proposal to amend our scope of services related to the I-80 Ramp Metering project. At your request we have reviewed the additional scope and effort necessary to incorporate an additional left turn lane from southbound Suisun Valley Road onto the EB I-80 on ramp.

The improvement plans would be incorporated into the I-80 ramp metering PS&E package in a separate bid schedule to be completed early next year.

The scope and associated budget are based on the following assumptions:

- No modifications will be made to the existing Suisun Valley Road Overcrossing;
- Improvements will be confined to the northern half of the intersection, within State right of way;
- Caltrans reports covering these improvements, including Drainage Report, Storm Water Data Report, Traffic Management Plan, will be incorporated into the reports for the ramp metering components;
- No utility relocation is necessary;
- No Design Exceptions are required; and
- No permits, other than the Caltrans encroachment permit are required.

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

The estimated additional budget necessary to prepare the design is as follows:

Design Component	Budget
Geotechnical (slope and pavement recommendations)	$5,000
Roadway Design	45,000
Aerially Deposited Lead – Phase II Site Investigation	10,000
Electrical (signals and lighting)	20,000
CADD Translation	10,000
HQOE Processing	10,000
Total	$100,000

Please call if you need any additional information to evaluate our request.

Sincerely,

MARK THOMAS & COMPANY, INC.

Michael J. Lohman, PE
Vice President

c: Dale Dennis, PDMG
Andrea Glerum, Nolte Associates

STA
Solano Transportation Authority

DATE: May 1, 2008
TO: STA Board
FROM: Robert Guerrero, Senior Planner
RE: Approval of Fiscal Year (FY) 2008-09 Transportation Funds for Clean Air (TFCA) Regional Fund Submittal

Background:
The Bay Area Air Quality Management District (BAAQMD) administers the Transportation Fund for Clean Air (TFCA) Regional Funds and annually has a call for clean air application project submittals. The BAAQMD in coordination with the CMA's establishes TFCA policies annually. 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. 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.

The cities of Benicia, Fairfield, Suisun City, Vallejo, southwestern portions of Solano County, and other agencies located in the Bay Area Air Basin are eligible to apply for these funds. A separate Clean Air Program is available to the remaining cities and the County unincorporated area within the Yolo-Solano Air Basin.

BAAQMD staff anticipates issuing a call for projects by May 2008 with applications due sometime in June 2008. This year, a total of $10 million will be available for successful applicants.

Discussion:
STA staff internally discussed potential project submittals for this year's BAAQMD Regional TFCA Funds. Two options considered were the Solano Safe Routes to School Program and a Transportation Climate Control Implementation Plan.

Solano County's first countywide Safe Routes to School Plan was adopted by the STA Board on February 13, 2008. The plan identified approximately $50 million in engineering, education, enforcement, encouragement activities over the next 20 years. To begin implementing the plan, the STA Board approved a total of $356,262 in Eastern Solano County Congestion Mitigation Air Quality Improvement Program (ECMAQ) and TFCA 40% Program Manager Funds on December 12, 2007 and February 13, 2008 respectively. This funding allocation will be used to match and obtain other potential funding sources such as the Yolo Solano Air Quality Management District Clean Air Fund, Federal Safe Routes to School Program, as well as the BAAQMD's Regional TFCA Program. STA staff recommends requesting a total of $1 million from the Regional TFCA Program this year.

The Regional TFCA Program request for $1 million will contribute to the following components of the Safe Routes to School Plan:

- Education, $150,000 for SR2S safety pamphlets for school staff and police officers to distribute to students and parents.
- Encouragement, $100,000 (+ $116,000 in Program manager TFCA funding) "Walk and Bike to School Day" marketing materials, "Frequent Walk and Roll Card incentives", Safe Routes to School GIS Maps
- Engineering, $620,000 to match YSAQMD & STA's ECMAQ funding of $300,000 for Eastern Solano County. This will build pedestrian engineering improvements listed in STA SR2S Plan, high visibility crosswalks, and speed feedback signs.
- Funding request is matched by $416,000 from YSAQMD, TFCA program manager funds, and STA discretionary funding sources.
- TFCA Regional funds will help the STA compete for $800,000 in federal Safe Routes to School funds, which includes funding for enforcement activities.

If successful with all grant applications included in this strategy, the STA's Safe Routes to School program will have helped to raise $2.866 M by the end of this year to implement specific priorities outlined in the Safe Routes to School Plan. Attachment A includes a spreadsheet identifying Safe Routes to Schools projects for Solano County.

A separate future opportunity for regional TFCA funds is climate change. Climate Control and Greenhouse Gas Emission Reduction is an important issue being discussed throughout the Bay Area and in Solano County. The initial thought was to create a transportation climate control plan, but after further consideration, a more logical approach would be to create a broader countywide climate control plan and not limit such a plan to transportation. The Bay Area's CMA Directors recently formed a working group to begin identifying a regional climate change strategy.

Currently, the cities of Benicia and Vallejo have received a total of $115,000 in BAAQMD planning funds to complete local plans related to Climate Change. The County of Solano is also seeking to address greenhouse gas reduction as part of its General Plan update. These planning efforts will be developed separately and may or may not produce the similar results. The thought behind a countywide climate control plan approach would be to have a unified method to collectively address this issue rather than individually. By waiting for a future funding cycle, STA staff can work with other Solano County agencies, perhaps through the City County Coordinating Council, to develop a countywide strategy before pursuing regionally competitive funds. In the meantime, STA staff is developing a report providing background on current legislative activities and mandates related to greenhouse gas emission and will participate on a CMA Climate Action Committee. A more detailed report and presentation on this issue will be presented to the STA TAC and Board in the next few months.

The STA Technical Advisory Committee (TAC) reviewed this item at their April 30, 2008 meeting and unanimously agreed with STA staff recommendation.

Fiscal Impact:
A total of $1 million is recommended to be requested from the BAAQMD's Regional TFCA Funds to implement aspects of the STA's Safe Routes to School Program.

Recommendation:
Authorize the STA Executive Director to submit a BAAQMD Regional TFCA application for $1 million to implement STA's Safe Routes to School Program.

Attachments:

A. STA Safe Routes to School, Current Funding and Grant Applications

THIS PAGE INTENTIONALLY LEFT BLANK

STA Safe Routes to School (SR2S), Current Funding and Grant Applications

Countywide SR2S Programs' Costs

SHORT-TERM			Funding (FY 2008/09)			
"E"	Program	Cost	SOL-TFCA	Reg-TFCA	Fed-SRTS	TOTAL
Education*	Crossing Guard Training -Develop a training program that establishes guards' duties, responsibilities, and priorities	$110,000			X	
	Provide appropriate parking information for driving behavior around the School for parents early in the school year and several times during the year	$150,000		X	X	
	Where not existing, develop Safety Patrols where older students team with crossing guards	$45,000			X	
	Subtotal	$305,000		$150,000	$165,000	$305,000
Enforcement**	With local police, distribute materials early in the year describing drop-off/pick-up locations and driving safety	$210,000			X	
	Increase police patrol of the area during drop-off and pick-up hours					
	Involve Multi-jurisdiction police department task force in school enforcement					
	Help police departments conduct bicycle rodeos and other safety events					
	Subtotal	$210,000			$210,000	$210,000
Encouragement*	Participate/Market in Bike to School Day and International Walk to School Day activities	$40,000	X	X		
	Work with the "student council" to engage students in bicycling and walking safely to school	-				
	Work with students and parents to develop a map with the safest walking/bicycling routes to school	$100,000	X	X		
	Implement Frequent Walk & Roll Cards with incentives	$75,000	X	X		
	Work with schools to implement competitive bicycle clubs	$40,000				
	Subtotal	$215,000	$116,000	$100,000	$0	$216,000
	Short-Term Total	$730,000	$116,000	$250,000	$375,000	$731,000

*Estimates are for the first year of implementation. **Part-time officer hours for each city = $30,000 x 7 cities = $210,000.

ATTACHMENT A

Countywide SR2S Programs' Costs, continued

LONG-TERM			Funding (FY 2008/09)			
"E"	Program	Cost	SOL-TFCA	Reg-TFCA	Fed-SRTS	Total
Education*	Develop programs to incorporate health, science, and math aspects of safe routes to school information in school with a SR2S curriculum	$200,000				
	Develop a "Walking School Bus" program at elementary schools, where parents take turns walking students in their neighborhood to school	$45,000			X	
	Subtotal	$245,000			$50,000	$50,000
Enforcement	-	-				
	Subtotal	$0				
Encouragement*	Develop a school based committee with students, parents, and staff to formulate ideas, assemblies, and participation efforts for Safe Routes to School	-				
	Create Transit/School partnerships to increase transit use. This can include including, advertising, promotions, and fare reductions. Start with a survey of students to understand why they are not using the bus	$75,000			$75,000	
	Subtotal	$75,000			$120,000	$75,000
	Long-Term Total	$320,000			$500,000	$120,000
	TOTAL COST	1,050,000				
	TOTAL Funding		$116,000	$380,000	$500,000	$616,000

*Estimates are for the first year of implementation.

Countywide SR2S Engineering Projects

Total Funding $1,220,000							
Project	Cost Per School		Cost for County	Funding (FY 2008/09)			
				Reg-TFCA	YSAQMD	Fed-SRTS	E-CMAQ
General Engineering Improvements	$275,000		$30,250,000	$300,000	$60,000		$240,000
Project	**Cost Per Item**	**Number Per School**	**Cost for County**				
Updated MUTCD Signs	$200	10	$220,00				
Roadway stencils	$300	2	$66,000				
High Visibility Crosswalk	$1,200	4	$528,000	$170,000			
Bike Detection near Schools	$100/ $300	4	$88,000				
Project	**Cost Per Item**	**Number Per City**	**Cost for County**				
Speed Feedback Signs Near Schools	$8,000	6	$336,000	$150,000		$300,000	
		Total Cost	$31,268,000	$620,000	$60,000	$300,000	$240,000
Total Funding $1,220,000							

STA
Solano Transportation Authority

DATE: May 2, 2008
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Draft STA Overall Work Plan for Fiscal Year (FY) 2008-09 and FY 2009-10

Background:
Each year, the Solano Transportation Authority (STA) Board identifies and updates its priority projects. These projects provide the foundation for the STA's overall work plan for the forthcoming two fiscal years. In July 2002, the STA Board modified the adoption of its list of priority projects to coincide with the adoption of its two-year budget. This marked the first time the STA had adopted a two-year overall work plan. The most recently adopted STA Overall Work Plan (OWP) for FY 2007-08 and FY 2008-09 included a list of 40 priority projects, plans and programs.

In April 2008, staff provided the STA Board with a status and progress report of the current OWP in preparation for providing a draft OWP for the forthcoming two fiscal years.

Discussion:
Attached is the draft STA OWP for FY 2008-09 and FY 2009-10. This draft OWP contains a total of 41 staff recommended projects, plans and programs/services that would cover the range of current and proposed activities of the STA for the next years.

SUMMARY OF DRAFT OWP
The draft OWP includes a total of 13 projects, 9 plans or studies, and 19 programs or services. Several of these work tasks are a combination of projects, plans and/or programs. The projects are not ranked in terms of relative priority, but are grouped according to one of three of the STA departments responsible for implementing the specified project tasks and categorized as either as a plan, project or program. STA serves as the lead agency for the vast majority of these tasks and either serves as co-lead or partners with the California Department of Transportation (Caltrans), the Metropolitan Transportation Commission (MTC) or one or more of our member agencies in the implementation of the remainder.

PROJECTS
The OWP contains a total of 13 projects with the STA serving either in the role of lead agency, co-lead agency or monitoring agency. The STA continues to serve as lead agency for the following projects:

1. I-80/I-680/SR 12 Interchange
2. North Connector
3. I-80 HOV Lane Projects
4. I-80 EB Cordelia Truck Scales
5. Jepson Parkway Project

The Cordelia Truck Scales is a new project that has been separated out from the I-80/I-680/ SR 12 Interchange based upon the awarding of Proposition 1B Trade Corridor Improvement Funds to the project by the California Transportation Commission.

Through a memorandum of understanding (MOU), the STA serves as co-lead agency with California Department of Transportation (Caltrans) and the Napa County Transportation Planning Agency (NCTPA) for the SR 12 Jameson Canyon project. Recently, it was determined that STA will take on the lead agency role for the design of the project with Caltrans being the lead for right of way acquisition and construction.

10. SR 12 Jameson Canyon

The Travis Air Force Base Access Improvement Plan (North & South Gates) (Project No. 6) will be implemented by the County of Solano in partnership with the City of Suisun City and the STA.

As an agency responsible for funding a variety of transportation projects and programs, STA has monitored the progress of seven projects where Caltrans is responsible for project delivery:

8. SR 12 Safety Projects
14. SR 12 West Truck Climbing Lane Project
15. I-80 Red Top Slide Project
16. Benicia Martinez Bridge Project
17. I-80 SHOPP Projects
18. I-80 Operational Improvement Projects

PLANS

The FY 2008-09 and FY 2009-10 OWP contain 9 specific planning efforts or studies. These include the following:

7. SR 12 Median Barrier and Rio Vista Bridge Study
9. I-80 Corridor Management Policies
20. SR 113 Major Investment Study
21. SR 29 Major Investment Study
22. Update of Countywide Traffic Safety Plan
29. Comprehensive Transportation Plan Update
37. Transit Consolidation Study
38. Community Based Transportation Planning (CBTP)
40. Ten-Year Transit Capital Funding Plan

As part of the Countywide Traffic Safety Plan update, staff is proposing to conduct a Safe Routes to Transit Plan, a Countywide Rail Crossing Plan and specific plans pertaining to emergency responders and disaster preparedness. The Transit Capital Funding Plan is also a new plan added to this year's OWP. The update of the STA's Comprehensive Transportation Plan (CTP) is expected to be a large undertaking with a number of studies and plan comprising the CTP.

PROGRAMS
The STA also administers and monitors a variety of transportation programs and services in partnership with our member agencies. These include the following:

11. Solano Countywide Safe Routes to Schools Program
12. Monitor Delivery of Local Projects/Allocation of Funds
13. Regional Measure 2 Implementation
18. Abandoned and Vehicle Abatement Program
23. Congestion Management Program
24. Countywide Traffic Model & Geographic Information System
26. Transportation for Livable Communities Program and MTC's Transportation Planning for Land Use Solutions (T-PLUS) Program
27. Implementation of Countywide Bicycle Plan Priority Projects/Bicycle Advisory Committee
28. Implementation of Countywide Pedestrian Plan Priority Projects/Pedestrian Advisory Committee
30. Clean Air Fund Program and Monitoring
31. STA Marketing/Public Information Program
34. Paratransit Coordinating Council
35. Intercity Transit Coordination
39. Lifeline Program Management
41. Solano Napa Commuter Information (SNCI) Program

As part of the Congestion Management Program, staff is proposing to conduct a regional impact fee/ AB 1600 study, either countywide, or at a subregional or corridor level.

The STA has also provided funding for four programs/projects/services that are being delivered by other agencies:

25. Capitol Corridor Rail Stations
32. Baylink/WETA Ferry Support and Operational Funds
33. Solano Express Route Management – 30 & 90
34. Solano Paratransit Management

At the meeting, staff will provide a summary of the draft FY 2008-09 and 2009-10 OWP. Following this information item at the STA Board meeting on May 14, 2008, it is planned this Board will consider adoption of the OWP at the June meeting. The Technical Advisory Committee (TAC) was presented with this draft OWP at the April 30, 2008 meeting for information and comment. Prior the OWP being adopted by the Board, the TAC will provide a recommendation at their May meeting. Once adopted, the STA OWP will guide the development of the STA's budget for FY 2008-09 and FY 2009-10.

Recommendation:
Informational.

Attachment:
A. STA's Draft Overall Work Plan (Priority Projects) for FY 2008-09 and FY 2009-10

THIS PAGE INTENTIONALLY LEFT BLANK

STA
Solano Transportation Authority

SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR
FY 2008-09 & FY 2009-10
DRAFT

	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2008-09	FY 2009-10	EST. PROJECT COST	DEPARTMENT LEAD STAFF
1.	**I-80/680/SR 12 Interchange** A. Interchange EIR/EIS ➢ Alt B and Alt C B. Breakout Logical Components Status: Environmental studies are underway. Concept Agreement Report (CAR) approval by Caltrans and FHWA pending. Estimated Completion Date (ECD): Draft Environmental Document Spring 2009 Final Environmental Document Spring 2010	STA	$9M TCRP $50M RM2 $50.7 M AB 1171 Current Shortfall in funding $1B	X	X	$9.6 M for EIR/EIS $12 M Prelim Engineering $1 B to 1.2 B (Capital Cost)	Projects Janet Adams
2.	**North Connector** A. East Segment (STA) B. Central Segment (Fairfield) C. West Segment (STA) Status: Environmental Document scheduled for STA Board action May 2008. Advanced Construction package for Chadbourne signals Summer 2008. ECD: Project Approval/Environmental Documental (PA/ED): 5/08 Plans, Specification & Estimate (PS&E): 8/08 Right-of-Way (R/W): 2/10 Advance Construction Package: 6/08 Construction East Segment: 4/10	STA (East and West Segments) City of Fairfield (Central Segment)	$3M TCRP (environmental) $21.3M RM2/STIP East Section $20M City of Fairfield $2M County of Solano Central Segment Current Shortfall in funding $32M West Section	X	X	$2.7 M EIR $81.6 M (Capital Cost)	Projects Janet Adams

DRAFT

ATTACHMENT A

SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR
FY 2008-09 & FY 2009-10
DRAFT

	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2008-09	FY 2009-10	EST. PROJECT COST	DEPARTMENT LEAD STAFF
3.	**I-80 HOV Projects** A. Red Top to Air Base Parkway –8.7 miles new HOV Lanes. PA/ED: 4/07 PS&E: 1/08 R/W: None Begin Construction: 6/08 Ramp Metering (HOV Lane Component) PA/ED: 4/07 PS&E: 1/2010 R/W: None Begin Construction: 6/2010 B. WB I-80 Carquinez Bridge to SR 29 – This project has a completed PSR by Caltrans. Project is currently unfunded ($20M). C. I-80 HOV(Vallejo)/Turner Parkway Overcrossing. - STA Lead for PSR. 18 months to complete PSR with estimated completion date Oct 2008. Estimated construction cost $60 M Total cost of project $85 M. D. Air Base Parkway to I-505 – This project is Long-Term project #25 and is currently unfunded.	STA	$9 M RM 2 $56 M CMIA $15.4 M Fed Earmark Current Shortfall in funding $20 M PSR - Fed Demo ($1 M) Current Shortfall in funding $85 M Current Shortfall in funding $111 M	X	X	$60 M (Capital Cost) $20 M PSR $1 M $85 M (HOV Lanes) $111 M (Capital Cost)	Projects Janet Adams

DRAFT

Solano Transportation Authority

SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR
FY 2008-09 & FY 2009-10
DRAFT

	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2008-09	FY 2009-10	EST. PROJECT COST	DEPARTMENT LEAD STAFF
4.	**I-80 EB Cordelia Truck Scales** Awarded Proposition 1B Trade Corridor Improvement Fund (TCIF) funds by California Transportation Commission (CTC) in April 2008. Status: EIR/EA Scoping meeting June 5, 2008. ECD: PA/ED 12/09 PS&E 5/12 R/W 5/12 Begin Con 10/12 End Con 12/14	STA • PA/ED • Design Caltrans • R/W • Con	$1.3 M RM 2 $49.3 M Bridge Tolls $49.3 M TCIF	X	X	$100.9 M	Projects Janet Adams
5.	**Jepson Parkway Project** A. Walters Road Extension B. Vanden Road C. Walters Road D. Leisure Town Rd (Alamo - Vanden) E. Leisure Town Rd (Orange - Alamo) F. Cement Hill Road Status: EIS/EIR on-going, with Release of Draft for Public comment June 2008, public hearing in July. STA to work with Partners to develop corridor funding agreement and finalize priority implementation schedule. ECD: PA/ED: 6/09 PS&E: 12/10 R/W: 6/11 Beg Con: 6/11	STA Partners: Vacaville Fairfield County Suisun City	STIP 2006 STIP Aug Fed Demo Local Current Shortfall in funding $59 Regional $98 Local	X	X	$135 M (Capital Costs)	Projects Janet Adams

DRAFT

SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR
FY 2008-09 & FY 2009-10
DRAFT

	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2008-09	FY 2009-10	EST. PROJECT COST	DEPARTMENT LEAD STAFF
6.	**Travis Air Force Base Access Improvement Plan (North & South Gates)** A. South Gate Access (priority) B. North Gate Access Status: Travis AFB identified the South Gate as the priority gate for improvements. County lead working with STA, City of Suisun City, and Travis AFB for South Gate implementation. Funding agreement pending w/County/STA/Suisun City for South Gate. STA to seek additional federal funds for North Gate Improvements. EDC (South Gate): PA/ED: 6/10 PS&E: 6/10 R/W: 12/11 Beg Con: 4/12	STA Funding lead County Implementing lead	$3.2M Federal Earmark South Gate Fully Funded North Gate Funding Short Fall $5 M	X	X	South Gate $ 3 M North Gate $7.6 M	Projects Janet Adams
7.	**State Route (SR) 12 Bridge and Median Barrier Study** A. SR 12/Church Road PSR STA lead, final summer 2008 B. Rio Vista Bridge Study STA lead, draft study fall 2008 C. SR 12 Median Barrier PSR STA lead for Suisun City to Rio Vista segment. 18 months for PSR final report.	STA Co-Lead	STA PSR Funds Rio Vista – Fed Earmark FY 2007-08 & FY 2008-09 PPM Funds SHOPP	X	X	$ 2.5 M - (Capital Cost) $ TBD – Capital Cost $ TBD – Capital Cost	Projects Janet Adams

DRAFT

SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR
FY 2008-09 & FY 2009-10
DRAFT

	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2008-09	FY 2009-10	EST. PROJECT COST	DEPARTMENT LEAD STAFF
8.	**State Route (SR) 12 Safety Improvements**		SHOPP	X	X		Projects Caltrans
	1. Immediate safety improvements completed.	Caltrans				$50 M	
	2. $46 M improvements to begin construction in 2008 (Suisun City to SR 113)	Caltrans				$8 M	
	3. Shoulder widening near Rio Vista segment to begin construction in 2010.	Caltrans				$700k	
	4. Initiate PA/ED for SR 12/ Church Rd. with 2010 SHOPP/STIP	STA				pending	
	5. Pursue median barrier PSR along SR 12 as next priority.	STA					
9.	**I-80 Corridor Management Policy(s)** This includes, but is not limited to ITS Ramp Metering, HOV Definition, and Visual Features (landscaping and aesthetic features) Status: STA to contract with consultant (Kimley-Horn) for study, draft scheduled for summer 2009.	STA	$250,000 SP&R $62,500 STAF Local Match	X		N/A	Projects Sam Shelton

DRAFT

SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR
FY 2008-09 & FY 2009-10
DRAFT

	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2008-09	FY 2009-10	EST. PROJECT COST	DEPARTMENT LEAD STAFF
10.	**SR 12 Jameson Canyon (Phase 1)** Build 4-lane hwy with concrete median barrier from SR 29 to I-80. Status: Environmental Document completed Jan 2008. STA lead for PS&E. Last TCRP ($1.5 M) funds allocated to project by CTC March 2008. ECD: PA/ED: 1/08 PS&E: 6/10 R/W: 9/10 Begin Con 9/10	Caltrans STA NCTPA	$7 M TCRP $74 M CMIA $35.5 M RTIP $12 M ITIP $2.5 M STP $6.4 M Fed Earmark	X	X	$139 M	Projects Janet Adams NCTPA Caltrans
11.	**Solano Countywide Safe Routes to Schools (SR2S) Program** Status: 1. Education 2. Enforcement 3. Encouragement 4. Engineering 5. Funding of Program 6. Annual Update of Plan Status: Programs being initiated. Over $1 million obtained to date. Received NorCal APA Award for SR2S Plan.	STA	STP Planning Gas Tax ECMAQ TFCA (pending) Yolo/Solano (pending) BAAQMD (pending)	X	X	Total cost $32 M Engineering $1 M/year Encouragement, Education and Enforcement (29 schools out of 100 schools in Plan)	Projects Sam Shelton
12.	**Monitor Delivery of Local Projects/Allocation of Funds** Status: Ongoing activity, STA developed tracking system for these projects and holds PDWG monthly meetings with local sponsors. ECD: Ongoing activity.	STA	STIP-PPM STP/STIP Swap	X	X	N/A	Projects Sam Shelton

DRAFT

SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR
FY 2008-09 & FY 2009-10
DRAFT

	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2008-09	FY 2009-10	EST. PROJECT COST	DEPARTMENT LEAD STAFF
13.	**Regional Measure 2 (RM 2) Implementation (Capital)** A. Vallejo Station B. Solano Intermodal Facilities (Fairfield Transit Center, Vacaville Transit Center (Phase 1), Curtola Park & Ride and Benicia Intermodal) C. Rail Improvements 1. Capital Corridor 2. Fairfield Vacaville Rail Station D. Develop implementation plans with sponsors (Schedule and funding plan) FY 08/09.	STA Fairfield Vallejo Vacaville Benicia CCJPA MTC	RM 2 Funding Shortfall to be Determined	X	X	$28 M $20 M $25 M	Projects Janet Adams Sam Shelton
14.	**SR 12 West-Truck Climbing Lane Project (Phase I)** Westbound SR 12 from I-80 to approx 1.3 mile. Status: Caltrans began construction winter 2008. ECD: Begin Con 4/08 End Con 12/08	Caltrans	SHOPP	X	X	$7.4 M	Projects Caltrans
15.	**I-80 Red Top Slide Project** A. South side construction expected to be completed summer 2008. ECD: 2008	Caltrans	SHOPP	X		$6.5 M South side	Projects Caltrans

DRAFT

SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR
FY 2008-09 & FY 2009-10
DRAFT

	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2008-09	FY 2009-10	EST. PROJECT COST	DEPARTMENT LEAD STAFF
16.	**Benicia-Martinez Bridge Project** Status: New Bridge opened. Caltrans to pursue landscaping of I-780/I-680 Interchange. ECD: Existing bridge deck rehabilitation work underway. Traffic switch on existing bridge expected by 12/08. Existing bridge with new bike/pedestrian access expected to be fully opened 2010.	Caltrans	RM 1 RM 2	X	X	$1.2 B	Projects Caltrans
17.	**I-80 SHOPP Rehabilitation Projects** A. In Vallejo – Tennessee Street to American Canyon – Rehab Rdwy (under construction) B. Near Vallejo – American Canyon to Green Valley Road – Rehab Rdwy (Advertised) C. Near Fairfield to American Canyon – Upgrade Median Barrier (Advertised) D. Air Base to Leisure Town OC – Rehab Rdwy (Caltrans opened bids, work to begin June 2008) E. SR 12 East to Air Base – Rehab Rdwy (start 2009) F. Leisure Town OC to Pedrick – Pursue 2010 SHOPP funds for segment.	Caltrans	SHOPP	X	X	$124 M	Projects Caltrans
18.	**I-80 Operational Improvements** A. I-80/I-505 Weave Correction PSR will be required to be updated. PSR priority to be determined as part of FY 2008-09 countywide prioritization process.	Caltrans STA	SHOPP Funding Shortfall to be Determined	X	X	X	Projects Caltrans

DRAFT

SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR
FY 2008-09 & FY 2009-10
DRAFT

	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2008-09	FY 2009-10	EST. PROJECT COST	DEPARTMENT LEAD STAFF
19.	**Abandoned and Vehicle Abatement Program** Status: Ongoing - 1900 vehicles abated in the first 6 months of FY 2007-08.	STA	DMV	X	X	06/07$357,000 county wide distribution	Projects/Finance Susan Furtado
20.	**SR 113 Major Investment Study (MIS)** Status: Existing Conditions reports completed by consultant; options for analysis identified; options modeling underway. ECD: Sept 2008	STA	Funded – Partnership Planning Grant	X		$315,000	Planning Robert Guerrero
21.	**SR 29 MIS** Status: New project. Unfunded. Target for FY 2009-10	STA	Unfunded		X		Planning Robert Guerrero

DRAFT

SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR
FY 2008-09 & FY 2009-10
DRAFT

	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2008-09	FY 2009-10	EST. PROJECT COST	DEPARTMENT LEAD STAFF
22.	**Update of Countywide Traffic Safety Plan – SEE ITEM 29, CTP UPDATE.**		Gas Tax				Planning
	A. Safe Routes to Transit	STA	STAF				Sara Woo
	B. Railroad Crossings Study		STAF, CCJAP	X			
	1. Countywide Crossing Survey	STA/ Dixon		X			Robert Macaulay
	2. Dixon Rail Crossing Plan			X			
	3. Fairfield/Suisun City Union/Main Street Connection Study			x			
	C. Emergency Responders	STA					Robert Macaulay
	D. Disaster Preparedness, Response and Recovery	STA			X		
	1. Flooding				X		
	2. Earthquakes				X		
	Status: Safe Routes to Transit to be completed as part of Comprehensive Transportation Plan (CTP) update. STA to combine this work with Solano Railroad Safety Plan as part of the CTP update. Planning to lead this study. C-D – Studies in FY 09-10 as follow-up to CTP						
23.	**Congestion Management Program (CMP)**	STA	STP Planning	X	X		Planning Robert Macaulay
	A. 2009 CMP						
	B. Conduct Regional Impact Fee/AB1600 Study (FY 2008-09)		Future impact fee study, T-PLUS?				
	1. Surveying approaches to corridor funding for SR 12 and SR 113 studies						
	2. Identify eligible projects in Routes of Regional Significance/Transit				X		

DRAFT

SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR
FY 2008-09 & FY 2009-10
DRAFT

	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2008-09	FY 2009-10	EST. PROJECT COST	DEPARTMENT LEAD STAFF
	Facilities of Regional Significance						
24.	**Countywide Traffic Model and Geographic Information System**						Planning/Projects Robert Macaulay/ Robert Guerrero
	A. Development of new (2030) model– Phase 2 (Transit) completed in 2007	STA/ NCTPA	STP-Planning NCTPA				
	B. Develop 2035 network, land uses and projections	STA	Funded by T-PLUS	X		$75,000	Sam Shelton
	C. Maintenance of Model	STA			X	$80,000	
	D. Geographic Information System/ Aerial Photo	Solano County			X	$35,000	
	Status (Model): new model completed and being tested by users						
	ECD: June 2008						
	Status: Funding agreement approved; GIS contract with County completed						
	ECD: May 2008						

DRAFT

SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR
FY 2008-09 & FY 2009-10
DRAFT

	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2008-09	FY 2009-10	EST. PROJECT COST	DEPARTMENT LEAD STAFF
25.	**Capitol Corridor Rail Stations/Service** Status: Individual Station Status: A. Fairfield/Vacaville Train Station: approved by Capital Corridor Joint Powers Authority (CCJPA) on 11-16-05. FF developing station specific plan. $25M included in RM 2 for project. Fairfield developing complete funding plan, implementation schedule. B. Dixon: station building and first phase parking lot completed; Dixon, CCJPB and UPRR working to resolve rail/street issues. C. Benicia: Project on hold - City re-examining train station, ferry service options, and express bus stop options. D. Update Solano Passenger Rail Station Plan; identify ultimate number and locations of rail stations. E. Conduct Napa/Solano Rail Feasibility Study: • Identify right-of-way preservation needs • Implement action plan ECD: Ongoing	City of Fairfield City of Dixon City of Benicia STA STA/ NCTPA	RM2 ADPE-STIP ITIP Local RTIP E. CMAQ YSAQMD Clean Air Funds MTC Rail RoW Program	X X	X X	$35M FF/VV Station (Preliminary estimates for required track access and platform improvements.	Planning Robert Macaulay Robert Guerrero

DRAFT

STA
Solano Transportation Authority

SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR
FY 2008-09 & FY 2009-10
DRAFT

	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2008-09	FY 2009-10	EST. PROJECT COST	DEPARTMENT LEAD STAFF
26.	**Development of STA's Transportation for Livable Communities (TLC) Program and MTC's Transportation Planning for Land Use Solutions (T-PLUS) Program**	STA	Regional TLC CMAQ TE STP Planning	X	X	$40,000 (North Connector TLC)	Planning Robert Guerrero
	A. TLC Corridor Studies 1. North Connector – completed, adoption pending 2. Update Jepson Parkway TLC Plan. 3. Rio Vista SR 12 Design Concept Waterfront plan – adopted by City of Rio Vista. STA funded design for FY 2008-09 and FY 2009-10		T-PLUS	X			
	B. County TLC Plan Update – Update and include Bay Area FOCUS Priority Development Areas		T-PLUS	X	X		
	C. TLC Capital & Planning Grant Monitoring						
	D. Funding Strategies and Priorities Plan to be developed as part of the CTP.			X			

DRAFT

SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR
FY 2008-09 & FY 2009-10
DRAFT

	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2008-09	FY 2009-10	EST. PROJECT COST	DEPARTMENT LEAD STAFF
27.	**Implementation of Countywide Bicycle Plan Priority Projects** A. Solano Bikeway Phase 2 McGary Road (Vallejo- Hiddenbrook to Fairfield) – completing funding plan. B. Jepson Parkway Bikeway (next phase) – Funding plan to be undertaken as part of project. C. Benicia Bike Route: State Park/ I-780 – completing funding plan D. Central County Bikeway gap closure (Marina Blvd.-Amtrak Station on SR 12 in Suisun City) E. Vacaville – Dixon Bike Route Phase 2 - Ongoing F. North Area Bike/Ped Trail Plan – Part of CTP Update G. North Connector path relocation Status: A and C securing funding; E building in segments; G part of North Connector ECD: Ongoing	City of Fairfield Vacaville/ Fairfield, County, STA City of Benicia City of Suisun City Solano County STA County/STA /Fairfield	TDA-Art 3 TLC STIP CMAQ Regional Bike/Ped. Program SR2S TDA Art 3/ Bay Ridge Trail (TBD)	X	X	$2-$3 M $3.2M $543,000	Planning Robert Guerrero Sara Woo

DRAFT

SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR
FY 2008-09 & FY 2009-10
DRAFT

	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2008-09	FY 2009-10	EST. PROJECT COST	DEPARTMENT LEAD STAFF
28,	**Countywide Pedestrian Plan and Implementation Plan**	STA Solano County	State TEA Bay Trails TDA-ART3	X		$3-$5M (Capital Cost)	Planning Robert Guerrero Sara Woo
	A. Vacaville Creekwalk Extension B. Union-Main Street Pedestrian Enhancement – Funded, Fairfield ready to build. C. Fairfield Linear Park East D. SR 12 Jameson Canyon Trail Study E. Old Town Cordelia Ped Plan F. Develop Ped Project Implementation Plan	Vacaville Fairfield Fairfield	Regional Bike/Ped Program RM 2 Safe Routes to Transit			$1 million	
	Status: Update Bike/Ped Plan, including additional TLC concepts and links. ECD: Vacaville Creekwalk construction in 2009 Ongoing – Ped Plan to be updated as part of CTP	STA County County	Bay Ridge Trail Grant (pending)			$100,000 Bay and Delta Trail Planning Grants TDA – Art 3	

DRAFT

SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR
FY 2008-09 & FY 2009-10
DRAFT

	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2008-09	FY 2009-10	EST. PROJECT COST	DEPARTMENT LEAD STAFF
29.	**Comprehensive Transportation Plan Update** **Arterials, Highways and Freeways** Update Travel Safety Plan Update Routes of Regional Significance **Alternative Modes** Alt Fuels Strategy Safe Routes to Transit plan Update TLC Plan Incorporate Safe Routes to School Plan **Transit** Facilities of Regional Significance Lifeline/Community Based Transportation Plan Coordination Update Senior and Disabled Plan Incorporate Rail Crossings Study Intercity Transit Operations Plan Solano Water Passenger Service Study New Element: Conditions and Projections. Incorporate Funding and Climate Change strategies in each chapter.	STA	Combination of STIP/STP fund swap and STAF	X			Planning Robert Macaulay Robert Guerrero Sara Woo Robert Macaulay
30.	**Clean Air Fund Program and Monitoring** A. BAAQMD/TFCA B. YSAQMD Five year funding plan and project monitoring completed for BAAQMD; pending for YSAQMD Status: allocated annually	STA YSAQMD	TFCA Clean Air Funds	X	X	$340,000 Annually (TFCA) $420,000 CY2008 (YSAQMD Clean Air)	Planning Robert Macaulay Robert Guerrero

DRAFT

SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR
FY 2008-09 & FY 2009-10
DRAFT

	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2008-09	FY 2009-10	EST. PROJECT COST	DEPARTMENT LEAD STAFF
31.	**STA Marketing/Public Information Program** A. Website B. Events C. STATUS D. Project Fact Sheets and Public Outreach 1. I-80 STATUS E. Annual Awards Program F. Legislative Booklets and Lobby Trips G. Legislative Advocacy Status: SR 12 STATUS and STA STATUS Newsletter published in FY 2007-08; individual project sheets published; 2006 annual report published; 2007 annual awards held in Vallejo; state and federal legislative books prepared and delivered; 2008 lobbying trips conducted; SR 12 lobbying events coordinated. SR 12 safety campaign received CAPIO award. Production of most materials being moved in-house	STA	STAF TFCA Gas Tax Sponsors	X	X		Planning/Transit/ Rideshare Jayne Bauer

DRAFT

SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR
FY 2008-09 & FY 2009-10
DRAFT

	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2008-09	FY 2009-10	EST. PROJECT COST	DEPARTMENT LEAD STAFF
32.	**Baylink Ferry Support and Operational Funds** A. Vallejo Station B. Maintenance Facility C. Ferry Service Status: Requested update of project schedule and phasing plan for Vallejo Station. Phases I and II of the Maintenance Facility are funded and STA is seeking federal funds for Phase III. Former Mayor Intintoli has been appointed to the new WETA Board. STA is supporting Vallejo's efforts on SB 976 implementation issues.	Vallejo	RTIP Fed Demo Fed Boat TCRP Fed RM2 RTIP Funding Plan TBD	X	X	$65M $10.8M $0.5M	Transit/Rideshare Elizabeth Richards
33.	**SolanoExpress Route Management** A. Rt. 30/90 1.Performance Monitoring 2. Funding Agreement Update B. Development of Rt. 70 Funding & Implementation Plan C. Countywide Intercity SolanoExpress Marketing Status: STA will work with FST on proposed service changes for Rt. 30/90. The STA Board directed staff to develop Rt. 70 funding and implementation plan by June 2008.	STA	STAF TDA RM2 Lifeline	X	X	$2,200,000	Transit/Rideshare Elizabeth Richards Liz Niedziela

DRAFT

SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR
FY 2008-09 & FY 2009-10
DRAFT

	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2008-09	FY 2009-10	EST. PROJECT COST	DEPARTMENT LEAD STAFF
34.	**Solano Paratransit Management** A. Assessment Study follow-up B. Performance Monitoring C. Funding Agreement Update D. Explore alternative service models E. Vehicle Purchase Grant Administration F. Marketing and increase awareness of Solano Paratransit. Status: Solano Paratransit funding agreement to be updated. Working with FST to respond to customer service issues and to respond to SP Assessment Study.	STA	STAF	X	X	$605,397	Transit/Rideshare Elizabeth Richards Liz Niedziela
35.	**Paratransit Coordinating Council** A. Manage committee & update materials B. Maintain membership C. Assist with implementation of Senior and Disabled Transportation Plan priority projects Status: PCC Work Plan was updated and includes making recommendations for 5310 funding, TDA claim review, additional outreach, and other items.	STA	STAF	X	X	$40,000	Transit/Rideshare Liz Niedziela
36.	**Intercity Transit Coordination** A. Multi-year intercity funding agreement B. TDA Fund Coordination C. STAF Fund Management D. RM2 Transit Operating Fund Coordination E. Solano Express Intercity Transit Marketing	A-H STA	STAF TDA	X X X X X	X X X X X		Transit/Rideshare Elizabeth Richards

DRAFT

SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR
FY 2008-09 & FY 2009-10
DRAFT

	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2008-09	FY 2009-10	EST. PROJECT COST	DEPARTMENT LEAD STAFF
324	F. Manage Intercity Transit Consortium G. Rt. 70 Funding and Implementation Plan H. Countywide Ridership Study I. Unmet Transit Needs Coordination & Phase-out plan Status: Annually update funding agreements and Unmet Transit Needs. Developed and STA Board approved FY 2007-08 and FY 2008-09 SolanoExpress and RM 2 Marketing Plan. Working with Benicia and Vallejo on I-780 Corridor Plan (Route 70). Working with transit operators to update Intercity Transit Funding agreement.	I: MTC/STA		X X X	X X X X		
37.	**Countywide Transit Consolidation Study** Status: Phase II underway. ECD: Phase II, Fall 2008	STA	STAF	X	X	$175,000	Transit/Rideshare Elizabeth Richards
38.	**Community Based Transportation Planning (CBTP)** A. Cordelia/Fairfield/Suisun City Study FY 2007-08 B. Vallejo Study FY 2007-08 C. Vacaville FY 2008-09 D. East Fairfield/TAFB FY 2008-09 Status: Cordelia and Vallejo studies on schedule for completion June 2008. Implementation FY 2009. Vacaville and East Fairfield study to begin in FY 2008-09.	STA/MTC	MTC/CBTP STAF	X X	X X	$120,000	Transit/Rideshare Liz Niedziela

DRAFT

SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR
FY 2008-09 & FY 2009-10
DRAFT

	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2008-09	FY 2009-10	EST. PROJECT COST	DEPARTMENT LEAD STAFF
39.	**Lifeline Program Management** A. Call for Projects B. Project Selection C. Monitor Projects Status: Advisory Committee formed. First round of funds awarded FY 2006-07. Second call for projects June-July 2008.	STA/MTC	STAF	X	X	$15,000	Transit/Rideshare Elizabeth Richards
40.	**Ten-Year Transit Capital Funding Plan** Status: 10-Year Transit Capital Plan and process for Major, Minor and fleet under development. Over $900,000 in Prop. 1B Transit Capital funds obtain from MTC as match for 30 bus replacements. Pursuing Federal earmark for additional buses (alternative fuels).	STA	Prop 1B Transit Capital			$60m funding shortfall	Transit/Rideshare Elizabeth Richards
41.	**Solano Napa Commuter Information (SNCI) Program** A. Marketing SNCI Program B. Full Incentives Program C. Emergency Ride Home (ERH) Program D. Employer Commute Challenge E. Vanpool Program F. Coordination with Napa G. Campaigns/Events Status: New Employer Commute Challenge implemented. 27 employers and 296 employees participated in initial Employer Commute Challenge. Marketing and Incentives implemented. Update Bikelinks, Commuter Guide, and other materials.	STA	MTC/RRP TFCA ECMAQ	X	X	$500,000	Transit/Rideshare Judy Leaks

DRAFT

THIS PAGE INTENTIONALLY LEFT BLANK

DATE: May 2, 2008
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: Regional Measure 2 (RM 2) Implementation

Background:
On March 2, 2004, voters passed Regional Measure 2 (RM 2), raising the toll on the seven State-owned bridges in the Bay Area by $1.00. This extra dollar is to fund various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll corridors. The projects are specifically identified in Senate Bill (SB) 916. The Metropolitan Transportation Commission (MTC) manages the RM 2 funding for projects and programs.

Solano County has 4 projects listed in SB 916 that are eligible projects for 2 capital funds, these are:

(5) Vallejo Station. Construct intermodal transportation hub for bus and ferry service, including parking structure, at site of Vallejo's current ferry terminal. Twenty-eight million dollars ($28,000,000). The project sponsor is the City of Vallejo.

(6) Solano County Express Bus Intermodal Facilities. Provide competitive grant fund source, to be administered by BATA. Eligible projects are Curtola Park and Ride, Benicia Intermodal Facility, Fairfield Transportation Center and Vacaville Intermodal Station. The priority is given to projects that are fully funded, ready for construction, and serving transit service that operates primarily on existing or fully funded high-occupancy vehicle lanes. Twenty million dollars ($20,000,000). The project sponsor is Solano Transportation Authority.

(14) Capital Corridor Improvements in Interstate 80/Interstate 680 Corridor. Fund track and station improvements, including the Suisun Third Main Track and new Fairfield Station. Twenty-five million dollars ($25,000,000). The project sponsor is Capital Corridor Joint Powers Authority and the Solano Transportation Authority.

(17) Regional Express Bus North. Competitive grant program for bus service in Richmond-San Rafael Bridge, Carquinez, Benicia-Martinez and Antioch Bridge corridors. Provide funding for park and ride lots, infrastructure improvements, and rolling stock. Eligible recipients include Golden Gate Bridge Highway and Transportation District, Vallejo Transit, Napa VINE, Fairfield-Suisun Transit, Western Contra Costa Transit Authority, Eastern Contra

Costa Transit Authority, and Central Contra Costa Transit Authority. The Golden Gate Bridge Highway and Transportation District shall receive a minimum of one million six hundred thousand dollars ($1,600,000). Napa VINE shall receive a minimum of two million four hundred thousand dollars ($2,400,000). Twenty million dollars ($20,000,000). The project sponsor is the Metropolitan Transportation Commission.

Attachment A is the Solano County Matrix that lists each project currently funded under each legislative project number. Projects currently programmed under number 6 "Solano County Express Bus Intermodal Facilities" are programmed by the STA Board. These projects currently include Curtola Park-and-Ride Lot, Benicia Intermodal Facility, Fairfield Transportation Center and Vacaville Intermodal Facility. Projects currently programmed under number 17 "Regional Express Bus North" are programmed by MTC with eligible recipients restricted to the projects named in the legislation.

Discussion:
While the RM 2 legislation does not have required implementation deadlines for the projects, MTC is strongly encouraging the project sponsors and recipients to implement the planned projects for the public benefit. MTC staff presented to the Commission the attached power point (Attachment B) on April 9th indicating the need to work with projects recipients, specifically Solano County project sponsors, to implement the planned RM 2 funded projects. STA is working with the Solano County project sponsors over the next several months to develop implementation schedule for each project. It is proposed the STA Board would then assess the status of those projects and prioritize the projects based on the implementation schedule for each project. The prioritization would consider overall countywide benefit of the project, deliverability of the proposed project or phase of the project, recipients commitment to deliver the project and reality of funding for any outstanding funding needs of the project.

Previously, STA staff met with Solano County project sponsors to get an update on the status of the projects, major issues, and schedules for each Phase. Each project recipient will need to update the scope, cost and schedule of each project currently programmed with RM 2 funds by July 2008. Once submitted, STA staff will meet with each project recipient to review and discuss the projects implementation schedule, need for additional funds, and possible sources of addition funds in detail.

Fiscal Impact:
None.

Recommendation:
Informational.

Attachments:

A. Regional Measure 2, Solano County Capital Program Status Matrix
B. MTC April 9, 2008 Power Point on RM 2 Implementation
C. RM 2 Capital Program List
D. Regional Measure 2 Operating and Capital Program – Allocation Summaries (FY 2004-05, FY 2005-06, FY 2006-07 and FY 2007-08)

Regional Measure 2
Solano County Capital Program Status Matrix

last update: 4/24/2008

RM2 Capital Program Project No.	RM2 Funding ($1,000s)	Segment No.	Project Title	Project Sponsor	Implementing Agency	Last IPR Submittal Date	Last MTC Progress Report Submittal Date	Allocation Phase	Estimated Allocation Request w/ RM2 Funds by Phase ($1,000s)	Allocation Amount ($1,000s)	Date of Allocation (Past or Anticipated)	Completion Date	Last Invoice Submittal Date	Project Status/Notes
5	$ 28,000	5	Vallejo Ferry Intermodal Station	Vallejo	Vallejo	N/A	N/A	ENV/PE/PA&ED				Nov-05		Includes Bus Transfer Facility. No allocation requests have been made. NEPA CE approved by FTA; CEQA document certified by City but has been challenged - settlement discussions underway.
								PS&E	$ 561			Dec-08		
								ROW	$ 4,986			Dec-08		
								CON	$ 22,453			Sep-11		
6 ($20,000)	$ 6,000	6.1	Solano County Express Bus Intermodal Facilities - Vallejo Curtola Transit Center	STA	Vallejo	N/A	N/A	ENV/PE/PA&ED	$ 500			Dec-07		See RM 2 project # 17.1 - RFP for conceptual enginering study being drafted - anticipate 9 months to complete. No allocation requests have been made.
								PS&E	$ 1,500			Apr-08		
								ROW				N/A		
								CON	$ 4,000			Sep-11		
	$ 3,000	6.2	Solano County Express Bus Intermodal Facilities - Benicia Intermodal Facility	STA	Fairfield (Benicia)			ENV/PE/PA&ED	$ 100			Jan-07		Siting study required to proceed with project development.
								PS&E						
								ROW						
								CON						
	$ 5,500	6.3	Solano County Express Bus Intermodal Facilities - Fairfield Transportation Center	STA	Fairfield/Suisun Transit	2nd Revised IPR sent to MTC in Aug 2005	Sent to TYLIN for review on Jan 24, 2006	ENV/PE/PA&ED	$ 1,000	$ 1,000	Sep-05	Sep-06	N/A	RFP developed for initial conceptual design and rough cost estimates, professional services contract awarded for $15K, draft deliverable due end of April 2006.
								PS&E	$ 500			Sep-07		
								ROW	N/A	N/A	N/A	N/A		
								CON	$ 6,250		Nov-07	Jun-09		
	$ 5,500	6.4	Solano County Express Bus Intermodal Facilities - Vacaville Intermodal Station	STA	Vacaville	Jul-05	Jan-06	ENV/PE/PA&ED	$ 415	$ 415	Jul-05	Jan-07		Two potencial locations for the VIS. Once a location has been determined, will begin the environmental clearance process. This Project is using the Solano County Express Bus Intermodal Facilites funding first, then will begin to draw from the Express Bus North source. (See Project No. 17.4)
								PS&E	$ 415			Jun-07		
								ROW	$ 3,525			Jun-07		
								CON	$ 2,895			Jun-08		
7	$ 100,000	7.1	Solano North Connector (Abernathy to Grenn Valley Road)	STA	STA	Dec-05		ENV/PE/PA&ED	$ 2,500	$ 2,500	Jan-06	Feb-07		STA selected consultant to complete the East Section design. The final desgin is expected to be completed September 2007. An initial RM2 allocation was made in January 2006 for detailed preliminary engineering.
								PS&E	$ 1,500			Sep-07		
								ROW	$ 3,000			Dec-07		
								CON	$ 13,052			Apr-09		
		7.2	Solano I-80/I-680 Interchange Complex (HOV Lanes from SR12 W to Airbase Parkway)	STA	STA	Dec-05		ENV/PE/PA&ED	$ 6,500	$ 3,475	Jan-06	Feb-07		35% plans have been submitted to Caltrans.
								PS&E	$ 2,500			Feb-08		
								ROW	N/A			N/A		
								CON	$ 70,948			Sep-10		
14 ($25,000)	$ 4,004	14.1	Benicia Siding Extension	CCJPA/STA	Capital Corridor JPA			ENV/PE/PA&ED						
								PS&E						
								ROW						
								CON						
	$ 20,996	14.2	Fairfield/Vacaville Intermodal Rail Station and Track Improvements	CCJPA/STA	Fairfield/Suisun Transit	4th Revised IPR sent to MTC on March 24, 2006		ENV/PE/PA&ED	$ 615	$ 615	May-06	Jun-07		Allocation request aend March 24, 2006 for completing the suppl. environ document and Preliminary Engineering. Discussion's with UPRR continue, focus is an agreement on the site plan. Main issue with UPRR is the vertical and horizonta distances from the track to the new Peabody Overcrossing.
								PS&E	$ 2,400		Jun-07	Dec-08		
								ROW	$ 1,300		Jan-07	Jun-07		
								CON	$ 16,681		Jan-09	Dec-10		

ATTACHMENT A

Regional Measure 2
Solano County Capital Program Status Matrix

last update: 4/24/2008

RM2 Capital Program Project No.	RM2 Funding ($1,000s)	Segment No.	Project Title	Project Sponsor	Implementing Agency	Last IPR Submittal Date	Last MTC Progress Report Submittal Date	Allocation Phase	Estimated Allocation Request w/ RM2 Funds by Phase ($1,000s)	Allocation Amount ($1,000s)	Date of Allocation (Past or Anticipated)	Completion Date	Last Invoice Submittal Date	Project Status/Notes
17 ($20,000)	$ 5,750	17.1	Express Bus North - Vallejo Curtola Transit Center	MTC	Vallejo	See Project 6.1 above	See Project 6.1 above	ENV/PE/PA&ED				Dec-07		See RM 2 project 6.1 - RFP for conceptual enginering study being drafted - anticipate 9 months to complete. No allocation requests have been made.
								PS&E				Apr-08		
								ROW				N/A		
								CON	$ 5,750			Sep-11		
	$ 1,250	17.2	Express Bus North - Benicia Park/Industrial I/C Improvements and Park and Ride	MTC	Fairfield/Suisun Transit (Benicia)			ENV/PE/PA&ED						Benicia will get reso from City Council to complete phase 1 (bus stop) project. Fairfield agreed to become implementing agency, Benicia will execute project. Cost shown are only for Phase 1.
								PS&E	$ 25		Apr-06			
								ROW						
								CON	$ 150		Dec-06			
	$ 2,250	17.3	Express Bus North - Fairfield Transportation Center	MTC	Fairfield/Suisun Transit	See Project 6.3 above	See Project 6.3 above	ENV/PE/PA&ED	N/A	N/A	N/A	N/A		This Project is using the Solano County Express Bus Intermodal Facilites funding first. Once these monies are used, the project will begin to draw from the Express Bus North source.
								PS&E	N/A	N/A	N/A	N/A		
								ROW	N/A	N/A	N/A	N/A		
								CON	$ 2,250		Nov-07	Jun-09		
	$ 1,750	17.4	Express Bus North - Vacaville Intermodal Station	MTC	Vacaville	See Project 6.4 above	See Project 6.4 above	ENV/PE/PA&ED						Vallejo is OK with swapping Vacaville's EBNorth funds for SolCoEB funds. Project will first use Solano County Expreas Bus Intermodal Facilities first, then draw from this source (Project 17.4), all costs have been shown in Project 6.4.
								PS&E						
								ROW						
								CON						

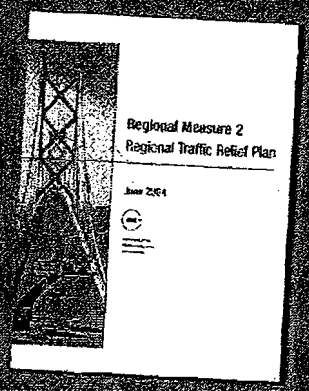
Regional Measure 2: Capital Program Update

April 9, 2008

Programming and Allocations

Program Overview

- Passed by Voters in March 2004
- Began Allocating July 2004 – capital and operating program
  - Capital Semi-Annual Reporting
  - Operating Annual Reporting
  - 4 years since first allocations



Revenue Update

Revenues	
Actual FY 2004-05	$ 107 million*
Actual FY 2005-06	$ 121 million
Actual FY 2006-07	$ 117 million
1st Half FY 2007-08	$ 58 million
Total Revenues	$ 403 million

FY 2004-05 revenues are lower because:

1) Reimbursement to counties for ballot measure administration costs, and

2) 4 months sales tax for 1/2 of taxpayers

Capital Program: Allocation Summary

- 17 Projects in Statute, $1.5 billion program
- Allocations through December 2007: $563 million
- Over 1/4 program allocated

Project Phase	No. of Allocations	Amount (millions)	Percentage
PA/ED or Study	57	$ 150	27%
Design	21	$ 113	20%
Right-of-way	8	$ 41	7%
Construction	42	$ 259	46%
Total	128	$ 563	100%

Project Progress

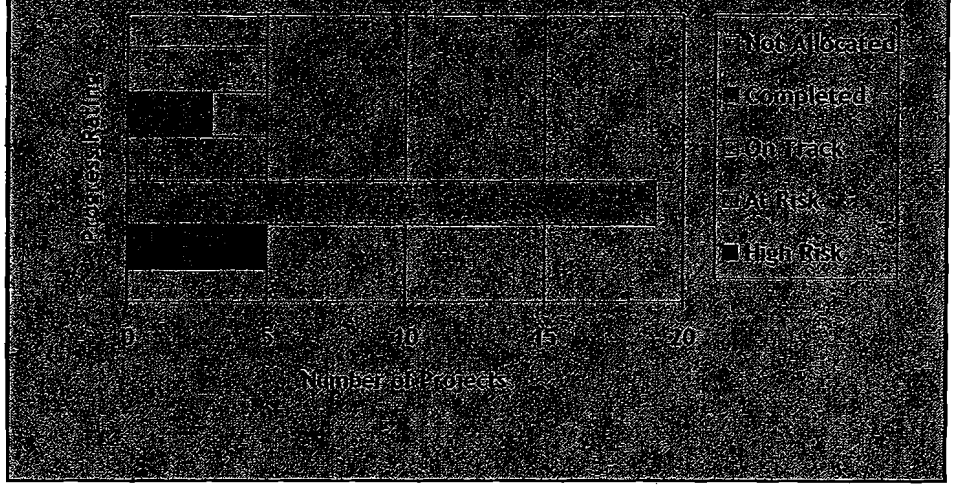
Semi-Annual Report Results:

Progress Rating	# of Projects	%
Red	5	14%
Yellow	19	50%
Green	5	14%
Completed	3	8%
Not Allocated	5	14%
Total	37	100%

Approx 60% of projects are in red or yellow, at risk area

Project Progress

Semi-Annual Report Findings:



Project Progress

Projects Completed

Construction/Procurement

- Benicia-Martinez Bridge
- I-580 Rapid Transit Corridor Improvements: I-580 Advance MPC Contract
- I-80/I-680/SR-92 Interchange - Green Valley Bridge Widening Advance Contract
- AC Transit Bus Procurement on Telegraph/International Blvd.
- Express Bus South- Bus Procurement
- Safe Routes to Transit - El Cerrito/Albany On-line Greenway Safety Project
- US 101 Greenbrae I/C Corridor and Bike/Ped Improvements - San Rafael Drake Widening

Studies

- Caldecott Tunnel Improvements - Fourth Bore Study
- San Francisco Bay Area Rail Study
- Dumbarton Rail Union City Intermodal Station EIR

Other Project Progress

Projects Nearing Completion

- Real Time Transit Systems Scheduling and Signage at Berkeley BART
- SFMUNI Metro East Maintenance Facility

Projects to Begin Construction

- I-80 HOV lanes Solano County
- I-580 Corridor - Construction of a HOV lane
- Express Bus South - Construction of an HOV lane on SR 84 from I-880
- BART Tube Seismic Strengthening - Joint strengthening in San Francisco
- Central Contra Costa BART crossover
- Real Time Transit - Installation of display units for West CAT
- US 101 Greenbrae I/C Corridor and Bike/Ped Improvements - Cal Park Hill Tunnel

Project Progress

- Unallocated Projects
  - Express Bus North
    - $20 million available for projects in North Bay
    - Work with Solano sponsors over the next year to advance projects
  - Ferry Projects (2)
    - New SF Bay Area Water Emergency Transportation Authority
    - Governing Board being established
    - Continue to follow progress
  - BART/MUNI Connector
    - Need to meet with Sponsor

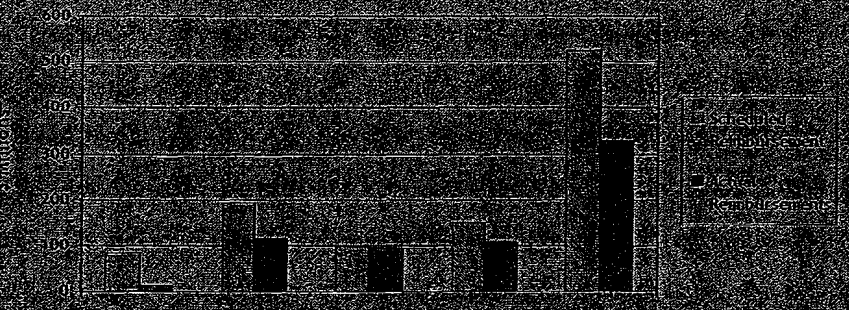
Program Update:

Resolution 3434 Strategic Plan will regionally assess the challenges facing the following RM 2 Projects:

- Oakland Airport Connector
- BART Extension to Warm Springs in Fremont (WSX)
- BART Extension to Eastern Contra Costa County (eBART)
- Rail Extension over Dumbarton Bridge
- Sonoma-Marin Area Rail Transit
- Water Emergency Transportation Authority – Ferry Expansion
- Transbay Terminal/Downtown Caltrain Extension
- AC Transit Enhanced Bus Intel

Capital Program Progress: Reimbursements to Sponsors

Reimbursements through December 2007
$329 million (63% of allocated funds)



Top 5 Projects with High Reimbursement

Project*	Total Allocations	% of Allocation Reimbursed
Benicia-Martinez Bridge	$50 million	100%
Transbay Transit Center	$53 million	89%
Muni Metro 3rd Street LRT Extension	$30 million	80%
BART Transbay Tube Seismic Retrofit	$34 million	63%
I-580 Corridor Imprv. In Alameda Co.	$33 million	53%

* Based on the total amount allocated and reimbursed as of December 2007

Top 5 Projects with Slow Reimbursement

- Projects highlighted based on the following:
  - (1) Over $1 million allocated
  - (2) Less than 10% of allocation reimbursed
  - (3) More than 10 months since allocation (as of 03/08)

Project	Allocation	% Reimb	Months Since Alloc	Comments
Muni Historic Vehicles Rehab (SF MTA)	$1.1 million	0%	33	Project Scope Change
I-80 HOV Lane in CC Co. (Caltrans)	$5.3 million	0%	23	Earlier Interagency Agreement Delay - Signed 03/07
Caltrain Real-Time Transit Information Project	$2.7 million	0%	22	Procurement Process Delay
TransLink®: Ticket Vending Machine Integration	$2.07 million	1%	29	Payment Milestone forthcoming
I-680 HOV Lane Connector Study (CCTA)	$1 million	0%	25	Interagency Agreement Delay

Program Outlook: Anticipated Allocations

- Transbay Transit Center (TBD)
  - Final Design
  - Acq. for Transit Center and Tower
  - Right of Way
- BART Tube Seismic Project (up to $48 million)
  - Construction
- I-580 Eastbound HOV Lanes ($9 million)
  - Construction to cover ARRA shortfall
- Ardenwood Park and Ride Lot ($3 million)

Program Assessment

1. A small number of large projects have been driving the forward progress of the RM 2 program.
2. Reimbursements are accelerating, but still slow.
3. More small projects are in construction or near completion.
4. Mega projects are facing significant challenges.

Regional Measure 2 - Capital Program Project List
October 3, 2005

Capital Project No.	RM2 Funding ($1,000)	Deliv. Segment No.	Project Description	Sponsor/ Implementing Agency
1	$ 3,000	1	BART/SF MUNI Direct Connection at Embarcadero & Civic Center Stations	BART
2	$ 30,000	2	SF MUNI Metro 3rd Street LRT Extension	SF MUNI
3	$ 10,000	3.1	SF MUNI E-Line - Acquire 11 Historic Streetcars	SF MUNI
		3.2	SF MUNI E-Embarcadero Line Rehab 5 Double ended Vehicles	SF MUNI
4	$ 135,000	4.1	Dumbarton Commuter Rail Service	San Mateo TA, ACCMA, ACTIA
		4.2	Union City Intermodal Station Environmental Impact Report	Union City
5	$ 28,000	5	Vallejo Ferry Intermodal Station	City of Vallejo
6	$ 20,000	6.1	Solano County Express Bus Intermodal Facilities - Vallejo Curtola Transit Center	STA/ City of Vallejo
		6.2	Solano Co. Express Bus Intermodal Facilities - Benicia Intermodal Facility	STA/ City of Benicia
		6.3	Solano Co. Express Bus Intermodal Facilities - Fairfield Transporation Center	STA/ Fairfield/Suisun Transit
		6.4	Solano Co. Express Bus Intermodal Facilities - Vacaville Intermodal Station	STA/ City of Vacaville
7	$ 100,000	7.1	Solano North Connector (Abernathy to Green Valley Road)	STA
		7.2	Solano I-80/I-680 Interchange Complex (HOV Lanes from SR12 W to Airbase Parkway)	STA
8	$ 50,000	8	I-80 EB HOV Lane Extension from Route 4 to Carquinez Bridge	Caltrans
9	$ 16,000	9	Richmond Parkway Park & Ride	AC Transit
10	$ 35,000	10.1	Cal Park Hill Tunnel Rehabilitation and Bikeway	SMART
		10.2	SMART Extension to Larkspur or San Quentin	SMART
11	$ 65,000	11.1	U.S. 101 Greenbrae I/C Corridor Imps. - Sir Francis Drake To Tamalpais	Transportation Authority of Marin
		11.2	Sir Fancis Drake Blvd Widening	Transportation Authority of Marin
		11.3	Cal Park Hill Tunnel Rehabilitation and Bikeway	Transportation Authority of Marin
		11.4	Central Marin Ferry Acces Imps. Phase A - Wornum to Corte Madera	Transportation Authority of Marin
		11.5	Central Marin Ferry Access Imps. Phase B - Corte Madera Ck. and Sir Francis Drake	Transportation Authority of Marin
12	$ 15,000	12.1	Direct HOV lane connector from I-680 to the Pleasant Hill BART - Study	CCCTA
		12.2	Direct HOV lane connector from I-680 to the Pleasant Hill BART	CCTA
13	$ 96,000	13.1	E-BART / Rail Extension to East Contra Costa	BART, CCTA
14	$ 25,000	14.1	Benicia Siding Extension	Capital Corridor JPA
		14.2	Fairfield/Vacaville Intermodal Rail Station and Track Improvements	Fairfield/Suisun Transit
15	$ 25,000	15	Central Contra Costa BART Crossover	BART
16	$ 50,000	16	Benicia-Martinez Bridge: New Span	BATA
17	$ 20,000	17.1	Express Bus North - Vallejo Curtola Transit Center	City of Vallejo
		17.2	Express Bus North - Benicia Park/Industrial I/C Improvements and Park and Ride	City of Benicia
		17.3	Express Bus North - Fairfield Transporation Center	Fairfield/Suisun Transit
		17.4	Express Bus North - Vacaville Intermodal Station	City of Vacaville
		17.5	Express Bus North - Martinez Transit Center	CCCTA
		17.6	Express Bus North - Diablo Valley College Tranist Center	CCCTA
		17.7	Express Bus North - Macdonald Ave. Bus stop amenities	GGT/Richmond
		17.8	Express Bus North - Napa VINE	Napa VINE
		17.9	Express Bus North - GGBH&TD	GGBH&TD
18	$ 22,000	18	TransLink®	BART
19	$ 20,000	19.1	Real-Time Transit: Emery Go Round Signage at MacArthur BART	MTC/City of Emeryville
		19.2	Real-Time Transit: Automatic Vehicle Locator	MTC/ Muni
		19.3	Real-Time Transit: Hastus Scheduling and Signage at Berkeley BART	MTC/ AC Transit
		19.4	Real-Time Transit: Technology Implementation and Signage	MTC/ Westcat
		19.5	Real-Time Transit: AVL and Signage	MTC/ SamTrans
		19.6	Real-Time Transit: Signage at Dublin BART	MTC/ LAVTA
		19.7	Real-Time Transit: Completion of Technology and Signage	MTC/ VTA
		19.8	Real-Time Transit: Radio system and signage	MTC/ GGT
		19.9	Real-Time Transit: Miscellaneous	MTC
20	$ 22,500	20.1	City CarShare	City Car Share
		20.2	Safe Routes to Transit	East Bay Bicycle Coalition, TALC
21	$ 143,000	21	BART Tube Seismic Retrofit	BART
22	$ 150,000	22	Transbay Terminal/Downtown Caltrain Extension	Transbay JPA
23	$ 30,000	23	Oakland Airport Connector	BART, Port of Oakland
24	$ 65,000	24	AC Transit Enhanced Bus - Vehicle Procurement	AC Transit

Regional Measure 2 - Capital Program Project List
October 3, 2005

Capital Project No.	RM2 Funding ($1,000)	Deliv. Segment No.	Project Description	Sponsor/ Implementing Agency
25	$ 12,000	25	Commute Ferry Service for Alameda/Oakland/Harbor Bay	WTA
26	$ 12,000	26	Commute Ferry Service for Berkeley/Albany	WTA
27	$ 12,000	27	Commute Ferry Service for South San Francisco	WTA
28	$ 48,000	28.1	Water Transit Improvements - Environmental Review	WTA
29	$ 22,000	29.1	Express Bus South - Purchase of Rolling Stock	AC Transit
		29.2	Express Bus South - SR 84 WB / Newark Blvd HOV ON-Ramp	Alameda County CMA
		29.3	Express Bus South - SR 84 WB HOV Lane Extension	Alameda County CMA
		29.4	Express Bus South - I-880 NB / Maritime Street HOV On-Ramp	Alameda County CMA
		29.5	Express Bus South - Ardenwood Blvd park and Ride Lot	Alameda County CMA
		29.6	Express Bus South - Reserve	Alameda County CMA
30	$ 10,000	30	I-880 North Safety Improvements	Alameda County CMA
31	$ 95,000	31.1	BART Warm Springs Extension - Grade Separation	City of Fremont
		31.2	BART Warm Springs Extension	BART
32	$ 65,000	32	I-580 (Tri Valley) Rapid Transit Corridor Improvements	Alameda County CMA
33	$ 6,500	33.1	High Speed Rail Ridership Forecast Study	MTC
		33.2	Transit Connectivity Plan	MTC
		33.3	Regional Rail Plan	MTC, Caltrain, BART, CHSRA
34	$ 1,500	34	Integrated Fare Structure Program	TransLink® Consortium
35	$ 5,000	35	Transit Commute Benefits Promotion	MTC
36	$ 50,500	36.1	Caldecott Tunnel Improvements - Fourth Bore	CCTA
		36.2	Caldecott Tunnel Improvements - Transit Study	CCTA
	$ 1,515,000			

RM 2 Operating and Capital Program - Allocation Actions
FY 2004-05 (July to June)

OPERATING PROGRAM

Project No.	Project Description	Project Sponsor	MTC Allocation Approvals Amount	Phase	Date (mo/yr)
1	Golden Gate Express Bus Service over the Richmond Bridge (Route 40)	GGBH&TD	2,100,000	OPER	11/17/04
3	Regional Express Bus North Pool (Carquinez, and Benicia Bridge)	Various			
	Along I-80	*Vallejo*	493,370	OPER	04/27/05
	Routes 30Z/JPX	*WestCat*	142,132	OPER	05/25/05
4	Regional Express Bus South Pool (Bay Bridge, San Mateo, and Dumbarton)	Various			
	Transbay Service	*AC Transit*	167,942	OPER	06/22/05
9	Vallejo Ferry	Vallejo Transit	675,000	OPER	04/27/05
12	AC Transit Enhanced Bus Service: International Blvd and Telegraph Ave.	AC Transit	300,000	OPER	04/27/05
14	WTA System	WTA	3,000,000	OPER	01/26/06

Operating Program SUBTOTAL **6,878,444**

GRAND TOTALS (Allocations to date for Operating and Capital Programs) **249,609,444**

RM 2 Operating and Capital Program - Allocation Actions
FY 2004-05 (July to June)

CAPITAL PROGRAM

Project No.	Project Description	Project Sponsor	MTC Allocation Approvals Amount	Phase	Date (mo/yr)
2	Third Street Light Rail	Muni	30,000,000	Construction	07/28/04
3.1	Historic Streetcar Purchase (E-Embarcadero Line)	Muni	5,710,000	Construction	07/28/04
21	Transbay Tube Seismic Retrofit	BART	11,000,000	Environmental	07/28/04
4.1	Dumbarton Rail Corridor	SMTA	2,787,000	Environmental	09/22/04
4.2	Dumbarton Rail Corridor (Union City Intermodal EIR)	Union City	100,000	Environmental	09/22/04
11.1	U.S. 101 Greenbrae Interchange Improvements	TAM	3,533,000	Environmental	09/22/04
15	Central Contra Costa Crossover Tracks	BART	1,000,000	Environmental	09/22/04
18.1	TransLink®	BART	9,680,000	Environmental	09/22/04
20.1	City CarShare Expansion	City CarShare	750,000	Construction	09/22/04
22	Transbay Terminal/ Caltrain Extension	TJPA	15,495,000	Environmental	09/22/04
24.1	Enhanced Bus Rolling Stock	AC Transit	8,200,000	Construction	09/22/04
28.1	Ferry System Facility Improvements	WTA	7,000,000	Environmental	09/22/04
29.1	Express Bus Rolling Stock	AC Transit	5,300,000	Construction	09/22/04
33.1	Caldecott Tunnel Improvements – Fourth Bore	CCTA	3,000,000	Environmental	09/22/04
29.2	SR 84 WB – Newark Blvd. HOV On-ramp	ACCMA	950,000	Final Design (PS&E	10/27/04
29.3	SR 84 WB –HOV Lane Extension	ACCMA	1,050,000	Final Design (PS&E	10/27/04
29.4	SR 84 WB – Maritime Street HOV On-ramp	ACCMA	975,000	Environmental	10/27/04
30.1	I-880 North Safety Improvements	ACCMA	1,100,000	Environmental	10/27/04
31.1	BART Warm Springs Extension - Fremont Grade Separation	City of Fremont	10,000,000	Construction	10/27/04
32.1	I-580 (Tri Valley) Rapid Transit Corridor Improvements	ACCMA	6,000,000	Environmental	10/27/04
33.1	High Speed Rail Ridership Forecast Study	MTC	2,000,000	Environmental (Plar	10/27/04
22	Transbay Terminal/ Downtown Caltrain Extension	TJPA	16,125,000	Right-of-Way	11/17/04
29.5	Ardenwood Boulevard Park and Ride Lot	ACCMA	150,000	Environmental	11/18/04
9	Richmond Parkway Park and Ride Lot	AC Transit	500,000	Environmental	12/15/04
24	Enhanced Bus (International Blvd./ Telegraph Avenue) – Uptown Transit Center	AC Transit	150,000	Environmental	12/16/04
24	Enhanced Bus (International Blvd./ Telegraph Avenue) – Estudillo Pedestrian Plaz	AC Transit	600,000	Construction	12/17/04
31.2	BART Warm Springs Extension	BART	6,000,000	Right-of-Way	12/18/04
33.2	Transit Connectivity Study	MTC	500,000	Study	12/19/04
33.3	Regional Rail Integration Plan	BART	2,550,000	Study	12/20/04
33.3	Regional Rail Integration Plan	Caltrain	450,000	Study	12/21/04
36.2	Caldecott Tunnel Improvements – SR 24 Transit Study	CCTA	500,000	Study	12/22/04
20.2	Safe Routes to Transit	MTC (TALC/EBBC)	45,000	Environmental	01/16/05
18.2	TransLink® Golden Gate Ferry Terminal Fare Gates	MTC/ GGBHTD	247,000	Design	02/23/05
3.2	E-Line	Muni	4,290,000	Construction	03/23/05
13	eBART	BART	17,650,000	Environmental	06/28/06
13	eBART	BART	1,100,000	ROW- Support	07/27/05
18.3	TransLink® - BART Faregates	MTC	2,039,000	Construction	07/27/05
35	Transit Commute Benefits Promotion Program	MTC	25,000	Environmental	07/27/05
35	Transit Commute Benefits Promotion Program	MTC	50,000	Construction	10/26/05
11.2	Sir Francis Drake Widening	TAM	330,000	Construction	04/27/05
14.1	Benicia Siding Extension	CCJPA	600,000	Environmental	04/27/05
28.2	Water Transit Authority – Spare Vessels	WTA	12,000,000	Construction	04/27/05
9	Richmond Parkway Park and Ride Lot: Interim Capital Improvements	AC Transit	200,000	Construction	05/25/05
16	Benicia-Martinez Bridge: New Span	MTC	50,000,000	Construction	06/22/05
33.1	Regional Rail Plan: High Speed Rail Forecast	MTC	(500,000)	Study	06/22/05
33.3	Regional Rail Plan Study: Rescoped	Caltrain/BART	(1,350,000)	Study	06/22/05
33.3	Regional Rail Plan Study: Rescoped	MTC	2,850,000	Study	06/22/05

Capital Program SUBTOTAL **242,731,000**

GRAND TOTALS (Allocations to date for Operating and Capital Programs) **249,609,444**

RM 2 Operating and Capital Program - Allocation Actions
FY 2005-06 (July to June)

OPERATING PROGRAM

Project No.	Project Description	Project Sponsor	MTC Allocation Approvals Amount	Phase	Date (mo/yr)
1	Golden Gate Express Bus Service over the Richmond Bridge (Route 40)	GGBH&TD	2,131,500	OPER	03/22/06
3	Regional Express Bus North Pool (Carquinez, and Benicia Bridge)	Various			
	Along I-80	*Vallejo*	1,827,000	OPER	02/22/06
	Express Bus Route 300	*ECCTA*	516,232	OPER	11/16/05
	Routes 30Z/JPX	*WestCat*	241,980	OPER	11/16/05
	Express Bus Route 72	*GGBH&TD*	146,827	OPER	02/22/06
	Express Bus Route 75	*GGBH&TD*	141,075	OPER	02/22/06
4	Regional Express Bus South Pool (Bay Bridge, San Mateo, and Dumbarton)	Various			
	Transbay Service	*AC Transit*	3,411,968	OPER	10/26/05
	Hercules Transbay Service	*WestCAT*	172,536	OPER	11/16/05
	Transbay Marketing	*AC Transit*	1,260,000	OPER	01/26/06
9	Vallejo Ferry	Vallejo Transit	2,700,000	OPER	02/22/06
10	Owl Bus Service on BART Corridor	Various			
	AC Transit Service	*AC Transit*	1,066,100	OPER	12/21/05
	CCCTA Service	*CCCTA*	154,418	OPER	02/22/06
	Muni Service	*Muni*	117,000	OPER	02/22/06
	LAVTA Service	*LAVTA*	58,000	OPER	05/24/06
	SamTrans Service	*SamTrans*	58,000	OPER	05/24/06
11	MUNI Metro East (Phase 1 - IOS)	Muni	1,914,890	OPER	11/16/05
12	AC Transit Enhanced Bus Service: International Blvd and Telegraph Ave.	AC Transit	2,933,016	OPER	10/26/05
13	TransLink®	Various	5,750,000	OPER	09/21/05
			(2,295,000)	OPER	05/24/06
14	WTA System	WTA	3,000,000	OPER	01/26/06

Operating Program SUBTOTAL **25,305,542**

GRAND TOTALS (Allocations to date for Operating and Capital Programs) **132,007,342**

RM 2 Operating and Capital Program - Allocation Actions
FY 2005-06 (July to June)

CAPITAL PROGRAM

Project No.	Project Description	Project Sponsor	MTC Allocation Approvals Amount	Phase	Date (mo/yr)
3.1	3.1 SF MUNI E-Line - Acquire 11 Historic Streetcars	SF MUNI	3,200,000	CON	12/21/05
3.2	3.2 SF MUNI E-Embarcadero Historic Streetcar Line	SF MUNI	(3,200,000)	CON	12/21/05
6.3	Fairfield Transportation Center	STA/ FS Transit	1,000,000	ENV	09/21/05
6.4	Vacaville Intermodal Station	STA/ Vacaville	415,000	ENV	07/27/05
7.1	Solano North Connector (Abernathy to Green Valley Road)	STA	2,500,000	ENV	01/25/06
7.2	Solano I-80/I-680 Interchange Complex (HOV Lanes from SR12 W to Airbase Parkway)	STA	3,475,000	ENV	01/25/06
			300,000	ENV	01/25/06
8	I-80 EB HOV Lane Extension from Route 4 to Carquinez Bridge	Caltrans	4,650,000	PS&E	01/25/06
			310,000	ROW	01/25/06
10.1	SMART Extension to Larkspur or San Quentin	SMART	1,000,000	PS&E	07/27/05
11.2	Sir Fancis Drake Blvd Widening	Transportation Authority of Marin	270,000	CON	11/02/05
			225,000	CON	01/26/06
11.3	Cal Park Hill Tunnel Rehabilitation and Bikeway	Transportation Authority of Marin	200,000	PS&E	07/27/05
			1,000,000	PS&E	05/24/06
12.1	Direct HOV lane connector from I-680 to the Pleasant Hill BART - Study	CCCTA	1,000,000	ENV	11/16/05
13.1	eBART	BART	100,000	PS&E	05/24/06
13.2	Loveridge Road Flyover	CCTA	2,500,000	PS&E	12/21/05
			(100,000)	PS&E	05/24/06
14.2	Fairfield/Vacaville Intermodal Rail Station and Track Improvements	Fairfield/Suisun Transit	615,000	ENV	05/24/06
15	Central Contra Costa BART Crossover	BART	230,000	ENV	02/01/06
			2,920,000	PS&E	04/26/06
			500,000	ROW	04/26/06
18.3	TransLink®	MTC	20,000	PS&E	02/22/06
18.4	TransLink®	MTC	150,000	PS&E	11/02/05
19.1	Emery-Go-Round Signage	MTC/ City of Emeryville	105,000	CON	10/26/05
19.2	MUNI Real Time Transit	MTC/ MUNI	11,283,000	CON	10/26/05
19.3	AC Transit Hastus Scheduling Software and Real Time Signage	MTC/ AC Transit	927,000	CON	10/26/05
19.4	WestCAT Technology Implementation and Signage	MTC/ WestCAT	551,000	CON	02/22/06
19.5	Caltrain Real Time Transit Information	MTC/ JPB	389,000	PS&E	02/22/06
			2,305,000	CON	02/22/06
20.1	City CarShare	City Car Share	1,000,000	CON	12/21/05
20.3	MacArthur BART Station Bicycle Access Study	City of Oakland	$30,000	ENV	05/24/06
20.4	MacArthur BART Bike Racks	BART	145,200	CON	06/28/06
20.5	MacArthur BART Improvements	Oakland	253,600	CON	06/28/06
20.6	Union Ave/Suisun Train Sta. Enh.	Fairfield	300,000	PS&E/Con	06/28/06
21	BART Tube Seismic Retrofit	BART	12,004,000	ENV	07/27/05
			10,797,000	PS&E	07/27/05
			11,000,000	CON	07/27/05
22	Transbay Terminal/Downtown Caltrain Extension	Transbay JPA	12,875,000	ROW	10/26/05
			2,735,000	ENV	05/24/06
24.2	Enhanced Bus (Telegraph Ave./ International Blvd.): Uptown Transit Center	AC Transit	400,000	PS&E	07/27/05
			5,000	ROW	01/26/06
			3,355,000	CON	01/26/06
			(53,000)	PS&E	01/26/06
24.4	Enhanced Bus (Telegraph Ave./ International Blvd.): Signalization	AC Transit	7,500,000	CON	07/27/05
29.5	Express Bus South - Ardenwood Blvd park and Ride Lot	Alameda County CMA	290,000	PS&E	10/26/05
			1,200,000	ROW	10/26/05
35	Transit Commute Benefits Promotion	MTC	25,000	ENV	03/22/06
36.1	Caldecott Tunnel Improvements - Fourth Bore	CCTA	4,000,000	ENV	01/26/06

Capital Program SUBTOTAL **106,701,800**

GRAND TOTALS (Allocations to date for Operating and Capital Programs) **132,007,342**

RM 2 Operating and Capital Program - Allocation Actions
FY 2006-07 (July to June)

As of June 27, 2007

OPERATING PROGRAM

Project No.	Project Description	Project Sponsor	MTC Allocation Approvals Amount	Phase	Date (mo/yr)
1	Golden Gate Express Bus Service over the Richmond Bridge (Route 40)	GGBH&TD	2,163,473	OPER	03/28/07
3	Regional Express Bus North Pool (Carquinez, and Benicia Bridge)	Various			
	Along I-80	*Vallejo (Fairfield)*	1,380,384	OPER	04/25/07
	Express Bus Route 300	*ECCTA*	523,975	OPER	11/15/06
	Routes 30Z/JPX	*WestCat*	245,610	OPER	11/15/06
	Express Bus Route 72	*GGBH&TD*	149,029	OPER	03/28/07
	Express Bus Route 75	*GGBH&TD*	143,191	OPER	03/28/07
	Rte 980 Martinez/Walnut Creek	*CCCTA*	407,970	OPER	11/15/06
	Rte 40 Pleasant Hill/Walnut Creek	*Fairfield Suisun*	519,616	OPER	04/25/07
4	Regional Express Bus South Pool (Bay Bridge, San Mateo, and Dumbarton)	Various			
	Transbay Service	*AC Transit*	6,150,559	OPER	09/27/06
	Hercules Transbay Service	*WestCAT*	222,950	OPER	12/20/06
	Transbay Marketing	*AC Transit*			
9	Vallejo Ferry	Vallejo Transit	2,700,000	OPER	04/25/07
10	Owl Bus Service on BART Corridor	Various			
	AC Transit Service	*AC Transit*	1,122,117	OPER	10/25/06
	CCCTA Service	*CCCTA*	293,153	OPER	02/28/07
	Muni Service	*Muni*	184,730	OPER	12/20/06
	LAVTA Service	*LAVTA*	100,000	OPER	02/28/07
	SamTrans Service	*SamTrans*	100,000	OPER	04/25/07
11	MUNI Metro East (Phase 1 - IOS)	Muni	2,500,000	OPER	12/20/06
12	AC Transit Enhanced Bus Service: International Blvd and Telegraph Ave.	AC Transit	3,000,000	OPER	09/27/06
13	TransLink®	Various	-	OPER	N/A
14	WTA System	WTA	3,000,000	OPER	07/26/06
	RM 2 Marketing: Special 1 year Pilot Category	MTC	$2,500,000	OPER	09/27/06

Operating Program SUBTOTAL **27,406,757**

GRAND TOTALS (Allocations to date for Operating and Capital Programs) **90,817,814**

RM 2 Operating and Capital Program - Allocation Actions
FY 2006-07 (July to June)
As of June 27, 2007

CAPITAL PROGRAM

Project No.	Project Description	Project Sponsor	MTC Allocation Approvals Amount	Phase	Date (mo/yr)
20.2	TALC Program Oversight - SR2T	MTC/TALC/EBBC	65,000	Environmental	07/26/06
20.7	Albany Ohlone Greenway Safety	Albany	407,000	Construction	07/26/06
20.9	AC TRANSIT Bicycle Parking Plan	AC Transit	100,000	Environmental	07/26/06
28	WTA - Spare Vessels	WTA	5,000,000	Construction	07/26/06
29.5	Ardenwood Park and Ride Lot	ACCMA	150,000	Environmental	07/26/06
32.1	I-580 Eastbound HOV Project	ACCMA	2,800,000	Environmental	07/26/06
32.1	I-580 Eastbound HOV Project	ACCMA	8,700,000	Construction	07/26/06
32.2	I-580 / I-680 Interchange Mod PSR	ACCMA	1,700,000	Environmental	07/26/06
14	Benicia Siding Project	CCJPA	(600,000)	Environmental	07/26/06
21	BART Transbay Tube Seismic	BART	(11,000,000)	Construction	07/26/06
28	WTA Environmental	WTA	(2,000,000)	Environmental	07/26/06
29.2	State Route 84 HOV On-ramp	ACCMA	(911,118)	Final Design	07/26/06
18	CIMS	VTA	726,000	Environmental	09/27/06
20.14	SR2T: Santa Clara Transit Center - Pedestrian/ Bike Crossing	VTA	50,000	Environmental	09/27/06
20.16	SR2T: BART C2 Car Demonstration Project	BART	581,000	Construction	09/27/06
24	AC Transit Uptown Transit Center	AC Transit	900,000	Construction	09/27/06
33.3	Regional Rail Plan	MTC	419,553	Environmental	09/27/06
33.3	Regional Rail Study	BART	(169,553)	Environmental	09/27/06
33.3	Regional Rail Study	Caltrain	(250,000)	Environmental	09/27/06
7.2	I-80 HOV Lanes in Solano County	STA	1,000,000	Preliminary Engineering	10/25/06
29.4	Grand-MacArthur Express Bus	ACCMA/AC Transit	600,000	Final Design	10/25/06
29.4	Grand-MacArthur Express Bus	ACCMA/AC Transit	(175,000)	Environmental	10/25/06
29.5	Ardenwood Park and Ride Lot	ACCMA/AC Transit	210,000	Final Design	10/25/06
29.5	Ardenwood Park and Ride Lot	ACCMA/AC Transit	1,750,000	Right-of-Way	10/25/06
20.12	Improved Bicycle Access to 16th St. BART	Muni	49,000	Environmental	12/20/06
28	South San Francisco Ferry Terminal	WTA	750,000	Preliminary Engineerir	01/24/07
33.1	High Speed Rail Forecast Study	MTC	75,000	Environmental (Study)	01/24/07
33.3	Regional Rail Plan	MTC	(75,000)	Environmental (Study)	01/24/07
22	Transbay Transit Center	TJPA	4,730,000	Preliminary Engineerir	02/28/07
20.1	City CarShare Expansion	City CarShare	750,000	Construction	02/28/07
7.2	I-80 HOV in Solano Co	STA	2,000,000	Construction	03/28/07
7.2	I-80 HOV in Solano Co	STA	4,525,000	Final Design	03/28/07
28	Preliminary Design for South San Francisco Ferry Terminal	WTA	550,000	Environmental	03/28/07
28	Bid preparation for vessel procurement for South San Francisco Ferry	WTA	25,000	Final Design	03/28/07
10.1	Cal Park Hill Tunnel	SMART	600,000	Final Design	04/25/07
10.1	Cal Park Hill Tunnel	SMART	400,000	ROW	04/25/07
27	South San Francisco Vessel Procurement	WTA	275,000	Preliminary Engineerir	04/25/07
18.3	GGT TransLink® Regional Integration	MTC	15,000	Preliminary Engineerir	04/25/07
32.1	I-580 EB HOV	ACCMA	850,000	Environmental	04/25/07
32.1	I-580 EB HOV	ACCMA	3,000,000	Construction	04/26/07
32.2	I-580 WB HOV and I-580/I-680 Interchange Modifications	ACCMA	10,000,000	Environmental	04/25/07
15	Pleasant Hill BART Crossover Tracks	BART	20,350,000	Construction	05/23/07
6.1	Curtola Park and Ride Lot	Vallejo	705,275	Environmental	05/23/07
34	Integrated Fare Structure study	Muni	1,000,000	Study	05/23/07
33.1	HSR Travel Modeling	MTC	300,000	Study	05/23/07
33.3	Regional Rail	MTC	(300,000)	Study	05/23/07
5	Vallejo Station	Vallejo	2,350,268	Preliminary Engineerir	06/27/07
5	Vallejo Station	Vallejo	433,632	ROW	06/27/07

Capital Program SUBTOTAL **63,411,057**

GRAND TOTALS (Allocations to date for Operating and Capital Programs) **90,817,814**

RM 2 Operating and Capital Program - Allocation Actions
FY 2007-08 (July to June)

As of October 30, 2007

OPERATING PROGRAM

Project No.	Project Description	Project Sponsor	MTC Allocation Approvals Amount	Phase	Date (mo/yr)
1	Golden Gate Express Bus Service over the Richmond Bridge (Route 40)	GGBH&TD	$1,646,944	N/A	07/25/07
2	Napa Vine	NCTPA	$25,000	N/A	10/24/07
3	Regional Express Bus North Pool (Carquinez, and Benicia Bridge)	Various			
	Along I-80	*Vallejo (Fairfield)*	$1,997,232	N/A	10/24/07
	Express Bus Route 300	*ECCTA*	$531,835	N/A	07/25/07
	Routes 30Z/JPX	*WestCat*	$249,294	N/A	07/25/07
	Express Bus Route 72	*GGBH&TD*	$151,264	N/A	07/25/07
	Express Bus Route 75	*GGBH&TD*	$145,339	N/A	07/25/07
	Rte 980 Martinez/Walnut Creek	*CCCTA*	$414,090	N/A	07/25/07
	Rte 40 Pleasant Hill/Walnut Creek	*Fairfield Suisun*	$711,035	N/A	09/28/07
4	Regional Express Bus South Pool (Bay Bridge, San Mateo, and Dumbarton)	Various			
	Transbay Service	*AC Transit*	$5,673,243	N/A	09/26/07
	Hercules Transbay Service	*WestCAT*	$226,294	N/A	07/25/07
9	Vallejo Ferry	Vallejo Transit	$651,475	N/A	10/24/07
10	Owl Bus Service on BART Corridor	Various			
	AC Transit Service	*AC Transit*	$1,138,908	N/A	09/26/07
	CCCTA Service	*CCCTA*	$297,550	N/A	07/25/07
	Muni Service	*Muni*	$187,501	N/A	09/28/07
	LAVTA Service	*LAVTA*	$101,500	N/A	07/25/07
	SamTrans Service	*SamTrans*			
11	MUNI Metro East (Phase 1 - IOS)	Muni	$2,500,000	N/A	09/26/07
12	AC Transit Enhanced Bus Service: International Blvd and Telegraph Ave.	AC Transit	$3,000,000	N/A	09/26/07
13	TransLink®	Various			
14	WTA System	WTA	$3,000,000	N/A	06/27/07
	RM 2 Marketing: Special 1 year Pilot Category	MTC	$1,250,000	N/A	06/27/07
	TransLink® Launch - Marketing	MTC	$1,350,000	N/A	06/27/07

Operating Program SUBTOTAL **25,248,504**

GRAND TOTALS (Allocations in FY 07-08 for Operating and Capital Programs) **70,317,504**

RM 2 Operating and Capital Program - Allocation Actions
FY 2007-08 (July to June)
As of October 30, 2007

CAPITAL PROGRAM

Project No.	Project Description	Project Sponsor	MTC Allocation Approvals Amount	Phase	Date (mo/yr)
4.1	Dumbarton Rail	SMCTA	6,270,000	Preliminary Engineering	07/25/07
20.8	El Cerrito Ohlone Greenway Safety Project	City of El Cerrito	400,000	Construction	07/25/07
20.13	Market Street Safety Zone	SFMTA	600,000	Construction	07/25/07
28.1	SSF Ferry Terminal - Oyster Point	WTA	1,200,000	Final Design (PSE)	07/25/07
29.3	SR-84 HOV Lane Extension	ACCMA	6,380,000	Construction	07/25/07
29.4	MacARthur-Grand Signalization	ACCMA/AC	2,115,000	Construction	07/25/07
29.3	SR-84 HOV Lane Extension	ACCMA	(995,000)	Final Design	07/25/07
11.4	Larkspur Ferry Access Improvements	TAM	2,000,000	PE	9/26/2007
18.3	TransLink® - Muni coordination	MTC	290,000	Environmental	9/28/2007
18.5	TransLink® - Muni Faregates	SF MTA	90,000	Environmental	9/28/2007
22	Transbay Terminal	TJPA	1,319,000	Final Design	9/26/2007
32.1	I-580 HOV Eastbound	ACCMA/ Caltrans	500,000	PE (for splitting into 3 segments)	9/28/2007
37	Transit Capital Rehabilitation	BART	24,000,000	Construction	9/26/2007
20.11	Balboa Park Intermodal Connections Study	SFMTA	200,000	Study	10/24/2007
30	I-880 North Safety Improvement	ACCMA	700,000	Environmental	10/24/2007

Capital Program SUBTOTAL **45,069,000**

GRAND TOTALS (Allocations to date for Operating and Capital Programs) **70,317,504**

STA
Solano Transportation Authority

DATE: May 2, 2008
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: I-80 Construction Schedule Update

Background:
Highway projects in Solano County are funded from a variety of Federal, State and local fund sources. Maintenance work for highway projects are funded from the State Highway Operations & Protection Program (SHOPP). Most sections of I-80 through Solano County still has the original pavement section that was build in the 1950's. As such, the 40-year pavement life is well past its useful life span. Caltrans is underway with $125 million in rehabilitation projects for I-80 in the county between Vallejo and Vacaville. Construction along the corridor is expected for several years as this work is completed. This rehabilitation work is being coordinated with the I-80 High Occupancy Vehicle (HOV) Lanes which will also begin construction this summer.

Discussion:
The following provides an update for these rehabilitation projects, including scope, cost and schedule for each rehabilitation project that will begin construction in 2008. The public information effort is expected to be brought to the STA Board in May.

Tennessee to American Canyon
Project Number 04-0T2404 - In Solano And Napa Counties, in and near Vallejo from 1.1 km East Of Tennessee St Overcrossing to the American Canyon Road Overcrossing American Canyon to I-680. The project is to rehabilitate roadway and construct concrete barriers in the median. Typical cross section for this work is provided for in Attachment A. The rehabilitation work includes 30 millimeter (mm) Open Graded Asphalt Concrete (OGAC) (21,200 tonnes) and 45 mm Rubberized Asphalt Concrete (RAC) (34,600 tonnes).

Engineer's Estimate: $29.8 M
Low Bid: $20.32 M
Contractor: OC Jones & Sons
Begin Construction: 1/07/08
Estimated Completion (paving): 11/08

American Canyon to Green Valley Creek
Project Number 04-2409U4 - In Solano County From American Canyon Rd I/C to Green Valley Creek. The project is to crack & seat existing concrete pavement, overlay roadway and shoulders with 135 mm Asphalt Concrete (AC), replace the metal beam guard rail with concrete barrier Type 60, widen inside shoulders to current standard and widen bridge deck and replace railing. Typical cross section for this work is provided for in Attachment B. The work includes 60 mm AC (61,800 tonnes), 45 mm RAC (38,500 tonnes) and 30 mm OGAC (25,500 tonnes).

Engineer's Estimate: $28 M
Bid Opening: 6/10/08
Begin Construction: 7/08
Estimated Completion (paving): 10/09

North Texas St OC to Leisure Town Rd. OC
Project Number 04-4C1524 - In Solano County in Fairfield and Vacaville from 0.8 Mile West of North Texas St. OC to 0.7 Mile East of Leisure Town Rd. OC. The project is to crack and seat concrete pavement & overlay with 135 mm AC, and correct x-slope to 1.5% and replace 102 approach slabs. Typical cross section for this work is provided for in Attachment C.

Engineer's Estimate: $49.5 M
Low Bid: $37.3 M
Contractor: Ghilotti Brothers
Begin Construction: 5/15/08
Estimated Completion (paving): 10/09

State Route (SR) 12 East to Air Base Parkway
Project Number 04-4C1514 - In Solano County in Fairfield and Vacaville from 0.4 mile W. of Route 12 OC to 0.85 mile east of Air Base Pkwy Rd. OC. The project is to crack and seat concrete pavement & overlay with 135 mm AC, correct roadway x-slope to 1.5% and replace approach slabs.

Engineer's Estimate: $21 M
Bid Opening: 4/09
Begin Construction: 7/09
Estimated Completion (paving): 8/10

The I-80 HOV Lane Project details are as follows:
Red Top Rd. to Airbase Parkway
Project Number 04-0A5314 - In Solano County on Interstate 80 from Red Top Road to 1.4 Km East of Air Base Parkway. The I-80 HOV Lanes Project will add 8.7 miles of new HOV lane in each direction along I-80 from Red Top Road east to Putah Canal. Typical cross section for this work is provided for in Attachment D.

Engineer's Estimate: $45.3 M
Low Bid: $26.5 M
Contractor: OC Jones & Sons
Begin Construction: 6/08
Estimated Completion (HOV Lanes open): 10/09

Recommendation:
Informational.

Attachment:
A. Typical Cross Section 04-0T2404
B. Typical Cross Section 04-2409U4
C. Typical Cross Section 04-4C1524
D. Typical Cross Section 04-0A5314

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO	TOTAL SHEETS
04	Sol,Nap	80	6.3/13.1	2	280

REGISTERED CIVIL ENGINEER 2-15-07

5-29-07
PLANS APPROVAL DATE

Viet T. Han No. 51541 Exp. 6-30-08 CIVIL STATE OF CALIFORNIA

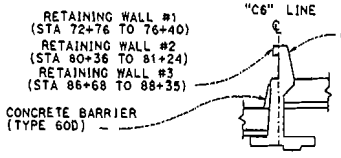
The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

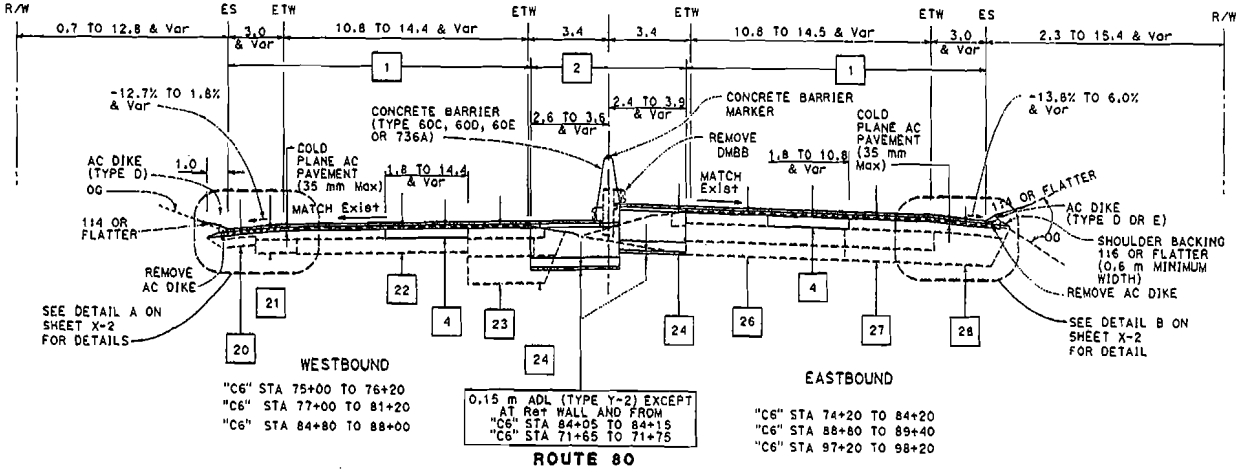
To get to the Caltrans web site, go to: http://www.dot.ca.gov

Caltrans Metric

STRUCTURAL SECTION NOTES

1. 30 mm OGAC; 45 mm RAC-G
2. 30 mm OGAC; 45 mm RAC-G; 345 mm AC(TYPE A); 105 mm (CLASS 4 AS)
3. 30 mm OGAC; 45 mm RAC-G; SEE NOTE 5
4. REPLACE AC SURFACING; 150 mm Max AC (TYPE A); SEE NOTE 6
5. 30 mm OGAC; 45 mm RAC-G; 30 mm AC (TYPE A); 30 mm AC (LEVELING)
6. 30 mm RAC-G
7. 30 mm OGAC; 45 mm RAC-G; 0-300 mm AC (LEVELING)
8. 45 mm RAC-G; SEE NOTE 5
9. 45 mm RAC-G
10. 30 mm OGAC; 45 mm RAC-G; 30 mm AC (TYPE A) PRF; 30 mm AC (LEVELING); SEE NOTE 7
11. 30 mm OGAC; 45 mm RAC-G; 420 mm AC (TYPE A); 105 mm (CLASS 4 AS)
12. 30 mm AC (TYPE A)
20. Exist; 37 mm AC; 101 mm AB
21. Exist; 101 mm AC; 152 mm CTB
22. Exist; 18 mm OGAC; 101 mm AC; 168 mm PCC
23. Exist; 18 mm OGAC; 101 mm AC; 204 mm CTB; 305 mm AS
24. Exist; 82-146 mm AC; Var AB; Var AS
25. Exist; 146 mm AC; Var AB
26. Exist; 18 mm OGAC; 101 mm AC; 204 mm PCC; 152 mm AB
27. Exist; 18 mm OGAC; 101 mm AC; 204 mm CTB; 152 mm AS
28. Exist; 101 mm AC; 152 mm AS
29. Exist; 91 mm AC; 152 mm AB; Var AS
30. Exist; 18 mm OGAC; 152 mm AC; 274 mm CTB; 503 mm AS
31. Exist; 18 mm OGAC; 101 mm AC; 168 mm PCC
32. Exist; 36 mm OGAC; 101 mm AC; 204 mm CTB; 305 mm AS
33. Exist; 76 mm AC; Var AB; Var AS
34. Exist; 30 mm OGAC; 101 mm AC; 168 mm PCC
35. Exist; 45 mm OGAC; 101 mm AC; 204 mm CTB; 305 mm AS
36. Exist; 45 mm OGAC; 101 mm AC; 204 mm PCC; 152 mm AB
37. Exist; 30 mm OGAC; 128 mm AC; 253 mm CTB; 229 mm AS
38. Exist; 128-52 mm AC; 152 mm AB; Var AS
39. Exist; 30 mm OGAC; 177 mm AC; 168 mm PCC
40. Exist; 30 mm OGAC; 101 mm AC; 204 mm PCC; 152 mm AB
41. Exist; 30 mm OGAC; 204 mm AC; 168 mm PCC
42. Exist; 30 mm OGAC; 128 mm AC; Var CTB; 168 mm PCC
43. Exist; 30 mm OGAC; 128 mm AC; Var CTB; 76 mm AC; 152 mm CTB; 152 mm AB
44. Exist; 76 mm AC; Var AB; 76 mm AC; 152 mm CTB; 152 mm AB
45. Exist; 30 mm OGAC; 88 mm AC; 76 mm AC Base; 204 mm AB; 405 mm AS
46. Exist; 30 mm OGAC; 116 mm AC; 253 mm CTB; 405 mm AS
47. Exist; 116-64 mm AC; 152 mm AB; 405 mm AS
48. Exist; 183 mm AC; 152 mm AB; Var AS
49. Exist; 107 mm AC; 18 mm OGAC; 229 mm PCC; 101 mm CTB; Var AS
50. Exist; 183-76 mm AC; 152 mm AB; Var AS
51. Exist; 18 mm OGAC; 229 mm PCC; 101 mm CTB; Var AS
52. Exist; 107 mm AC; 229 mm PCC; 101 mm CTB; Var AS
53. Exist; 204 mm PCC; 101 mm CTB; Var AS
54. Exist; 229 mm PCC; 101 mm CTB; Var AS
55. Exist; 229 mm PCC; 152 mm CTB; 229 mm AS
56. Exist; 91 mm AC; 290 mm CTB; 229 mm AS
57. Exist; 116 mm AC (TYPE A); 152 mm AB; 253 mm AS; (FOR WESTBOUND OFFRAMP); 107 mm AC (TYPE A); 198 mm AB-2; 320 mm AS-4
58. Exist; 52 mm AC (TYPE A); 101 mm AB; Var AS; (FOR WESTBOUND OFFRAMP); 61 mm AC (TYPE A); 152 mm AB-2; Var AS
59. Exist; 152 mm AC-B; 61 mm ATPB; 168 mm AB-2; 290 mm AS-4
60. Exist; 152 mm AC (TYPE A); 244 mm AB-2; 381 mm AS-4
61. Exist; 76 mm AC (TYPE A); Var AB-2; 381 mm AS-4
62. Exist; 152 mm AC (TYPE A); 320 mm AB-2; 305 mm AS-4
63. Exist; 195 mm AC (TYPE A); 204 mm AB-1; 229 mm AS-2; 152 mm AS-3
64. Exist; 195-158 mm AC (TYPE A); 204 mm AB-1; 229 mm AS-2; 152 mm AS-3





NOTES:

1. DIMENSIONS OF THE STRUCTURAL SECTIONS ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
2. SUPERELEVATION AS SHOWN OR AS DIRECTED BY THE ENGINEER.
3. FOR LOCATIONS, TYPE, AND LIMITS OF DMBB, CONCRETE BARRIERS AND AC DIKES, SEE LAYOUT SHEETS.
4. USE TYPE F DIKE UNDER MBGR. SEE STANDARD PLAN A77F FOR DIKE POSITIONING DETAILS.
5. USE ON SECTIONS WITH NO COLD PLANING OF AC PAVEMENT.
6. REPLACE AC SURFACING. LOCATIONS ARE SHOWN ON LAYOUT SHEETS AND QUANTITY SHEETS. REPLACE AC SURFACING DEPTHS TO BE THE EXISTING AC THICKNESS BUT NOT TO EXCEED 150 mm MAXIMUM.
7. PRF IS TO BE PLACED ON STRUCTURAL SECTION 10 AND TO EXTEND 600 mm INTO SHOULDERS AND TAPERS.
8. 0.15 m OF ADL (TYPE Y-2) MATERIALS ARE TO BE PLACED BENEATH THE MEDIAN PAVING. EXACT LIMITS TO BE DETERMINED BY THE CONTRACTOR EXCEPT AS INDICATED IN THE TYPICAL CROSS SECTIONS.

LEGEND & ABBREVIATION:

RAC-G	RUBBERIZED ASPHALT CONCRETE (TYPE G)
No.	STRUCTURAL SECTION NUMBER
ADL	AERIALLY DEPOSITED LEAD
▨	COLD PLANE AC PAVEMENT

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

TYPICAL CROSS SECTIONS

NO SCALE

X-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans PROJECT DEVELOPMENT

PROJECT ENGINEER: VIET T. HAN
CALCULATED/DESIGNED BY | CHECKED BY
DATE REVISED BY | DATE REVISED

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

USERNAME => trnlkasl
DGN FILE => 40t2406n001.dgn

CU 04279 EA 0T2401

DATE PLOTTED => 04-JAN-2007
TIME PLOTTED => 06:23
02-17-07

ATTACHMENT A

Dist	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Sol	80	12.9/20.8	4	212

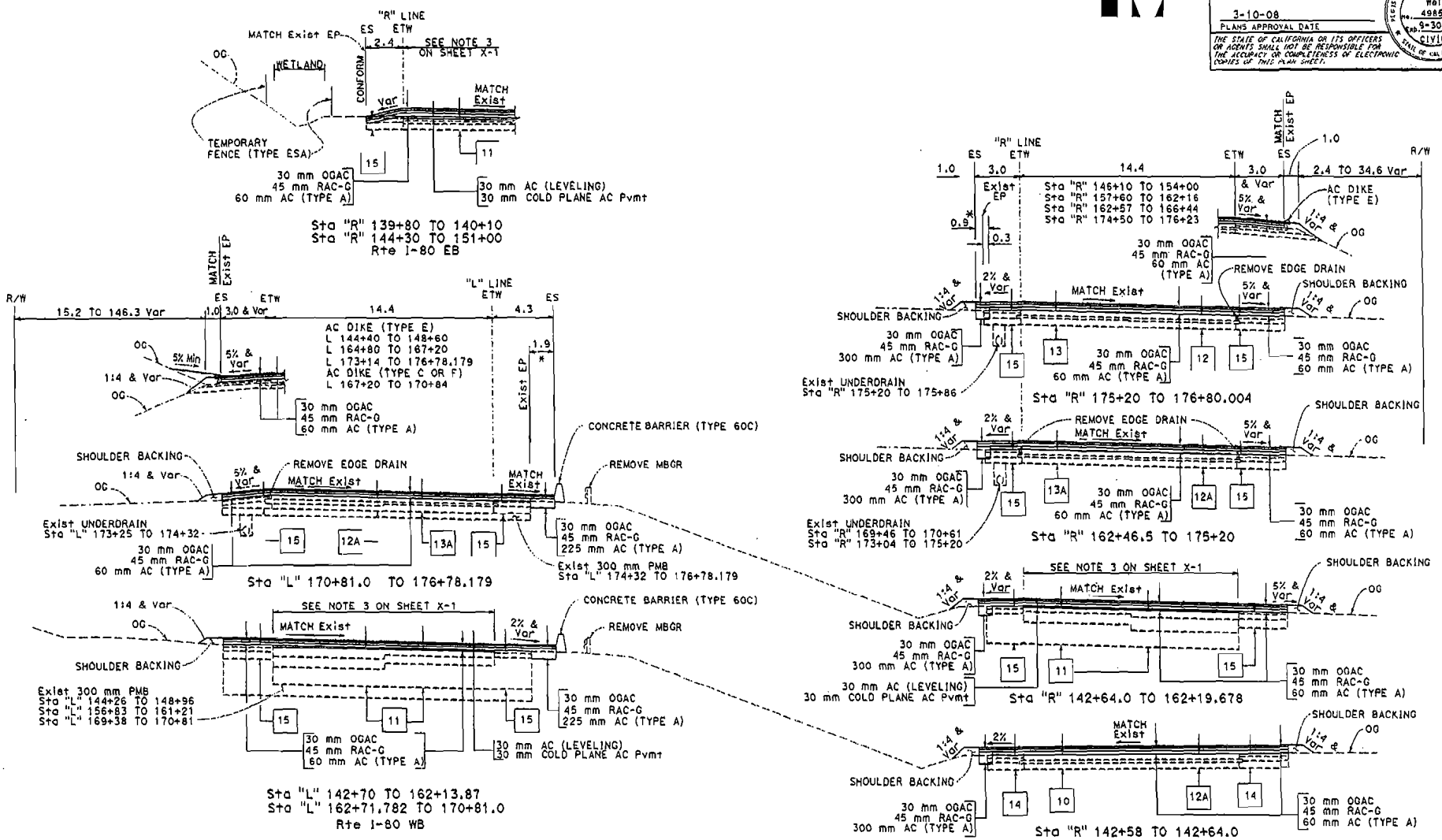
REGISTERED CIVIL ENGINEER 9-17-07 DATE

3-10-08
PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER Ber-Lin Wei No. 49855 Exp. 9-30-08 CIVIL STATE OF CALIFORNIA

Caltrans Metric



Rte I-80 EB **TYPICAL CROSS SECTIONS**
NO SCALE

FOR NOTES, ABBREVIATIONS &/OR LEGEND, SEE SHEET X-1

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

ATTACHMENT 3

X-3

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN
FUNCTIONAL SUPERV. GEORGE LO
CALCULATED-DESIGNED BY BER-LIN WEI
CHECKED BY HUNG C. HSU
REVISED BY
DATE REVISED

52

BORDER LAST REVISED 3/1/2007 | RELATIVE BORDER SCALE IS IN MILLIMETERS 0 20 40 60 80 | USERNAME => trmartin DGN FILE => 42409Uc0003.dgn | CU 04227 | EA 2409U1

LAST REVISED DATE PLOTTED => 13-MAR-2008 TIME PLOTTED => 10:41
10-04-07

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Sol	80	20.1/30.6	2	215

10-23-07
REGISTERED CIVIL ENGINEER DATE

11-26-07
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER Terek Nawaro No. 66808 Exp. 9-30-08 CIVIL STATE OF CALIFORNIA

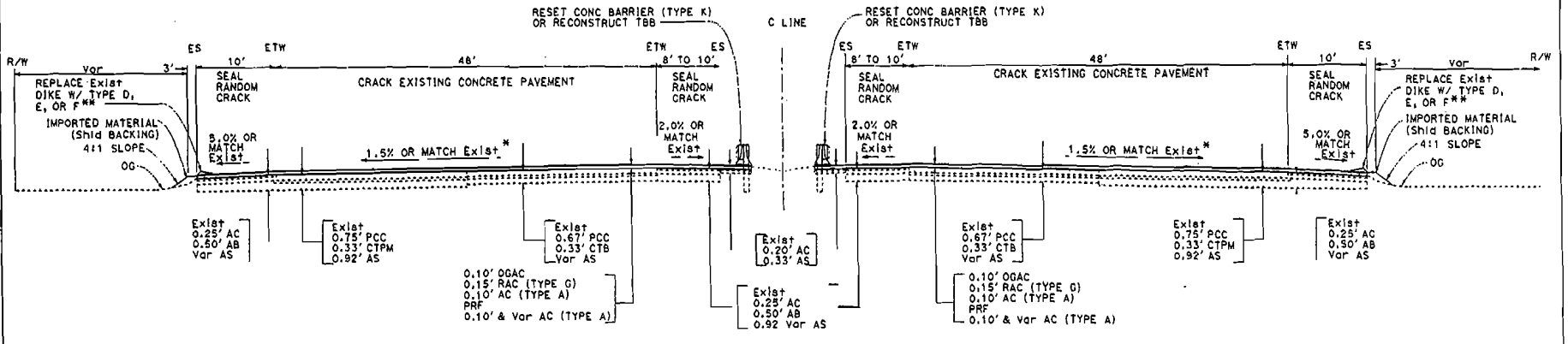
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.

NOTES

1. DIMENSIONS OF THE STRUCTURAL SECTION ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATION.
2. SUPERELEVATION AS SHOWN OR AS DIRECTED BY THE ENGINEER.
3. * FOR CROSS SLOPE CORRECTION LOCATION, SEE PAVEMENT ELEVATION PLAN (SHEET C-3 TO C-14).
4. ** FOR THE LIMIT OF DIKE TYPES, SEE LAYOUT (SHEET L-1 TO L-40).
5. FOR RECONTRUCTING THRIE BEAM BARRIER, THE POSTS TO BE REINSTALLED IN THE SAME LOCATION AS EXISTING.

ABBREVIATIONS

TBB = THRIE BEAM BARRIER
RAC-G = RUBBERIZED ASPHALT CONCRETE (TYPE G)
OGAC = OPEN GRADED ASPHALT CONCRETE
PRF = PAVEMENT REINFORCING FABRIC



WESTBOUND

STA "C" 475+00 TO 540+00
STA "C" 454+49 TO 472+35
STA "C" 423+12 TO 442+47
STA "C" 386+07 TO 418+47
STA "C" 370+89 TO 381+48
STA "C" 312+93 TO 367+51
STA "C" 270+70 TO 310+33
STA "C" 154+71 TO 227+90
STA "C" 106+10 TO 150+29

EASTBOUND

STA "C" 454+96 TO 536+49
STA "C" 448+00 TO 450+77
STA "C" 423+05 TO 442+97
STA "C" 385+72 TO 418+38
STA "C" 370+89 TO 381+15
STA "C" 106+10 TO 146+58

TYPICAL CROSS SECTIONS

NO SCALE

X-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans DESIGN
FUNCTIONAL SUPERVISOR: RONNIE CHUA
PREPARED BY: TEREK NAWARO
DESIGNED BY: RONNIE CHUA
CHECKED BY
REVISED BY
DATE REVISED

DATE PLOTTED => 30 NOV 2007
TIME PLOTTED => 5:55
LAST REVISED 10-23-07

BORDER LAST REVISED 3/1/2007
RELATIVE BORDER SCALE IS 1 INCHES
USERNAME => trpnt
DGN FILE => 4ac152c000.dgn
CU 04609
EA 4C1521

ATTACHMENT C

DIST	COUNTY	ROUTE	KILOMETERS POST TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	Sol	80	18.3/32.3	2	537

REGISTERED CIVIL ENGINEER — DATE 8/31/07

12-31-07
PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.

MARK THOMAS & COMPANY, INC.
& NOLTE ASSOCIATES, INC.
1243 ALPINE ROAD, SUITE 222
WALNUT CREEK, CA 94596

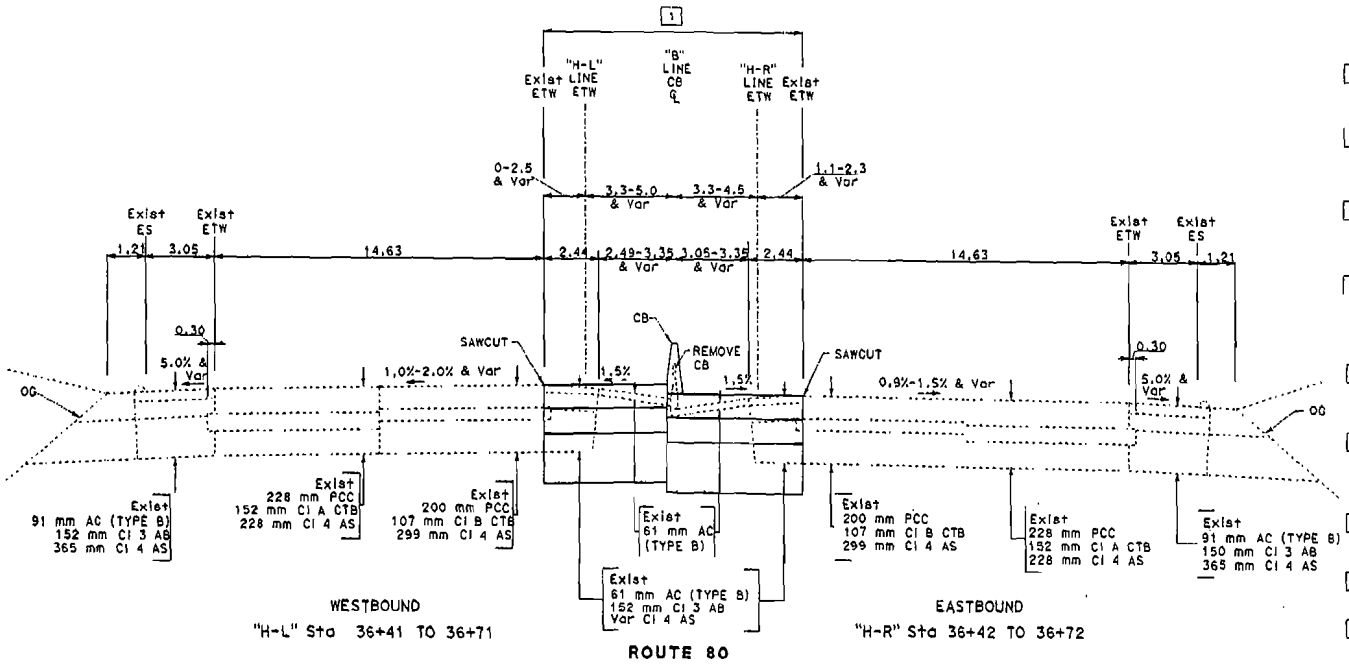
SOLANO TRANSPORTATION AUTHORITY
ONE HARBOR CENTER, SUITE 130
SUISUN CITY, CA 94585

NOTES:

1. DIMENSIONS OF STRUCTURAL SECTIONS ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
2. SUPERELEVATION AS SHOWN OR AS DIRECTED BY THE ENGINEER.
3. FOR LIMITS AND TYPE OF AC DIKE, MBGR AND CONCRETE BARRIER, SEE LAYOUT PLANS.
4. FOR ADDITIONAL INFORMATION ON PAVEMENT CONFORMS, SEE CONSTRUCTION DETAILS.
5. NO OGAC BENEATH CB LOCATIONS.
6. CLASS 3 PERMEABLE MATERIAL SHALL BE COMPLETELY ENCAPSULATED WITH FILTER FABRIC OVERLAP MATERIAL 450 mm AT ALL JOINTS.
7. WHERE EXISTING CTB LAYER EXTENDS INTO EXCAVATION FOR NEW STRUCTURAL SECTION, CTB LAYER SHOULD BE SAWCUT ON A CLEAN VERTICAL LINE PRIOR TO EXCAVATION.

LEGEND & ABBREVIATIONS:

Barr	BARRIER
PM	PERMEABLE MATERIAL
PMS	PLANT MIXED SEAL
LTS	LIME TREATED SUBBASE
[No.]	STRUCTURAL SECTION
(No.)	SHEET SPECIFIC NOTE



TYPICAL STRUCTURAL SECTIONS

1	210 mm AC (TYPE A) 225 mm CI A CTB 450 mm LTS
2	135 mm AC (TYPE A) 225 mm CI A CTB 450 mm LTS
3	150 mm AC (TYPE A) 255 mm CI A CTB 150 mm CI 4 AS 375 mm CI 3 PM (BLANKET)
4	135 mm AC (TYPE A) 240 mm CI A CTB 150 mm CI 4 AS 270 mm (MIN) CI 3 PM (BLANKET)
5	135 mm AC (TYPE A) 225 mm CI A CTB 240 mm CI 4 AS
6	30 mm OGAC 225 mm AC (TYPE A) 270 mm CI A CTB 315 mm CI 4 AS
7	195 mm AC (TYPE A) 225 mm CI A CTB 240 mm CI 4 AS
8	30 mm OGAC 450 mm AC (TYPE A)
8A	30 mm OGAC 570 mm AC (TYPE A)
9	30 mm OGAC 305 mm AC (TYPE A) 75 mm ATPB 235 mm AC (TYPE A)
10	30 mm OGAC 435 mm AC (TYPE A)
11	30 mm OGAC 210 mm AC (TYPE A) 165 mm CI A CTB 240 mm CI 4 AS
12	30 mm OGAC 225 mm AC (TYPE A) 255 mm CI A CTB 255 mm CI 4 AS
13	135 mm AC (TYPE A) 165 mm CI A CTB 240 mm CI 4 AS
14	135 mm AC (TYPE A) 195 mm CI A CTB 375 mm CI 4 AS
15	210 mm AC (TYPE A) 195 mm CI A CTB 375 mm CI 4 AS
16	150 mm AC (TYPE A) 270 mm CI A CTB 450 mm CI 4 AS
17	30 mm OGAC 150 mm AC (TYPE A) 180 mm CI 4 AS
18	405 mm AC (TYPE A)
19	30 mm OGAC
20	30 mm OGAC 45 mm AND Var AC (TYPE A)

TYPICAL CROSS SECTIONS

NO SCALE

X-1

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

BORDER LAST REVISED 3/1/2007 | RELATIVE BORDER SCALE IS IN MILLIMETERS 0 20 40 60 80 | USERNAME => trmikeal | DGN FILE => 4002312002.dgn | CU 04264 | EA 0A5311

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

CONSULTANT FUNCTIONAL SUPERVISOR: RONI BOUKHALIL
CALCULATED-DESIGNED BY: BRANDON ROCK
CHECKED BY: JOY VILLAFRANCA
REVISED BY
DATE REVISED

USER NAME= 00-00-00 | DATE PLOTTED => 12-JAN-2008 | TIME PLOTTED => 09:51

ATTACHMENT D

STA
Solano Transportation Authority

DATE: May 2, 2008
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Regional Transportation Plan (RTP) Status

Background:
The Metropolitan Transportation Commission (MTC) is in the process of updating its long-range transportation plan – the Regional Transportation Plan (RTP). In March 2008, all of the regional Congestion Management Agencies (CMAs) submitted project lists to MTC. At the same time, MTC has identified a range of regional programs that will compete for available funds. MTC has released preliminary results of its quantitative and qualitative project analysis.

Discussion:
Public Outreach. MTC is holding RTP public workshops in each of the 9 Bay Area counties. The Solano County workshop is scheduled for Wednesday, May 7, from 6 to 8 p.m., and will be held in the County Government Center multi-purpose room at 675 Texas Street.

Trade-Off Discussion. MTC's preliminary quantitative and qualitative analysis of RTP projects has been released. Because there are almost $90 billion in projects submitted by the Congestion Management Agencies, transit operators and MTC, and at most $30 billion of revenue, MTC will have to assess which projects provide the best benefit to the region.

Quantitative Assessment
Quantitative assessments were performed for major capital projects (value of $50 million or greater) with potential regional significance. Many projects were not modeled because of their lower dollar value or local, rather than regional, impact. Projects were modeled for their impact on Vehicle Miles Traveled (VMT), Vehicle Hours of Delay, (VHD) non-recurrent delay, transit riders and transit delay, fatality and injury collisions, private vehicle operating costs, and air emissions (particulate matter and carbon dioxide). A cost was assigned to each of these areas, and an aggregate benefit to cost ration was developed for each project. MTC's purpose is not to rank each project, but to identify those projects that provide an unusually high or low benefit to cost ratio.

Several Solano County projects were analyzed: Jepson Parkway and the North Connector, State Route (SR) 12 widening, the I-80/I-680/I-780 interchange, and proposed High Occupancy Vehicle (HOV) lanes on I-80 from the Carqinez Bridge to I-505.

The Jepson Parkway and North Connector projects were rated favorably (benefit to cost ratio of 5:1 and 6:1 respectively). The I-80/I-680/I-780 interchange and SR 12improvements were rated lower because of the substantial cost involved in the projects. MTC has asked for additional cost and scheduling information on the I-80 HOV lanes projects.

Qualitative Assessment
Because of the large number of projects (700+), MTC put each project into one of 21 categories. Each of these categories was then examined for whether it strongly supports, supports or is neutral towards the RTP goals of system maintenance and security, reliability and efficient freight movement, improved air quality and climate change, and improved access and livable communities.

The projects that strongly supported the largest number of RTP goals were transit expansion, improved transit efficiency, and freeway and major arterial Intelligent Transportation System/active management. Lower ratings were given to categories such as freight port improvements and freeway expansion.

Integration of Analysis
MTC has not yet determined how to integrate the quantitative and qualitative rankings. Difficulties include determining whether the quantitative or qualitative ranking should be given precedence, and whether each of the qualitative categories is of equal weight. The MTC Planning Committee will weigh these issues at its meeting of May 9 and a Commissioners workshop on May 27.

Fiscal Impact:
None.

Recommendation:
Informational.

STA
Solano Transportation Authority

DATE: May 7, 2008
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: I-80 Public Information

Background:
STA staff is coordinating efforts with the Office of Public Affairs for Caltrans District 4 to reach out to the public during the construction phases of several projects along the I-80 corridor in Solano County that are expected to last for approximately two years.

Discussion:
Attachment A is the Draft I-80 Construction Communication Plan that STA staff has submitted to Caltrans. Discussions are currently in progress to fully develop the plan. A summary is presented here for your information.

Situation Analysis:
Major construction improvements to Interstate 80 in Solano County have begun. Caltrans and STA will work together to inform the public about the project through the holding of open houses, distribution of fact sheets, website postings, press releases and a Caltrans representative available to the public at a site location on the I-80 corridor.

The projects include the I-80 HOV Lanes (Red Top Road to Air Base Parkway) for which a groundbreaking ceremony is currently being considered for May/June 2008, and the I-80 SHOPP Rehabilitation (Vacaville to Vallejo) which will start in Fiscal Year (FY) 2007-08 to occur concurrently with the construction of the new I-80 HOV lanes project.

For the I-5 rehabilitation project in Sacramento, Caltrans is advertising the www.fixi5.com website on changeable message signs on I-80, US-50, and SR-99 around the project. The website has a clean, user-friendly look (Attachment B). STA staff feels that having a dedicated single-source hub of information that can be linked to other websites would work well for the I-80 construction projects. STA and Caltrans staff are in discussions regarding this approach.

Critical Issues
- Educate the public about the benefits of the improvements to I-80 (less wear-and-tear on vehicles due to smoother road surface, less traffic congestion, fewer traffic time delays).
- Notify the public about the inconveniences they may encounter during construction (temporary increased traffic congestion and travel time due to road closures and detours, noise, dust).
- Distribute current information on a continual basis to provide construction updates and timetables.
- Provide adequate live interface so public perception is positive about the overall efforts to improve I-80.
- Strive to position Caltrans and STA as valuable resources to keep the public informed.

Communication Strategy
The strategy is to communicate with audiences affected by the construction in the most effective and positive manner possible. Public outreach will be accomplished through the holding of open houses, distribution of fact sheets, website postings, press releases and onsite Caltrans staff representation.

Public Information Objectives
The purpose of the I-80 Communication Plan is to serve as a guide to the staff and Board of Directors, to continue to improve the dissemination of information and its ability to serve the stakeholders in the I-80 construction area. Caltrans and STA are continually working to improve public information through development and changes in its structure and implementation. Quality, responsiveness and efficiency are just three goals of these changes.

Financial Objectives
Each agency (Caltrans and STA) will use staff time to accomplish the public information efforts, without the use of consultants; bear the actual cost of printing and mailing informational pieces; and accomplish our public information goals within allocated existing agency budgets.

Fiscal Impact:
The STA General Marketing budget will fund the as yet undetermined expenses based on printing and mailing of communication collateral.

Recommendation:
Information.

Attachments:
A. Draft I-80 Construction Communication Plan
B. www.fixi5.com Website Pages

DRAFT

I-80 Construction Communication Plan (Caltrans/STA)

Situation Analysis

Major construction improvements to Interstate 80 in Solano County have begun. Caltrans and STA will work together to inform the public about the project through the holding of open houses, distribution of fact sheets, website postings, press releases and a Caltrans representative available to the public at a site location on the I-80 corridor.

The I-80 HOV Lanes Project (Red Top Road to Air Base Parkway) includes an additional lane in each direction on I-80 for High Occupancy Vehicle (HOV) use between the I-80/Red Top Road Interchange East to approximately 0.5 miles east of the I-80/Air Base Parkway Interchange. The lanes, 8.7 miles in length, will be constructed primarily in the median of the existing highway. A ground breaking ceremony for this project is currently being considered for May 2008. The pavement rehabilitation project

The I-80 SHOPP Rehabilitation Projects (Vacaville to Vallejo) includes over $140 million of State Highway Operations & Protection Program (SHOPP) rehabilitation projects programmed by Caltrans for I-80 between Vacaville and Vallejo. This project will start in Fiscal Year (FY) 2007-08 with work in the cities of Vacaville and Vallejo. This work will occur concurrently with the construction of the new I-80 HOV lanes project.

Approximately 4.5 miles of this project overlaps with the I-80 HOV Project: Red Top Road to Air Base Parkway, which is currently under design by the STA. Because of this overlap, the I-80 HOV Lane Project and this segment of the SHOPP Project will stage the work for coordination during construction. The overlay within the limits of the I-80 HOV lanes will occur after the I-80 HOV lanes construction is completed. Caltrans is still on schedule for this rehabilitation work

The roadway rehabilitation projects along I-80 in Solano County are as follows:

Vallejo		
Tennessee to American Canyon	$30 M	Under Construction
American Canyon to I-680	$35 M	CTC Allocated Funding 3/12/08
Fairfield		
SR 12 East to Air Base Pkwy	$21 M	Pending FY 2008-09
SR 12 East to Leisure Town (Ramps)	$13 M	Pending FY 2009-10
Vacaville		
Air Base Pkwy to Leisure Town	$37 M	Opened Bids 3/11/08

Critical Issues

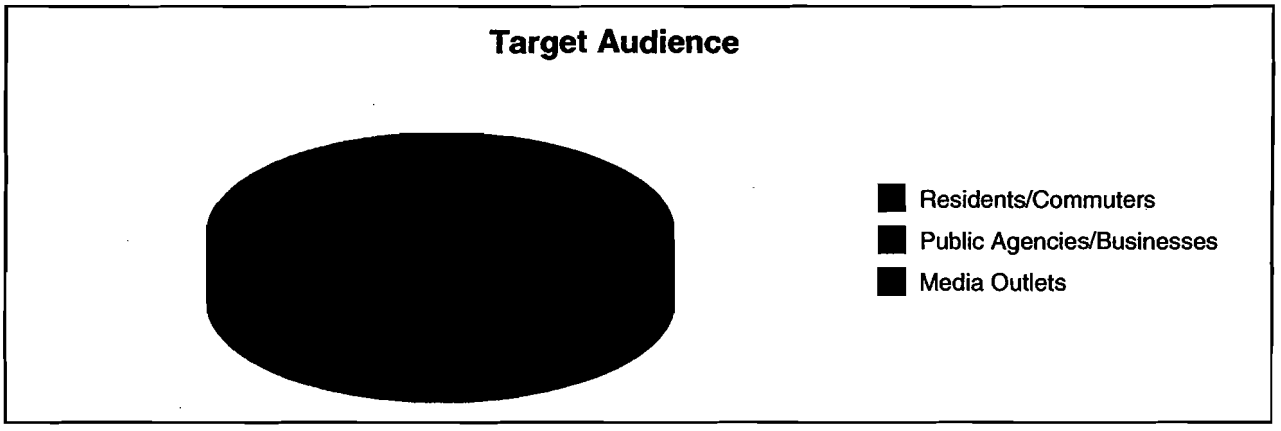
- Educate the public about the benefits of the improvements to I-80 (less wear-and-tear on vehicles due to smoother road surface, less traffic congestion, fewer traffic time delays).
- Notify the public about the inconveniences they may encounter during construction (temporary increased traffic congestion and travel time due to road closures and detours, noise, dust).
- Distribute current information on a continual basis to provide construction updates and timetables.
- Provide adequate live interface so public perception is positive about the overall efforts to improve I-80.
- Strive to position Caltrans and STA as valuable resources to keep the public informed.

Target Audience

The audience consists of stakeholders throughout Solano County:

- residents who live within a 600-foot radius of the construction efforts;
- commuters who use I-80 frequently to drive to work;
- public agencies (cities, county, emergency services, transit, etc.) who have jurisdiction in the construction area;
- businesses located near the construction area;
- media outlets (print, radio, TV) to partner with us to communicate our message

Target Audience	Number
Nearby Residents/Commuters	????
Public Agencies/Businesses	????
Media Outlets	????
TOTAL	????



Communication Strategy

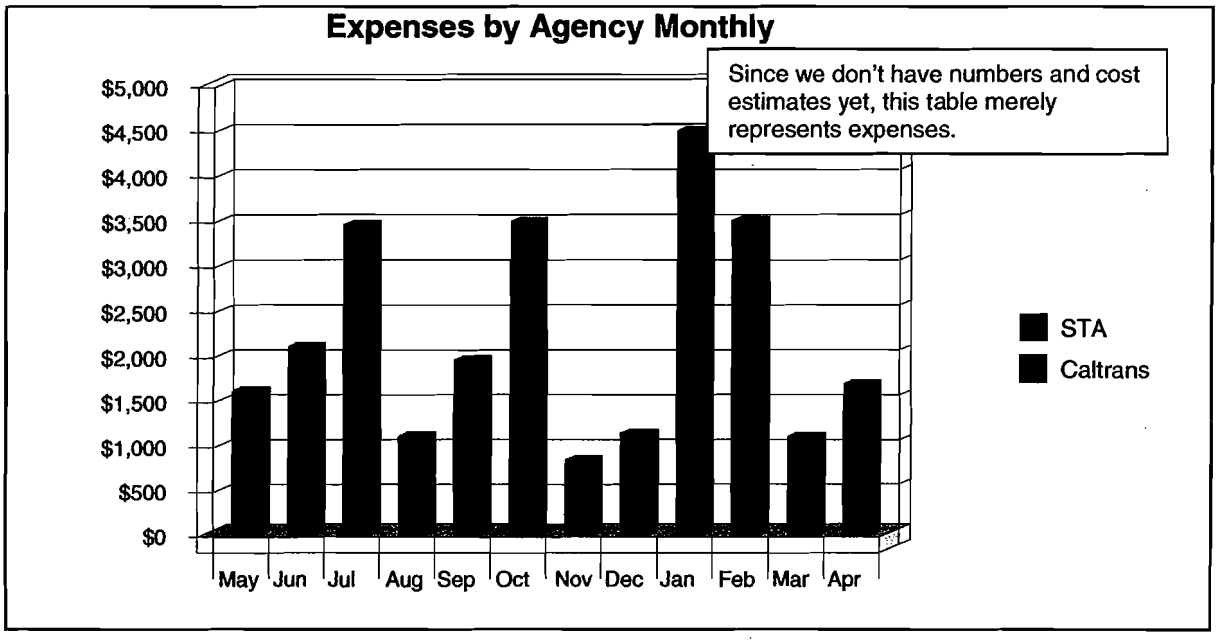
The strategy attempts to successfully communicate with the audiences affected by the construction. The strategy is to communicate with these audiences in the most effective and positive manner possible. Public outreach will be accomplished through the holding of open houses, distribution of fact sheets, website postings, press releases and onsite Caltrans staff representation.

Public Information Objectives

The purpose of the I-80 Communication Plan is to serve as a guide to the staff and Board of Directors, to continue to improve the dissemination of information and its ability to serve the stakeholders in the I-80 construction area. Ongoing efforts continually attempt to understand how Caltrans and STA can maintain the quality and integrity of the public information program within their finite financial resources. Caltrans and STA are constantly working to improve public information through development and changes in its structure and implementation. Quality, responsiveness and efficiency are just three goals of these changes.

Financial Objectives

1. Each agency (Caltrans and STA) will use staff time to accomplish the public information efforts, without the use of consultants.
2. Actual cost of printing and mailing informational pieces will be borne by each agency.
3. Accomplish our public information goals within allocated existing agency budgets.



Implementation

The following chart and table identify the key public information components. Dates and budgets are specified, as are the person and agency roles in the program. We will track plan-vs.-actual results for each of these components and evaluate them at our quarterly I-80 Public Information meetings. If necessary, the program will be revised if we discover they are not accomplishing the intended goal.

Fact Sheets:
Caltrans will provide the technical information, maps and construction schedules. STA will provide the narrative as well as design and produce the fact sheets. Still to be determined is whether separate fact sheets need to be generated to cover information for the differing areas/projects. Fact sheets may be produced 2-3 times during the year, depending on project progress. Caltrans has access to the mailing list for affected residents, and perhaps agencies and businesses, for which Caltrans will pay for postage, printing and mailing preparation. STA has an existing mailing list for specific I-80 projects and could augment the agencies and businesses lists, for which STA will pay for postage, printing and mailing preparation.

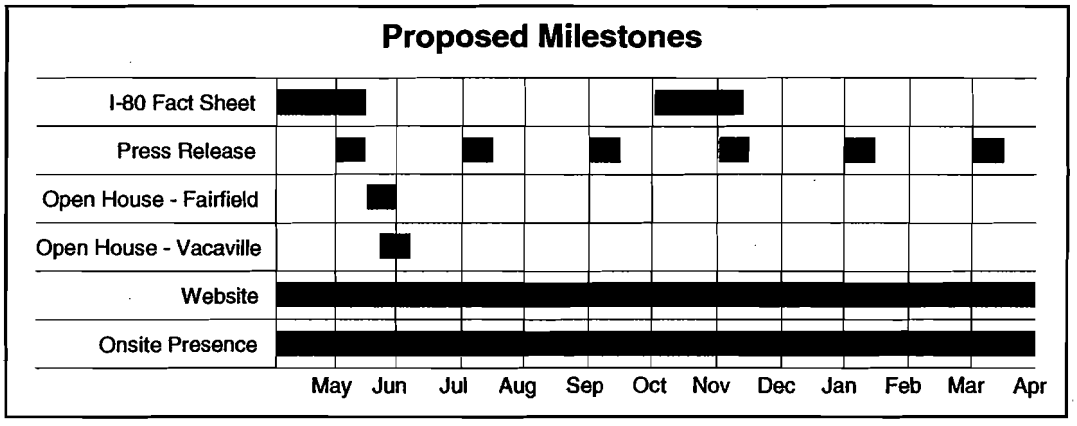
Press Releases:
Press releases will be produced by Caltrans as needed (perhaps one every two months) and posted to the webpages of Caltrans and STA. Press releases will also be released to print, radio and television outlets.

Open House:
STA will handle the logistics of locating a venue for the open houses in Fairfield and Vacaville, including the provision of refreshments. The initial fact sheet needs to include the announcement of the Open House(s).

Website:
Caltrans has an existing webpage for the Solano I-80 rehabilitation project: http://www.dot.ca.gov/dist4/80solano/. STA will provide a web link to this site. Caltrans must update the website at least weekly to provide current information. Caltrans will either add the other I-80 projects to this webpage or create a second webpage for the I-80 HOV Lanes project. STA requests that Caltrans put an RSS feed feature on the I-80 projects page so interested parties will be notified whenever the webpage is updated.

Onsite Presence:
A Caltrans staff representative will be available to the public at a site location on the I-80 corridor on a limited basis (1-2 days per week) in order to field questions from the public in the construction area.

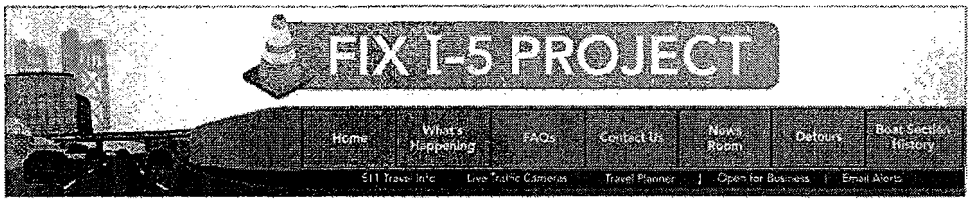
Milestone	Proposed Date	Budget	Person	Agency
I-80 Fact Sheet Construction Info (narrative/maps)	05/02/08	0	_____/Janet	Caltrans/STA
I-80 Fact Sheet Production/Printing	05/07/08	$_____	Jayne	STA
I-80 Fact Sheet Mailing	05/09/08	$_____	_____/Jayne	Caltrans/STA
Press Releases	05/02/08	0	_____/Jayne	Caltrans/STA
Open House – Fairfield	05/22/08	$ 100	Jayne	STA
Open House – Vacaville	05/29/08	$ 100	Jayne	STA
Website: (STA website will link to Caltrans)	Ongoing	0	_____	Caltrans
Onsite Presence 1-2 days per week	Ongoing	0	_____	Caltrans
Totals		$ ____		



STA Marketing Organization

Our marketing organization consists of one paid staff person, Jayne Bauer. Jayne interfaces with the Executive Director, the Directors of Planning and Projects, and the STA Events Committee to coordinate our marketing efforts. Jayne has key responsibilities in marketing implementation. It is also Jayne's goal to provide direction and encouragement to those that take on specific marketing responsibilities. She attends all Board of Directors' meetings to report status and progress and she chairs the monthly meetings of the STA Events Committee.

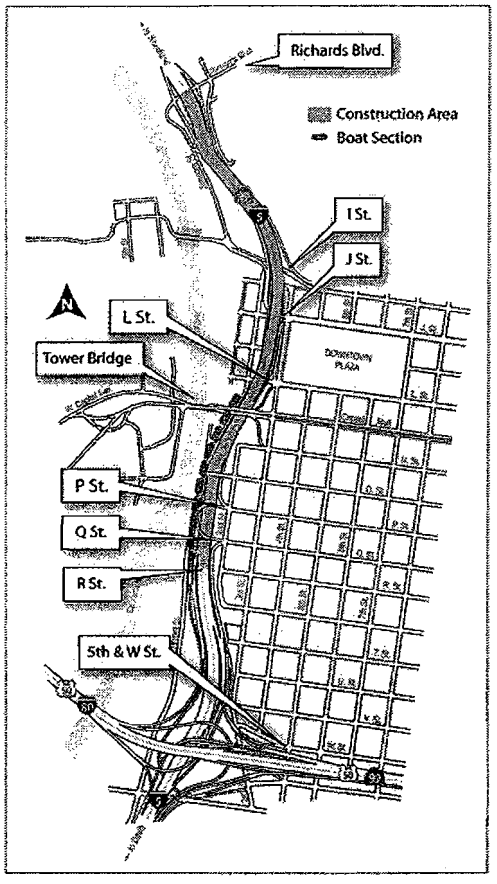
THIS PAGE INTENTIONALLY LEFT BLANK



Keeping Sacramento's Gateway Open

Welcome to the Fix I-5 website - your source for all information on the downtown Sacramento I-5 "Boat Section" repair project. Check back often for the latest news and updates on construction, alternate routes and lane closures.

Fix I-5 Project set to begin May 30 - click here for project schedule



Travel Planner
Plan your commute, get alternate routes and find out about alternative transit modes in Sacramento

Live Traffic Cameras
Watch real-time traffic on I-5

Sacramento is Open for Business
Find out about special offers from restaurants and merchants in downtown and Old Sacramento

Email Alerts
Sign-up for daily email news and updates

What's Happening
Get the latest information on the project

RAMPS:

- 5th and W St. on-ramp
- Q St. off-ramps
- P St. on-ramp
- L St. on-ramps
- J St. off-ramps
- I St. on-ramps
- Richards Blvd. on-ramp
- Richards Blvd. off-ramp

LANES:

- Northbound I-5
- Southbound I-5

Click here for PDF version of map.

The project will affect I-5 between R Street and Richards Blvd.

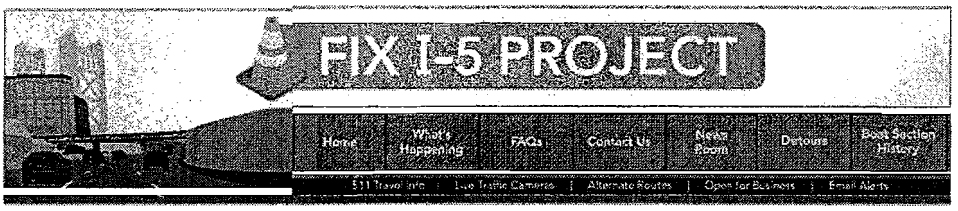
Open Closed

Caltrans

For Sacramento Regional Travel Information visit 511 Sacramento Region Travel Info

Want to learn more about Slow For The Cone Zone? SLOW FOR THE CONE ZONE

Need info on Vanpooling or Ridesharing? Commuter Club

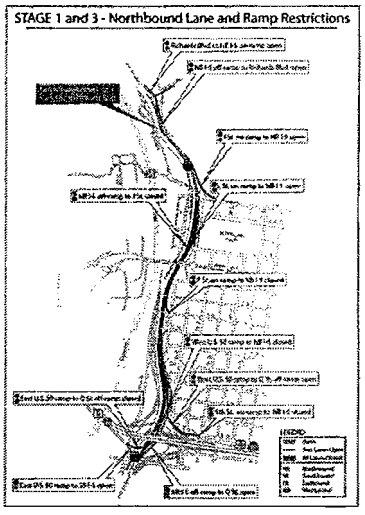


What's Happening

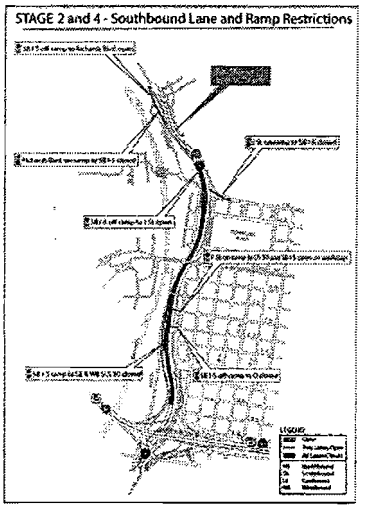
Construction Plan Expedites Repair on I-5

The innovative plan calls for approximately two weeks of lane and ramp restrictions to each direction of I-5 from the Capitol City Freeway /U.S. Highway 50 interchange to Richards Boulevard, so contractors can replace freeway drainage and pavement. After curing, an additional week of lane and ramp restrictions will take place to allow time for the contractor to apply a polyester sealant. This quick fix will allow the contractor to finish work months ahead of schedule. Construction is set to begin as soon as **May 30, 2008.**

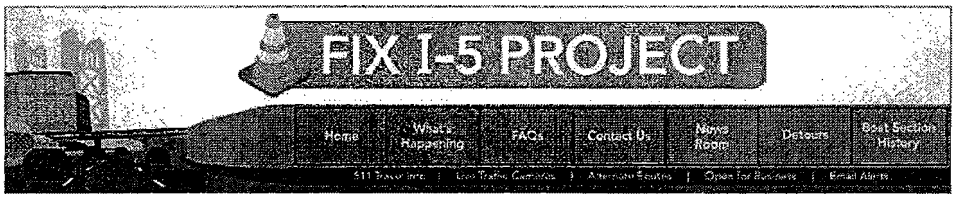
To learn more about the project click here.



Click map to view full size PDF version.



Click map to view full size PDF version.



Frequently Asked Questions

Q: What is the "Boat Section"?
A: The Boat Section is a three-quarter-mile section of I-5 from R Street to the Capital Mall overcrossing. Some additional repair work will be performed north of the Boat Section to Richards Boulevard. Caltrans engineers call this area the "Boat Section" because it is below the water level. It was named back the late '60s when it had to be drained as one of the last portions of Interstate 5 to be completed. Without pumps, the area would fill up with water during storms.

Q: Why does Caltrans need to fix the "Boat Section" on I-5?
A: The problem is underneath the surface. River silt and sand have blocked the drainage system that has been in place since the road was completed in the early '70s. As ground water has pushed through joints in the seals slab, the water has nowhere to go but up through the pavement. This is causing cracks, spalls and deterioration on the surface. The current drainage system requires regular visual inspection of each pump during rainy weather to make sure each one is working. Once the roadbed is replaced and a new drainage system is in place, an electronic monitoring system will manage the pumps – freeing up Caltrans personnel to do other work during rain storms.

Q: What is Caltrans doing to reduce congestion and delays during the project?
A: Caltrans and our contractors are doing everything in our power to reduce congestion and delays on I-5 during the construction. We're asking big rig trucks to detour around the area and alerting drivers to the changing traffic conditions. Each tractor trailer that chooses to take an alternate route is the same as taking four cars out of the traffic flow.

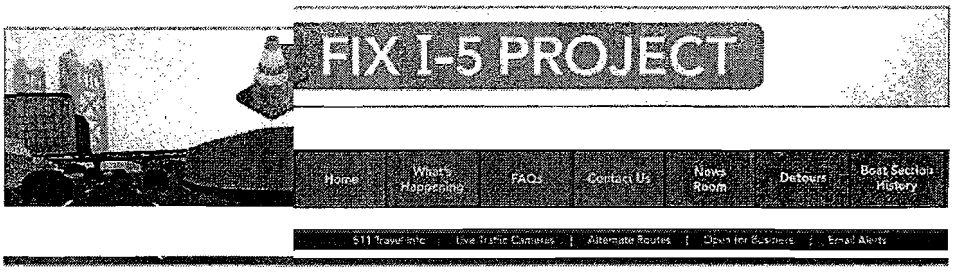
Q: How will commuters and other drivers know what's going on?
A: The primary source of information will be our project website, www.FixI-5.com. It provides the latest updates on construction and traffic information, lane closures and alternate routes. It also allows visitors to sign up for email alerts and see live traffic camera views.

Q: I don't have Internet access. How can I get information?
A: Drivers will be alerted by commercials on radio and TV in English and Spanish, radio traffic reports, through newspaper ads, posters in truck stops and roadside rest stops, and by direct mail. You can call 511 to get up-to-date traffic information over the phone in English or Spanish. Caltrans is also meeting with local businesses, civic groups and area leaders and residents to make sure everyone knows what to expect and is prepared for the effects of the project.

Q: Will the Fix I-5 project have any impact on shopping, dining and attendance at events downtown?
A: I-5 and all ramps are scheduled to be open for all major downtown events, such as the Jazz Jubilee. Caltrans is also supporting businesses in downtown and Old Sacramento with an "Open for Business" section on www.FixI-5.com. It allows restaurants and merchants to link to FixI-5.com to promote special offers they may have during the construction period.

Q: What if I'm already in my car and need to get alternate route information?
A: Drivers can call 511 for traffic information and updates on the project in English and Spanish.

Click here for a PDF version of the Frequently Asked Questions.



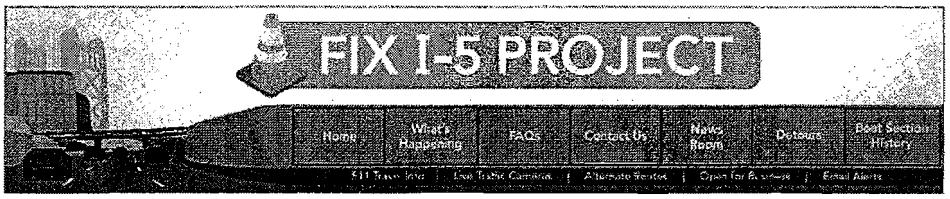
Contact Us

Have a question or comment about the Fix I-5 "Boat Section" project? Submit your message by filling in the fields below and someone will respond to you within 48 hours.

My name:
My email:

Message:

Submit Reset Form



News Room

State of California · Department of Transportation

NEWS RELEASE

Caltrans

Today's Date: April 7, 2008
Contact: Mark Dinger, Caltrans District 3 Public Information Officer
Phone: (530) 741-4572 or 632-0080 (cell phone)
Email: mark_dinger@dot.ca.gov

FOR IMMEDIATE RELEASE

Caltrans Announces Tentative Work Schedule for the I-5 Boat Section Repair Project

Sacramento, CA - The California Department of Transportation (Caltrans) and contractor C.C. Myers have developed a tentative project timeline for the Interstate 5 "Boat Section" repair project. Caltrans recently announced plans to repair the Boat Section, a portion of Interstate 5 that runs through downtown Sacramento.

The project is expected to start May 30, 2008 and last about seven weeks. This is significantly faster than originally projected, thanks to innovative planning by Caltrans and C.C. Myers. As outlined below, work on the boat section will necessitate closing lanes so that repairs can be performed around the clock, seven days a week.

I-5 Boat Section Repair Project Tentative Schedule:

Friday, May 30 at 8 p.m. – All northbound lanes of I-5 closed from the U.S. Highway 50/Capitol City Freeway Interchange to Richards Blvd. (Q street ramp will remain open from northbound I-5)

Monday, June 9 at 5 a.m. – All lanes open for five days

Friday, June 13 at 8 p.m.- All southbound lanes of I-5 closed from Richards Blvd. to the U.S. Highway 50 (two lanes will be open for traffic exiting at J Street)

Monday, June 23 at 5 a.m. – All lanes open for four days

Thursday, June 26 at 8 p.m. - All northbound lanes of I-5 closed from the U.S. Highway 50/Capitol City Freeway Interchange to Richards Blvd. (Q street ramp will remain open from northbound I-5)

Thursday, July 3 at 5 a.m. – All lanes open for six days

Tuesday, July 8 at 8 p.m. – All southbound lanes of I-5 closed from Richards Blvd. to the U.S. Highway 50/Capitol City Freeway Interchange (two lanes will be open for traffic exiting at J Street)

Tuesday, July 15 at 5 a.m. – Work on this portion of project is complete

"IMPORTANT NOTE"
This schedule is tentative and remains subject to change dependent on final approvals, materials testing, weather, etc.

For the latest information on the project, visit www.FixI-5.com to register for email alerts, view live camera images, link to commute alternatives and see an up-to-date project schedule. In addition, the public can call 5-1-1 to hear current information about the project.

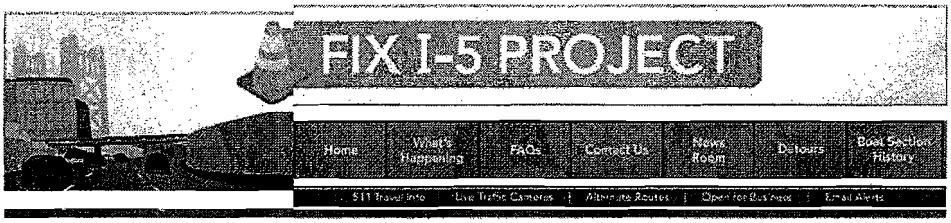
###

www.FixI-5.com

SLOW FOR THE CONE ZONE CALTRANS

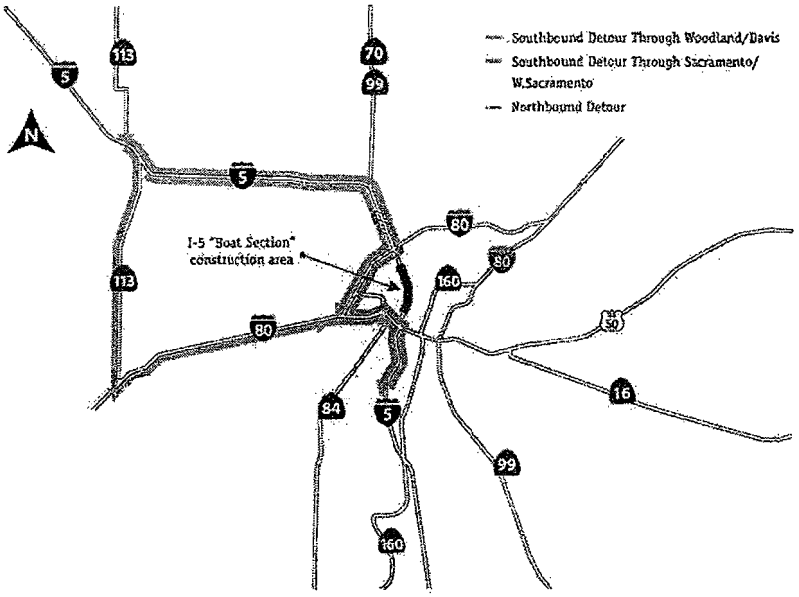
Click here for a PDF version of this news release.

See past News Releases here.

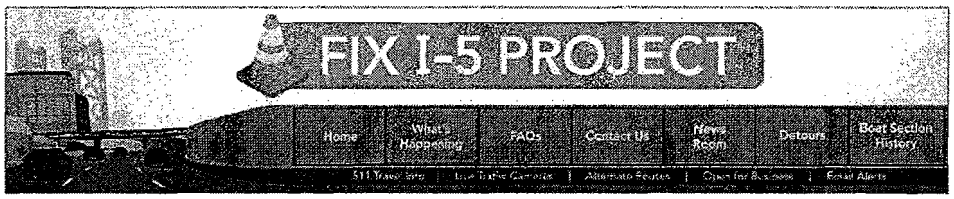


Stay on Schedule. Drive the Detour.

Use detours around Sacramento's "Fix I-5" project and make your deliveries on time.



Click here for PDF version of map.



Boat Section History

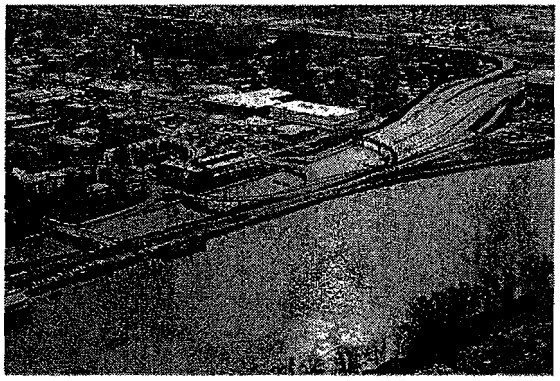
Interstate 5 is one of Sacramento's most traveled routes and perhaps one of its most troubled – at least through a one-mile section of downtown Sacramento between L and S Streets. Caltrans engineers call this area the "Boat Section," due to its long history of maintenance issues and potential flooding.

Today nearly 190,000 daily commuters travel through the Boat Section. More than 10% of that traffic is big rigs hauling freight up and down the west coast's premier goods movement corridor.

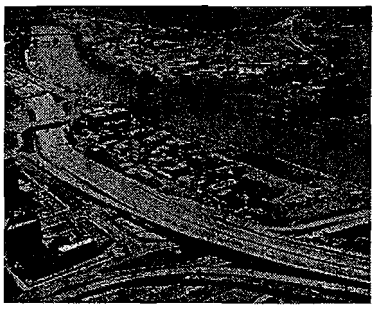
Caltrans engineers began working on the I-5 Boat Section in the 1960s and '70s. It was a difficult project. First, they had to de-water the area – no small task considering the Boat Section runs well below the waterline of the Sacramento River. The engineers used strategically placed pumps to drain all the water from specific areas along the roadway.

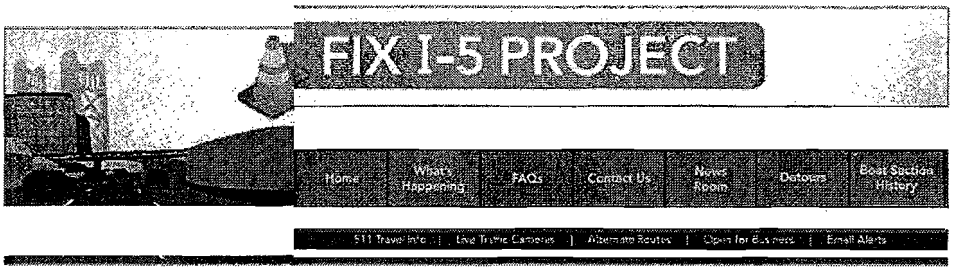
Once the water was drained, Caltrans engineers started building a seal slab that was up to 10 feet thick in some places. To hold the slab in place, the engineers drilled pins more than 80 feet deep. They put in thick retaining walls and a drainage channel between the seal slab and the pavement to catch any water that might penetrate the seal slab. All traces of water captured in this narrow channel and through a series of roadside drains are collected and subsequently pumped right back into the river. To keep a close eye on the pumps, Caltrans engineers installed lights on top of roadside pumps, so they could drive by and quickly check the situation. Those pumps are still in use today, and any time it starts raining Caltrans maintenance workers make the Boat Section a top priority.

After three years and more than $13 million dollars, the Boat Section was officially and quietly opened in 1970. Since then, the section has been subject to periodic flooding but was only closed once. That incident occurred in January of 1980 when a combination of heavy rains and a faulty valve at the Sacramento Regional Sanitation District flooded the Boat Section and closed I-5 for nearly an entire weekend.



Fast-forward to 2008. The real problem with the Boat Section lies just beneath the surface. River silt and sand are creating blockages in the drainage system. Thus, as hydrostatic forces push water through the joints in the seal slab, the water has nowhere to go but up through the pavement. This situation is causing cracks, spalls and deterioration on the surface. Many of these cracks and leaks are visible even to the most casual traveler. This section of vital roadway needs to be repaired before it's too late.





Keeping Sacramento's Gateway Open

Welcome to the Fix I-5 website - your source for all information on the downtown Sacramento I-5 "Boat Section" repair project. Check back often for the latest news and updates on construction, alternate routes and lane closures.

Check your commute on the live traffic cameras before you leave the house!

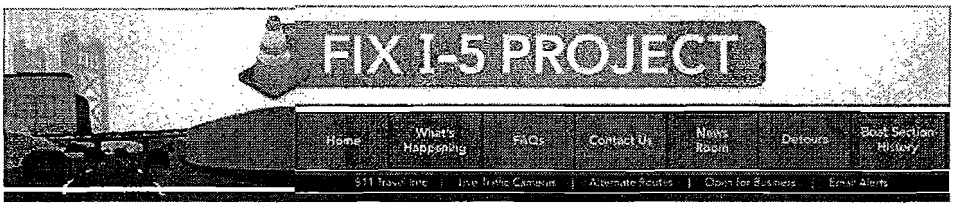
I-5 @ Vallejo Way, south of the US Highway 50/Capitol City Freeway interchange

I-5 @ P Street

I-5 @ Richards Blvd.

I-5 @ Sutterville

To view other live cameras throughout the region visit SacRegion511.org



Travel Planner

Plan Your Drive During "Fix I-5"

Caltrans has funded additional weekday commuter service with the following agencies during construction.

Regional Transit

SacRT.com

SACRAMENTO T·M·A
Sacramento-TMA.org

Yolobus
YoloBus.com

Yuba-Sutter Transit
YubaSutterTransit.com

Roseville Transit

Roseville.ca.us

NorthNatomasTMA.org

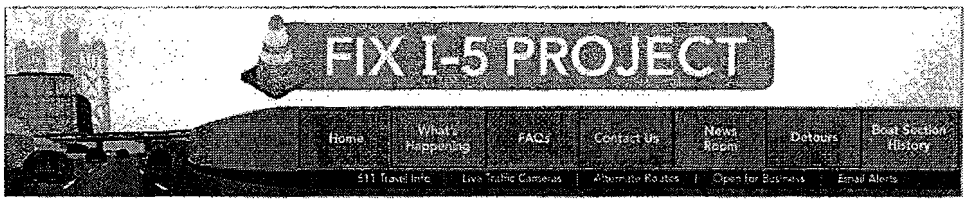
E-Tran.org

Click here for addtional info on Transit Providers

Click here for info on Carpool Assistance

Click here for Commute Frequently Asked Questions

Do you ride your bike through Sacramento?
Download the City of Sacramento's Bikeway Map here.



Sacramento is Open for Business

Downtown and Old Sacramento merchants, join the "Sacramento is Open for Business" promotion by linking your website to this page. Create specials and incentives to encourage people to continue going downtown (or to stay downtown after work) for dining, shopping and recreation during the project.

Click here to submit your business link.

Laughs Unlimited Comedy Club and Lounge
LaughsUnlimited.com

California State Railroad Museum
CaliforniaStateRailroadMuseum.org

Holiday Inn Capitol Plaza - Downtown
SacramentoHI.com

We're Up Hair
WeAreUpHair.com

Big W's
BigWConsulting.com

Edible Arrangements
(916) 444-1040

Rainbow-Jo, Sacramento
RainbowJoSacramento.com

Sacramento Sweets Co. Inc
SacSweets.com

Residence Inn Sacramento Airport Natomas
Mariott.com/SACSN

Courtyard by Mariott-Sacramento Midtown
Mariott.com/saccy

Capital Stage Company
CapStage.org

Zanzibar Trading Company
ZanzibarTribalArt.com

Phoenix Framing & Gallery
PhoenixInSac.com

Second Saturday Art Walk & Galleries
2nd-Sat.com

Lunch Box Express - A Great Lunch Time Deli
LunchBoxExpressOnline.com

Discovery Museum Gold Rush History Center
TheDiscovery.org

Cal Aerial Imaging
Cal-Aerial.com

Furmoasa Salon & Spa
FrumoasaSalon.net

Capitol Optometric Center
CapitolOptometry.com

Comfort Suites
ComfortSuites.com

California State Military Museum
MilitaryMuseum.org

Maj. Gen. Walter P. Story Military History Library
MilitaryMuseum.org/library.html

Michael Z Salon
MichaelZSalon.com

800 J Lofts
800JLofts.com

Chops Steakhouse
ChopsSacramento.com

Rio City Cafe
RioCityCafe.com

Sacramento Natural Foods Co-op
SacFoodCoop.com

Discover California!
DiscoverCal.com

Old Sacramento
OldSacramento.com

Temple Coffee
TempleCoffee.com

Jon's Front Street Tobacconist
OldSacTobacco.com

Leather Works
LeatherThatWorks.com

Taylor's Art & Soul
TaylorsArtAndSoul.com

McGee's Old Time Photos
McGeesOldTimePhotos.com

Toppingz Pizza on K
ToppingzPizza.com

Sock City
FunSockCity.com

The Candy Barrel
TheCandyBarrel.com

Village Hat Shop
VillageHatShop.com

Texas Mexican Restaurant
TexMexSac.com

Joe's Crab Shack
JoesCrabShack.com

Delta King
DeltaKing.com

The Delta King Hotel
DeltaKing.com

Pilothouse Restaurant
DeltaKing.com

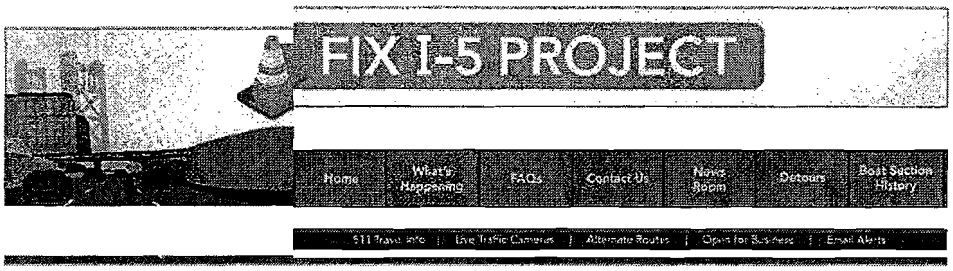
Capital Stage Company
CapStage.org

Ebassy Suites Sacramento
Sacramento.EmbassySuites.com

Edible Arrangements
EdibleArrangements.com

Governors Inn Hotel
GovernorsInnHotel.com

China Town Enterprizes
ChinaTownEnt.org



Email Alerts

Sign up for daily email alerts and updates on the project.

My name:
My email:

Submit Reset Form

THIS PAGE INTENTIONALLY LEFT BLANK

STA
Solano Transportation Authority

DATE: May 5, 2008
TO: STA Board
FROM: Robert Guerrero, Senior Planner
RE: Routes of Regional Significance Criteria

Background:
On November 8, 2000, the STA Board approved its first "Routes of Regional Significance" map. The map includes the entire interstate and state highway system in Solano County, plus those existing local arterials that provide major points of access to the State highway system or provide regional connections between communities and key transportation facilities.

The initial map was intended to only depict those routes that were deemed critical for maintaining existing mobility between and through cities. Existing traffic volumes and existing levels of service were mainly used to develop the map. The map was also used for the initial traffic analysis for the Solano Comprehensive Transportation Plan (CTP), which was adopted in May 2002. The map was later used to update the Solano Napa Travel Demand Model Countywide Traffic Model and was re-adopted without change in the Solano CTP Update in May 2005 (See Attachment A for current Routes of Regional Significance map). In the 2005 CTP, the STA Board also identified the "Federal Functional Roadway Classifications," that includes all roads that are eligible to receive federal transportation funding.

When the Routes of Regional Significance map was first developed, it was assumed that new or other significant routes could be added to the system. The need to consider additional "reliever routes", frontage roads, arterials or major collector roads to this system was discussed briefly in late 2006 and at the January 31, 2007 Technical Advisory Committee (TAC) meeting. In addition, because of the increased traffic volumes along certain corridors, the categories for some of the routes need to be re-examined, particularly since the map should meet the projected demand for at least the next 25-30 years.

The "Routes of Regional Significance" map include the following six federal roadway functional classifications:

Urban Interstate Freeway – limited access interregional roadway
Urban Freeway – limited access regional roadway
Urban Major Arterial – access controlled roadway emphasizing mobility within urbanized communities and connections to freeways
Urban Minor Arterial – roadway emphasizing mobility within urbanized communities and connections to freeways
Rural Major Arterial – roadway emphasizing mobility between urbanized and rural communities and connections to freeways
Major Collector – roadway emphasizing access to major employment, shopping, or freeways

All of the routes included in the revised Routes of Regional Significance map would then potentially qualify for regional funding under STA's recently adopted 50/50 regional/local funding policy.

Discussion:

The STA is currently updating the Solano Comprehensive Transportation Plan (CTP). As part of this update, STA staff proposes to update Solano County's Routes of Regional Significance criteria and list of roadway segments in conjunction with the Arterials, Highways and Freeways Element of the CTP. As noted in the background section of this report, the last discussion to update the Routes of Regional Significance map occurred at the TAC in January 2007. At the time, the STA TAC recommended that the criteria proposed for new segments to be included in the new Routes of Regional Significance map needed to be revised; however, the effort was postponed to be as part of the CTP update.

The Routes of Regional Significance map includes the major roadways in Solano County categorized based on their existing daily traffic volumes, design-type, level of service (LOS) and function.

Generally, the following daily hour traffic volume ranges were used to determine which roadways should be included and under which categories:

> Urban Interstate Freeway – Traffic volumes typically range from about 50,000 to 215,000 (or more) daily cars; includes I-80, I-680, and I-780
> Urban Freeway - Traffic volumes typically range from about 30,000 to 40,000 daily cars; these include SR 29 and SR 37
> Urban Major Arterial - Traffic volumes typically range from about 7,000 to 30,000 daily cars; includes Tennessee Street, Columbus Parkway, Lake Herman Road, Air Base Parkway, Peabody Road (portion), Leisure Town Road and Alamo Road (portion)
> Urban Minor Arterial - Traffic volumes typically range from about 5,000 to 12,000 daily cars; includes SR 12 (within Rio Vista) and West A Street, Dixon
> Rural Major Collector - Traffic volumes typically range from about 3,000 to 9,000 (or more) daily cars; includes SR 12 (unincorporated portion), SR 113, Cordelia Road, and Peabody Road (portion), Cement Hill Road (portion)

In January 2007, it was recommended that to evaluate any new or revised "Routes of Regional Significance," this evaluation be based on the following criteria:

1. Projected traffic volumes for the year 2030.
2. Connectively of the route between cities and/or interstate/highway.
3. Providing improved emergency response route.
4. Both regional and local benefit.

On March 26, 2008 and April 30, 2008, the STA TAC discussed additional criteria at their meetings. As a result, the STA TAC and STA staff agreed to consider the following criteria to be included:

5. Road segments included in the Congestion Management Program Network (Attachment B)
6. Access to significant job concentrations and transit centers in Solano County.

7. Frontage roads and/or alternative routes (i.e. reliever routes) to highway and freeway connections between cities.

With the STA TAC support, STA staff will bring the seven criteria to the Arterials, Highways, and Freeways Committee for further discussion at their meeting tentatively scheduled for early June 2008. STA staff will subsequently bring this item back to the STA Board to consider for approval after the Committee provides feedback on the criteria.

Once the criteria are finalized, STA staff will work with the TAC to revise the Routes of Significance based on the new criteria. The schedule and process for this effort is as follows:

1.	March 26, 2008	TAC recommends criteria for including roadway segments on the updated Routes of Significance list and map.
2.	June 2008	Arterials, Highways, and Freeways Committee reviews, comments and recommends criteria for Board approval.
3.	July 9, 2008	STA Board considers criteria for approval.
4.	July 2008	Existing Routes of Regional Significance roadways will be evaluated based on adopted criteria and may or may not be proposed to be included as part of the updated roadway list. In addition to evaluating existing roadways, the STA will issue a request to local agencies for any new segments to potentially be added to the updated roadways list.
4.	September 2008	TAC reviews roadway submittals and recommends inclusion of new segments based on adopted criteria.
5.	September/October 2008	Arterials, Highways, and Freeways Committee and STA Board consider approving the revised Routes of Regional Significance based on the TAC's recommendation. STA staff will incorporate this in the draft Arterials, Highways and Freeways Element of the CTP.

Comprehensive Transportation Plan Consistency (see Attachment C for adopted CTP Purpose Statement and Goals):

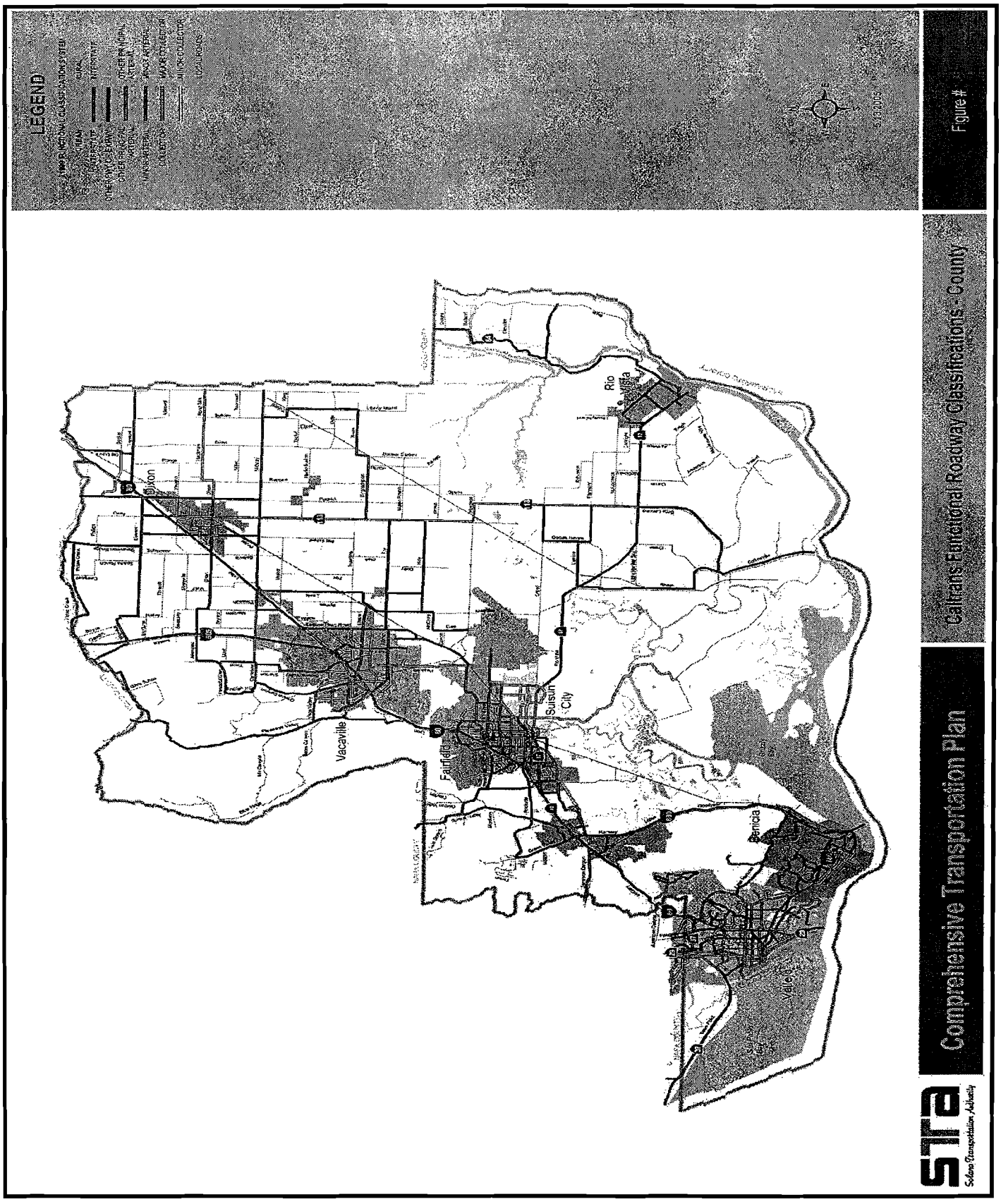
> The Solano County Routes of Regional Significance was developed to depict those routes that were deemed critical for maintaining existing mobility between and through cities. Updating the Routes of Regional Significance will meet the intent and objective of CTP Goal #5. This goal states:
>
> *Goal #5: "The Solano CTP will seek to maintain regional mobility while improving local mobility."*

Fiscal Impact:
None.

Recommendation:
Informational.

Attachments:

A. 2005 CTP Routes of Regional Significance Map
B. Solano Congestion Management Program Network
C. 2008 CTP Purpose Statement and Goal


LEGEND
Dixon
Vacaville
Fairfield
Suisun City
Rio Vista
Benicia
Vallejo
Comprehensive Transportation Plan
Caltrans Functional Roadway Classifications - County
Figure #

2005 Solano Congestion Management System

State Routes

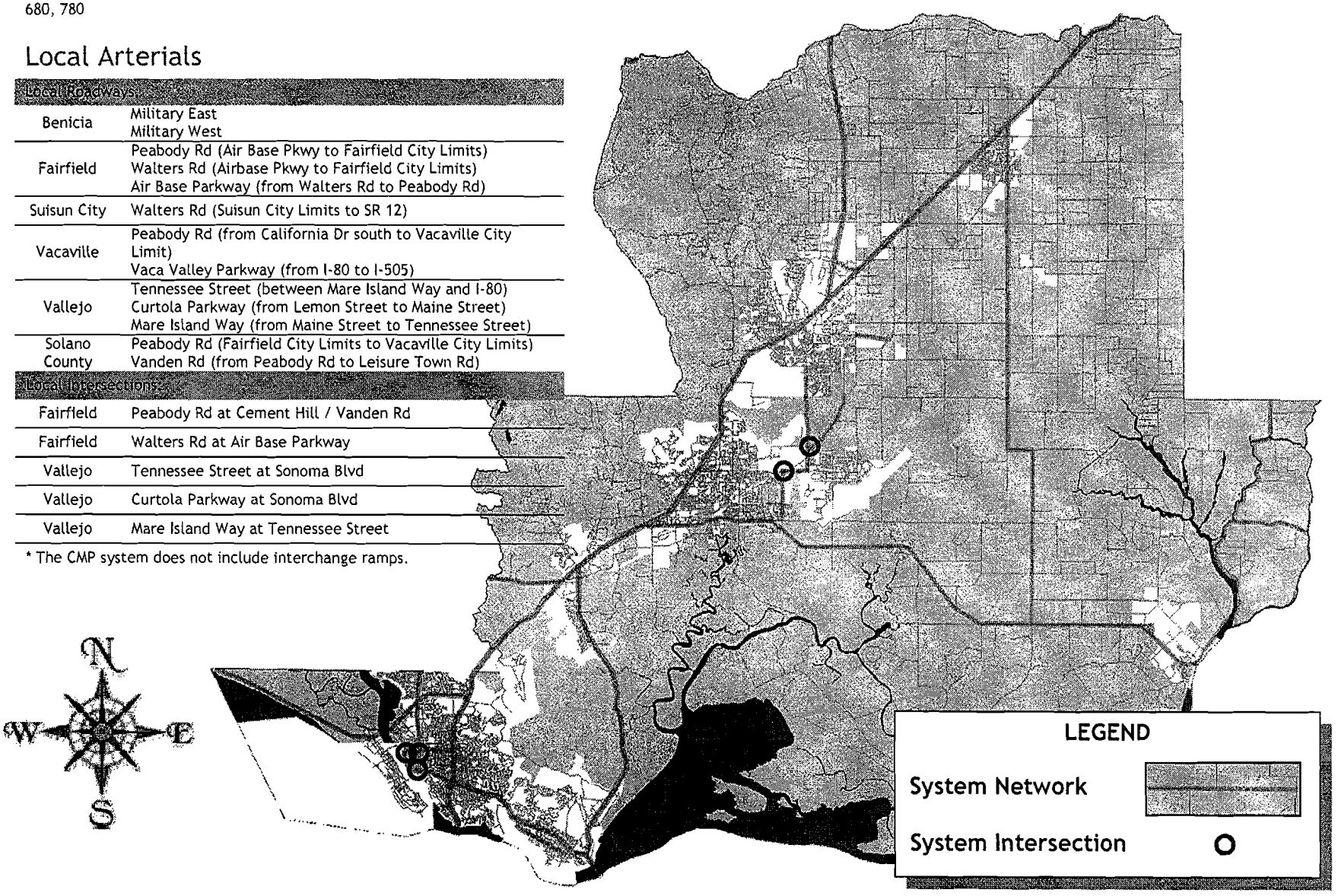
Interstates	State Routes
80, 505, 680, 780	12, 29, 37, 84, 113, 128, 220

Local Arterials

Local Roadways	
Benicia	Military East Military West
Fairfield	Peabody Rd (Air Base Pkwy to Fairfield City Limits) Walters Rd (Airbase Pkwy to Fairfield City Limits) Air Base Parkway (from Walters Rd to Peabody Rd)
Suisun City	Walters Rd (Suisun City Limits to SR 12)
Vacaville	Peabody Rd (from California Dr south to Vacaville City Limit) Vaca Valley Parkway (from I-80 to I-505)
Vallejo	Tennessee Street (between Mare Island Way and I-80) Curtola Parkway (from Lemon Street to Maine Street) Mare Island Way (from Maine Street to Tennessee Street)
Solano County	Peabody Rd (Fairfield City Limits to Vacaville City Limits) Vanden Rd (from Peabody Rd to Leisure Town Rd)

Local Intersections	
Fairfield	Peabody Rd at Cement Hill / Vanden Rd
Fairfield	Walters Rd at Air Base Parkway
Vallejo	Tennessee Street at Sonoma Blvd
Vallejo	Curtola Parkway at Sonoma Blvd
Vallejo	Mare Island Way at Tennessee Street

* The CMP system does not include interchange ramps.



ATTACHMENT B

ATTACHMENT C

COMPREHENSIVE TRANSPORTATION PLAN
Approved by STA Board 1/9/08

Purpose Statement: The mission of the Solano Transportation Authority is " **To improve the quality of life in Solano County by delivering transportation projects to ensure mobility, travel safety, and economic vitality."**

> "The Solano Comprehensive Transportation Plan will help fulfill the STA's mission by identifying a long-term and sustainable transportation system to provide mobility, reduce congestion, and ensure travel safety and economic vitality to Solano County."

All of the goals and policies of the Solano CTP will be evaluated on their conformance with the Purpose Statement.

Goals. Goals are the milestones by which achievement of the Purpose Statement are measured. In order to implement the Purpose of the Solano CTP, the following goals are established:

1) The Solano CTP will serve as a foundational document for all other STA plans, studies and programs.

2) Each Element of the Solano CTP will directly support the achievement of the overall Purpose Statement.

3) The Solano CTP will be compatible with regional plans such as the Metropolitan Transportation Commission's Regional Transportation Plan, as well as plans from the Bay Area Air Quality Management District, the Yolo-Solano Air Quality Management District, and the Association of Bay Area Government's regional growth projections.
   a) The CTP will acknowledge plans from outside the region, such as the Sacramento Area Council of Governments Blueprint program, and seek to identify areas of common interest.

4) The Solano CTP will identify a transportation system that supports the existing and planned land uses of Solano County's seven cities and the County of Solano.
   a) The Solano CTP recognizes that land use decisions are the responsibility of the local agencies.
   b) Recognize the interaction between land use and transportation plans, with neither taking precedence over the other.
   c) The CTP will help identify regional and state land use initiatives linked to transportation, and support local land use plans and projects that seek to take advantage of those programs.

5) The Solano CTP will seek to maintain regional mobility while improving local mobility.

a) Mobility will be maintained or improved by reducing congestion, whether through more efficient use or expansion of existing systems.
b) Local roadway and transit systems that do not rely upon the regional freeways will play a key role in improving local mobility.

6) Assess projects and programs based on their ability to balance the goals of economy, environment and equity
   a) Economy – continue to promote the development of a healthy, diverse economy in Solano County.
   b) Environment – promote the maintenance and improvement of a healthy natural environment, with special emphasis on air quality and climate change issues.
   c) Equity – ensure that the transportation system is fully accessible to all members of society, and is not developed or operated at the expense of any segment.

7) Encourage projects and programs that maintain and use existing systems more efficiently before expanding infrastructure.

8) The Solano CTP will include priority lists and funding strategies for projects and programs.
   a) Projects and programs will be prioritized as either Tier 1 (can be built or implemented in the next 5 years), Tier 2 (can be built or implemented in the 5- to 10-year time frame) or Tier 3 (could be built beyond the 10-year time frame, and needs additional study before being moved into the Tier 2 or Tier 1 category).
   b) Funding strategies will identify potential funding opportunities and constraints.
      i) Projects will identify potential funding to qualify for regional, state and federal funds.
      ii) Roadway projects must be in the CTP to qualify for the STAs "50/50" funding policy.
      iii) Consideration will be given to fully funding a smaller number of projects and programs that have a high likelihood of completion, rather than partially funding a large number of projects or programs that may not be constructed.
      iv) Project costs will consider full life cycle costs – construction, operation, maintenance and replacement.

9) The Solano CTP will identify and support a transportation system that supports Solano County's economic vitality and economic priorities and a range of housing options.

Organization. The Solano CTP will be organized as follows:
The Solano CTP will be organized as follows:

- Introduction, Overall Purpose and Goals
    - Projects completed since adoption of the Solano CTP 2005
    - Projects that are fully funded and undertaken
    - Projects that are no longer being considered
- Land Use Element
    - Based upon each jurisdiction's General Plan
    - Include a summary of ABAG Projections
- Arterials, Highways and Freeways Element
    - Include local and regional goods movement
- Transit Element
- Alternative Modes Element
- Links and references

Each transportation element will be organized as follows:

- Element Purpose and Goals
- Existing Conditions
- Existing Infrastructure, Systems and Programs
    - Local
    - Regional
- Performance Standards and Measures
- Future Conditions
- Future Infrastructure and Programs
- Financing
- Safety and Disaster Preparedness/Mitigation
- Economic, Environmental and Equity Issues

THIS PAGE INTENTIONALLY LEFT BLANK

STA
Solano Transportation Authority

DATE: May 1, 2008
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: State Route (SR) 12 Status Update

Background:
The Solano Transportation Authority (STA) Board approved several near-term safety implementation recommendations for State Route (SR) 12 at their January 10, 2007 meeting. Immediate strategies were to: 1.) Obtain an Office of Traffic Safety (OTS) grant with Solano County's Law enforcement agencies, 2.) Sponsor state legislation to designate SR 12 Corridor as a double fine enforcement zone, and 3.) Re-engage the SR 12 Steering Committee to make recommendations to the STA Board with regard to strategies and actions to improve safety on SR 12.

The overall approach to improving safety on SR 12 is comprised of four (4) elements:

1. Increased Enforcement
2. Legislation
3. Education
4. Engineering

Monthly updates to these elements are provided to the TAC and STA Board.

Discussion:

1) OTS Grant

The second quarterly meeting of the OTS steering committee was held on April 17, 2008 in Lodi. The Solano and San Joaquin offices of the California Highway Patrol (CHP) report that OTS-funded overtime patrols have written approximately 400 citations on SR 12 in the March 1st through March 31st time period, and that speeds on SR 12 are once again moderating.

The next OTS steering committee meeting is scheduled for June 25th in Rio Vista.

2) State Legislation

AB 112 (double fine zone criteria and designation) was signed by the Governor with a public announcement held at the Western Railroad Museum on October 1st. The double fine legislation for SR 12 became effective on January 1, 2008.

ACR 7, the Officer David Lamoree Memorial Highway bill, was also approved. The basic design of the memorial signage is now complete, and installation and dedication plans are being developed.

There are no pending SR 12 related legislative measures.

3) *Education*

OTS is currently unable to distribute promotional material because of lead-based paint found on some items.

STA staff has distributed Volume 2 of the SR 12 STATUS newsletter and completed distribution. STA staff is working on a coordinated public outreach plan with OTS.

The Highway 12 Association has established a website, including a link to STA information on SR 12. In addition, newspapers in both Fairfield and Lodi are making SR 12-related content directly available through the Highway 12 Association website.

4) *Engineering*

Installation of concrete and soft median barriers, shoulder and centerline rumble strips and other improvements have been completed. After two big-rig accidents just after the installation of the barrier, the number of accidents on SR 12 has been low. A third big rig accident was significantly reduced in severity because the barrier prevented the vehicle from crossing into incoming traffic. Caltrans continues to state that they will be able to finish the permitting and right-of-way tasks needed to allow installation of curve correction and shoulder improvements between Lambie Road and Currie Road in 2008. Caltrans has identified approximately 20 properties that may require some right-of-way acquisition. Caltrans has also scheduled pavement repair for the segment of SR 12 between the Suisun City city limits and approximately Scally Road, to deal with pavement deterioration that has occurred over the winter.

The Metropolitan Transportation Commission (MTC) has submitted a Partnership Planning Grant application for SR 12, with STA and the San Joaquin Council of Governments (SJCOG) as the sub-recipients. It is expected a decision will be made in the late summer 2008.

The first meeting for the SR 12 Corridor Advisory Committee was set for the morning of May 22nd, but may have to be rescheduled due to scheduling conflict with the San Joaquin Council of Governments representatives. The Corridor Advisory Committee will consist of elected officials representing Solano, Sacramento and San Joaquin counties, and will help guide corridor-wide planning efforts. The meeting will be held in Lodi.

The next meeting of the SR 12 Steering Committee is tentatively scheduled for June 12th.

Construction for the SR 12 Truck Climbing Lane project began in February 2008 (tree removal), with excavation starting as soon as weather conditions allow. The SR 12 Jameson Canyon Project Environmental Document was certified by Caltrans on schedule in January 2008. Design of the SR 12 Jameson Canyon improvements will be done by STA; construction will be handled by Caltrans.

Fiscal Impact:

None.

Recommendation:

Informational.

STA
Solano Transportation Authority

DATE: May 1, 2008
TO: STA Board
FROM: Sam Shelton, Assistant Project Manager
RE: Project Delivery Update

Background:
As the Congestion Management Agency for Solano County, the Solano Transportation Authority (STA) coordinates obligations and allocations of state and federal funds between local project sponsors, Caltrans, and the Metropolitan Transportation Commission (MTC). To aid in the delivery of locally sponsored projects, the STA continually updates the STA's Technical Advisory Committee (TAC) on changes to state and federal project delivery policies and reminds the TAC about upcoming project delivery deadlines.

Discussion:
There were 4 project delivery reminders for the TAC this month:

1. FY 2007-08 STP/CMAQ Federal Obligation Plan current projects in the 2007 TIP:

Projects in FY 2007-08 Federal Obligation Plan			
Agency	**TIP ID**	**Project**	**Status/Deadlines**
Solano County	**SOL050024**	Vacaville - Dixon Bike Route Phase II and III	$127,000 for CON **E76 request sent**
Rio Vista	**SOL050052**	Rio Vista – 2nd St. Rehabilitation	$77,000 for CON, **E76 received**
Vacaville	**SOL050059**	Nob Hill Bike Path	$300,000 for ENV **E76 request sent**
Vacaville	**SOL050060**	Alternative Fuels Program	$200,000 for CON **E76 received**
Vacaville	**SOL070026**	Ulatis Creek Bike Path (Ulatis to Leisure Town)	$37,000 for ENV **E76 received**
Vacaville	**SOL070029**	Ulatis Creek Bike Path (Alison to I-80)	$169,000 for ENV **E76 received**
Vacaville	**SOL070028**	Downtown Creekwalk	$75,000 for ENV **E76 received**
Vallejo	**SOL010027**	Vallejo – Lemon St. Rehabilitation	$25,000 for PE in FY 07-08. **E76 received**

2. Change in FY 2008/09 STP/CMAQ Federal Funding Obligation Request and Receive Deadlines:
MTC is proposing to move up the federal funding obligation request deadline from March 1, 2009 to February 1, 2009 and the receive deadline from May 31, 2009 to April 30, 2009. This is in response to Caltrans moving up their Obligation Authority (OA) release date from June 1 to May 1. With leftover OA becoming available sooner, MTC wants bay area projects ready to obligate.

The MTC PDWG reviewed MTC Staff's proposal on April 21st and recommended that the March 1st deadline remain the same but thought that Caltrans should be able to meet the April 30th deadline to supply project sponsors with E76s. Caltrans Local Assistance staff was not present at the meeting, but will be consulted at the next MTC PDWG meeting about this topic.

Project managers will need to revise their project schedules to meet these new deadlines, if they change. The STA PDWG will discuss if their projects will be able to meet either the February 1, 2009 deadline to request an E76 or the April 30, 2009 deadline to receive an E76. Solano PDWG members did not approve of any changes to their funding commitment deadlines.

Projects in FY STP/CMAQ 2008-09 Federal Obligation Plan
Submit E76 Request by February/March 1, 2009; receive E76 by April 30, 2009
$7.86M in Federal funding

Agency	TIP ID	Project	Status/Deadlines
Benicia	**Pending**	State Park Road Bridge	$1.67 M for CON Full funding required for TIP amendment. Currently in ENV phase.
Fairfield	**SOL070027**	W. Texas St. Gateway Project Phase I & II	$85,000 for CON Currently in concept/ENV.
Fairfield/ Solano County	**SOL070012**	"Cordelia Hill Sky Valley Enhancement Project" (McGary Road)	$640,000 for CON Full funding required for TIP amendment. Currently in ENV/PE phase.
Solano County	**SOL050024**	Vacaville - Dixon Bike Route Phase II and III	$337,000 for CON Phase II obligated.
Vacaville	**SOL070028**	Downtown Creekwalk	$53,000 for PS&E $694,000 for CON
Vacaville	**SOL050013**	Vacaville Intermodal Station	$3,028,000 for CON to be listed in the 2009 TIP.
Vallejo	**SOL010027**	Vallejo – Lemon St. Rehabilitation	$672,000 for CON. Currently in PS&E.
Vallejo	**SOL050048**	Downtown Vallejo Pedestrian Enh. - Phase I	$580,000 for CON. Currently in ENV.

3. Inactive Obligations
To adhere to FHWA project delivery guidelines and MTC's Resolution 3606, project sponsors must invoice for obligated projects every 6 months.

More information can be found on Caltrans Local Assistance website:
http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm

Currently listed Inactive Projects Review Period: 10/1/07 - 12/31/07			
Agency	**Project**	**Unexpended Funds**	**Status**
Vallejo	Intersection of SR 29 and Carolina Street, Install Signal	$24,771.00	To be deobligated at the request of Vallejo. Project is complete.
Projects that will become inactive by March 2008			
Vallejo	Downtown Vallejo Square Pedestrian Enhancements, Landscape	$582,302	Last billed 01/26/2007. Reimbursement request sent mid-February for ENV.
Projects that will become inactive by June 2008			
Fairfield	Hilborn Rd. From Waterman Blvd. To Martin Rd. , Road Rehabilitation	$714,593	Construction Date, 04/26/07. Encroachment permit obtained.
Projects that will become inactive by September 2008			
Dixon	Parkway Blvd And UPRR Crossing, Grade Separation	$54,869.41	Last billed, 08/22/06
Benicia	West K St. Between W 9th St. And Military Wst , Ac Overlay	$281,000.00	Final invoice submitted to Caltrans.
Fairfield	Pittman Rd.And Suisun Valley Rd., Ac Overlay	$426,000.00	Final invoice submitted to Caltrans.
Vacaville	Monte Vista Ave at Ulatis Cr, Bridge Widening	$1,647,971.54	Invoice sent 2/25/2008. Award CON by 4/22/2008.
Vacaville	Centennial Park-Browns Valley Pkwy To Allison, Class I And Class II Bike Path	$738,422.23	Invoice sent 2/25/2008.

4. Federal Energy Bill changes CMAQ funding local match policy
On February 13, 2008, FHWA issued guidelines for CMAQ funding, stating that CMAQ funded projects could be funded as much as 100% CMAQ funded, but not less than 80% CMAQ funded. After lobbying by multiple agencies nationwide, FHWA changed their guidelines on April 7, 2008, removing the 80% minimum but leaving the 100% federal obligation allowance.

5. 2009 TIP Public Comments due May 1, 2008
   The federally required Transportation Improvement Program (TIP) is a comprehensive listing of Bay Area surface transportation projects that receive federal funds or are subject to a federally required action, or are regionally significant. Last month, MTC released a draft 2009 TIP for public comments, which are due May 1st.

   STA Staff circulated a draft summary of comments for the Solano Project Delivery Working Group (Solano PDWG) which they have reviewed prior to STA staff submission to MTC on May 1, 2008.

6. Disadvantaged Business Enterprise (DBE) Transition from Race-Neutral to Race-Conscious
   After working things out with FHWA, Caltrans is awaiting US Dept. of Transportation approval of Caltrans' program goal and use of UDBEs (Under-utilized Disadvantaged Business Enterprises) in calculating agency Annual Anticipated DBE Participation Levels (AADPLs).

   Once approved, Caltrans will likely announce the conversion, and:
   a. There will be a 90-day transition period following the announcement of a return to Race-Conscious.
   b. Contracts with full approval of their E-76s during this transition time, may remain Race-Neutral. All contracts that haven't achieved this milestone must establish contract goals and have Race-Conscious specifications.
   c. After the transition period, agencies will continue with their previously established AADPLs for FY 2007-08. Agencies will determine their goals on individual contracts, for the remainder of this Federal Fiscal year ending September 30, 2008.

   Next year's (FFY 2008-09) AADPL calculation, due June 1st, will probably be Race-Conscious and may involve slightly different calculations of "UDBEs", rather than just DBEs. Caltrans and the STA will work with local agencies on the June 1st Deadline ("don't worry about getting it in by June 1st"). Caltrans also recommends against working on the FFY 08-09 AADPL calculation (form 9-B) until Caltrans converts to Race-Conscious and creates new guidelines and forms.

Fiscal Impact:
None.

Recommendation:
Informational.

STA
Solano Transportation Authority

DATE: May 1, 2008
TO: STA Board
FROM: Sara Woo, Planning Assistant
RE: STA Bicycle Advisory Committee Update

Background:
The Solano Transportation Authority's Pedestrian Advisory Committee (BAC) is a citizen's advisory committee made up of nine (9) representatives: one from each of Solano's seven (7) member agencies, a county representative, and a member at large.

Every member participates voluntarily, meeting approximately 6-8 times per year and as necessary to conduct business. The primary responsibility of the BAC is to review bicycle related transportation projects and provide funding recommendations to the STA Board of Directors for these projects.

Each member of the BAC is nominated by their respective agency and formally appointed by the STA Board of Directors. To help reacquaint the STA Board of Directors with the Bicycle Advisory Committee, a presentation by the BAC Chair has been prepared to highlight its accomplishments.

Discussion:
Table 1 shows the tasks completed by the BAC in 2007.

Table 1: 2007 BAC Activities

Month	Activity
January	• Revised the Solano Bicycle & Pedestrian Program (SBPP) Guidelines and Criteria • Reviewed and recommended FY 2007-08 SBPP Projects identified in the SBPP 3-Year Plan
February through April	No meetings.
May	• Reviewed pedestrian priority projects list in the Solano Countywide Pedestrian Plan • Participated in Bike to Work Week activities
July	• Recommended the STA Board to issue a Call for SBPP Projects for the FY 2008-09 through FY 2010-11 SBPP 3-Year Plan.
September	• Recommended revised priority pedestrian projects list in the Solano Countywide Pedestrian Plan.
November	• Develop BAC Work Plan for 2008

This year, the Committee has a full schedule featuring a variety of new activities. Table two shows the current and planned projects for 2008:

Table 2: 2008 BAC Activities

Month	Activity
January	• Reviewed Solano Countywide Safe Routes to School (SR2S) Plan*
February	• Met with PAC to review the Solano Bicycle and Pedestrian Program (SBPP)
March	• Recommended a letter from STA Board opposing Benicia State Recreation Area closure. • Recommended a nomination for MTC Awards for the Solano Countywide SR2S Plan
April	No meeting.
May	• Review Bicycle project costs update • Review MTC Draft Regional Bicycle Plan Update* • Solano County Bicycle Projects Tour*
June	No meeting.
July	• Review Comprehensive Transportation Plan Alternative Modes Element (staff overview of CTP update schedule) • Follow up with SR2S Program activities* • Discuss FY2008-09 TDA Article 3 funding*
August	• Meet with Pedestrian Advisory Committee (PAC) to review SBPP and make a final recommendation for FY2008-09 projects
September	• Review Solano Countywide Bicycle Plan in preparation for update • Begin discussions on a revision of Solano Countywide Bikelinks Map*
October	No meeting.
November	• Solano Bicycle Plan Update* • Develop BAC Work Plan for 2009
December	No meeting.

*New activity

Fiscal Impact:
None.

Recommendation:
Informational.

STA
Solano Transportation Authority

DATE: May 1, 2008
TO: STA Board
FROM: Sara Woo, Planning Assistant
RE: Funding Opportunities Summary

The following funding opportunities will be available to STA member agencies during the next few months. Also attached are summary fact sheets for each program. Please distribute this information to appropriate departments within your jurisdiction.

Fund Source	Application Available From	Application Due
Elderly and Disabled Specialized Transit Program (FTA 5310)*	Cindy Chiaverini, Caltrans (916) 654-6990	**May 16, 2008**
Job Access and Reverse Commute (JARC) Program (FTA 5316)*	Bill Walker, Caltrans (916) 654-8222	**June 2, 2008 (tentative)**
New Freedom Program (FTA 5317)*	Bill Walker, Caltrans (916) 654-8222	**June 2, 2008 (tentative)**
Federal Safe Routes to School (SRTS) Program	Joyce Parks, California Department of Transportation (Caltrans) (916) 653-6920	**July 18, 2008**
Non-Urbanized Area Intercity Bus Program (FTA 5316)*	Dan Mundy, Caltrans (916) 657-4587	**August 29, 2008**

* New funding opportunity

Solano Transportation Authority

FUNDING OPPORTUNITY

Elderly and Disabled Specialized Transit Program (FTA 5310)

Applications Due May 16, 2008

TO: STA Board
FROM: Sara Woo, Planning Assistant

This summary of the Elderly and Disabled Specialized Transit Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors:	Private non-profit corporations and some public agencies
Program Description:	The Program provides capital grants for providing safe, efficient, and coordinated transportation services for elderly individuals and individuals with disabilities for whom public transportation is otherwise unavailable, insufficient, or inappropriate
Funding Available:	$12.1 million available statewide
Eligible Projects:	Replacement vehicles, service expansion vehicles, and transportation operation support equipment.
Further Details:	http://www.dot.ca.gov/hq/MassTrans/5310.html
Program Contact Person:	Cindy Chiaverini, Branch Chief, (916) 654-6990 Cindy_Chiaverini@dot.ca.gov
STA Contact Person:	Liz Niedziela, STA Transit Program Manager/Analyst, (707) 424-6075 eniedziela@sta-snci.com

Solano Transportation Authority

FUNDING OPPORTUNITY

Job Access and Reverse Commute (JARC) Program FY 2007-09 (FTA 5316)

Applications Due June 2, 2008 (tentative)

TO: STA Board
FROM: Sara Woo, Planning Assistant

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

Eligible Project Sponsors: Cities and transit operators.

Program Description: The Job Access and Reverse Commute (JARC) Program provides funding for projects designed to transport welfare recipients and eligible low-income individuals to and from employment and employment-related activities.

Funding Available: $5.6 million for small-urbanized projects;
$2.7 million for rural projects

The maximum grant amount per project is $200,000. Minimum local match requirements are 20 percent for capital projects and 50 percent for operations projects.

Eligible Projects:

Operating:
- Late night/weekend service
- Guaranteed ride home service
- Shuttle service
- Expanded fixed-route public transit routes
- Demand-responsive service
- Ridesharing/carpooling activities
- Voucher programs

Capital:
- Intelligent Transportation Systems (ITS)
- Promotion of operating activities
- Vehicles
- Mobility management activities

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

Program Contact Person: Bill Walker, Federal Transit Grants Program Representative (Caltrans), (916) 654-9986
bill_walker_jr@dot.ca.gov

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

Solano Transportation Authority

FUNDING OPPORTUNITY

New Freedom Program FY 2007-09 (FTA 5317)

Applications Due June 2, 2008 (tentative)

TO: STA Board
FROM: Sara Woo, Planning Assistant

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

Eligible Project Sponsors: Cities and transit operators.

Program Description: The New Freedom Program provides funding to assist transit operators and public agencies to provide new transportation services for individuals with disabilities, above and beyond the minimum required by the Americans with Disabilities Act of 1990.

Funding Available: $3.2 million for small-urbanized projects;
$1.3 million for rural projects

The maximum grant amount per project $125,000. Minimum local match requirements are 20 percent for capital projects and 50 percent for operations projects.

Eligible Projects:

Operating:
- Expansion of hours for paratransit service
- Enhancement of services
- Voucher programs
- Volunteer driver programs

Capital:
- Acquisition of accessibility equipment beyond ADA requirements
- Purchasing accessible vehicles to support taxi, vanpooling, and/or ridesharing programs
- Mobility management activities

Examples:
- AC Transit: Paratransit Inventory – $144,000
- City of Benicia: Taxi Scrip Program Extension – $15,000
- Contra Costa County Transportation Authority: Comprehensive Mobility Options Inventory – $35,000

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

Program Contact Person: Bill Walker, Federal Transit Grants Program Representative (Caltrans), (916) 654-9986
bill_walker_jr@dot.ca.gov

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

STA
Solano Transportation Authority

FUNDING OPPORTUNITY

Federal Safe Routes to School (SRTS) Program

Applications Due July 18, 2008

TO: STA Board
FROM: Sara Woo, Planning Assistant

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

Eligible Project Sponsors:	State, local, regional agencies; cities and counties; non-profit organizations; schools/school districts; and Native American Tribes.
Program Description:	The program is intended to improve conditions for children in kindergarten through eighth grade, to safely walk and bicycle to school. The second FY 2007-08 call for projects is currently unknown, but anticipated for January 2008.
Funding Available:	Approximately $46 million is available for FY 2007-08; each of the twelve (12) Caltrans Districts will receive at least $1 million; no local match, 100 percent federally reimbursed.
Eligible Projects:	Infrastructure projects: capital improvements related to bicycle and pedestrian facilities Non-infrastructure projects: programs and strategies that increase public awareness and education.
Further Details:	http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/srts.htm
Program Contact Person:	Joyce Parks, Caltrans SRTS Coordinator, (916) 653-6920 joyce_parks@dot.ca.gov
STA Contact Person:	Sara Woo, STA Planning Assistant, (707) 399-3214 swoo@sta-snci.com

Solano Transportation Authority

FUNDING OPPORTUNITY

Non-Urbanized Area Intercity Bus Program (FTA 5311(f))

Applications Due August 29, 2008

TO: STA Board
FROM: Sara Woo, Planning Assistant

This summary of the Non-Urbanized Area Intercity Bus Program (FTA 5311(f)) is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors:	Public agencies, private for profit organizations, private non-profit organizations, and tribal governments
Program Description:	The federal grant program provides funding for public transit in non-urbanized areas with a population fewer than 50,000 as designated by the Bureau of the Census.
Funding Available:	Approximately $2.9 million
Eligible Projects:	Operating, capital, and/or planning projects Examples: • **Operating**: costs/expenses, marketing activities • **Capital**: accessible vans and buses, infrastructure (shelters, benches, signage, technology (i.e. transit related ITS systems such as smart cards); equipment (communication, computer hardware and software); feasibility/planning studies
Further Details:	http://www.dot.ca.gov/hq/MassTrans/5311.html
Program Contact Person:	Dan Mundy, Branch Chief (Caltrans), (916) 657-4587 Dan_Mundy@dot.ca.gov
STA Contact Person:	Liz Niedziela, STA Transit Program Manager/Analyst, (707) 424-6075 eniedziela@sta-snci.com

STA
Solano Transportation Authority

DATE: May 6, 2008
TO: STA Board
FROM: Johanna Masiclat, Clerk of the Board
RE: Updated STA Board Meeting Schedule for Calendar Year 2008

Discussion:
Attached is the STA Board meeting schedule for Calendar Year 2008.

Fiscal Impact:
None.

Recommendation:
Informational.

Attachment:
A. STA Board Meeting Schedule for the Calendar Year 2008

Solano Transportation Authority

STA BOARD MEETING SCHEDULE
Calendar Year 2008
(Meets on the 2nd Wednesday of Every Month)

DATE	TIME	DESCRIPTION	LOCATION	STATUS
May 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
June 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
July 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
August	NO MEETING – SUMMER RECESS			
September 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
October 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
November 12	6:00 p.m.	STA 11th Annual Awards	TBD - Rio Vista	Confirmed
December 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed