Solano Transportation Authority
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SOLANO TRANSPORTATION AUTHORITY

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

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

TECHNICAL ADVISORY COMMITTEE (TAC)
AGENDA

1:30 p.m., Wednesday, November 28, 2012
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

	ITEM	STAFF PERSON
I.	**CALL TO ORDER**	Daryl Halls, Chair
II.	**APPROVAL OF AGENDA**	
III.	**OPPORTUNITY FOR PUBLIC COMMENT** (1:30 -1:35 p.m.)	
IV.	**REPORTS FROM CALTRANS, METROPOLITAN TRANSPORTATION COMMISSION (MTC), AND STA STAFF** (1:35 -1:40 p.m.)	
V.	**CONSENT CALENDAR** *Recommendation:* *Approve the following consent items in one motion.* (1:40 – 1:45 p.m.)	
A.	**Minutes of the TAC Meeting of September 26, 2012** *Recommendation:* *Approve TAC Meeting Minutes of September 26, 2012.* **Pg. 1**	Johanna Masiclat
B.	**Fiscal Year (FY) 2012-13 Transportation Development Act (TDA) Matrix – December 2012** *Recommendation:* *Forward a recommendation to the STA Board to approve the FY 2012-13 TDA Matrix – December 2012 for the City of Fairfield as shown in Attachment A.* **Pg. 7**	Liz Niedziela

TAC MEMBERS

Melissa Morton	Morrie Barr	George Hicks	Dave Mellili	Dan Kasperson	Shawn Cunningham	David Kleinschmidt	Matt Tuggle
City of Benicia	**City of Dixon**	**City of Fairfield**	**City of Rio Vista**	**City of Suisun City**	**City of Vacaville**	**City of Vallejo**	**County of Solano**

The complete STA TAC packet is available on STA's website: www.sta.ca.gov

C. Proposed SolanoExpress Route 78 Service Changes — Liz Niedziela

Recommendation:
Forward a recommendation to the STA Board to approve the proposed route changes by SolTrans to SolanoExpress Route 78 as shown in Attachment C.
Pg. 9

D. Proposed Changes to SolanoExpress Route 85 — Liz Niedziela

Recommendation:
Forward a recommendation to the STA Board to approve adding the Sereno Transit Center as the final bus stop for Route 85's last weekday trip.
Pg. 19

E. OneBayArea Grant (OBAG) Local Streets & Roads (LS&R) Project Delivery Schedules — Jessica McCabe

Recommendation:
Forward a recommendation to the STA Boards to approve the project delivery schedules and milestones for OBAG LS&R projects as shown in Attachments B and C, as part of the STA Project Delivery policies.
Pg. 23

VI. ACTION FINANCIAL ITEMS

A. Green Valley Interchange Funding Agreement — Janet Adams

Recommendation:
Forward a recommendation to the STA Board to authorize the Executive Director to enter into a Funding Agreement with the City of Fairfield for the construction of the Green Valley Interchange associated with the Initial Construction Package of the I-80/I-680/State Route 12 Interchange Project.
(1:45 – 1:50 p.m.)
Pg. 41

B. Additional OneBayArea Grant (OBAG) Funds for Local Streets and Roads Projects — Sam Shelton

Recommendation:
Forward a recommendation to the STA Board to program $1.38 M of Surface Transportation Program (STP) funds for Local Streets and Roads projects as described in Attachments B and E.
(1:50 – 1:55 p.m.)
Pg. 47

VII. ACTION NON-FINANCIAL ITEMS

A. OneBayArea Grant (OBAG) Funding Criteria — Robert Macaulay

Recommendation:
Forward a recommendation to the STA Board to:

1. *Adopt the Solano OBAG Project and Program Screening Criteria Assessment as shown in Attachment B; and*
2. *Hold $611,000 in STP funds for use to support future OBAG projects and programs, subject to allocation by the STA Board.*

(1:55 – 2:00 p.m.)
Pg. 59

B. I-80/I-680/State Route (SR) 12 Interchange Project and Certification of the Final Environmental Impact Report — Janet Adams

Recommendation:
Based on the extensive evaluations of the alternatives conducted in the EIR/EIS, comments received from the public and agencies during the EIR/EIS review process, and considering the traffic, engineering and operational aspects of all the alternatives, the STA TAC recommends the STA Board take the following actions:

1. ***APPROVE** a resolution accepting the Environmental Impact Report prepared by Caltrans for the Project; and*
2. ***ACCEPT** the Caltrans prepared Project Report and **APPROVE** the Alternative C-1 for the I-80/I-680/SR 12 Interchange Project; and*
3. ***DIRECT** the Executive Director to 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, if necessary.*

(2:00 – 2:05 p.m.)
Pg. 73

C. STA's 2013 Legislative Priorities and Platform — Jayne Bauer

Recommendation:
Forward a recommendation to the STA Board to approve the STA's 2013 Legislative Priorities Platform, including the cap and trade points as indicated.
(2:05 – 2:10 p.m.)
Pg. 123

VIII. INFORMATIONAL ITEMS – DISCUSSION

A. Presentation and Status of Curtola & Lemon Park and Ride Lot Expansion — Jim McElroy, SolTrans Consultant
(2:10 – 2:15 p.m.)
Pg. 135

B. Updated Regional Transportation Impact Fee (RTIF) Project Package Proposals — Sam Shelton
(2:15 – 2:20 p.m.)
Pg. 177

C. Project Initiation Document (PID) Reimbursement and Program Update — Jessica McCabe
(2:20 – 2:25 p.m.)
Pg. 185

D. Climate Action Plan (CAP) Update — Robert Macaulay
(2:25 – 2:30 p.m.)
Pg. 193

NO DISCUSSION NECESSARY

E. Solano Employer Commute Challenge 2012 – Final Results — Judy Leaks
Pg. 195

F. Funding Opportunities Summary — Sara Woo
Pg. 199

G. STA Board Meeting Highlights of September 12, 2012 — Johanna Masiclat
Pg. 205

H. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2013 — Johanna Masiclat
Pg. 207

IX. ADJOURNMENT

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, January 2, 2012.**

TECHNICAL ADVISORY COMMITTEE
Minutes for the meeting of
September 26, 2012

I. CALL TO ORDER

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

Present:

TAC Members Present	Mike Roberts	City of Benicia
	Morrie Barr	City of Dixon
	George Hicks	City of Fairfield
	Dave Mellili	City of Rio Vista
	April Wooden	City of Suisun City
	Shawn Cunningham	City of Vacaville
	David Kleinschmidt	City of Vallejo
	Matt Tuggle	County of Solano

STA Staff Present:	***(In Alphabetical Order by Last Name)***	
	Janet Adams	STA
	Jayne Bauer	STA
	Robert Guerrero	STA
	Daryl Halls	STA
	Judy Leaks	STA
	Robert Macaulay	STA
	Johanna Masiclat	STA
	Jessica McCabe	STA
	Liz Niedziela	STA
	Sam Shelton	STA
	Sara Woo	STA

Others Present:	***(In Alphabetical Order by Last Name)***	
	Nicholas Burton	County of Solano
	John Kearns	City of Suisun City
	Danielle Stanislaus	MTC

II. APPROVAL OF THE AGENDA

On a motion by Dave Mellili, and a second by David Kleinschmidt, the STA TAC unanimously approved the agenda.

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: None presented.

MTC: None presented.

STA: Robert Guerrero announced the following:

1. Alternative Fuels Study- STA held a Working Group meeting in August and distributed a survey to each city and County fleet manager to complete. Mr. Guerrero added that the Working Group is anticipated to meet in October to discuss the survey results as well as a report on alternative fuels. David Kleinschmidt, City of Vallejo, requested clarification on the Working Group participation and asked if Vallejo was represented. Mr. Guerrero confirmed that Vallejo staff was invited and has been an active participant.
2. Jepson Parkway Subcommittee reconvened last week and reviewed the Jepson Parkway Concept Plan Overall Scope of Work and Public Workshop format. The Steering Committee, made up of four STA Board members, took an action on these items which will be reported directly to the STA Board at their October 10th meeting.

Other: None presented.

V. CONSENT CALENDAR

On a motion by George Hicks, and a second by David Kleinschmidt, the STA TAC approved Consent Calendar Items A and D with the exception of the following:

1. Item B, Proposed SolanoExpress Route 78 Service Changes, was pulled for discussion; and
2. Item C, Proposed SolanoExpress Route 20 Service Changes, tabled until the next meeting in November.

A. Minutes of the TAC Meeting of August 29, 2012

Recommendation:
Approve TAC Meeting Minutes of August 29, 2012.

B. Proposed SolanoExpress Route 78 Service Changes

Recommendation:
Forward a recommendation to the STA Board to approve the proposed route changes by SolTrans to SolanoExpress Route 78 as shown in Attachment C.

Mike Roberts requested information on the proposed route changes and results of the outreach completed for this schedule. Daryl Halls indicated he would arrange for the City of Benicia and SolTrans staff to discuss the item in further detail before the STA Board taking action.

On a motion by David Kleinschmidt, and a second by Mike Roberts, the STA TAC recommended tabling the item.

C. Proposed SolanoExpress Route 20 Service Changes

Recommendation:
Forward a recommendation to the STA Board to approve the proposed route changes by FAST to SolanoExpress Route 20 as shown in Attachment B.

This item was tabled by the TAC at the request of the STA.

D. Fiscal Year (FY) 2012-13 Transportation Fund for Clean Air (TFCA) 40% Program Manager Funds

Recommendation:
Forward a recommendation to the STA Board to approve the following for the FY 2012-13 TFCA Program:

1. Reduce Benicia's Smart Growth/Safe Routes to School Project on Rose Drive Project TFCA allocation to $25,500; and
2. Increase SNCI Rideshare Program's TFCA allocation by $34,328 for a total of $254,328.

VI. ACTION FINANCIAL ITEMS

A. Suisun Train Station Improvements

Jessica McCabe reviewed preliminary discussions between the STA, City of Suisun City, and Capitol Corridor Joint Powers Authority (CCJPA) staff regarding the project and proposed improvements to facilities, signage and access to the adjacent area. She cited that based on the preliminary discussions, Suisun City has developed a list of items to be upgraded at the Train Station and the surrounding grounds, and identified a recommended level of routine maintenance.

Recommendation:
Recommend the following:

1. STA Board authorize the Executive Director to develop a funding plan with City of Suisun City for Suisun Train Station improvements and way finding signage; and
2. Formation of a Board subcommittee to review improvements to Suisun City Train Station and recommend a funding plan to the STA Board.

On a motion by Dave Mellili, and a second by April Wooden, the STA TAC unanimously approved the recommendation.

B. State Route (SR) 12/Church Assessment and Funding Plan

Janet Adams reviewed the assessment that will help STA determine if it is feasible to initiate the environmental documentation for the project. She cited that the STA is working with Solano Economic Development Corporation (EDC) and would need to develop a funding plan for all the work required to construct this project which would include the environmental document, the right-of-way acquisition /dedication and the construction funding.

Recommendation:
Forward a recommendation to the STA Board to authorize a funding plan with the City of Rio Vista for SR 12/Church project.

On a motion by David Kleinschmidt, and a second by Dave Mellili, the STA TAC unanimously approved the recommendation.

VII. ACTION NON-FINANCIAL ITEMS

A. OneBayArea Grant (OBAG) Funding Criteria

Robert Macaulay reviewed the proposed final project screening and ranking criteria. He noted that modifications were made to clarify the intent of the criteria and incorporate direction from the TAC and STA Board. He indicated that projects and programs must meet all of the screening criteria in order to be evaluated. He also cited that projects and programs that are not eliminated by the screening criteria will be evaluated using the ranking criteria.

At the request of Shawn Cunningham, the following modifications were made to the Solano OBAG CMAQ Project and Program Prioritization Criteria:

7. Does the project deliver ***an element of*** Complete Streets?

On a motion by Shawn Cunningham, and a second by Mike Roberts, the STA TAC approved the proposed changes as shown above in ***bold italics***.

8. Is the project located in a jurisdiction that is taking a ~~***large***~~ proportio***nal share*** of the county's housing allocation in the upcoming Regional Housing Needs Allocation process?

Several TAC members were concerned that the allocation of housing in the upcoming Regional Housing Needs Allocation (RHNA) process would play too large of a role in influencing where OBAG funds are programmed. STA staff recommended that the housing issue addressed in criteria 8 be discussed and a recommendation be developed by the County Planning Directors. The TAC concurred with this approach.

On a motion by Shawn Cunningham, and a second by April Wooden, the STA TAC approved the proposed changes as shown above in ~~***strikethrough***~~ ***bold italics***.

Robert Macaulay then noted that at an earlier meeting the Consortium requested the following modifications to the Recommended OBAG CMAQ Projects and Program Criteria as listed below shown in ~~***strikethrough***~~ ***bold italics***:

10. Does the allocation of funds, including OBAG, Safe Routes to Schools projects, State Transit Assistance Funds and Regional Measure 2 project funding, benefit multiple ~~***cities***~~ ***jurisdictions?***
    ADD:
11. ***Does the project encourage or facilitate the use of public transit or other use of alternative modes?***

At the request of Mike Roberts, the following criteria was added to the Solano OBAG CMAQ Project and Program Prioritization Criteria:

> ***12. Does the project or program contribute towards the equitable distribution of benefits through the OBAG program?***

On a motion by Mike Robert, and a second by Dave Mellili, the STA TAC approved the proposed addition as shown above in ***bold italics***.

Recommendation:
Forward a recommendation to the STA Board to adopt the Solano OBAG CMAQ Project and Program Criteria as shown in Attachment B.

On a motion by George Hicks, and a second by Shawn Cunningham, the STA TAC unanimously approved the recommendation to include the modifications listed above shown in ~~***strikethrough***~~ ***bold italics***.

B. Appointment of TAC Members to Arterials Highways and Freeways Subcommittee

Recommendation:
Appoint one county and one city TAC representative to the Solano CTP Arterials, Highways and Freeways Committee.

On a motion by Morrie Barr, and a second by David Kleinschmidt, the STA TAC appointed George Hicks, City of Fairfield, and Matt Tuggle, County of Solano, to serve as the STA TAC's representatives on the Arterials Highways and Freeways Committee.

C. STA's Draft 2013 Legislative Priorities and Platform

Jayne Bauer reported that staff will forward the Draft 2013 Legislative Platform and Priorities to the STA Board at their October 10th, 2012 meeting with a recommendation to distribute the draft document for a 30-day review and comment period. She noted that the Final Legislative Priorities and Platform will be placed on the December 2012 STA Board agenda for consideration of adoption.

Recommendation:
Forward a recommendation to the STA Board to distribute the STA's Draft 2013 Legislative Priorities Platform for a 30-day review and comment period.

On a motion by George Hicks, and a second by David Kleinschmidt, the STA TAC unanimously approved the recommendation.

VIII. INFORMATIONAL - DISCUSSION

A. Green Valley Interchange Cost Sharing Proposal

Janet Adams reviewed the estimated cost for the Green Valley Interchange portion of the Initial Construction Package (ICP). She cited that the estimated cost of $37.950M includes the construction, construction management, utility relocations (including PG&E Gas Valve Lot), and right-of-way. She added that consistent with the STA's adopted 50/50 policy, the proposal is at 50/50 for a local contribution.

B. Public-Private Partnership (P3) Feasibility Study Update

Sam Shelton cited that the STA Board authorized the Executive Director to enter into a contract for consultant services with KPMG for a Public Private Partnership (P3) Feasibility Study for an amount not-to-exceed $150,000. He noted that the STA staff envisions working also with a P3 Policy Committee to evaluate political feasibility of P3 recommendations as the study develops, targeting STA Board review and approval by June 2013.

C. Updated Regional Transportation Impact Fee (RTIF) Project Package Proposals

Sam Shelton noted that staff intends to reconvene the RTIF Policy Committee to discuss the RTIF Work Group's recommendations and the potential for coordinating STA's RTIF process with the County's Public Facility Fee update process.

D. Federal Transportation Authorization Bill "Moving Ahead for Progress in the 21st Century (MAP-21)" Implementation Update

Sam Shelton provided a status update to the implementation of MAP-21. He noted that in August 2012, Caltrans Budgets & Programming staff have helped organized MAP-21 working groups to develop statewide consensus on F Y 2013 funding levels and draft key parts of legislation to help govern the MAP-21 allocation of funds between not only programs but also between state programs governed by the CTC.

NO DISCUSSION

E. Fiscal Year (FY) 2011-12 Abandoned Vehicle Abatement (AVA) Program Third and Fourth Quarter Report

F. Transit Studies Update

G. Funding Opportunities Summary

H. STA Board Meeting Highlights of September 12, 2012

IX. ADJOURNMENT

The meeting was adjourned at 3:05 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, November 28, 2012.**

Solano Transportation Authority

DATE: November 13, 2012
TO: STA TAC
FROM: Liz Niedziela, Transit Program Manager
RE: Fiscal Year (FY) 2012-13 Transportation Development Act (TDA) Matrix – December 2012

Background:
The Transportation Development Act (TDA) of 1971 established two sources of funds that provide support for public transportation services statewide – the Local Transportation Fund (LTF) and the Public Transportation Account (PTA). Solano County receives TDA funds through the LTF and State Transit Assistance Funds (STAF) through the PTA. State law specifies that STAF funds be used to provide financial assistance for public transportation, including funding for transit planning, operations and capital acquisition projects.

For a number of years, TDA funds had been modestly increasing. TDA is generated from a percentage of countywide sales tax. After several years of growth, Solano TDA revenue began to decline after FY 2006-07. At its peak in FY 2006-07, the TDA available countywide was $15.9 million and then modestly declined for two years. In FY 2008-09, TDA made its first significant drop of nearly 5% to $14.7 million and in FY 2009-10, Solano TDA decreased by even a larger percentage (10.7%) to $13.1 million. For FY 2012-13, the February 2012 projection was that TDA will increase by almost 8% allocating almost $13.9 million for Solano transit operators. The TDA and STAF FY 2012-13 revenue projections were approved by the Metropolitan Transportation Commission (MTC) in February 2012.

Discussion:
The actual Bay Area TDA sales tax receipts for FY 2011-12 have been revised from the February projections. The actual sale tax receipts for FY 2011-12 are 11% higher than originally estimated by the Bay Area region County Auditors. More specifically, for Solano County the revenue adjustment for FY 2011-12 is 9.3% higher. MTC also finalized and included all the TDA adjustments made after December 2011 so STA staff revised the TDA matrix to include the new TDA estimates dated July 25, 2012 (Attachment A).

The STA Planning funds were approved by the STA Board in May 2012 and are shown on the TDA matrix at this time (Attachment B). The cost share for the intercity routes per the Intercity Funding Agreement is reflected in the TDA Matrix. The cost share has increased for the reconciled FY 2010-11 compared to the previous two years due to the exhausted federal ARRA funding that the two intercity operators (Solano County Transit (SolTrans) and Fairfield and Suisun Transit (FAST)) included in the formula to benefit the participating funding partners. SolTrans has projected cost savings in FY 2012-13 as a result of service changes and other efficiencies.

The TDA matrix is developed to guide MTC as they review allocations from Solano jurisdictions and to prevent any jurisdictions' TDA balances being over-subscribed. Tracking various allocations is essential given the amount of cross claiming of TDA in Solano for various shared cost transit services. One of the major services shared by multiple jurisdictions is the seven major intercity routes covered in the Intercity Transit Funding Agreement. The Board approved the Intercity Transit Funding shares for FY 2012-13 at their May 2012 Board meeting and these have been included on the TDA matrix. Also in June, the STA Board approved the multiple operators' TDA shares for the new intercity taxi program, the City of Vacaville, SolTrans, and STA claim for Dixon's West B Street Overcrossing capital project.

The City of Fairfield has prepared their TDA claim for FY 2012-13. Fairfield is claiming $5,580,591 for operating Fairfield and Suisun Transit service and $200,000 for capital projects for bus replacements and various maintenance needs.

Fiscal Impact:
With the STA Board approval of the December TDA matrix, it provides the guidance needed by MTC to process the STA's TDA claim submitted by the transit operators. This staff report identifies the TDA funds to be claimed by the City of Fairfield for Fairfield and Suisun Transit service.

Recommendation:
Forward a recommendation to the STA Board to approve the FY 2012-13 TDA Matrix – December 2012 for the City of Fairfield as shown in Attachment A.

Attachment:

A. FY 2012-13 TDA Matrix – December 2012
   (To be provided to the committee members under separate cover.)

Solano Transportation Authority

DATE: November 13, 2012
TO: STA TAC
FROM: Liz Niedziela, Transit Program Manager
RE: Proposed SolanoExpress Route 78 Service Changes

Background:
Prior to 2005, the funding for Solano County's intercity routes, collectively called Solano Express, was shared among local jurisdictions through various understandings and informal and year to year funding agreements. In Fiscal Year (FY) 2005-06, at the request of Vallejo Transit and Fairfield and Suisun Transit, the STA developed with the transit operators a countywide cost-sharing method that would provide funding stability for the operators of the intercity services and an equitable and predictable cost sharing formula for the funding partners. A working group was formed, the Intercity Transit Funding (ITF) Working Group, and was comprised of representatives from STA, Solano County, and each participating city in Solano County. The first countywide Intercity Transit Funding Agreement was established for FY 2006-07.

Key components of the agreement are the Intercity Cost Sharing Formula, primarily based upon two factors: ridership by residence and population. This shared funding is for the cost of these routes after farebox and other non-local revenue are taken into account. Another key element of the agreement is that these routes be regularly monitored so that all the funding partners are aware of these routes' performances. This data helps guide future funding, service planning and marketing decisions.

SolanoExpress Route 78 provides service along the I-780 corridor between Baylink Ferry and Pleasant Hill and Walnut Creek BART station. Route 78 is the only one of seven SolanoExpress initialed after the first Intercity Transit Funding (ITF) agreement was developed. Through an agreement, Route 78 is managed by Solano Transportation Authority and operated by SolTrans and is one of the seven routes in the ITF Agreement that funding partners pay into. Route 78 is also one of the five SolanoExpress routes funded by Regional Measure 2 (RM 2) bridge toll funds. SolanoExpress Route 78 needs to meet a 20% farebox recovery rate in order to maintain its Regional Measure 2 (RM 2) funding source.

In an effort to operate an overall sustainable transit system, some the proposed changes by SolTrans affected the SolanoExpress Route 78. STA staff analyzed the service changes to Route 78 and with the concurrence of the STA Board, sent a letter to SolTrans requesting them to reconsider eliminating service to Pleasant Hill BART to avoid a potential loss of ridership and to address concerns about the potential loss of RM 2 funds if ridership decreases on this route.

In June, SolTrans Board approved a recommendation to authorize staff to retain the Pleasant Hill BART stop on the SolanoExpress Route 78 and to continue the existing schedule pending further service and financial analysis is conducted. In September, SolanoExpress Route changes were presented to TAC. After TAC review, the Committee asked for public outreach comments to be presented before forwarding a recommendation.

Discussion:

SolTrans staff drafted an initial proposal that included schedule and routing changes for Route 78 (Attachment A), in order to address the farebox recovery needs. SolTrans staff initiated the outreach process on October 2nd (Attachment B) with public comment period ending October 16th. After incorporating public, committee and other stakeholder comments, SolTrans staff developed a revised proposal to Route 78 (Attachment C). Staff went out for public comment process again on October 29th with the revised proposal with comment period ending November 12th (Attachment D).

Key changes are:

- Re-instating Curtola Park and Ride inbound service to its current configuration; served inbound after 9:30 a.m. on weekdays.
- Proposed elimination of service before 6:00 a.m.
- Adjusting trip times to better meet passengers' needs, and updated schedules soon to be implemented by partner transit agencies.
- Adjusting running time, based on adding Curtola Park-and-Ride back in.

SolTrans staff will be available to answer any questions.

Recommendation:

Forward a recommendation to the STA Board to approve the proposed route changes by SolTrans to SolanoExpress Route 78 as shown in Attachment C.

Attachments:

A. Route 78 Proposed Changes, Public Outreach Flyer, October 2, 2012.
B. Route 78 Outreach Process Flyer, October 17, 2012.
C. Route 78 Revised Proposal, Public Outreach Flyer, October 29, 2012
D. Route 78 Press Release, October 29, 2012

RIDER ALERT

ROUTE 78 PROPOSED CHANGES

SolTrans is working to make Route 78 more efficient and productive, in compliance with our Regional Grant funding requirements. These grants pay for the operational costs associated with Route 78, and the route must be made compliant in order to maintain this funding.

The proposed Route 78 schedule is on the back of this Rider Alert

Please note that Route 78 does not currently operate on Sundays, and no plans have been made to add Sunday service.

Proposed changes include:

- Improved connection times to neighboring transit agencies during commute hours
- Adjusted running times that will better reflect travel time and improve on-time performance
- Vallejo Ferry will no longer be served; the route will begin and end at the Vallejo Transit Center
- The route will no longer serve Curtola Park-and-Ride traveling northbound (inbound), although options are being considered for an alternate location
- Eliminate layover at Pleasant Hill BART

SolTrans would greatly appreciate your feedback on these proposed changes by October 16, 2012. Please submit your comments via one of the following formats:

Mail	311 Sacramento Street, Vallejo, CA 94590
Web	www.soltransride.com ("Leave a Comment," section at the bottom of each page)
Phone	707-553-7269

For more information, visit http://www.soltransride.com. Also, you may visit the SolTrans Facebook page: https://www.facebook.com/SolTrans.
For specific schedule information, call Customer Service at 707-648-4666.

RIDER ALERT

ROUTE 78 PROPOSED SCHEDULE

Route 78 Proposed Schedule ***Southbound/Outbound***				**Monday-Friday** ***Northbound/Inbound***		
Vallejo Transit Center	Military/1st (City Park Benicia)	Pleasant Hill BART	Walnut Creek BART	Walnut Creek BART	Military/1st (City Park Benicia)	Vallejo Transit Center
5:40 AM	5:58 AM	6:20 AM	6:30 AM	6:45 AM	7:05 AM	7:20 AM
6:40 AM	6:48 AM	7:20 AM	7:30 AM	7:45 AM	8:05 AM	8:20 AM
7:00 AM	7:18 AM	7:40 AM	7:50 AM	8:45 AM	9:05 AM	9:20 AM
7:40 AM	7:58 AM	8:20 AM	8:30 AM	10:15 AM	10:35 AM	10:50 AM
8:30 AM	8:48 AM	9:10 AM	9:20 AM	11:30 AM	11:50 AM	12:05 PM
9:10 AM	9:28 AM	9:50 AM	10:00 AM	1:15 PM	1:35 PM	1:50 PM
10:40 AM	10:54 AM	11:12 AM	11:20 AM	3:00 PM	3:20 PM	3:35 PM
12:20 PM	12:34 PM	12:52 PM	1:00 PM	4:45 PM	5:10 PM	5:35 PM
2:05 PM	2:19 PM	2:37 PM	2:45 PM	5:30 PM	5:55 PM	6:20 PM
3:50 PM	4:04 PM	4:22 PM	4:30 PM	6:15 PM	6:40 PM	7:05 PM
5:20 PM	5:34 PM	5:52 PM	6:00 PM	6:45 PM	7:10 PM	7:35 PM
5:50 PM	6:04 PM	6:22 PM	6:30 PM	8:00 PM	8:25 PM	8:50 PM
7:50 PM	8:04 PM	8:22 PM	8:30 PM	8:45 PM	9:10 PM	9:25 PM

Route 78 Proposed Schedule ***Southbound/Outbound***				**Saturday** ***Northbound/Inbound***		
Vallejo Transit Center	Military/1st (City Park Benicia)	Pleasant Hill BART	Walnut Creek BART	Walnut Creek BART	Military/1st (City Park Benicia)	Vallejo Transit Center
6:35 AM	6:51 AM	7:11 AM	7:19 AM	7:32 AM	7:52 AM	8:10 AM
8:35 AM	8:51 AM	9:11 AM	9:19 AM	9:32 AM	9:52 AM	10:10 AM
10:35 AM	10:51 AM	11:11 AM	11:19 AM	11:32 AM	11:52 AM	12:10 AM
12:35 PM	12:51 PM	1:11 PM	1:19 PM	1:32 PM	1:52 PM	2:10 PM
2:35 PM	2:51 PM	3:11 PM	3:19 PM	3:32 PM	3:52 PM	4:10 PM
4:35 PM	4:51 PM	5:11 PM	5:19 PM	5:32 PM	5:52 PM	6:10 PM
6:35 PM	6:51 PM	7:11 PM	7:19 PM	7:32 PM	7:52 PM	8:10 PM
8:30 PM	8:46 PM	9:06 PM	9:14 PM	9:35 PM	9:55 PM	10:13 PM

For more information, visit http://www.soltransride.com. Also, you may visit the SolTrans Facebook page: https://www.facebook.com/SolTrans.
For specific schedule information, call Customer Service at 707-648-4666.

SolTrans Message

ROUTE 78 OUTREACH PROCESS

SolTrans is working to make Route 78 more efficient, productive and in compliance with our Regional Grant funding requirements. Meeting the grant requirements is critical for ensuring the viability of this service, given that at least 80% of the route's operations are financed through grants.

This proposal has been circulated for the purpose of gathering public feedback to be considered for the development of a final schedule. The initially proposed Route 78 schedule is on the back of this message for reference.

The initial public comment period closed on October 16, 2012. SolTrans staff is currently analyzing and considering the comments received. Once input is compiled and analyzed, SolTrans will modify the proposal to reflect the public's comments. A 2nd draft of the proposed schedule will be issued for further public comment. This notice will likely include a potential implementation date, potential public hearing and/or meeting date, and any other applicable details. Depending on feedback received from the 2nd version of the schedule, subsequent adjustments may be made prior to any action by the SolTrans Board of Directors. The public will be notified as soon as a recommendation is forwarded to the Board for action.

For more information, visit http://www.soltransride.com. Also, you may visit the SolTrans Facebook page: https://www.facebook.com/SolTrans.
For specific schedule information, call Customer Service at 707-648-4666.

Flier Release Date: October 17, 2012

SolTrans Message

1ST ROUTE 78 PROPOSED SCHEDULE

(INITIALLY RELEASED ON 10-2-12)

Route 78 Proposed Schedule ***Southbound/Outbound***				**Monday-Friday** ***Northbound/Inbound***		
Vallejo Transit Center	Military/1st (Cit Park Benicia)	Pleasant Hill BART	Walnut Creek BART	Walnut Creek BART	Military/1st (City Park Benicia)	Vallejo Transit Center
5:40 AM	5:58 AM	6:20 AM	6:30 AM	6:45 AM	7:05 AM	7:20 AM
6:40 AM	6:48 AM	7:20 AM	7:30 AM	7:45 AM	8:05 AM	8:20 AM
7:00 AM	7:18 AM	7:40 AM	7:50 AM	8:45 AM	9:05 AM	9:20 AM
7:40 AM	7:58 AM	8:20 AM	8:30 AM	10:15 AM	10:35 AM	10:50 AM
8:30 AM	8:48 AM	9:10 AM	9:20 AM	11:30 AM	11:50 AM	12:05 PM
9:10 AM	9:28 AM	9:50 AM	10:00 AM	1:15 PM	1:35 PM	1:50 PM
10:40 AM	10:54 AM	11:12 AM	11:20 AM	3:00 PM	3:20 PM	3:35 PM
12:20 PM	12:34 PM	12:52 PM	1:00 PM	4:45 PM	5:10 PM	5:35 PM
2:05 PM	2:19 PM	2:37 PM	2:45 PM	5:30 PM	5:55 PM	6:20 PM
3:50 PM	4:04 PM	4:22 PM	4:30 PM	6:15 PM	6:40 PM	7:05 PM
5:20 PM	5:34 PM	5:52 PM	6:00 PM	6:45 PM	7:10 PM	7:35 PM
5:50 PM	6:04 PM	6:22 PM	6:30 PM	8:00 PM	8:25 PM	8:50 PM
7:50 PM	8:04 PM	8:22 PM	8:30 PM	8:45 PM	9:10 PM	9:25 PM

Route 78 Proposed Schedule ***Southbound/Outbound***				**Saturday** ***Northbound/Inbound***		
Vallejo Transit Center	Military/1st (City Park Benicia)	Pleasant Hill BART	Walnut Creek BART	Walnut Creek BART	Military/1st (City Park Benicia)	Vallejo Transit Center
6:35 AM	6:51 AM	7:11 AM	7:19 AM	7:32 AM	7:52 AM	8:10 AM
8:35 AM	8:51 AM	9:11 AM	9:19 AM	9:32 AM	9:52 AM	10:10 AM
10:35 AM	10:51 AM	11:11 AM	11:19 AM	11:32 AM	11:52 AM	12:10 AM
12:35 PM	12:51 PM	1:11 PM	1:19 PM	1:32 PM	1:52 PM	2:10 PM
2:35 PM	2:51 PM	3:11 PM	3:19 PM	3:32 PM	3:52 PM	4:10 PM
4:35 PM	4:51 PM	5:11 PM	5:19 PM	5:32 PM	5:52 PM	6:10 PM
6:35 PM	6:51 PM	7:11 PM	7:19 PM	7:32 PM	7:52 PM	8:10 PM
8:30 PM	8:46 PM	9:06 PM	9:14 PM	9:35 PM	9:55 PM	10:13 PM

For more information, visit http://www.soltransride.com. Also, you may visit the SolTrans Facebook page: https://www.facebook.com/SolTrans.
For specific schedule information, call Customer Service at 707-648-4666.

Flier Release Date: October 17, 2012

RIDER ALERT

ROUTE 78 Revised (2nd) Proposal

In response to public comments regarding our initial Route 78 Proposal, SolTrans' Staff has developed a revised proposal.

We would greatly appreciate your feedback on this proposal. All public comments received in response to this proposal will be recorded and reviewed by SolTrans' Planning Staff, before any route changes are made. In order to help Staff better serve you, please provide specific days and times that you travel, in your comments.

Route 78 does not currently operate on Sundays, and no plans have been made to add Sunday service (Proposed schedules on reverse).

Proposed changes include:

*Adjusted running times that will better reflect travel time and improve reliability.

*Schedule adjustments that will allow us to maintain route funding.

*Adjusted connection times to neighboring transit agencies, in response to passenger input.

*First a.m. Outbound trip, currently leaving at 5:30 a.m., will no longer be served.

* Vallejo Ferry Terminal will no longer be a Route 78 stop; the route will begin and end at the Vallejo Transit Center. Passengers may use the new pedestrian bridge, located above the City of Vallejo Parking Garage, to access the Vallejo Ferry Terminal.

*Eliminate layover time at Pleasant Hill BART Station (This does **NOT** mean that the stop will not be served, just that four minutes of unnecessary wait time will be eliminated).

*Curtola Park and Ride Lot will continue to be served on Inbound trips after 9:30 a.m., exactly as it is now served.

SolTrans would greatly appreciate your feedback, on these newly proposed changes, by November 12, 2012. Please submit your comments via one of the following formats:

Mail: 311 Sacramento Street, Vallejo, CA 94590
Web: www.soltransride.com ("Leave a Comment," at bottom of each page)
Phone: 707-553-7269

Release Date: October 29, 2012

Route 78 Proposed Schedule ***Southbound/Outbound***				**Monday-Friday** ***Northbound/Inbound***		
Vallejo Transit Center	Military/1st (City Park Benicia)	Pleasant Hill BART	Walnut Creek BART	Walnut Creek BART	Military/1st (City Park Benicia)	Vallejo Transit Center
6:00	6:18	6:40	6:50	6:55	7:15	7:30
6:20	6:38	7:00	7:10	7:15	7:35	7:50
6:40	6:58	7:20	7:30	7:35	7:55	8:10 **G**
7:00	7:18	7:40	7:50	7:55	8:15	8:30 **G**
7:40	7:58	8:20	8:30	8:35	8:55	9:10
8:00	8:18	8:40	8:50	9:00	9:20	9:35 **G**
9:20	9:38	10:00	10:10	10:15	10:35	10:50
10:55	11:09	11:27	11:37	11:42	**12:02**	**12:17**
12:25	**12:39**	**12:57**	**1:07**	**1:12**	**1:32**	**1:52**
2:15	**2:29**	**2:47**	**2:55**	**3:04**	**3:29**	**3:59 G**
4:15	**4:29**	**4:47**	**4:55**	**5:04**	**5:29**	**5:59**
4:45	**4:59**	**5:17**	**5:25**	**5:30**	**5:55**	**6:25 G**
5:15	**5:29**	**5:47**	**5:55**	**6:00**	**6:25**	**6:55**
6:10	**6:24**	**6:42**	**6:50**	**6:55**	**7:20**	**7:50 G**
7:10	**7:24**	**7:42**	**7:50**	**7:55**	**8:35**	**8:50 G**

G= Bus returning to garage, passengers must disembark

P.M. times in **bold**

Curtola Park and Ride will be served in the Inbound direction from the 10:55 a.m. trip on; not before that time. It will be served in the Outbound direction for all trips.

Route 78 Proposed Schedule ***Southbound/Outbound***				**Saturday** ***Northbound/Inbound***		
Vallejo Transit Center	Military/1st (City Park Benicia)	Pleasant Hill BART	Walnut Creek BART	Walnut Creek BART	Military/1st (City Park Benicia)	Vallejo Transit Center
6:35	6:51	7:11	7:19	7:32	7:52	8:10
8:35	8:51	9:11	9:19	9:32	9:52	10:10
10:35	10:51	11:11	11:19	11:32	11:52	**12:10**
12:35	**12:51**	**1:11**	**1:19**	**1:32**	**1:52**	**2:10**
2:35	**2:51**	**3:11**	**3:19**	**3:32**	**3:52**	**4:10**
4:35	**4:51**	**5:11**	**5:19**	**5:32**	**5:52**	**6:10**
6:35	**6:51**	**7:11**	**7:19**	**7:32**	**7:52**	**8:10**
8:30	**8:46**	**9:06**	**9:14**	**9:35**	**9:55**	**10:13 G**

G= Bus returning to garage, passengers must disembark

P.M. times in **bold**

Release Date: October 29, 2012

FOR IMMEDIATE RELEASE

October 29, 2012
Contact: Ward Stewart
SolTrans, 311 Sacramento St., Vallejo CA 94590

****** MEDIA ADVISORY *** MEDIA ADVISORY ******

Revised Route 78 Proposal Released for Public Comment

Vallejo, CA - On Monday, October 29, 2012, SolTrans will release a revised proposal for Route 78.

Route 78 is regional express bus route(operating Monday – Saturday), which originates at the Vallejo Ferry Terminal, and terminates at Walnut Creek BART Station. In order to remain eligible for funding sources, which contribute to paying for the costs associated with operating this route, SolTrans must maintain a 20% farebox recovery rate (Fares must cover 20% of the operational cost). SolTrans' staff has been analyzing how best to achieve this 20% farebox recovery rate, while striving to preserve vital local and inter-city transit connections.

Earlier this month, SolTrans received public comments regarding an initial Route 78 Proposal. After incorporating comments communicated by the public, and receiving guidance from its Board of Directors, SolTrans is now seeking public input on the proposed schedule. The public will have until November 12, 2012, to comment on this proposal before it is refined and finalized for implementation. Public feedback regarding these changes is crucial in determining how best to structure the route. Each public comment received during the official comment period will be recorded and reviewed by SolTrans' Planning Staff. Although all requests may not be accommodated, all requests will be considered and are appreciated. Tentative implementation for these changes is scheduled for December 2012.

For further information, please contact SolTrans Customer Service at: 707-648-4666, or visit our website at: www.soltransride.com. All service change proposals will be listed in the, "Planning," section of our website, and customer comment forms are available at the bottom of each page.

Solano County Transit (SolTrans) is the public transportation provider for the Cities of Benicia and Vallejo, offering local fixed route, regional express bus, complimentary paratransit, dial-a-ride, subsidized taxi services, and dedicated to delivering affordable, reliable, convenient and safe transit services. The agency is a Joint Powers Association (JPA) that is governed by a six-member Board of Directors composed of two representatives from the two member cities, Solano County's representative on the Metropolitan Transportation Commission (MTC) and a non-voting representative from the Solano Transportation Authority.

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Solano Transportation Authority

DATE: November 16, 2012
TO: STA TAC
FROM: Liz Niedziela, Transit Program Manager
RE: Proposed Changes to SolanoExpress Route 85

Background:
SolanoExpress Route 85 provides service between Vallejo and Fairfield with stops at the Vallejo Ferry Terminal, Six Flags, Solano Community College in Fairfield and Solano Mall. Route 85 is the only one of seven SolanoExpress Routes initialed after the first Intercity Transit Funding (ITF) Agreement was developed and continues today. Route 85 is also one of the five SolanoExpress routes funded by Regional Measure 2 (RM 2) bridge toll funds.

Discussion:
There have been concerns about passenger safety on the last weekday trip of SolanoExpress Route 85. Currently this trip, departing the Solano Mall at 10:33 p.m., has a final stop at Vallejo of Six Flags. This is the only Vallejo stop for this inbound trip.

The area around this bus stop is dark, and there have been unsafe activities observed in this area as passengers are departing the bus. SolTrans' staff would like to propose that the bus add an addition stop to Sereno Transit Center, on its way back to the bus yard, and allow passengers to alight in this much safer, better lit location.

Recommendation:
Forward a recommendation to the STA Board to approve adding the Sereno Transit Center as the final bus stop for Route 85's last weekday trip.

Attachment:
A. Route 85 Schedule

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ROUTE 85 — VALLEJO TRANSIT CENTER / FAIRFIELD

MONDAY-FRIDAY

Eastbound						Westbound					
Vallejo Transit Center	Vallejo Ferry Terminal	Six Flags / Fairgrounds	Green Valley/ Mangels	Solano College, Fairfield	Solano Mall	Solano Mall	Solano College, Fairfield	Green Valley/ Mangels	Six Flags / Fairgrounds	Vallejo Ferry Terminal	Vallejo Transit Center
5:35	5:37	5:55	6:07	6:13	6:23	6:33	6:43	6:49	7:01	7:16	7:18
6:35	6:37	6:55	7:07	7:13	7:23	7:33	7:43	7:49	8:01	8:16	8:18
7:35	7:37	7:55	8:07	8:13	8:23	8:33	8:43	8:49	9:01	9:16	9:18
8:35	8:37	8:55	9:07	9:13	9:23	9:33	9:43	9:49	10:01	10:16	10:18
9:35	9:37	9:55	10:07	10:13	10:23	10:33	10:43	10:49	11:01	11:16	11:18
10:35	10:37	10:55	11:07	11:13	11:23	11:33	11:43	11:49	**12:01**	**12:16**	**12:18**
11:35	11:37	11:55	**12:07**	**12:13**	**12:23**	**12:33**	**12:43**	**12:49**	**1:01**	**1:16**	**1:18**
12:35	**12:37**	**12:55**	**1:07**	**1:13**	**1:23**	**1:33**	**1:43**	**1:49**	**2:01**	**2:16**	**2:18**
1:35	**1:37**	**1:55**	**2:07**	**2:13**	**2:23**	**2:33**	**2:43**	**2:49**	**3:01**	**3:16**	**3:18**
2:35	**2:37**	**2:55**	**3:07**	**3:13**	**3:23**	**3:33**	**3:43**	**3:49**	**4:01**	**4:16**	**4:18**
3:35	**3:37**	**3:55**	**4:07**	**4:13**	**4:23**	**4:33**	**4:43**	**4:49**	**5:01**	**5:16**	**5:18**
4:35	**4:37**	**4:55**	**5:07**	**5:13**	**5:23**	**5:33**	**5:43**	**5:49**	**6:01**	**6:16**	**6:18**
5:35	**5:37**	**5:55**	**6:07**	**6:13**	**6:23**	**6:33**	**6:43**	**6:49**	**7:01**	**7:16**	**7:18**
6:35	**6:37**	**6:55**	**7:07**	**7:13**	**7:23**	**7:33**	**7:43**	**7:49**	**8:01**	**8:16**	**8:18**
7:35	**7:37**	**7:55**	**8:07**	**8:13**	**8:23**	**8:33**	**8:43**	**8:49**	**9:01**	**9:16**	**9:18**
8:35	**8:37**	**8:55**	**9:07**	**9:13**	**9:23**	**9:33**	**9:43**	**9:49**	**10:01**	**10:16**	**10:18**
9:35	**9:37**	**9:55**	**10:07**	**10:13**	**10:23**	**10:33**	**10:43**	**10:49**	**11:01**	**—**	**—**

SATURDAY

Eastbound						Westbound					
Vallejo Transit Center	Vallejo Ferry Terminal	Six Flags / Fairgrounds	Green Valley/ Mangels	Solano College, Fairfield	Solano Mall	Solano Mall	Solano College, Fairfield	Green Valley/ Mangels	Six Flags / Fairgrounds	Vallejo Ferry Terminal	Vallejo Transit Center
6:35	6:37	6:55	7:07	7:13	7:23	7:33	7:43	7:49	8:01	8:16	8:18
8:35	8:37	8:55	9:07	9:13	9:23	9:33	9:43	9:49	10:01	10:16	10:18
10:35	10:37	10:55	11:07	11:13	11:23	11:33	11:43	11:49	**12:01**	**12:16**	**12:18**
12:35	**12:37**	**12:55**	**1:07**	**1:13**	**1:23**	**1:33**	**1:43**	**1:49**	**2:01**	**2:16**	**2:18**
2:35	**2:37**	**2:55**	**3:07**	**3:13**	**3:23**	**3:33**	**3:43**	**3:49**	**4:01**	**4:16**	**4:18**
4:35	**4:37**	**4:55**	**5:07**	**5:13**	**5:23**	**5:33**	**5:43**	**5:49**	**6:01**	**6:16**	**6:18**
6:35	**6:37**	**6:55**	**7:07**	**7:13**	**7:23**	**7:33**	**7:43**	**7:49**	**8:01**	**8:16**	**8:18**
8:35	**8:37**	**8:55**	**9:07**	**9:13**	**9:23**	**9:33**	**9:43**	**9:49**	**10:01**	**10:16**	**10:18**

PM schedules indicated in bold.

Multi-Zone Cash Fares	
✷ Adult	$ 5.00
✷ Youth (6-18)	$ 4.00
✷ Senior (Age 65+) /Disabled/Medicare	$ 2.50
Multi-Zone Day Passes	
✷ Adult	$ 10.00
✷ Youth	$ 8.00
✷ Senior/Disabled/Medicare	$ 5.00
Multi-Zone 10-Ride Pass	
✷ All Riders	$ 45.00
Multi-Zone Monthly Pass	
✷ All Riders	$ 114.00

Customer Service

For schedules, connecting services, and assistance with trip planning, please call (707) 648-4666 between 8:00 am and 5:30 pm weekdays, or dial 511 for Bay Area transit information. Schedule information is also available at www.511.org or www.SolTransRide.com

Atención al Cliente

Para conocer los horarios, servicios de conexión y asistencia con la planificación de viajes, por favor llame al (707) 648-4666 entre 8:00 a.m. y las 5:30 p.m. entre semana, o marque 511 para recibir información del tránsito de Bay Area Transit. También hay información sobre los horarios disponible en www.511.org o en www.soltransride.com.

SOLANO COUNTY TRANSIT
Customer Service
1850 Broadway Street · Vallejo, CA
Phone (707) 648-4666
www.soltransride.com

85

Vallejo Transit Center / Fairfield

WEEKDAY • SATURDAY

SERVICE TO

- Vallejo Ferry Terminal
- Six Flags/ County Fairgrounds
- Solano Mall, Fairfield
- Solano Community College, Fairfield

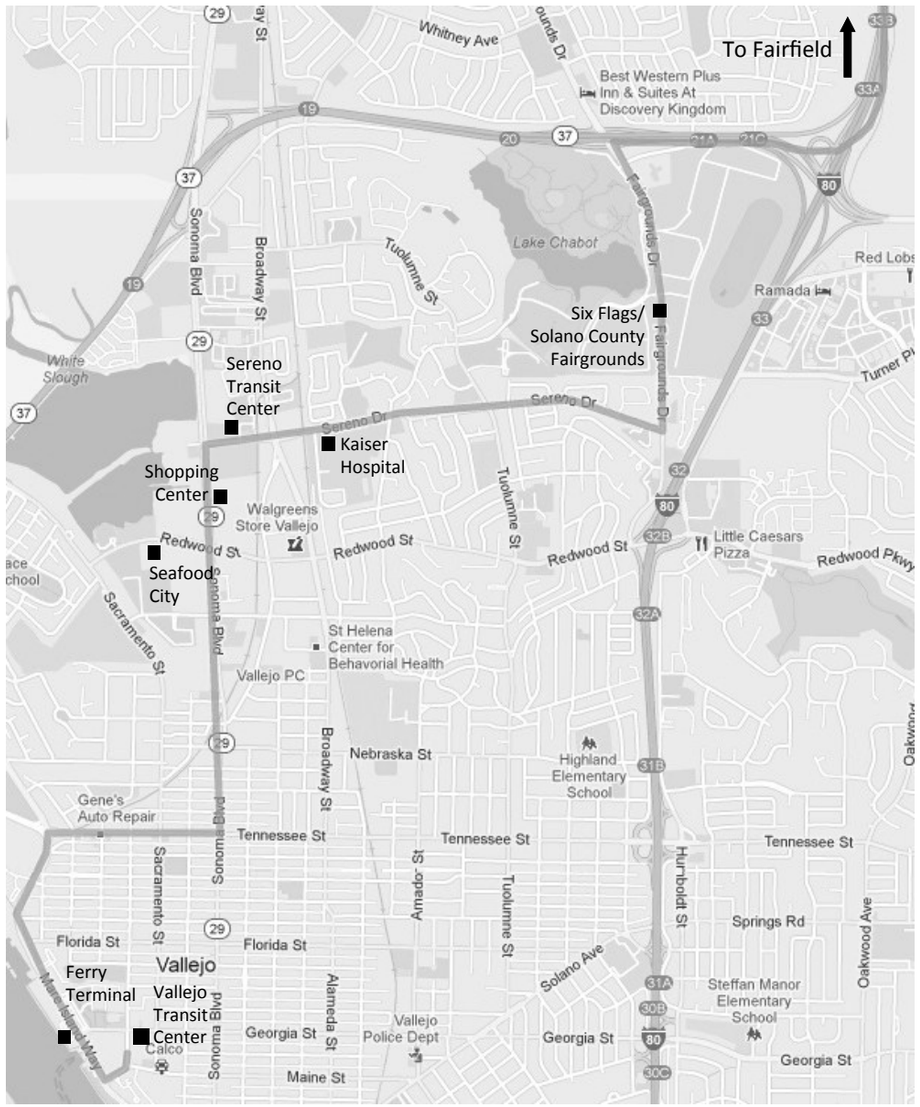
EFFECTIVE OCTOBER 3, 2012

ROUTE 85 INFORMATION / RUTA 85 INFORMACION

To better enable us to serve you in arriving to your destination on time, please have the proper fare and valid identification ready upon boarding. Complete description of SolTrans' fare structure and ticket outlet locations are available on the brochure titled "SolTrans Fares."

Transferring within SolTrans' Service Area

SolTrans' main transfer points are Solano Mall in Fairfield, Sereno Transit Center and Vallejo Transit Center, El Cerrito Del Norte and Walnut Creek BART stations and Benicia City Park. If you are transferring to another route, you will need to pay an additional fare or utilize a Day, 10-Ride or Monthly Pass for travel.



Holiday Schedule

No service on Easter, Memorial Day, July 4th, Labor Day, Thanksgiving, Christmas Day, and New Year's Day.

SolTrans operates Saturday service, with expanded schedules on Route 80, on the following Holidays: Day after Thanksgiving, Martin Luther King Day, Veterans Day and Presidents Day.

How to Read the Bus Schedule

Each schedule lists time points for several stops along the route and these are shown on the accompanying route map. Read the schedule from left to right. To know when you should arrive at a stop that is between the listed time points, use the time point before your stop.

FARES

Children

Up to two children age 5 and under ride free per fare paying passenger. Additional children pay youth fare.

Discount Fare Eligibility
Senior 65+ / Disabled / Medicare Recipients

To qualify for the Senior/Disabled/Medicare fare, you must present one of the following:

- Photo ID with birthdate indicating 65+
- Valid Medicare Card with photo ID
- Regional Transit Connection (RTC) Discount Card
- DMV Disabled License Plate Registration
- DMV Disabled Parking Placard printout

Regional Transit Connection (RTC) Discount Card

The RTC Discount Card is available to qualified persons with disabilities and senior citizens 65 years of age or older. The card makes it easier for you to demonstrate your eligibility for reduced fares on fixed route bus, rail and ferry systems throughout the San Francisco Bay Area.

To see if you are eligible for the Regional Transit Connection (RTC) Discount Card and to apply, visit http://transit.511.org/disabled/RTDC.aspx or call Customer Service at (707) 648-4666.

Para que podamos servirle mejor para que llegue a su destino a tiempo, tenga la tarifa adecuada y la identificación válida lista al momento de abordar. En el folleto titulado SolTrans Fares se encuentra una descripción completa de la estructura de tarifas y puntos de venta de boletos de SolTrans.

Transferencia dentro del área de cobertura de SolTrans

Los principales puntos de trasbordo de SolTrans son Solano Mall en Fairfield, Fairfield Transportation Center, Sereno Transit Center y Vallejo Transit Center, las estaciones El Cerrito del Norte y Walnut Creek BART y Benicia City Park. Si usted hace trasbordo a una ruta que requiere una tarifa mayor que el autobús local, deberá utilizar un pase diario, de 10 viajes o mensual para viajar.

Cronograma de los días festivos

Ningún servicio en Pascuas, Día de Conmemoración de los Caídos, el 4 de julio, el Día del Trabajador, el Día de Acción de Gracias, Navidad y el día de Año Nuevo.

SolTrans funciona con los servicios de los Sábados, con horarios ampliados en Route 80, en los siguientes días festivos: Día posterior al Día de Acción de Gracias, día de Martin Luther King, día de los Veteranos de Guerra y el día del Presidente.

Cómo leer el cronograma del autobús

Cada cronograma lista los puntos de horarios para varias paradas a lo largo de la ruta y éstas se muestran en el mapa de ruta que lo acompaña. Lea el cronograma de izquierda a derecha. Use el punto de horario anterior de su parada para saber cuándo debería llegar a una parada que se encuentra entre los puntos de horarios listados.

TARIFAS

Niños

Hasta dos niños de 5 años o menos viajan gratis por pasajero que pague la tarifa. Los niños adicionales pagan la tarifa para jóvenes.

Elegibilidad para descuento en la tarifa

Jubilados 65+ años de edad/Discapacitados/ Receptores de Medicare

Para calificar para la tarifa para Jubilados/ Discapacitados/Medicare debe presentar uno de los siguientes:

- Identificación con fotografía donde indique que tiene más de 65 años de edad
- Tarjeta válida de Medicare con identificación con fotografía
- Tarjeta de descuento de Regional Transit Connection (RTC)
- Registro de la placa de la licencia por discapacidad DMV
- Impresión del permiso de estacionamiento para discapacitados DMV

Tarjeta de descuento de Regional Transit Connection (RTC)

La tarjeta de descuentos RTC está disponible para personas calificadas con discapacidades y ciudadanos de 65 años de edad o mayores. La tarjeta hace más fácil demostrar su elegibilidad para tarifas reducidas para los sistemas de rutas fijas de autobuses, trenes y ferry a través de San Francisco Bay Area.

Para determinar si usted es elegible para la tarjeta de descuento de Regional Transit Connection (RTC) y para aplicar, visite http://transit.511.org/disabled/rtdc.aspxo llame a Atención al cliente al (707) 648-4666.

Route 85 is operated by SolTrans and is partially funded by Regional Measure Two ("3rd dollar" bridge tolls) that were approved by Bay Area voters at the March 2004 election, and allocated by the Metropolitan Transportation Commission (MTC).

Solano Transportation Authority

DATE: November 8, 2012
TO: STA TAC
FROM: Jessica McCabe, Project Assistant
RE: OneBayArea Grant (OBAG) Local Streets & Roads (LS&R) Project Delivery Schedules

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Background:
The STA Project Delivery Department is responsible for the delivery of STA led projects and monitors and assists in the delivery of STA supported & funded projects (e.g., local street rehabilitation projects, bridge toll funded transit center projects, bicycle and pedestrian projects, etc.). Most project funding does not come directly from the STA itself, it is approved by the STA and then comes from either federal, state, or regional funding sources. STA project delivery staff helps local agency project sponsors secure their funding from a variety of funding agencies, which often involves supporting local project managers through complicated federal, state, regional and local funding program procedures.

On May 19, 2011, the STA Board adopted the STA Project Delivery Policy (Attachment A) in an effort to formalize the STA's procedures regarding the programming and monitoring of projects. The goal of the policy is to protect transportation funding for Solano County projects from being lost to other agencies due to project sponsors failing to meet project delivery deadlines set by MTC, Caltrans, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Air Quality Management Districts.

The policy states that STA will support projects with reasonable delivery schedules which describe development milestones, including but not limited to environmental clearance, final design, right-of-way clearance, ready to advertise & award, complete construction, and funding obligation request and receipt deadlines. The STA's Technical Advisory Committee (TAC) and Project Delivery Working Group (PDWG) will review and recommend the approval of "reasonable" project delivery schedules to the STA Board as part of project funding decisions.

Discussion:
In accordance with the STA Project Delivery Policy, STA staff has reviewed project delivery schedules for OneBayArea Grant (OBAG) Local Streets & Roads (LS&R) projects with project sponsors (Attachments B and C). For projects that could encounter significant delays and potentially fail to meet project delivery deadlines, a more detailed project schedule will be requested and will be subject to review by both the PDWG and TAC. As part of this peer review process, STA staff will suggest recommendations to further assist project sponsors in meeting delivery deadlines.

On November 13, 2012, the Solano PDWG reviewed submitted project delivery schedules for OBAG LS&R projects, and upon revisions made to Suisun City and Vallejo's delivery schedules, approved forwarding the project schedules to the STA TAC. At the November 28, 2012 TAC meeting, the TAC will be asked to approve the project schedules for OBAG LS&R projects.

Fiscal Impact:
None.

Recommendation:
Forward a recommendation to the STA Boards to approve the project delivery schedules and milestones for OBAG LS&R projects as shown in Attachments B and C, as part of the STA Project Delivery policies.

Attachments:

A. STA Project Delivery Policy, 2-28-2011
B. Project Delivery Schedules for OBAG STP Projects, 11-13-2012
C. Local Streets & Roads (LS&R) Project Summary, 11-16-2012

Solano Transportation Authority
Project Delivery Policy
02-28-2011

Overview of STA Project Delivery & Programming

Most project funding does not come directly from the STA itself. Project funding is approved by the STA and then comes from federal, state, or regional funding sources. STA project delivery staff helps local agency project sponsors secure their funding from a variety of funding agencies, which often involves supporting local project managers through complicated federal, state, regional and local funding program procedures.

When met with critical project delays or deadlines, STA staff assists local sponsors through various avenues of recourse, providing a forum between local staff, Metropolitan Transportation Commission (MTC), Caltrans, and other funding or oversight agencies. When project sponsors are unable to secure funds or a project's deliverability is in jeopardy, STA staff develops options, such as funding swaps, delivery options, or reprogramming of funding to protect funding from being lost from Solano County and to maintain equity between STA's member agencies.

Project Delivery Policy Summary

This project delivery policy formalizes the STA's procedures regarding the programming and monitoring of STA funded projects. Other comparable agency project delivery policies focus on strict adherence to increasingly earlier deadlines in an attempt to avoid the next level of government's funding request or project monitoring deadlines. The STA's delivery policies below focus on clear decision points and funding alternatives to implement the funding recommendations taken by the STA Board without earlier deadlines or additional administrative burdens.

Project Delivery Policy Goal:

"To protect transportation funding for Solano County projects from being lost to other agencies due to project sponsors failing to meet project delivery deadlines set by funding partner agencies such as the Metropolitan Transportation Commission (MTC), Caltrans, Federal Highway Administration (FHWA),Federal Transit Administration (FTA) and Air Quality Management Districts."

This project delivery policy accomplishes this goal in several ways:

1. Provides overburdened project sponsors with clear consequences for failing to meet MTC, Caltrans, and FHWA deadlines.
2. Provides clear decision points for the STA Board to and the TAC
3. Provides a framework to develop project funding alternatives, such as fund swaps and deferment of fund shares, for project sponsors struggling with delivery deadlines.
4. Structures incentives into funding alternatives for projects sponsors who request to exercise these alternatives earlier in the process rather than later. The farther a project is from a

deadline, the easier it is to create more lucrative funding alternatives. The closer a project sponsor is to failing to meet a deadline, funding alternatives become harder to structure and may result in the complete loss of funds from the struggling project sponsor and the county as a whole.

Other funding alternatives generally require another project sponsor to be able to use the struggling project sponsor's funds for a project that can meet the deadlines attached to the fund source.

Project funding alternatives include:

- *Rescope a project into smaller phases or reprogram funding to another project within the same local agency*
  This method is preferable to others as it offers the greatest amount of flexibility to shift funding sources and manage project costs, but can only take place earlier in a project's development and early in the funding programming cycle, usually before the fiscal year in which the funding is programmed.

- *Deferment of funding shares to later years or grant cycles*
  This method can preserve equity but will delay the delivery of a project. This can only take place if other projects can spend the deferred funds in earlier years. Reprogramming funds in this nature requires early notice. This is essentially a funding swap without an incentive and can take place as late as October or November of any given fiscal year.

- *Funding swaps on sliding scales from $0.90/$1.00 to as low as $0.50/$1.00 in high-pressure circumstances*
  Funding swaps for federal funds in exchange for local funds can keep a smaller project sponsor's project moving and create an incentive for a larger project sponsor to enter into a swap. The longer a project sponsor waits, the worse the return ratio becomes. This creates incentives for both fund swap parties to enter the swap sooner rather than later. This method can take place as late as February or March of any given fiscal year for STP/CMAQ funded projects.

- *Reprogramming of funding without the possibility of the funding returning to the project sponsor*
  This method is the default method of ensuring a project's funding stays within the county or region. It is the standard method cited in MTC's Resolution 3606. If a project sponsor is too close to an Obligation Authority critical deadline, this is often the only option remaining. This method is often used between March and May of any given fiscal year.

Programming Policies for New Projects: Schedule Review & Approval

1. Prior to the STA Board recommending or approving funding for a project, the STA's Project Delivery Department must receive a reasonable project delivery schedule describing development milestones including but not limited to environmental clearance, final design, right-of-way clearance, ready to advertise & award, complete construction, and funding obligation request and receipt dates.
   1.1. Applicants who do not provide these details will not be recommended by STA project delivery staff for funding approval by the STA Board.

1.2. The STA's Technical Advisory Committee (TAC) and Project Delivery Working Group (PDWG) will review and recommend the approval of "reasonable" project delivery schedules to the STA Board as part of project funding decisions.

1.2.1. Standards for reasonable delivery schedules will be developed and recommended by the STA TAC and PDWG for incorporation into this policy document.

1.2.2. Project sponsors will highlight critical review dates regarding reasonable progress towards completing milestones shown in the schedule (e.g., completed field reviews, drafted environmental & technical studies, receipt of agency permits).

Monitoring Policies: Ongoing Schedule & Development Review

2. Based on approved delivery schedules, STA staff will review project delivery progress relative to adopted schedules with the PDWG during regular meetings.

2.1. Issues raised at the PDWG will be forwarded to the STA TAC and STA Board if critical to the success of the project.

2.2. STA staff will recommend project scope and funding alternatives based on "Project Funding Alternative Development" policy discus below.

STA Delivery Assistance: Strategy & Communication Services

3. STA Project Delivery staff will support member agency projects when in discussions with partner funding and permitting agencies 1) if projects are on schedule and 2) do not have PDWG or TAC member identified delivery issues.

3.1. Issues identified by STA staff not yet reviewed by PDWG and TAC members will be taken into account at the discretion of the STA Director of Projects.

3.2. STA staff project delivery assistance and support includes but is not limited to:

3.2.1. Developing a project delivery schedule and funding strategy with local project sponsors prior to STA PDWG and TAC member review.

3.2.2. Completing Disadvantaged Business Enterprise (DBE) forms for overburdened and smaller agencies.

3.2.3. Scheduling group project field reviews between Caltrans staff and other project stakeholders.

3.2.4. Coordinating communication between MTC, Caltrans and local agencies during critical project delivery milestones & deadlines, such as MTC's Resolution 3606 federal funding obligation request (Feb 1) and obligation (Apr 30) annual deadlines.

3.2.5. Notify project sponsors of changing funding source procedures and deadlines to keep projects on schedule.

3.2.6. Inform project sponsors through STA PDWG meetings and emails regarding project delivery bulletins and information requests from funding agency partners, such as MTC and Caltrans.

3.2.7. Develop extension requests for delayed but feasible priority projects.

Project Funding Alternative Development

1. Relative to funding source decision timing, STA staff will present current project delivery information (e.g., project delivery updates), funding alternatives and programming recommendations to the STA PDWG and TAC, prior to STA Board approval.
   - 1.1. Federal Aid Projects
     - 1.1.1. MTC's Resolution 3606 governs project delivery deadlines for all federal funding shown in the Transportation Improvement Program (TIP) for the Bay Area's federally funded transportation projects. Relative to its delivery deadlines, STA staff will discuss project delivery progress at STA PDWG and TAC meetings two months prior to reaching MTC Reso. 3606 deadlines. The approximate dates of these progress checks are described below:
       - 1.1.1.1. Disadvantaged Business Enterprise (DBE) program approval (May – June)
         - 1.1.1.1.1. Failure may lead to rescoping projects or reprogramming funds to later years.
       - 1.1.1.2. Field review scheduled (August – October)
         - 1.1.1.2.1. Failure may lead to rescoping projects or deferring funds, if alternative projects are available.
       - 1.1.1.3. Environmental Clearance (October – November)
         - 1.1.1.3.1. Failure may lead to rescoping projects, reprogramming funds to other eligible projects, or project funding swaps at $0.90 to $1.00.
       - 1.1.1.4. Obligation Requests for any phase (November – January)
         - 1.1.1.4.1. Failure may lead to reprogramming funds to other eligible projects, or project funding swaps at less than $0.90 to $1.00.
       - 1.1.1.5. Authorization/Obligation/E-76 receipt (February – August)
         - 1.1.1.5.1. Failure may lead to reprogramming funds to other eligible projects, project funding swaps at less than $0.50 to $1.00, or becoming ineligible for future federal funds pursuant to MTC Reso. 3606.
     - 1.1.2. All federal funding for local transportation projects, including earmarks and Caltrans grant programs, will be tracked by STA Project Delivery Staff with the assistance of PDWG members.
   - 1.2. State funded projects
     - 1.2.1. State Transportation Improvement Program (STIP) projects may mirror federal deadlines if tied to federal funds. Authorization at the state level comes in the form of an "allocation" of state funds from the California Transportation Commission. STA staff monitors project delivery relative to Caltrans Grant Program deadlines and CTC approvals:
       - 1.2.1.1. STIP Programming Review (March - April)
         - 1.2.1.1.1. Failure to provide a project schedule that cannot meet a January (Federalized) or April (State-only) allocation request during the prior calendar year between March and April may result in rescoping the project, funding swaps or the reprogramming of funding to other eligible projects.
       - 1.2.1.2. State allocation funding requests (November – April)
         - 1.2.1.2.1. Failure to provide a project schedule that meets a January (Federalized) or April (State-only) allocation request will be subject to a funding swap at less than $0.90 to $1.00.

1.2.1.2.2. Failure to request an allocation of STIP funding during the fiscal year when funds are programmed will result in a five-year funding delay for the return of these funds to Solano County. STA staff will only recommend the reprogramming of these funds within the next STIP programming period if the project is a priority STA project.

1.3. Regional funding (Bridge Tolls, Air Quality Management District, other regional grants)

1.3.1. These funding sources have quarterly and semi-annual reporting requirements as well as final report performance measure documentation.

1.3.1.1. Failure to provide timely reports may result in becoming ineligible for future funding for a period of one funding cycle, or the reprogramming of funding, if flexibility is available.

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Detail Project Information Table

BASIC INFORMATION

Sponsor:	Project Title:	Project Description
City of Benicia	East 2nd Street Patching & Resurfacing Project	
TIP or Project ID:	Primary Contact:	
	Mike Roberts	Patch & Resurface Sections of East 2nd Street between I-780 and Industrial Way

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
							$ -
OBAG STP/LS&R	2014-15					$ 390,000	$ 390,000
Local/Gas Tax						$ 60,000	$ 60,000
							$ -
							$ -
							$ -
							$ -
							$ -
		Project Phase Total:	$ -	$ -	$ -	$ 450,000	**$ 450,000**

Action / Milestones	Date Completed	Duration in Months	Notes/Deadlines
STA Board Approval	9/12/2012		
OBAG Planning Requirements Met	1/3/2013		
TIP Programming			Per STA
Request PE authorization?			N/A
Receive PE autorization?			N/A
Field Review	4/1/2013		
Federal Environmental Type	6/1/2013		Cat. Excl.
Technical Reports to Caltrans			To Be Determined
Environmental Circulation/Permits			To Be Determined
Environmental Adopted	9/1/2013		
Request PS&E authorization?			N/A
Receive PS&E authorization ?			N/A
Final Design	10/1/2013		
Request ROW Authorization			N/A
Receive ROW Authorization			N/A
Need ROW Acquisition?			NO
Need Utilities Relocation?			NO
ROW Cert	12/1/2013		
Request CON Authorization?	1/1/2014		
Receive CON Authorization?	3/1/2014		
Advertise Date	5/1/2014		
Contract Award Date	6/1/2014		
Project Completion	9/1/2014		
Project Closeout	12/15/2014		

Project Map

Potential Project Issues

Additional Comments:

Detail Project Information Table

BASIC INFORMATION

Sponsor:	Project Title:	Project Description
City of Dixon	West A Street Paving Project	West A Street from Pitt School Road to I-80: repave and install fabric, minor concrete repairs, and utility cover adjustments.
TIP or Project ID:	Primary Contact:	
	Christina Castro	

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
OBAG							$ -
OBAG	2014-15	Feb 2015 E76 Req				$ 461,000	$ 461,000
Other Federal/State							$ -
Other Air District							$ -
Other Local				$ 52,000			$ 52,000
Shortfall, if applicable							$ -
							$ -
							$ -
		Project Phase Total:	$ -	$ 52,000	$ -	$ 461,000	**$ 513,000**

Action / Milestones	Date Completed	Duration in Months	Notes/Deadlines
STA Board Approval	**6/13/2013**	0	
OBAG Planning Requirements Met	6/13/2013	0	comply w/complete streets
TIP Programming	**8/13/2013**	2	
Request PE authorization?	8/13/2013	0	n/a
Receive PE autorization?	8/13/2013	0	n/a
Field Review	10/13/2013	2	9/30/2012
Federal Environmental Type		CE	
Technical Reports to Caltrans	3/13/2014	5	
Environmental Circulation/Permits	5/13/2014	2	
Environmental Adopted	**6/13/2014**	1	6/1/2013
Request PS&E authorization?	6/13/2014	0	n/a
Receive PS&E authorization ?	6/13/2014	0	n/a
Final Design	**9/13/2014**	3	9/1/2013
Request ROW Authorization	9/13/2014	0	9/1/2013
Receive ROW Authorization	9/13/2014	0	9/1/2013
Need ROW Acquisition?		NO	
Need Utilities Relocation?		NO	
ROW Cert	**10/13/2014**	1	10/1/2013
Request CON Authorization?	**11/13/2014**	1	11/1/2013
Receive CON Authorization?	**1/13/2015**	2	1/1/2014
Advertise Date	2/13/2015	1	2/1/2014
Contract Award Date	3/13/2015	1	3/1/2014
Project Completion	**9/13/2015**	6	9/1/2014
Project Closeout	10/13/2015	1	10/1/2014

Project Map

Potential Project Issues

Additional Comments:

Attachment B.3

Detail Project Information Table

BASIC INFORMATION

Sponsor:	Project Title:	Project Description
City of Fairfield	Beck Avenue Pavement Rehabilitation	
TIP or Project ID:	Primary Contact:	Pavement rehabilitation of Beck Avenue, from Highway 12 to West Texas Street, including ADA improvements.
	Jay B. Swanson	

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
OBAG	2013-14	Feb 2014 E76 Req					$ -
OBAG	2014-15	Feb 2015 E76 Req				$1,122,000	$ $1,122,000
Other Federal/State							$ -
Other Air District							$ -
Other Local	2014-15			$100,000		$ 215,000	$ 315,000
Shortfall, if applicable							$ -
							$ -
							$ -
		Project Phase Total:	$ -	$ 100,000	$ -	$ 1,800,000	**$ 1,900,000**

Action / Milestones	Date Completed	Duration in Months	Notes/Deadlines
STA Board Approval	9/12/2012	0	
OBAG Planning Requirements Met	9/13/2013	15	
TIP Programming	**11/13/2013**	2	
Request PE authorization?	11/13/2013	0	
Receive PE autorization?	11/13/2013	0	
Field Review	1/13/2014	2	
Federal Environmental Type		CE	
Technical Reports to Caltrans	6/13/2014	5	
Environmental Circulation/Permits	8/13/2014	2	
Environmental Adopted	**9/13/2014**	1	
Request PS&E authorization?	9/13/2014	0	
Receive PS&E authorization ?	9/13/2014	0	
Final Design	**12/13/2014**	3	
Request ROW Authorization	12/13/2014	0	
Receive ROW Authorization	12/13/2014	0	
Need ROW Acquisition?		NO	
Need Utilities Relocation?		YES	Raise MH's, etc.
ROW Cert	**1/13/2015**	1	
Request CON Authorization?	**2/13/2015**	1	
Receive CON Authorization?	**4/13/2015**	2	
Advertise Date	5/12/2015	1	30 day advertisement
Contract Award Date	7/7/2015	1	3 weeks after bid opening
Project Completion	**1/15/2016**	6	
Project Closeout	3/15/2016	2	

Project Map

Potential Project Issues

Additional Comments:

Detail Project Information Table

BASIC INFORMATION

Sponsor:	Project Title:	Project Description
Solano County	STP Overlay 2013	
TIP or Project ID:	Primary Contact:	
	Nick Burton	Overlay various roads in Solano County

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
OBAG	2012-13	Feb 2014 E76 Req				$1,100,000	$ 1,100,000
Local	2012-13					$ 142,500	$ 142,500
							$ -
							$ -
							$ -
							$ -
							$ -
							$ -
		Project Phase Total:	$ -	$ -	$ -	$1,242,500	**$ 1,242,500**

Action / Milestones	Date Completed	Duration in Months	Notes/Deadlines
STA Board Approval			
OBAG Planning Requirements Met			
TIP Programming	**12/01/2012**		
Request PE authorization?			
Receive PE autorization?			
Field Review	01/15/2013		
Federal Environmental Type			CE
Technical Reports to Caltrans			
Environmental Circulation/Permits			Already cleared with NES
Environmental Adopted	**01/15/2013**		
Request PS&E authorization?			
Receive PS&E authorization ?			
Final Design			
Request ROW Authorization			
Receive ROW Authorization			
Need ROW Acquisition?			
Need Utilities Relocation?			
ROW Cert			
Request CON Authorization?	**2/29/2013**		
Receive CON Authorization?	**03/30/2013**		
Advertise Date	04/15/2013		
Contract Award Date	05/01/2013		
Project Completion	**06/15/2013**		
Project Closeout	07/15/2013		

Project Map

Potential Project Issues

Additional Comments:

Detail Project Information Table

BASIC INFORMATION

Sponsor:	Project Title:	Project Description:
City of Suisun City	Walters Road/Pintail Drive Resurfacing	This project will include: evaluating the existing road conditions, concrete repairs of sidewalks, upgrades to ADA ramps and evaluation of existing drainage structures and coordination with local utilities. The two roadways will receive either a 2" asphalt overlay with fabric or ARCS application. Walters Road will be the priority for available funds and if any funds are remaining once Walters Road has been completed, they will be used for work on Pintail Drive. Roads will receive striping as needed. Note that both roads are Federally eligible roadways.
TIP or Project ID:	**Primary Contact:**	
None yet.	Dan Kasperson	

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
OBAG	2013-2014	Feb 2014 E76 Req		$ 15,000			$ 15,000
OBAG	2014-2015	Feb 2015 E76 Req				$ 265,000	$ 265,000
Other Federal/State							$ -
Other Air District							$ -
Other Local (Match)						$ 32,200	$ 32,200
Shortfall, if applicable							$
							$ -
							$ -
		Project Phase Total:	$ -	$ 15,000	$ -	$ 297,200	**$ 312,200**

Action / Milestones	Date Completed	Duration in Months	Notes/Deadlines
STA Board Approval	**9/12/2012**		
OBAG Planning Requirements Met			
TIP Programming			
Request PE authorization?	N/A		
Receive PE autorization?	N/A		
Field Review	1/15/2013	2	
Federal Environmental Type		CE	
Technical Reports to Caltrans	3/1/2013	1	
Environmental Circulation/Permits	3/1/2013	1	
Environmental Adopted	**4/1/2013**	1	
Request PS&E authorization?	10/1/2013	2	
Receive PS&E authorization ?	12/1/2013	2	
Final Design	**7/1/2014**	7	
Request ROW Authorization	N/A		
Receive ROW Authorization	N/A		
Need ROW Acquisition?		NO	
Need Utilities Relocation?		YES	
ROW Cert	**9/15/2014**	2	
Request CON Authorization?	**10/1/2014**	2	
Receive CON Authorization?	**12/1/2014**	2	
Advertise Date	1/15/2015	1	
Contract Award Date	3/1/2015	1	
Project Completion	**9/1/2015**	6	
Project Closeout	12/1/2015	2	

Project Map

Potential Project Issues

Full funding. Permits. Environmental monintoring. Environmental review delays.

Additional Comments:

Detail Project Information Table

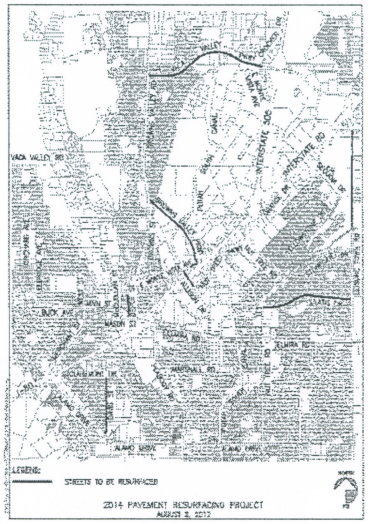
BASIC INFORMATION

Sponsor:	Project Title:	Project Description
City of Vacaville	2014 Pavement Resurfacing Project	Resurface and repair various collectors and arterials within the City of Vacaville. Streets include Depot St., from Mason St. to E. Monte Vista Ave.; Leisure Town Rd., from 1880' north of Stonegate Dr. to Orange Dr.; Browns Valley Pkwy., from E. Monte Vista Ave. to Brown St.; E. Monte Vista Ave., from 500' west of Browns Valley Pkwy. to Browns Valley Pkwy.; Allison Pkwy., from Nut Tree Pkwy. to E. Monte Vista Ave.; Vaca Valley Pkwy., from Browns Valley Rd. to E. Monte Vista Ave.; Ulatis Dr., from Nut Tree Rd. to Leisure Town Rd.; Davis St., from 200' north of Claremont Dr. to Alamo Dr.
TIP or Project ID:	Primary Contact: Tawnia Skow	

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
OBAG - STP	2014-15	Feb 2014 E76 Req				$ 970,000	$ 970,000
Other Federal/State							$ -
Other Air District							$ -
Other Local			$ 25,000	$ 110,000		$ 126,000	$ 261,000
Shortfall, if applicable							$ -
							$ -
							$ -
		Project Phase Total:	$ 25,000	$ 110,000	$ -	$ 1,096,000	$ 1,231,000

Action / Milestones	Date Completed	Duration in Months	Notes/Deadlines
STA Board Approval	**9/12/2012**		
OBAG Planning Requirements Met	10/23/2012		
TIP Programming	**12/31/2012**		
Request PE authorization?			
Receive PE autorization?			
Field Review	3/1/2013	2	
Federal Environmental Type		CE	
Technical Reports to Caltrans	5/1/2013	2	
Environmental Circulation/Permits	7/1/2013	2	
Environmental Adopted	**8/1/2013**	1	
Request PS&E authorization?			
Receive PS&E authorization ?			
Final Design	**12/1/2013**	3	
Request ROW Authorization		0	
Receive ROW Authorization		0	
Need ROW Acquisition?		NO	
Need Utilities Relocation?		YES	Adjustment of utilities to grade.
ROW Cert	**1/1/2014**	1	
Request CON Authorization?	**2/1/2014**	1	
Receive CON Authorization?	**4/1/2014**	2	
Advertise Date	4/15/2014	1	
Contract Award Date	6/1/2014	1.5	
Project Completion	**12/1/2014**	6	
Project Closeout	3/1/2015	3	



Project Map

Potential Project Issues

Additional Comments:

Detail Project Information Table

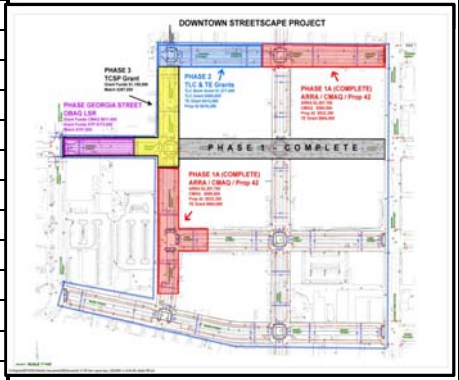
BASIC INFORMATION

Sponsor:	Project Title:	Project Description
City of Vallejo	Vallejo Downtown Streetscape Ph 3	Downtown Streetscape improvements on Sacramento Street (between Georgia and Virginia streets) and Georgia Street (between Santa Clara and Sacramento streets).
TIP or Project ID:	**Primary Contact:**	
	Jill Mercurio	

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
OTHER LOCAL	2013			$ 28		$ 389	$ 417
STP-T4-2-OBAG	2013	E-76 Request Feb 2013				$ 173	$ 173
CMAQ-T4-2-OBAG	2013	E-76 Request Feb 2013				$ 611	$ 611
EARMARK-T3-10-TCSP	2013	E-76 Request Feb 2013				$ 1,150	$ 1,150
							$ -
							$ -
		Project Phase Total:	$ -	$ 28	$ -	$ 2,323	**$ 2,351**

Action / Milestones	Date Completed	Duration in Months	Notes/Deadlines
STA Board Approval	**9/12/2012**	0	
OBAG Planning Requirements Met	11/12/2012	2	
TIP Programming	**2/12/2013**	3	
Request PE authorization?			
Receive PE autorization?			
Field Review	2/28/2013	2	
Federal Environmental Type		CE	CE approved 2006
Technical Reports to Caltrans			??
Environmental Circulation/Permits			
Environmental Adopted			
Request PS&E authorization?			
Receive PS&E authorization ?			
Final Design	**3/1/2013**	4	
Request ROW Authorization			
Receive ROW Authorization			
Need ROW Acquisition?			N/A
Need Utilities Relocation?		NO	Locally Funded?
ROW Cert	**3/15/2013**	1	
Request CON Authorization?	**3/31/2013**	1	Deadline 2/1/2013
Receive CON Authorization?	**4/30/2013**	1	Deadline 4/30/2013
Advertise Date	5/30/2013	1	
Contract Award Date	6/30/2013	1	
Project Completion	**6/1/2014**	12	
Project Closeout	9/1/2014	3	



Project Map

Potential Project Issues

Additional Comments:

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Agency	Project Description	OBAG STP Funds	Total Project Cost	FFY & Months left for E76 Request
City of Benicia	East 2nd Street – patch and resurface sections of East 2nd Street from Industrial Way to I-780 On/Off Ramp	$390,000	$450,000	2014-15 CON – 28 mos.
City of Dixon	West A Street - I-80 to Pitt School Rd	$461,000	$461,000	2014-15 CON – 28 mos
City of Fairfield	Beck Avenue Pavement Rehabilitation	$1,122,000	$1,900,000	2014-15 CON – 28 mos
City of Suisun City	Walters Road and Pintail Drive Rehabilitation	$280,000	$517,000	2013-14 PE – 16 mos 2014-15 CON – 28 mos
City of Vacaville	2014 Pavement Resurfacing Project	$970,000	$2,780,000	2013-14 CON- 16 mos
City of Vallejo	Georgia Street from Santa Clara Street to just before Sacramento Street (400ft).	$885,500 ($667,000 CMAQ, and $173,00)	$885,000	2012-13 CON - 4 mos
Solano County	STP Overlay 2013	$1,094,000	$1,236,000	2012-13 CON – 4 mos

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Solano Transportation Authority

DATE: November 6, 2012
TO: STA TAC
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Green Valley Interchange Funding Agreement

Background:
The I-80/I-680/SR 12 Interchange Project will be built in construction packages as funding becomes available. The $111 million Initial Construction Package is fully funded with $24 M Proposition 1B Trade Corridor Improvement Funds (TCIF), $11 M State Transportation Improvement Program (STIP) funds, and $76 M Bridge Tolls. With the environmental phase of the Project concluded, staff is finalizing all outstanding issues relating to this first construction package. These include:

- ✓ Completing Right-of-Way Acquisition (Offers have been made)
- ✓ 45-Day Notice of Intent to hold a Resolution of Necessity Hearing (Planned for January STA Board Meeting)
- ✓ Finalizing the Swap for the Green Valley Middle School Property
- ✓ Finalizing the Utility Agreements (including utility relocation reimbursements from the cities of Fairfield, Vallejo, Benicia)
- ✓ Obtaining permits from resource agencies
- ✓ Entering into contracts for environmental mitigation (Red Legged Frog, Butterfly, Wetlands, Beetle)
- ✓ Cost Sharing Agreement with City of Fairfield for Green Valley Interchange (subject of staff report)

The STA Board has adopted a 50/50 policy for Routes of Regional Significance and Interchanges of Regional Significance in October 2006. This policy covers routes and interchanges that provided an equal benefit to local and regional travel. For these routes and interchanges, the costs should be shared equally between regional funds and local funds. This policy was first discussed as part of the North Connector Project and Leisure Town Interchange Phase of the Jepson Parkway. It is being fully implemented as part of the remaining phases of the Jepson Parkway Project.

The Green Valley Interchange reconstruction was originally initiated by the City of Fairfield in the late 1990's/early 2000 period. The Interchange is currently substandard with regard to sight distance, capacity and safety for pedestrians/bicyclists. Further, the City's approval of development north and south of I-80 have further necessitated the need to replace the structure. The City had begun the long process of initiating a Project Study Report with Caltrans, but was told by Caltrans to hold off until the geometrics for the I-80/I-680/SR 12 Interchange Complex were determined as the length of the bridge over I-80 was a necessary, but unknown factor in the reconstruction of this interchange. The STA, in partnership with

Caltrans, are nearing completion of the comprehensive environmental phase of the Interchange Complex, which includes the replacement of the Green Valley Interchange. The Green Valley Interchange is proposed to be replaced as part of the I-80/I-680/SR 12 Interchange Complex because of the need to add additional through lanes on I-80. This work is proposed as part of the Initial Construction Package (ICP) that will be ready to begin construction in 2013. The STA considers this Green Valley Interchange as Regionally significant as, once improved, it will provide a local connectively that will keep the local trips off the interstate. STA staff has held a couple of meetings with City of Fairfield staff on the proposed 50/50 cost sharing over the past year. STA staff has notified Fairfield staff of the total estimated cost of the Green Valley Interchange replacement. As part of the initial discussions, the STA staff has proposed that the lands that were held by the Fairfield Redevelopment Agency for this project would be appraised at fair market value and used as an in kind local contribution to the 50/50 funding formula for the construction project. Any remaining local contributions could be paid back to the Interchange complex over a period of time as agreed to by both parties. This approach is again modeled after the recently developed Jepson Parkway project's funding agreements.

The estimated cost for the Green Valley Interchange portion of the ICP is $37.950 M. This includes the construction, construction management, utility relocations (including PG&E Gas Valve Lot), and right-of-way. The right-of-way has been appraised at fair market value by an independent appraiser. The appraisal includes a value for the Redevelopment Agency (RDA) properties for a "cost sharing" basis.

Consistent with the STA's adopted 50/50 policy, the proposal is at 50/50 for a local contribution total of which $8.7 M is an in kind contribution. Therefore, the City would over a period of time, proposed at 5 years starting in FY 2014-15, pay an agreed amount to provide the remaining share local match funding for the Green Valley Interchange. These funds would return to the I-80/I-680/SR 12 Interchange Project to begin to advance or get shelf ready the remaining packages for the Interchange Complex. STA staff is working with City of Fairfield staff to finalize the specifics of a Green Valley funding agreement. At this time staff intends to move forward with gaining STA Board approval to enter into a Funding Agreement with the City of Fairfield. Draft terms of the agreement as included as Attachment A.

Fiscal Impact:
This Funding Agreement will provide the City of Fairfield's contribution for the Initial Construction Project in the form of land dedication and $5.925 M of cash reimbursement. These funds will be dedicated to the I-80/I-680/SR 12 Interchange Complex and can be used to purchase advanced lands of requested by property owners and advance the design of additional segments of the project.

Recommendation:
Forward a recommendation to the STA Board to authorize the Executive Director to enter into a Funding Agreement with the City of Fairfield for the construction of the Green Valley Interchange associated with the Initial Construction Package of the I-80/I-680/State Route 12 Interchange Project.

Attachment:
A. Draft Green Valley Interchange Funding Agreement Principles

General Statements

The STA is completing work under the full oversight of Caltrans, as such, all work shall be done in accordance with Caltrans standards. Caltrans has final design, right-of-way, permitting, utility agreement and construction approvals.

The costs for the ultimate improvements for the new Green Valley Interchange that will be completed as part of the I-80/I-680/State Route 12 Alternative C Phase 1 Project are a total of $50.880 M ($37.950 M for the Initial Construction Package (ICP) (subject of the agreement), $7.160 M Package 3 - Green Valley North, and $5.770 M Package 3 - Green Valley South). Attachment A is the proposed construction phasing for these overall improvements. Attachment B is the improvements for the ICP proportion of these improvements.

A. STA's Role and Responsibilities.

STA shall provide the following for the Project:

1. Environmental Clearance (Environmental Impact Report/Environmental Impact Statement (EIR/EIS) with Caltrans as the lead agency for both CEQA and NEPA for the overall I-80/I-680/State Route 12 Alternative C Phase 1 Project.
2. Assist Caltrans to secure permits for this Project.
3. Secure environmental mitigation for this Project.
4. Design (Plans, Specifications and Estimates) for the Initial Construction Package (ICP), referred to as the "Project" for purposes of this agreement, which includes the replacement of the Green Valley Interchange. The Design is based on Caltrans standards and requirements.
5. Submittal of the design for the Project, with specific focus on the Green Valley Interchange, to the City of Fairfield for comments.
6. Right-of-Way engineering (plats and legal descriptions) for all parcels necessary for the Project.
7. Right-of-Way appraisals for all parcels acquired as part of this Project.
8. Right-of-Way acquisitions either through fee takes and/or temporary construction easements for those parcels not acquired through dedication by the City, including condemnation, if necessary.
9. Coordinate and secure required relocations of utilities with utility companies, including all agreements.
10. Assist the City in the development of the Caltrans Freeway Maintenance Agreement.
11. Assist Caltrans in the construction contract administration (construction design support).
12. Secure funding for the Project including all programming and allocation activities for its share of the Project.
13. Advance City share of the funding for the Project.

B. City's Role and Responsibilities.

City shall provide the following for the Project:

1. Review of Design with focus on the Green Valley Interchange.
2. Work cooperatively with the STA and Caltrans for the design and construction of the ICP, including review of the Design, aesthetics, right of way acquisitions, right of way dedications, utilities relocations and agreements, staging and detours.
3. Coordinate with STA for the required relocations of utilities within the City's jurisdiction.
4. Coordinate and enter into an agreement for the relocation of the City of Fairfield's 16 inch waterline that is currently in conflict with the construction of the Project.
5. Hold title to the easement and maintain the Mutli-Use pathway as shown in Attachment C.
6. Keep the Mutli-Use pathway open to the public as a connection to a Multi-Use pathway along I-80 to Jameson Canyon and to the City of Fairfield via Business Center Drive parallel pathway.
7. Grant the STA fee title for the lands necessary for the Project that are held by the City or the Successor Agency to the Redevelopment Agency (RDA). Attachment D provides details of the lands required for the Project, including depiction of the lands necessary that are owned by the City and the RDA.
8. Should the City or the Successor Agency of the RDA not be able to grant the fee title immediately upon request by the STA, grant the STA a Right-of-Entry for all necessary lands currently owned by the City or the Successor Agency by November 2012.
9. Contribute to the funding to replace the Green Valley Interchange. The estimated cost for the Green Valley Interchange portion of the Project is $37.950 M.
10. Contribution to the Green Valley Interchange will be by dedication of lands currently owned by the City of Fairfield and the Successor Agency for the Redevelopment Agency Lands. For dedication purposes only, the value of these lands is $8.7 M.
11. Contribute over 5 years, starting in Fiscal Year 2014-15, reimburse the STA a total of $5.925 M or $1.185 M per year. Payments shall be made within 30-days of receiving an invoice from the STA.
12. The land dedication and cash contribution, as described above, shall be considered full contribution of the City share for the ICP Project. Upon initiation of the remaining portion of the Green Valley Interchange, an amendment to this Agreement will be required. However, the parties agree that the City will contribute 50% share of the remaining costs as described above.

C. Mutual Responsibilities.

All Parties agree as follows:

1. The Design of this Project will comply with all requirements as set forth by Caltrans.
2. Costs for the ultimate Green Valley Interchange and ICP are estimates based on current engineers estimates, but for the purposes of this Funding Agreement are considered final.
3. If the City fails to timely reimburse STA pursuant to this Agreement and does not cure such failure within thirty (30) days of written notice from STA, the STA may suspend at

STA's discretion future regional funding dedicated to the City to cover the City's payment toward the project.

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DATE: November 16, 2012
TO: STA TAC
FROM: Sam Shelton, Project Manager
RE: Additional OneBayArea Grant (OBAG) Funds for Local Streets and Roads Projects

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Background:

OneBayArea Grant (OBAG), $18.8 M for Solano County

On May 17, 2012, the Metropolitan Transportation Commission (MTC) released guidelines for the OBAG program. OBAG is a new program developed by MTC and the Association of Bay Area Governments (ABAG) for the allocation of the region's federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds. OBAG combines funds for local streets and roads maintenance, Transportation for Livable Communities (TLC), regional bicycle network Congestion Management Agency (CMA) Planning activities, and other STP and CMAQ eligible transportation activities into one grant proposal. For STA, OBAG funding is estimated to be $18.8 M over 4 years.

STA OBAG Call for Projects

On July 12, 2012, the STA Board designated funding for existing commitments, including a commitment of the remaining $5.1 M in STP funds for Local Streets and Roads (LS&R) maintenance and $7.6 M for CMAQ projects. Calls for projects for both LS&R projects and CMAQ projects were issued in July and due to the STA in August 2012.

STA Board Approval of OBAG LS&R Funds

On April 11, 2012, the STA Board approved a recommendation to designate 60% of the remaining OBAG funds to maintain local streets and roads. On September 12, 2012, the STA Board approved Resolution No. 2012-16, which approved $5.1 M of OBAG STP funds for LS&R projects. Exhibit A of the STA Board resolution allocates $5.1 M between each STA member agency (Attachment A). Exhibit B is the list of STA approved projects that have satisfied or will satisfy MTC's OBAG programming requirements (Attachment B).

STA staff plans to submit to MTC LS&R projects for programming into the Transportation Improvement Program (TIP) upon receipt of OBAG documents required by MTC, such as Resolutions of Local Support, Complete Streets Resolutions and Self-Certifications. Since November 1, 2012, the STA has submitted two LS&R projects for programming:

- County of Solano, STP Overlay 2013
  - Widen, repair, overlay, stripe and sign for the following roads: Birds Landing Road, Collinsville Road, King Road, Midway Road and Putah Creek Road.
  - $1,094,000 STP funds
- City of Vallejo, Vallejo Downtown Streetscape - Phase 3
  - Downtown Streetscape improvements on Sacramento Street (between Georgia and Virginia streets) and Georgia Street (between Santa Clara and Sacramento streets).
  - $173,000 STP funds
  - $611,000 CMAQ funds (swapped STP through October STA Board action)

Discussion:

MTC Proposes to shift $1.38M of OBAG CMAQ to STP

On September 28, 2012, MTC staff proposed to shift $26 M of CMAQ to STP within the total $320 M OBAG program (Attachment C). This was based on a request from Bay Area CMAs for MTC to make available additional STP funds to the County OBAG process. For Solano County, this would shift $1.38 M from CMAQ to STP. Based on prior STA Board policy to target 60% of the remaining OBAG funds to LS&R projects, additional STP funding would be considered for allocation to local agencies for additional street rehabilitation through formula shares.

In anticipation of MTC taking this action in December to shift OBAG funding, STA staff has estimated the distribution of $1.38 M using prior LS&R formula distribution amounts (Attachment D). Most local agencies are estimated to receive about $100,000 to $200,000 in additional funding as shown below:

- County of Solano, $1.389 M (+ 0.296 M)
- City of Benicia, $0.495 M (+ 0.105 M)
- City of Dixon, $0.584 M (+ 0.125 M)
- City of Fairfield, $1.424 M (+ 0.304 M)
- City of Suisun City, $0.356 M (+ 0.076 M)
- City of Vacaville, $1.231 M (+ 0.262 M)
- City of Vallejo, $0.384 M (+ 0.212 M)

Available funds for the County of Solano and the City of Vallejo would be less by the amounts already programmed for FY 2012-13 projects (i.e., $0.295 M for the County of Solano and $0.212 M for the City of Vallejo). The City of Rio Vista's shares continue to be less than the funding already advanced through a prior local funding swap to the City of Vacaville in the first federal cycle. When Rio Vista's shares exceed those of the swapped amount, STA staff will review available funds with the STA TAC and make any necessary recommendations at that time.

Fiscal Impact:

None to STA. An additional $1.38 M of One Bay Area Grant (OBAG) Surface Transportation Program (STP) funds would be distributed between local agencies as described in Attachment E. Availability of funding is contingent on the Metropolitan Transportation Commission (MTC) taking action to shift OBAG funding between funds sources as well as approving project funding in the Transportation Improvement Program (TIP).

Recommendation:

Forward a recommendation to the STA Board to program $1.38 M of Surface Transportation Program (STP) funds for Local Streets and Roads projects as described in Attachments B and E.

Attachments:

A. STA Board Resolution 2012-16, Exhibit A, Allocation of OBAG LS&R funds for jurisdictions within Solano County
B. STA Board Resolution 2012-16, Exhibit B, STA Projects Approved to Receive OBAG LS&R Funds
C. OBAG Fund Source Distribution Update, September 28, 2012
D. Remaining One Bay Area Grant (OBAG) funds in Solano County, November 7, 2012
E. Revised Exhibit A, Revised Allocation of OBAG LS&R funds for jurisdictions within Solano County, November, 16, 2012

Exhibit A
Allocation of OBAG LS&R funds for jurisdictions within Solano County

Jurisdiction	OBAG LS&R Shares – Solano County Jurisdictions
County of Solano	$1.094
Benicia	$0.390
Dixon	$0.460
Fairfield	$1.122
Suisun City	$0.280
Vacaville	$0.970
Vallejo	$0.784
TOTAL	**$5.100**

Exhibit B
STA Projects Approved to Receive OBAG LS&R Funds

Jurisdiction	Project	Amount
Benicia	Park Road (Industrial Way to Stone Road)	$320,000
	Southampton Road (I-780 to Bay View Villas)	$360,000
Dixon	Project submittal being revised by City staff	
Fairfield	Beck Avenue (West Texas to SR 12)	$1,900,000
Suisun City	Walters Road (Peterson Rd. to Bella Vista Rd.) and Pintail Drive (Walters Road to Blackspur Drive)	$502,199
Vacaville	Depot Street (Mason Street to E Monte Vista Ave.)	$160,000
	Leisure Town Road (N. of Stonegate Drive to Orange Drive)	$505,600
	E Monte Vista Ave (Browns Valley Pkwy area)	$59,200
	Allison Drive (Nut Tree Pkwy to E Monte Vista Ave)	$164,000
	Vaca Valley Pkwy (Browns Valley Rd to E Monte Vista Ave.)	$628,800
	Ulatis Drive (Nut Tree Rd to Leisure Town Rd.) -	$579,200
	Davis Street (N of Claremont Ave to Alamo Dr.) -	$208,000
Vallejo	Georgia Street (Santa Clara St to Sacramento St.)	$885,500
Solano County	Birds Landing Road (1 mi south SR-12 to 2.47 mi south SR-12) -	$359,000
	Birds Landing Road (Collinsville Rd to .88 miles east of Collinsville Road) -	$200,000
	Collinsville Road (1 mi south to .92 miles north of Talbert Lane)	$469,000
	King Road (Bulkley Road to Liberty Island Road) -	$113,000
	Midway Road (UPRR Right of Way to Pitt School Road) -	$92,000
	Putah Creek Road (.42 miles east to 0.84 mi east Pleasants Valley Road) -	$75,000

TO: CMA Executive Directors; DATE: September 28, 2012

FR: Ross McKeown

RE: OBAG Fund Source Distribution Update

Attached for your information is the proposed update to the OBAG fund source distribution for the One Bay Area Grant (OBAG) program. The distribution has been revised and updated from earlier versions to reflect changes due to the new Regional Housing Needs Allocation (RHNA) released by the Association of Bay Area Governments (ABAG) in July. The Commission will be asked to formally revise the distribution in MTC Resolution 4035 (as shown in the table below) in October 2012.

Furthermore, the STP/CMAQ distribution has been tentatively updated to reflect a proposal to program up to $13 million annually for Transit Performance Initiative (TPI) capital projects from the existing STP Transit Capital Program funds instead of the FTA 5339 Bus program. It is expected that roughly half of the TPI programming can use CMAQ rather than STP, making up to $26 million in STP available over the life of OBAG. This change in fund source is within the currently programmed amount for the Cycle 2 regional Transit Capital Program and does not affect the amount of funding available for OBAG – only the fund source. This proposal will be considered by the Commission in October as part of the FTA Transit Capital Priorities programming policies. If approved, the revised STP/CMAQ distribution will be available as shown on the attached table.

Proposed OBAG County Distribution Update Using Most Current RHNA

County	Proposed Distribution	May 2012 Action	Proposed Update*	Difference
Alameda	20.0%	$63,732,000	$63,065,000	($667,000)
Contra Costa	14.4%	$44,787,000	$45,204,000	$417,000
Marin	3.5%	$10,047,000	$10,028,000	($19,000)
Napa	1.9%	$6,653,000	$6,661,000	$8,000
San Francisco	11.3%	$38,837,000	$38,584,000	($253,000)
San Mateo	10.1%	$26,246,000	$26,524,000	$278,000
Santa Clara	25.2%	$87,284,000	$88,126,000	$842,000
Solano**	5.8%	$18,801,000	$18,769,000	($32,000)
Sonoma	6.6%	$23,613,000	$23,039,000	($574,000)
OBAG Total		$320,000,000	$320,000,000	

* Proposed OBAG amounts for new RHNA
** Solano County was increased by an additional $100,000 to maintain hold harmless funding levels.

The attached table reflects the proposed OBAG funding distribution.

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Proposed OBAG Fund Source Distribution
FY 2012-13 through FY 2015-16
October 2012

Proposed OBAG Fund Source Distribution - Updated with July RHNA

				Proposed OBAG by Fund Source									
County	% Population	Proposed OBAG Formula	Effective County Distrib. *	Planning STP	Remaining STP	Total STP	CMAQ	TE	Total	STP %	CMAQ %	TE %	Proposed Shift to STP
Alameda	21.1%	20.0%	19.7%	$3,836,000	$24,860,000	$28,696,000	$30,643,000	$3,726,000	$63,065,000	46%	49%	6%	$4,986,000
Contra Costa	14.4%	14.3%	14.1%	$3,036,000	$17,819,000	$20,855,000	$21,965,000	$2,384,000	$45,204,000	46%	49%	5%	$3,852,000
Marin	3.5%	2.8%	3.1%	$2,673,000	$3,519,000	$6,192,000	$3,129,000	$707,000	$10,028,000	62%	31%	7%	$729,000
Napa	1.9%	1.7%	2.1%	$2,673,000	$2,114,000	$4,787,000	$1,443,000	$431,000	$6,661,000	72%	22%	6%	$445,000
San Francisco	11.3%	12.2%	12.1%	$2,795,000	$15,209,000	$18,004,000	$18,670,000	$1,910,000	$38,584,000	47%	48%	5%	$3,098,000
San Mateo	10.1%	8.4%	8.3%	$2,673,000	$10,456,000	$13,129,000	$11,404,000	$1,991,000	$26,524,000	49%	43%	8%	$2,271,000
Santa Clara	25.2%	27.9%	27.5%	$4,246,000	$34,739,000	$38,985,000	$44,791,000	$4,350,000	$88,126,000	44%	51%	5%	$7,521,000
Solano	5.8%	5.5%	5.9%	$2,673,000	$6,807,000	$9,480,000	$8,148,000	$1,141,000	$18,769,000	51%	43%	6%	$1,380,000
Sonoma	6.6%	7.3%	7.2%	$2,673,000	$9,082,000	$11,755,000	$9,888,000	$1,396,000	$23,039,000	51%	43%	6%	$1,718,000
OBAG Total:				$27,278,000	$124,605,000	$151,883,000	$150,081,000	$18,036,000	$320,000,000				$26,000,000
	100.0%	100.0%	100.0%			47%	47%	6%	53%				

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May 2012

OBAG Fund Source Distribution - As previsouly released May 2012

				Prior OBAG by Fund Source								
County	% Population	Approved OBAG Formula	Effective County Distrib. *	Planning STP	Remaining STP	Total STP	CMAQ	TE	Total	STP %	CMAQ %	TE %
Alameda	21.1%	20.2%	19.9%	$3,836,000	$19,874,000	$23,710,000	$36,296,000	$3,726,000	$63,732,000	37%	57%	6%
Contra Costa	14.4%	14.2%	14.0%	$3,036,000	$13,967,000	$17,003,000	$25,400,000	$2,384,000	$44,787,000	38%	57%	5%
Marin	3.5%	2.8%	3.1%	$2,673,000	$2,790,000	$5,463,000	$3,877,000	$707,000	$10,047,000	54%	39%	7%
Napa	1.9%	1.7%	2.1%	$2,673,000	$1,669,000	$4,342,000	$1,880,000	$431,000	$6,653,000	65%	28%	6%
San Francisco	11.3%	12.3%	12.1%	$2,795,000	$12,111,000	$14,906,000	$22,021,000	$1,910,000	$38,837,000	38%	57%	5%
San Mateo	10.1%	8.3%	8.2%	$2,673,000	$8,185,000	$10,858,000	$13,397,000	$1,991,000	$26,246,000	41%	51%	8%
Santa Clara	25.2%	27.6%	27.3%	$4,246,000	$27,218,000	$31,464,000	$51,470,000	$4,350,000	$87,284,000	36%	59%	5%
Solano	5.8%	5.5%	5.9%	$2,673,000	$5,427,000	$8,100,000	$9,560,000	$1,141,000	$18,801,000	43%	51%	6%
Sonoma	6.6%	7.5%	7.4%	$2,673,000	$7,364,000	$10,037,000	$12,180,000	$1,396,000	$23,613,000	43%	52%	6%
OBAG Total:				$27,278,000	$98,605,000	$125,883,000	$176,081,000	$18,036,000	$320,000,000			
	100.0%	100.0%	100.0%			39%	55%	6%	100%			

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* Effective county distribution is less than OBAG formula distribution due to hold harmless for Marin, Napa and Solano counties.

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Remaining One Bay Area Grant (OBAG) funds in Solano County

11-07-2012

	July 11th STA Board Action	Oct 10th STA Swap Action	Anticipated MTC OBAG STP/CMAQ shift	delta from STP/CMAQ shift
STP in OBAG	$ 8,100,000	$ 8,100,000	$ 9,480,000	$ 1,380,000
Planning Baseline	$ 2,673,000	$ 2,673,000	$ 2,673,000	$ -
Planning Augmentation	$ 333,000	$ 333,000	$ 333,000	$ -
LS&R	$ 5,094,000	$ 4,483,000	$ 5,863,000	$ 1,380,000
STP remaining	$ -	$ 611,000	**$ 611,000**	$ -
				$ -
CMAQ in OBAG	$ 9,560,000	$ 9,560,000	$ 8,148,000	$ (1,412,000)
SNCI	$ 533,000	$ 533,000	$ 533,000	$ -
Dixon West B St.	$ 1,394,000	$ 1,394,000	$ 1,394,000	$ -
Vallejo Georgia St.	$ -	$ 611,000	$ 611,000	$ -
CMAQ Reminaing	$ 7,633,000	$ 7,022,000	**$ 5,610,000**	$ (1,412,000)
				$ -
TA in OBAG	$ 1,141,000	$ 1,141,000	$ 1,141,000	$ -
Dixon West B St.	$ 1,141,000	$ 1,141,000	$ 1,141,000	$ -
TA Remaining	$ -	$ -	$ -	$ -
Total OBAG Funds for Solano	$ 18,801,000	$ 18,801,000	$ 18,769,000	$ (32,000)
TOTAL REMAINING	**$ 7,633,000**	**$ 7,633,000**	**$ 6,221,000**	**$ (1,412,000)**
	CMAQ Only	More flexible with STP & CMAQ	Maintain flexibility and add $1.38M STP to LS&R	

Local Streets and Roads Shares

in millions

	July 11th Action	Oct 10th Swap Action	Anticipated MTC OBAG STP/CMAQ shift	delta from STP/CMAQ shift
County of Solano	$ 1.093	$ 1.093	$ 1.389	$ 0.296
Benicia	$ 0.389	$ 0.389	$ 0.495	$ 0.105
Dixon	$ 0.460	$ 0.460	$ 0.584	$ 0.125
Fairfield	$ 1.120	$ 1.120	$ 1.424	$ 0.304
Rio Vista	$ -	$ -	$ -	$ -
Suisun City	$ 0.280	$ 0.280	$ 0.356	$ 0.076
Vacaville	$ 0.969	$ 0.969	$ 1.231	$ 0.262
Vallejo	$ 0.783	$ 0.172	$ 0.384	$ 0.212
TOTAL STP for LS&R	**$ 5.094**	**$ 4.483**	**$ 5.863**	**$ 1.380**
	Original STP/CMAQ Split for LS&R	Vallejo share transferred to CMAQ	Adds $1.38M to total	

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Exhibit A, Revised
Allocation of OBAG LS&R funds for jurisdictions within Solano County

Jurisdiction	OBAG LS&R Shares – Solano County Jurisdictions
County of Solano	$1.389
Benicia	$0.495
Dixon	$0.584
Fairfield	$1.424
Suisun City	$0.356
Vacaville	$1.231
Vallejo	$0.384
TOTAL	**$5.863**

Exhibit B
STA Projects Approved to Receive OBAG LS&R Funds

Jurisdiction	Project	Amount
Benicia	Park Road (Industrial Way to Stone Road)	$320,000
	Southampton Road (I-780 to Bay View Villas)	$360,000
Dixon	Project submittal being revised by City staff	
Fairfield	Beck Avenue (West Texas to SR 12)	$1,900,000
Suisun City	Walters Road (Peterson Rd. to Bella Vista Rd.) and Pintail Drive (Walters Road to Blackspur Drive)	$502,199
Vacaville	Depot Street (Mason Street to E Monte Vista Ave.)	$160,000
	Leisure Town Road (N. of Stonegate Drive to Orange Drive)	$505,600
	E Monte Vista Ave (Browns Valley Pkwy area)	$59,200
	Allison Drive (Nut Tree Pkwy to E Monte Vista Ave)	$164,000
	Vaca Valley Pkwy (Browns Valley Rd to E Monte Vista Ave.)	$628,800
	Ulatis Drive (Nut Tree Rd to Leisure Town Rd.) -	$579,200
	Davis Street (N of Claremont Ave to Alamo Dr.) -	$208,000
Vallejo	Georgia Street (Santa Clara St to Sacramento St.)	$885,500
Solano County	Birds Landing Road (1 mi south SR-12 to 2.47 mi south SR-12) -	$359,000
	Birds Landing Road (Collinsville Rd to .88 miles east of Collinsville Road) -	$200,000
	Collinsville Road (1 mi south to .92 miles north of Talbert Lane)	$469,000
	King Road (Bulkley Road to Liberty Island Road) -	$113,000
	Midway Road (UPRR Right of Way to Pitt School Road) -	$92,000
	Putah Creek Road (.42 miles east to 0.84 mi east Pleasants Valley Road) -	$75,000

Solano Transportation Authority

DATE: November 19, 2012
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: OneBayArea Grant (OBAG) Funding Criteria

Background:
The Regional Transportation Plan (RTP) is the long-range transportation plan for the 9-county Bay Area. It is prepared every 4 years by the Metropolitan Transportation Commission (MTC). The RTP sets out a 25-year vision for the region's transportation system, establishes goals and milestones for achieving that vision, and lists projects that are designed to help meet those goals.

Senate Bill (SB) 375 was legislation enacted with the intent to help implement the state's goals for reduction of Greenhouse Gas (GHG) emissions from cars and light trucks, and coordinate regional land use and transportation planning. SB 375 requires the development of Sustainable Community Strategies (SCS) that act as the land use element of the RTP. The SCS and RTP must result in projected reductions of GHG emissions to levels set by the state, and accommodate all of the projected growth in housing for the time period of the RTP/SCS. The Bay Area SCS is being developed by the Association of Bay Area Governments (ABAG) and MTC, with input from other regional agencies.

In late December 2011, MTC released guidelines for the OneBayArea Grant (OBAG) program. OBAG is a new program developed by MTC and ABAG for the allocation of the region's federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds. Historically, these have been titled federal cycle funds. The OBAG proposal will combine funds for local streets and roads maintenance, Transportation for Livable Communities (TLC), regional bicycle network and Congestion Management Agency (CMA) Planning activities. Safe Routes to Schools (SR2S) is eligible for OBAG funding, but will also be receiving funds that are specifically allocated to SR2S.

At its meeting of April 11, 2012, the STA Board approved an initial allocation plan for anticipated OBAG funds. That allocation plan assumed a 3-year funding cycle, and allocated $5.2 million to the Dixon West B Street Undercrossing and to funding STA Planning and SNCI staff. With the addition of a 4th year to the OBAG funding cycle and using the same formula, the existing commitments total $6.2 million. On July 12, the STA Board reaffirmed the existing commitments, and issued a Call for Projects for CMAQ-eligible projects and programs.

On September 12, 2012, the STA Board discussed the OBAG CMAQ Project and Program Criteria. The STA Board modified ranking criteria 10 to specify that equity should be based upon the largest number of residents and businesses that benefit from a project, rather than its geographical location.

On September 26, 2012, both the TAC and the Solano Express Intercity Transit Consortium (Consortium) discussed the OBAG CMAQ Project and Program Criteria. The Consortium recommended two changes:

- Modify criteria 10 to replace "cities" with "jurisdictions" so that benefits to the County and SolTrans would be included.
- Add criteria 11, which would state "Does the project encourage or facilitate the use of public transit or other use of alternative modes?"

The TAC supported the Consortium Changes, and recommended three additional changes:

- Modify criteria 7, replacing "deliver a Complete Street" with "deliver an element of a Complete Street."
- Modify criteria 8 to replace "taking a large proportion of the county's housing" with "taking a proportional share of the county's housing." Several TAC members were concerned that the allocation of housing in the upcoming Regional Housing Needs Allocation (RHNA) process would play too large of a role in influencing where OBAG funds are programmed.
  STA staff is recommending that housing issues addressed in criteria 8 be reviewed, ranked, and recommended by the county Planning Directors. The TAC concurred with this approach.
- Add criteria 12, which would state "Does the project or program contribute towards the equitable distribution of benefits through the OBAG program?" This addition was in response to TAC members who supported some level of OBAG allocation to each jurisdiction.

At the STA Board meeting, STA staff recommended one additional ranking criteria:

- Have adequate local match funds been identified for the project?

The STA Board discussed the criteria, and accepted all of the proposed changes except for ranking criteria 8. The Board selected the wording below for ranking criteria 8, and asked the Planning Directors to evaluate how each jurisdiction meets this ranking criterion.

- Is the project located in a jurisdiction that is taking its fair share of the county's housing allocation in the upcoming Regional Housing Needs Allocation process?

In addition, there have been changes proposed to the mix of OBAG funds from MTC to the CMAs, and on local OBAG fund requests. MTC is proposing to adjust the OBAG fund mix for Solano County by moving approximately $1.3 million from CMAQ to STP. This was in response to a request from the CMAs to MTC for additional STP funds. The City of Vallejo requested, and the STA Board approved, a shift of Vallejo's funds from $611,000 STP to CMAQ, with these funds applied to the Vallejo Downtown Streetscape project.

In addition the TAC and Board meetings discussed above, STA staff has conducted a public outreach campaign for OBAG funds. The initial step was the STA Board discussion of existing commitments in April 2012. Additionally, STA staff met with each of the citizen and staff advisory committees, and hosted a public workshop on OBAG funding priorities on September 12, 2012.

Discussion:

Available Funds:

Based upon the Vallejo STP/CMAQ swap, and assuming that MTC approves the proposed rebalancing of funds between STP and CMAQ, there will be $5.6 million available for eligible projects for the 4-year OBAG cycle. The increase in STP funds is proposed to be distributed to the city and county jurisdictions using the same road and maintenance based formula used to make the initial STP Local Streets and Roads distribution. This is the subject of a separate staff report, Item VI.B.

In addition, as a result of the Vallejo STP/CMAQ swap, there are $611,000 in STP funds that are currently unallocated. STA staff is recommending these funds remain unallocated at this time, so that they can act as a pool of flexible funds to help advance other OBAG priorities, such as providing project planning funds that do not meet the CMAQ eligibility requirements, based on the OBAG subsequently adopted by the STA Board.

Housing Criteria:

On October 30th, the Solano Planning Directors met to discuss evaluation of the jurisdictions using Ranking Criteria 8. The Solano Planning Directors were concerned that using the phrase 'fair share" could be interpreted as saying that some communities were not taking their fair share, and this could jeopardize the individual city's and overall county's ability to receive regional funding in the future. Instead, the Solano Planning Directors unanimously voted to:

1. Recommend that the STA Board use the following language for OBAG Ranking Criteria 8:
   Is the project located in a jurisdiction that is taking more than its proportionate share of the county's allocation in the upcoming Regional Housing Needs Allocation process, relative to the jurisdiction's January 1, 2012 Household Population Share?
2. Report that, based on current numbers, both Fairfield and Rio Vista receive a YES answer to that question.
3. Once final comments on the RHNA numbers are received on or about December 17th, STA will re-calculate the RHNA % and Household Population % and re-poll the Solano Planning Directors for a final assessment. This final assessment will be reported to the STA Board prior to their final action on OBAG funding.

Criteria and Methodology:

Attachment A provides the final OBAG CMAQ Project and Program Screening and Ranking Criteria, and assumes that the STA Board will adopt the Planning Director's suggested wording for Ranking Criteria 8. Attachment A also includes a discussion of what methodology STA staff will use in applying each criterion to the submitted projects and programs.

Attachment B is a matrix of all of the OBAG CMAQ Project and Program submittals and the OBAG CMAQ Screening Criteria. Those projects that do not meet the Screening Criteria will not be analyzed using the OBAG CMAQ Project and Program Ranking Criteria. The Screening Matrix identified three proposals that do not meet the screening criteria and will not be evaluated further. They are:

- Vacaville Intermodal Center, Phase 2 – cannot be delivered during the 4-year OBAG Cycle
- Transit Vehicle Support set aside – not identified in an adopted or draft STA Plan
- Military West Corridor Transit Support and prioritization– not identified in an adopted or draft STA Plan

Final Project Selection:
At the January 2, 2013 TAC meeting, STA staff will present the ranking matrix, with a draft ranking for each of the qualified projects or programs. STA staff will also recommend placing projects and programs into one of three tiers:

- Tier 1 – projects or programs that have high ranking results and are good candidates for federal funding.
- Tier 2 – projects or programs that rank less well but may still provide a substantial benefit.
- Tier 3 - projects or programs that have the lowest ranking or are not good candidates for federal funding.

STA staff will also present information on the cost of those highest ranked projects and programs in relation to the $5.6 million in CMAQ funds and in relation to the MTC requirement that at least 50% of the OBAG funds must be spent in or in support of PDAs. The STA Board is scheduled to take a final action to adopt the OBAG project list at its meeting of February 13, 2013.

Fiscal Impact:
The proposed action will not have any impact on the STA budget. The recommendation to distribute the anticipated increase in STP funds to the local jurisdictions based upon the existing formula will increase funds to each of the recipient jurisdictions. The $611,000 in STP funds will be able to support other OBAG projects or programs as part of the programming of OBAG funds.

Recommendation:
Forward a recommendation to the STA Board to:
1. Adopt the Solano OBAG Project and Program Screening Criteria Assessment as shown in Attachment B; and
2. Hold $611,000 in STP funds for use to support future OBAG projects and programs, subject to allocation by the STA Board.

Attachments:
A. STA Final OBAG CMAQ Project and Program Screening and Ranking Criteria and Methodology
B. STA OBAG CMAQ Screening Assessment

Criteria	Methodology	Who will Rate
How many of goals of the Regional Transportation Plan (RTP) or the Solano Comprehensive Transportation Plan (CTP) are advanced by the project?	There are 10 RTP and 61 CTP goals. STA staff has developed a matrix with each goal and each project listed, and will perform a simple YES / NO review of each matrix cell. Where MTC has already provided guidance on RTP goal assessment, STA staff will use that guidance. The final STA project ranking matrix will list the number of RTP and the number of CTP goals met for each project.	STA Planning staff
Does the project support transportation and land use connections, PDA's and Priority Conservation Areas (PCAs) by: • Encouraging housing and employment near transit • Directly facilitating development investments addressing access improvements • Encouraging users of open space or direct consumer purchase from agricultural producers • Implementing a transportation and land use plan with demonstrated community consensus	Projects not located in or connecting to a PDA will be rated as NO. Projects located in, and programs that will generally support, PDAs will be rated YES unless there is an obvious lack of ability of the project or program to meet this criteria.	STA Planning staff
Does the project address safety improvements? • Reduction in the number of collisions • Reduction in severity of collisions • Reduction in bicycle/pedestrian collisions	Projects that have clearly-articulated safety components or that provide new bicycle or pedestrian routes will be rated as YES.	STA Planning staff
Is the project a recognized priority project in any of the STA's adopted plans, and if so what rank	Projects that are identified as a Priority Project in an adopted STA plan will be ranked as YES. The ranking will be provided in a table footnote.	STA Planning staff
Is the project located in a community of concern as defined by MTC, and included in any of the STA's Community Based Transportation Plans?	STA will map proposed projects and communities of concern. Those projects that overlap with a community of concern will be rated YES.	STA Planning staff

Will the project be delivered in the first two years of the OBAG cycle (FY 12-13 or FY 13-14), or the second two years (FY 14-15 or FY 15-16)? Factors that will determine this include: • Is the project identified in a locally-adopted master plan? • Does it have environmental clearance and completed Plans, Specifications and Estimates (PS&Es)? • What is the project delivery record of the sponsoring agency? • If the project is large, can the project sponsor deliver earlier project phases with independent utility?	The STA PDWG will be asked to review and assess each project's deliverability. Projects will be rated as FIRST half or SECOND half of the OBAG funding cycle.	STA Projects staff and PDWG
Does the project deliver an element of a Complete Street?	Projects that have an element of a Complete Street will be rated as YES. This includes bicycle or pedestrian facilities, transit stops, or special accommodation of goods movement vehicles.	STA Planning and Projects staff
Is the project located in a jurisdiction that is taking more than its proportionate share of the county's allocation in the upcoming Regional Housing Needs Allocation process, relative to the jurisdiction's January 1, 2012 Household Population Share? (note – this language is recommended by the Solano Planning Directors, but has not been adopted by the STA Board)	Jurisdictions whose RHNA % is equal or larger than their 2012 Household Population % will be ranked YES.	Solano Planning Directors
Does the project or program support maintaining and expanding the employment base in Solano County?	If the project is located in or adjacent to a major employment center, it will be rated YES. Major employment centers were identified by the STA as an early part of the Solano CTP update.	STA Planning staff
Does the project or program benefit a large number of residents and businesses, including multiple jurisdictions?	Projects located in areas with high volumes of county traffic, and projects providing service to large populations, will be ranked as YES.	STA Planning, Projects, Transit and Rideshare staff
Does the project encourage or facilitate the use of public transit or other use of alternative modes?	Projects or programs that directly promote transit, including local and intercity bus service, rail and ferry passenger service, and rideshare and vanpool formation and use, will be rated YES.	STA Transit and Rideshare staff

Does the project or program contribute towards the equitable distribution of benefits through the OBAG program?	STA will map projects proposed for funding based upon other criteria, and present this map to the Board for assessment.	STA Board
Have adequate local match funds been identified for the project?	Projects that have identified a dedicated local match that meets or exceeds the federal match requirement will be rated as YES.	STA Projects staff and PDWG

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Attachment B

STA OBAG CMAQ Project and Program Screening Criteria Assessment

Project	**Is the project or program identified in an adopted or draft STA document?**	**Is there a public agency that will deliver the project?**	**Is the project or program proposed in a jurisdiction that has a Housing Element approved by HCD?**	**Is the project or program proposed in a jurisdiction that has proven compliance with MTC's Complete Streets policy?**	**Can project or program funds be obligated by March 31, 2016?**
Benicia Industrial Park Transit Hub – construct 1 acre bus hub, including 50 parking spaces bus shelters and pull-out, bicycle parking, restrooms and support facilities. Located at Park Road/Industrial Way/ I-680 WB	Yes	Yes	**NO** [1]	No [2]	Yes
Dixon West A Street Improvements –		Yes	Yes	Yes	
West Texas Gateway Access Improvements – Improve sidewalks and crosswalks along West Texas Street that provide access to the Fairfield Transportation Center	Yes	Yes	Yes	Yes	Yes
Rio Vista Waterfront Promenade Phase 2 – construct 850 feet of improvements along the Sacramento River water front south of the Rio Vista bridge.	Yes	Yes	Yes	No [2]	Yes

Project	Is the project or program identified in an adopted or draft STA document?	Is there a public agency that will deliver the project?	Is the project or program proposed in a jurisdiction that has a Housing Element approved by HCD?	Is the project or program proposed in a jurisdiction that has proven compliance with MTC's Complete Streets policy?	Can project or program funds be obligated by March 31, 2016?
Lotz Way Improvements – Improve bicycle and pedestrian facilities by installing a Class I facility, and improve the travel lane on the north side of Lotz Way, from Marina Boulevard to Main Street.	Yes	Yes	Yes	No [2]	Yes
Railroad Avenue Extension Project – extend Railroad Avenue from its current end just west of Marina Blvd. for 1,500 feet to a new controlled intersection at the Main Street/SR 12 Westbound intersection. The project includes a Class I bicycle facility.	Yes	Yes	Yes	No [2]	Yes
Suisun/Fairfield Train Station Improvements – improve bicycle and pedestrian access to the train station, improve on-site ADA accessibility, expand bicycle storage facilities, and install additional signage and pedestrian access control to improve safety.	Yes	Yes	Yes	No [2]	Yes

Project	Is the project or program identified in an adopted or draft STA document?	Is there a public agency that will deliver the project?	Is the project or program proposed in a jurisdiction that has a Housing Element approved by HCD?	Is the project or program proposed in a jurisdiction that has proven compliance with MTC's Complete Streets policy?	Can project or program funds be obligated by March 31, 2016?
Ulatis Creek Bike Path – McClellan to Comstock. Construct a Class I bike path from McClellan Street in downtown Vacaville to Comstock Way near I-80.	Yes	Yes	Yes	No [2]	Yes
Mason Street at Depot Street Road Diet – Construct bike and ped improvements including ped refuge and turn channelization on 3 corners of intersection.	Yes	Yes	Yes	No [2]	Yes
Allison PDA Bike and Ped improvements – improvements to both sides of Allison Drive, and improve ped signal at Burton Drive and Helen Power Drive.	Yes	Yes	Yes	No [2]	Yes
Vacaville Intermodal Station Phase 2 – Construct 400-space parking garage.	Yes	Yes	Yes	No [2]	NO

Project	Is the project or program identified in an adopted or draft STA document?	Is there a public agency that will deliver the project?	Is the project or program proposed in a jurisdiction that has a Housing Element approved by HCD?	Is the project or program proposed in a jurisdiction that has proven compliance with MTC's Complete Streets policy?	Can project or program funds be obligated by March 31, 2016?
Vallejo Downtown Streetscape Improvements – On Maine Street including traffic calming, restriping, diagonal on-street parking, improved signs, decorative lighting, brick pavers, street furniture, and art; Maine Street from Santa Clara Street to Sacramento Street.	Yes	Yes	Yes	No [2]	Yes
Lake Herman Road Bike Path – construct a 3-mile ling Class 2 bike path from Vallejo to Benicia	Yes	Yes	Yes	Yes	
Vaca Dixon Bike Path Phase 5B – construct Class 2 bike path along Hawkins Road to complete the Vaca-Dixon Bike Path.	Yes	Yes	Yes	Yes	Yes
SR2S Engineering Projects – reserve funds for engineering projects in each of the 7 school districts; a minimum of $100,000 per district, with $500,000 for larger projects. Individual projects to be determined later.	Yes	Yes	Yes [3]	Yes [3]	Yes

Project	Is the project or program identified in an adopted or draft STA document?	Is there a public agency that will deliver the project?	Is the project or program proposed in a jurisdiction that has a Housing Element approved by HCD?	Is the project or program proposed in a jurisdiction that has proven compliance with MTC's Complete Streets policy?	Can project or program funds be obligated by March 31, 2016?
Transit Ambassador Program – assist individual s in learning how to effectively use transit by providing training, a short-term transit partner and a transit pass	Yes	Yes	Yes [3]	Yes [3]	Yes
Expand point-to-point shuttle services from only serving seniors to include low income and others with limited mobility access	Yes	Yes	Yes [3]	Yes [3]	Yes
Inventory and Improve Sidewalk and Street focused around major transit centers and key destinations such as downtowns, employment centers and medical facilities	Yes	Yes	Yes [3]	Yes [3]	Yes
Additional funding for Intercity Service for Non-Ambulatory Riders and Mobility Programs through the 4 years of the OBAG cycle	Yes	Yes	Yes [3]	Yes [3]	Yes

Project	Is the project or program identified in an adopted or draft STA document?	Is there a public agency that will deliver the project?	Is the project or program proposed in a jurisdiction that has a Housing Element approved by HCD?	Is the project or program proposed in a jurisdiction that has proven compliance with MTC's Complete Streets policy?	Can project or program funds be obligated by March 31, 2016?
Transit Vehicle Support – set aside $1.5 million to purchase alt fuel transit vehicles and supporting infrastructure	**NO**		Yes [3]	Yes [3]	
Benicia First Street Pedestrian Improvements	Yes	Yes	NO [1]	No [2]	
Military West Corridor Transit Support and prioritization	**NO**	Yes	NO [1]	No [2]	

Footnotes:

1 – Jurisdiction does NOT have an HCD-approved housing element, but is working to receive approval. Funds can be designated for jurisdiction, but cannot be entered into the TIP until HCD approval is received.

2 – Jurisdiction has NOT self-certified compliance with the MTC complete streets policy. Funds can be designated for jurisdiction, but cannot be entered into the TIP until self certification of complete streets consistency is made.

3 – Multiple jurisdictions are involved, some of which are compliant with the applicable policy.

Solano Transportation Authority

DATE: November 9, 2012
TO: STA TAC
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: I-80/I-680/State Route (SR) 12 Interchange Project and Certification of the Final Environmental Impact Report

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Background/Discussion:

The I-80/I-680/SR 12 Interchange, located along the I-80 corridor in Solano County, is one of the busiest in Northern California. Each day, the volume of cars, buses, and trucks exceed the roadway's capacity, causing long delays and back-ups, particularly during commute hours. Improving this major bottleneck is a top priority for Solano County and the State of California.

For many years, the California Department of Transportation (Caltrans), in cooperation with the Solano Transportation Authority (STA), Solano County, and the cities of Fairfield and Suisun City, has been evaluating a variety of alternatives to improve local and regional mobility and safety within the corridor.

The I-80/I-680/SR 12 Interchange Project evolved out of the broader I-80/I-680/I-780 Major Investment Study (MIS). STA, in cooperation with Caltrans, initiated the MIS in 2001 to evaluate current and 2030 projected countywide mobility needs and corridor-related issues. The MIS was completed in 2004 and identified several areas of concern within the corridor, including:

- Increasing traffic volumes exceeding current capacity
- Increasing traffic delays
- Deteriorating level of service
- Increasing traffic conflicts at key merging areas
- Increasing need for park-and-ride utilities
- Doubling of the truck traffic and associated demand for trucking facilities

These issues formed the basis for the I-80/I-680/SR 12 Interchange Project; Attachment A is the Project Area Map. To resolve the issues, the following key improvements were recommended:

- Modify or construct new interchanges;
- Add freeway capacity, High Occupancy Vehicle (HOV) and auxiliary lanes;
- Construct a local roadway parallel to I-80 to connect SR 12 East to SR 12 West (evolved into the North Connector Project, now known as the Suisun Parkway); and
- Reconfigure or relocate and expand of the truck scales.

Based on the needs identified in the MIS and with input from the public, Caltrans, in cooperation with STA staff, began development of alternatives that would address these needs.

Initial Alternatives Identification

In early 2003, even before the MIS was completed, STA initiated a series of public meetings to identify possible alternatives to address the needs of the I-80/I-680/SR 12 Interchange complex. An informational open house was held in March 2003, followed in May 2003 by a public scoping meeting to receive input on issues of concern and the scope of the analysis to be conducted as part of the environmental process. Attendees at the scoping meeting also identified numerous potential alignments and issues of interest. This public input was also used by Caltrans and STA to further develop and refine the criteria that would be used to evaluate various alternatives and refine the project Purpose and Need.

Project Purpose and Need

Out of the MIS and public input process, Caltrans and STA, prepared a Purpose and Need statement for the I-80/I-680/SR 12 Interchange Project. Developing the Purpose and Need statement is the first step in the environmental processes and is one of the key factors in evaluating and screening alternatives.

The project's Purpose and Need statement was developed in a collaborative effort with the cities of Fairfield and Suisun City, Solano County, and in consultation with various resource agencies including the US Fish and Wildlife Service, California Department of Fish and Game, and the Environmental Protection Agency, among others. The Purpose and Need of the project was defined as the following:

- Reduce congestion through the I-80/I-680/SR 12 interchange to accommodate current and future traffic volumes.
- Reduce the amount of cut-through traffic on local roads attempting to avoid congestion on the freeway system.
- Establish logical and adequate access to and from the freeway system to accommodate existing and planned land uses in the project area.
- Accommodate current and future truck volumes using the I-80, I-680 and SR 12 corridors for goods movement.
- Accommodate current and future truck volumes accessing the truck scales facility within the interchange area.
- Improve safety conditions within the project limits.
- Increase the use of High Occupancy Vehicle (HOV) lanes and ridesharing through the project area.

Alternatives Evaluation Process

Based on the MIS and input gathered from the public and key stakeholder agencies, twelve (12) alternatives were developed and evaluated using a two-tier screening process.

Tier 1 Screening

The alternatives evaluation process began with 12 alternatives. These alternatives were evaluated for:

- The ability to fulfill project purpose and need.
- General feasibility or the presence of an obvious "fatal flaw".
- The effect on traffic operations and major environmental issues.
- Any substantial local opposition.

Tier 1 Screening Results: Eight alternatives were withdrawn and four (A, B, C, D) were advanced for in-depth study. (Attachment B)

Tier 2 Screening

The Tier 2 Screening of Alternatives A, B, C and D included evaluation of:

- The alternative's ability to fulfill project purpose and need.
- Detailed environmental analysis.
- Traffic operations.
- Engineering considerations.

Tier 2 Screening Results: Alternatives A and D were eliminated because Alternative A would result in a higher overall cost and greater environmental right-of-way impacts than Alternative B, but with little added benefit and Alternative D would construct an elevated roadway system(viaduct), which would have created significant visual impact and alterations to highway access in commercial areas. (Attachment C)

During the course of evaluating and screening alternatives, several projects with independent utility were identified and pursued as separate projects. These projects include the I-80 HOV Lanes, the North Connector (Suisun Parkway) and the I-80 Eastbound Cordelia Truck Scales Relocation. The I-80 HOV Lanes project and the North Connector – East End (Suisun Parkway) have been constructed and the I-80 Eastbound Cordelia Truck Scales Relocation Project is currently under construction.

Upon completion of the Tier 2 screening, two Alternatives, B and C, were recommended to be advanced for further study in the Environmental Impact Report/Environmental Impact Statement (EIR/EIS). These Alternatives (B and C) are considered "ultimate" or full-build alternatives to meet the long-term traffic and safety demands of the project area. In addition to the ultimate Alternatives, two fundable (or Phase 1) Alternatives for B and C have been developed and evaluated in the EIR/EIS. The two Phase 1 Alternatives evaluated in the EIR/EIS represent the fundable portions of the full-build alternatives. Subject to available funding, Phase 1 construction is expected to be complete by 2022. The key elements of Alternatives B and C (including Phase 1) are described as follows:

Alternative B (Attachment D)

- Retains the same basic alignments that exist today but would braid all of the freeway-to-freeway connections with the next adjacent interchange (either local or Truck Scales).
- The I-80/I-680 Interchange would be reconfigured to have the I-680 connectors, including HOV lanes, which would come into and out of the median of I-80.
- Local traffic and trucks would use new slip ramps from/to the freeway to freeway connectors that are connected to the Suisun Valley Road Interchange.
- No direct connections from I-680 North to I-80 West/SR 12 West. Traffic would need to use local arterial (Red Top Road).
- The westbound Truck Scales would be reconstructed and braided ramps on the east with the SR 12 East Interchange would be provided.

Alternative B Phase 1 (Attachment E)

- Improved interchange at Suisun Valley Road
- Widening I-80 from west of Green Valley Road to Dan Wilson Creek
- Realignment of Neitzel Road
- Improved interchange at Green Valley Road
- I-680 connectors, including HOV lanes, which would come into and out of the median of I-80, along with the HOV connectors.
- Widening I-680 from Gold Hill Interchange to I-80
- New Beck Avenue/SR 12 East Interchange

Alternative C (Attachment F)

- Realigns I-680 to the west to connect directly with SR 12 West, thereby combining the I-80/I-680 and SR12/I-80 Interchanges into a single interchange, with direct connectors for all movements, with the exception of direct connections between I-80 East and SR 12 (W) and the corresponding movement from SR 12 (W) and I-80 West.
- All I-80/I-680 connections would be freeway-to-freeway ramps, including HOV direct connectors.
- The Green Valley Road Interchange would have direct connections to I-80, with the west side ramps connecting further to the west and braided with the freeway connectors to eliminate any weave conflicts.
- Existing I-680, between I-80 on the north and the beginning of the realignment (near Red Top Road) on the south would be converted to a local street.

Alternative C Phase 1 (Attachment G)

- Realigns I-680 to the west to connect directly with SR 12 West, thereby combining the I-80/I-680 and SR 12/I-80 Interchanges into a single interchange, with the following direct connectors: 1) I-80 West to I-680 South, 2) I-680 North to I-80 East, and 3) I-80 West to SR12 West; and 4) SR12 West to I-80 East
- New direct HOV connectors between I-680 and I-80 to the east
- New interchange at SR 12West/Red Top Road
- New roadway connecting the I-80/Red Top Road Interchange with Business Center Drive
- Realigned connector from I-80 West to SR 12 West
- Improved interchange at Red Top Road and I-80
- Realigned and widened I-80 West
- New overcrossing and improved interchange at Green Valley Road
- New bridge over Green Valley Creek
- New interchange at I-680 and Red Top Road
- Realign Lopes and Fermi Roads (local)
- New lane on SR 12 East from I-80 to Pennsylvania

Public Participation

To ensure public awareness and involvement throughout the project development and environmental process, STA staff prepared and distributed four newsletters containing Project information and updates. Caltrans, in cooperation with STA, held public meetings, including two in April 2007 (a property owner meeting for owners and tenants in the vicinity of Alternative C and an informational open house to provide overall project updates and collect feedback) and an informational open house in Fairfield in March 2009.

In addition, the Project was also presented and discussed with the public at meetings held for the North Connector Project in December 2006 and October 2007.

Information about the Project has also been provided through STA's website including copies of all project newsletters, project studies and presentations made to the public and STA Board.

Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS)
STA worked closely with Caltrans to prepare the Draft EIR/EIS for the Project. The Draft EIR/EIS was available for public review from August 10, 2010 to October 18, 2010, during which time public comments were accepted. Comment letters included comments regarding the following resource areas: Land Use, Farmlands, Utilities, Traffic and Transportation, Hydrology and Floodplain, Air Quality, Noise, and Biological Environment.

A public meeting was held on Thursday, September 23, 2010 at the Solano County Administration Building from 6:00 to 8:00 pm. The purpose of the meeting was to present the Draft EIR/EIS including both build alternatives and their associated fundable first phases and to solicit comments from the public. Twenty-six attendees signed in at the open house. The format of the meeting was an informational open house. Exhibit boards showing the project and addressing all issue areas were available for viewing and Department and STA staff was available to answer questions. Comment forms were available at the public meeting to facilitate the submission of written comments by attendees. A court reporter was provided at the open house to accept verbal comments. A total of seven comments (four written and three verbal) were submitted at the public meeting.

The comments received and responses to them are provided in Appendix L of the Final EIR/EIS. The Final EIR/EIS was made available for review for 30 days (from October 19, 2012 to November 18, 2012).

Preferred Alternative
After the public circulation period, all comments were considered, and Alternative C was identified by the Project Development Team (PDT) which consists of Caltrans and STA as the Preferred Alternative. The Preferred Alternative was also documented in the Project Report, which was approved by the Department in November 2012.

Alternative C represents the long term vision for improvements to the I-80/ I-680/SR 12 Interchange complex. The PDT based its decision upon the following reasons:

- Traffic operations of Alternative C would be superior to Alternative B. Alternative C would include all freeway to freeway movements between I-80 and I-680 via direct connectors, whereas Alternative B would not have a direct connector between I-680 North and I-80 West.
- Alternative C would encourage regional traffic to stay off local roads by providing a high-capacity connection from I-680 to SR 12 West/I-80 West that would carry an acceptable level of traffic during peak hours (500 vehicles per hour in 2035). Without this connection, traffic making the same movement using Alternative B would need to use local roads, either Red Top Road (which would pass by Rodriguez High School) or Lopes Road to the Green Valley Interchange.

- Alternative C would provide drivers on I-680 with standard, outside-lane entrances/exits to I-80. Alternative B would provide these entrances/exits in the median, potentially increasing driver confusion.
- Alternative C would create relatively less traffic friction (less merging on and off the freeway) in the area between Green Valley and Suisun Valley Roads. Alternative B would leave two partial interchanges (I-80/SR 12 West and I-80/I-680) that, together with the median-lane I-680 to I-80 merge and the outer lane braided traffic, could lead to greater traffic friction and driver confusion.
- Alternative C would move I-680 away from the residential areas in Cordelia, reducing noise impacts on an existing community and potential impacts to the Village of Cordelia Historic District.
- The environmental impacts of Alternatives B and C would be similar, including impacts to biology, farmland and other areas of environmental concern.
- Alternative C offers more favorable construction phasing and staging opportunities, as it will be constructed on a new alignment. Staging and construction for Alternative B would be more complicated because the improvements would be constructed essentially in the same alignment and existing traffic would need to be accommodated.
- The Alternative C alignment would impact light industrial areas that are relatively less difficult to relocate, whereas the Alternative B alignment would impact freeway commercial areas that are relatively more difficult to relocate.

The PDT's decision to identify Alternative C as the preferred alternative was made with the following intended results:

- To establish Alternative C as the long-term vision for meeting the identified transportation needs.
- To acknowledge that Alternative C must be implemented in phases due to funding limitations and constraints, and may not be completed until beyond the twenty year planning horizon.
- To recognize that each phase of Alternative C will have independent utility.
- To work towards the ultimate Alternative C one phase at a time.
- To extend identification of the preferred alternative to Alternative C, Phase 1, upon which additional decisions—LEDPA, a Record of Decision under NEPA, the Project Report, permits, final design, and right-of-way work—may be taken.
- To plan for future phases through updating, amending, or adopting new general plans, zoning, transportation plans, and transportation improvement programs.
- To perform additional or supplemental planning, environmental, and engineering work and reach decisions for each future phase as funding becomes possible and as long as there are identified transportation needs that remain.

The Department consulted with state and Federal resource agencies (including the Regional Water Quality Control Board, California Department of Fish and Game, US Army Corps of Engineers, US Environmental Protection Agency, US Fish and Wildlife Service, and NOAA's National Marine Fisheries Service) under the NEPA/Section 404

integration process. The Department, the US Environmental Protection Agency, and the US Army Corps of Engineers concurred in the determination of Alternative C, Phase 1 as the Least Environmentally Damaging Practical Alternative (LEDPA). Alternative C, Phase 1 was also determined to be the preferred alternative under NEPA for which a Record of Decision may be issued.

In evaluating Alternative B, Phase 1 and Alternative C, Phase 1 as with Alternative B and C, the impact of the alternatives in most topic areas is very similar. The two Phase 1 alternatives would have comparable impacts with regard to displacements, visual quality, hydrology, floodplains and air quality. With regard to most biological resources the two Phase 1 alternatives are also similar.

Other than impacts to jurisdictional waters, the areas where Alternative B, Phase 1 and Alternative C, Phase 1 differ are in terms of traffic, engineering and operational issues. Similar to the long-term Alternative C, Phase 1 would result in several traffic, engineering and operational benefits over Alternative B, Phase 1 that support its selection as the Preferred and most practicable alternative.

Alternative C, Phase 1 would provide all freeway to freeway movements whereas Alternative B, Phase 1 would not. As described above for the long-term Alternatives, this is a critical issue in obtaining Engineering and Operational Acceptability (EOA) from the FHWA. Alternative B, Phase 1 is not able to provide the freeway to freeway connection between northbound I-680 and westbound I-80/State Route 12 west. Providing this connection under Alternative B, Phase 1, as discussed above for Alternative B, would result in significant and substantial impacts to both Green Valley Creek and the mitigation site constructed as part of the Green Valley Corporate Park. These impacts were determined to be too severe to warrant inclusion of this movement into Alternative B or Alternative B, Phase 1. In addition, providing all freeway to freeway connections, notwithstanding the substantial environmental impact associated with doing so, the cost for Alternative B, Phase 1 would increase by approximately $150 million, which would result in Alternative B, Phase 1 exceeding the currently available funding. This would result in Alternative B, Phase 1 no longer being a feasible first phase.

Alternative C, Phase 1 would provide much improved interchange spacing along I-80 when compared to Alternative B, Phase 1. Moving I-680 to the west to connect with State Route 12 west eliminates adverse weaving that would occur under Alternative B-1. Alternative C, Phase 1 would provide drivers on I-680 with standard outside-lane entrances/exits to I-80. Alternative B, Phase 1 would provide these connections in the median which could potentially create driver confusion as it is not the typical freeway configuration.

Additionally the constructability of Alternative C, Phase 1 is much better than Alternative B, Phase 1. This is because the majority of the improvements can be constructed without impacting existing highway operations. Alternative B, Phase 1, because it primarily involves widening the existing freeway interchange would have substantially more impact on existing traffic during construction.

Finally, FHWA provided Engineering and Operational Acceptability (EOA) preliminary approval of Alternative C, Phase 1 in a letter date September 20, 2011. The Department held a meeting with FHWA (December 8, 2011, conference call), in which FHWA reiterated the substantial operational deficiencies with Alternative B, Phase 1 particularly that the left entrance/exist design associated with Alternative B, Phase 1 is a significant weakness and potential fatal flaw to this design obtaining EOA.

With respect to impacts to jurisdictional waters; Alternative C, Phase 1 would result in more impacts to jurisdictional waters (6.37 acres of permanent fill) when compared to Alternative B, Phase 1 (3.48 acres of permanent fill). However, it is important to consider this impact in the context of the long term Alternatives B and C which have almost identical impacts to jurisdictional waters. In this context, Alternative C, Phase 1 can be viewed as incurring impacts earlier in the long term build-out of the interchange when compared to Alternative B, Phase 1.

Status of Other Federal and State Approvals and Permits

Caltrans, as the lead agency for NEPA, is anticipated to issue a Record of Decision in late November which will complete the NEPA process for the project.

As part of the EIR/EIS process Caltrans also conducted consultation under Section 7 of the Endangered Species Act with the US Fish and Wildlife Service who issued a Biological Opinion for the project on April 12, 2012.

In addition Caltrans consulted under Section 106 of the Historic Preservation Act with the State Office of Historic Preservation and a Programmatic Agreement has been executed between the parties.

The overall project will require permits from the Army Corps of Engineers, Regional Water Quality Control Board, California Department of Fish and Game and the Bay Conservation and Development Commission. Some or all of these permits will be issued for each construction package prior to construction beginning. Caltrans prepared and submitted permit applications to the US Army Corps of Engineers and the Regional Water Quality Control Board in early November 2012 and expect permits for initial construction activities to be obtain in March 2013.

Construction Implementation

The preferred alternative C-1 would be constructed in seven (7) separate construction packages over an 8-10 year period, depending on available funds. Caltrans and STA have sufficient funds to begin construction of Construction Package 1 (Initial Construction Package or ICP). Design plans are being prepared for the ICP and it is anticipated to be ready to list and advertise for construction in Spring 2013. Table 1 below summarizes the main elements of the seven construction packages that make up the preferred Alternative C-1 (Attachment I).

Table 1. Summary of Main Construction Elements and for Seven Different Construction Packages Associated with the Alternative C-1 Project.

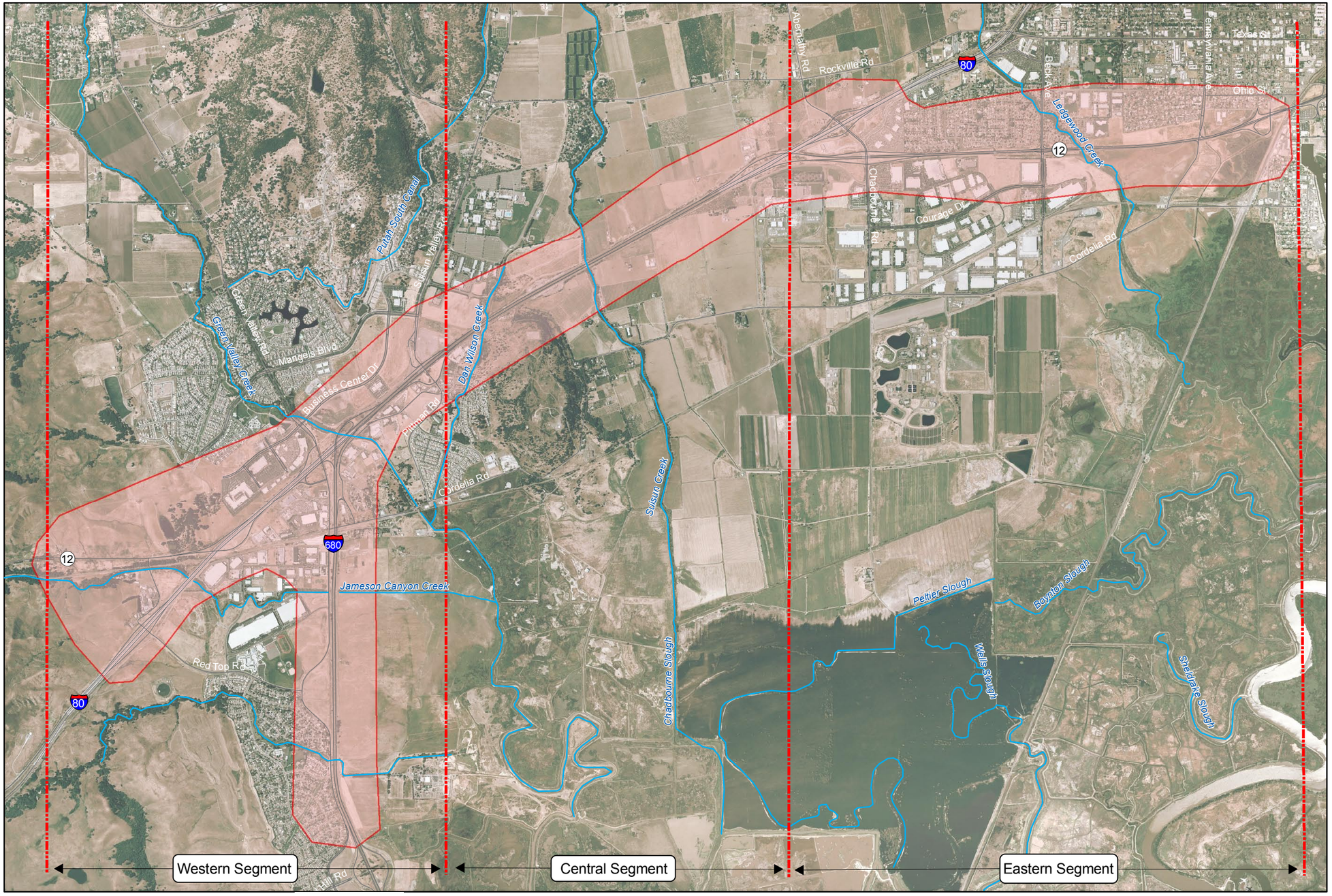
Construction Package Number	Main Construction Elements
1, Initial Construction Package, ICP	• Construct the westbound I-80 westbound SR12 west (Jameson Canyon) connector. • Widen westbound I-80 between the existing I-80/I-680 separation and SR 12 west. • Reconstruct the I-80 Green Valley Road interchange.
2	• Construct the I-680/Red Top Road interchange. • Realign Lopes Road and Fermi Road. • Realign Ramsey Road around the proposed I-680/Red Top Road interchange.
3	• Construct the westbound I-80 to southbound I-680 connector. • Widen westbound I-80 between the I-80/Suisun Valley Road and the I-80/Green Valley Road interchanges. • Reconstruct the westbound I-80 bridge over Green Valley Creek. • Construct a new westbound on-ramp from I-80 at Suisun Valley Road. • Construct a new westbound off-ramp from I-80 to Green Valley Road. • Construct a new bridge over Green Valley Creek carrying westbound off-ramp to Green Valley Road. • Remove the existing I-80/I-680 connector bridges over I-80 and Green Valley Road. • Remove Neitzel Road. • Excavation and grading of the Business Center Drive extension.
4	• Construct the northbound I-680 to eastbound I-80 connector. • Reconstruct the eastbound SR12 west connector to eastbound I-80. • Reconstruct the eastbound I-80 off-ramp to Green Valley Road. • Reconstruct Green Valley Road on-ramp to eastbound I-80. • Realign both Lopes Road and Green Valley Road to connect to the original I-680 alignment. • Widen SR12 east one lane to the south, including widening the culvert.
5	• Construct the northbound I-680 to westbound SR12 west connector. • Reconstruct the I-80/Red Top Road interchange. • Construct the new SR12 west/Red Top Road interchange. • Construct the Red Top Road/Business Center Drive extension.
6	• Construct the I-80/I-680 HOV connectors.
7	• Construct the northbound I-680/I-80 loop on-ramp. • Construct the eastbound I-80 connector to southbound I-680. • Reconstruct the Union Pacific Railroad overpass.

Recommendation:
Based on the extensive evaluations of the alternatives conducted in the EIR/EIS, comments received from the public and agencies during the EIR/EIS review process, and considering the traffic, engineering and operational aspects of all the alternatives, the STA TAC recommends the STA Board take the following actions:

1. **APPROVE** a resolution accepting the Environmental Impact Report prepared by Caltrans for the Project; and
2. **ACCEPT** the Caltrans prepared Project Report and **APPROVE** the Alternative C-1 for the I-80/I-680/SR 12 Interchange Project; and,
3. **DIRECT** the Executive Director to 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, if necessary.

Attachments:

A. Project Area Map
B. Tier 1 Screening
C. Tier 2 Screening
D. Alternative B Features
E. Alternative B Phase 1 Features
F. Alternative C Features
G. Alternative C Phase 1 Features
H. Alternatives Comparison Table
I. Alternative C Phase 1 Construction Packages
J. Final EIR/EIS (Available at www.sta.ca.gov)
K. Caltrans Project Report (Available upon Request)



Source: Circle Point 2008.

Legend

I680/I80/SR12 Interchange

- Proposed Project Area
- Segment Lines

1 inch equals 3,000 feet

Meters: 0 — 750 — 1,500

Feet: 0 — 3,100 — 6,200

Source: Nolte 2007, ESRI 2005, CirclePoint 2007, NAIP 2006.

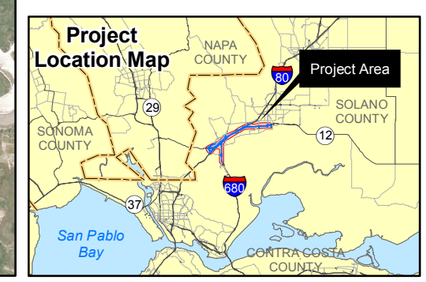


Figure 2-1
Project Area Map

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Attachment B

Summary of Tier 1 Screening Results

Tier 1 Screening Results - Alternatives Withdrawn From Further Study

During the initial development and screening of alternatives for the I-80/I-680/State Route (SR) 12 Interchange Project, twelve (12) alternatives were identified and evaluated for Tier 1 screening. Of these twelve (12) alternatives, eight (8) were withdrawn from further study for the reasons noted below.

1. Eliminate Green Valley Interchange
   Proposed removal of the Green Valley Road Interchange, in lieu, route traffic through Suisun Valley Road and two proposed new Red Top Road Interchanges (on SR 12 and I-680) and one existing Red Top Road Interchange on I-80.

   Rejected based on preliminary traffic operations analyses and because it didn't meet Purpose and Need.

2. I-80 Viaduct
   Proposed elevating of I-80 on a structure (or viaduct) through the Interchange Complex area for regional traffic in both directions.

   Rejected due to extremely high cost without appreciable benefit over other alternatives, out-of-character visual impacts for a rural road segment, lack of regional traffic access from viaduct to freeway commercial businesses, and potential driver confusion.

3. Combined Green Valley and Suisun Valley Roads Interchanges
   Proposed combining Green Valley Road and Suisun Valley Road Interchanges as a couplet by eliminating the ramps in between and routing traffic through frontage roads to the adjacent interchange.

   Rejected based on preliminary traffic operations analyses.

4. I-680 Exit/Enter I-80 to the Outside
   Proposed I-680 entering and exiting along the outside of I-80.

   Rejected based on preliminary traffic operations analyses that indicated higher costs with similar or worse operations.

5. Eliminate Suisun Valley Road Interchange
   Proposed removing the Suisun Valley Road Interchange and routing traffic through Green Valley Road Interchange and two proposed new Red Top Road Interchanges (on SR 12 and I-680).

Rejected based on preliminary traffic operations analyses and because it didn't meet Purpose and Need.

6. South Parkway – 4-Lane Arterial
   Proposed widening Cordelia Road to a 4-lane facility to connect I-680 and SR 12 East.

   Rejected due to proposed use of the local road network for regional trips and impacts to the Primary Suisun Marsh.

7. South Parkway – Expressway/Freeway
   Proposed a parallel route South of I-80 intended to connect I-680 and SR 12 East.

   Rejected due to impacts on the Primary Suisun Marsh.

8. South Parkway – Frontage Alignment
   Proposed routing a South Parkway along the east side of I-680 and the south side of I-80, to connect I-680 and SR 12 East.

   Rejected due to impacts to historic resources and limited incentive to travel an arterial with multiple signals instead of a freeway segment of the same length.

Conclusion:
Based on the results of the Tier 1 screening, the eight (8) alternatives noted above were withdrawn from consideration for the reasons noted. Four (4) alternatives, A through D, were recommended for further detailed study and are described in Attachment B.

Attachment C

Summary of Tier 2 Screening Results

Tier 2 Screening Results - Alternatives withdrawn From Further Study

Following completion of the Tier 1 screening, four (4) alternatives were carried forward into the Tier 2 screening. Of the four (4) alternatives described below, two were withdrawn from further study and two were recommended for further detailed study in the Environmental Impact Report/Environmental Impact Study (EIR/EIS) for the reasons noted below.

Alternative A

- This would retain the same basic alignments that exist today, but would separate the local interchanges from the mainline by using collector-distributor (C-D) roads. The State Route (SR) 12 West Interchange would be braided with C-D roads.
- The I-80/I-680 Interchange would be reconfigured to have the I-680 mixed-flow connectors come into and out of the median of I-80, along with the High Occupancy Vehicle (HOV) connectors.
- Local traffic and trucks would use a new slip ramp to access the C-D roads.
- No direct connections from I-680 North to I-80 West/SR 12 West. Traffic would need to use local arterials (most likely Red Top Road past Rodriguez High School).
- The Truck Scales would be reconstructed and braided ramps would be provided with adjacent interchange ramps.

Recommendation: This alternative would have a higher cost and greater environmental and right of way impacts than Alternative B, but with little added benefit. This alternative is not recommended for further study.

Alternative B

- This would retain the same basic alignments that exist today, but would braid all of the freeway-to-freeway connections with the next adjacent interchange (either local or Truck Scales).
- The I-80/I-680 Interchange would be reconfigured to have the I-680 connectors come into and out of the median of I-80, along with the HOV connectors (as in Alternative A). Local traffic and trucks would use new slip ramps braided with the Suisun Valley Road Interchange.
- No direct connections from I-680 North to I-80 West/SR 12 West. Traffic would need to use local arterials (most likely Red Top Road past Rodriguez High School).
- The Truck Scales would be reconstructed and braided ramps would be provided with adjacent SR 12 East Interchange ramps.

Recommendation: This alternative would provide similar congestion relief benefits as Alternative A, but with less environmental and right of way impacts. This alternative is recommended for further study.

Alternative C

- This would realign I-680 to curve to the northwest and connect to I-80 and SR 12 West (Jameson Canyon) near the existing SR 12 West/I-80 Interchange.
- The I-80/I-680 and SR 12/I-80 Interchanges would be combined, including a direct connection between SR 12 West and I-680.
- All I-80/I-680 movements would be freeway-to-freeway ramps, with HOV connections included.
- The west ramps to and from the Green Valley Road Interchange would connect to I-80 farther west than today, removing the weave between those and the I-80/SR 12 West freeway connectors.
- All other ramps would connect directly to the freeway, with the exception of the east ramps from the reconstructed Truck Scales, which would be braided with the SR 12 East Interchange.
- The existing I-680, between I-80 on the north and the beginning of the realignment (near Red Top Road) on the south, would be converted to a local street.

Recommendation: This alternative would provide improved mainline flow along I-80. This alternative is recommended for further study.

Alternative D

- The I-80/I-680 connectors would be relocated to the east by means of parallel viaducts running along the outsides of I-80.
- The viaducts would connect to I-80 near the relocated Truck Scales and would be braided with SR 12 East. Local traffic and trucks would use new slip ramps.
- No direct connections from I-680 northbound to I-80 West/SR 12 West. Traffic would need to use local arterial (most likely Red Top Road by Rodriguez High School).
- HOV connectors between I-680 and I-80 would be provided.
- The I-80 viaduct would be braided with the SR 12 east connector ramps.
- The Truck Scales would be reconstructed and have braided ramps on the east. SR 12 West would be braided with the Green Valley Road Interchange and the slip ramps braided with the Suisun Valley Road Interchange.

Recommendation: The addition of an elevated structure (viaduct) in this area would have significant visual impact and access alterations to highway commercial areas. This alternative is not recommended for further study.

Conclusion

Upon completion of Tier 2 screening, Alternatives A and D were withdrawn from further study and Alternatives B and C were carried forward for further study in the EIR/EIS.

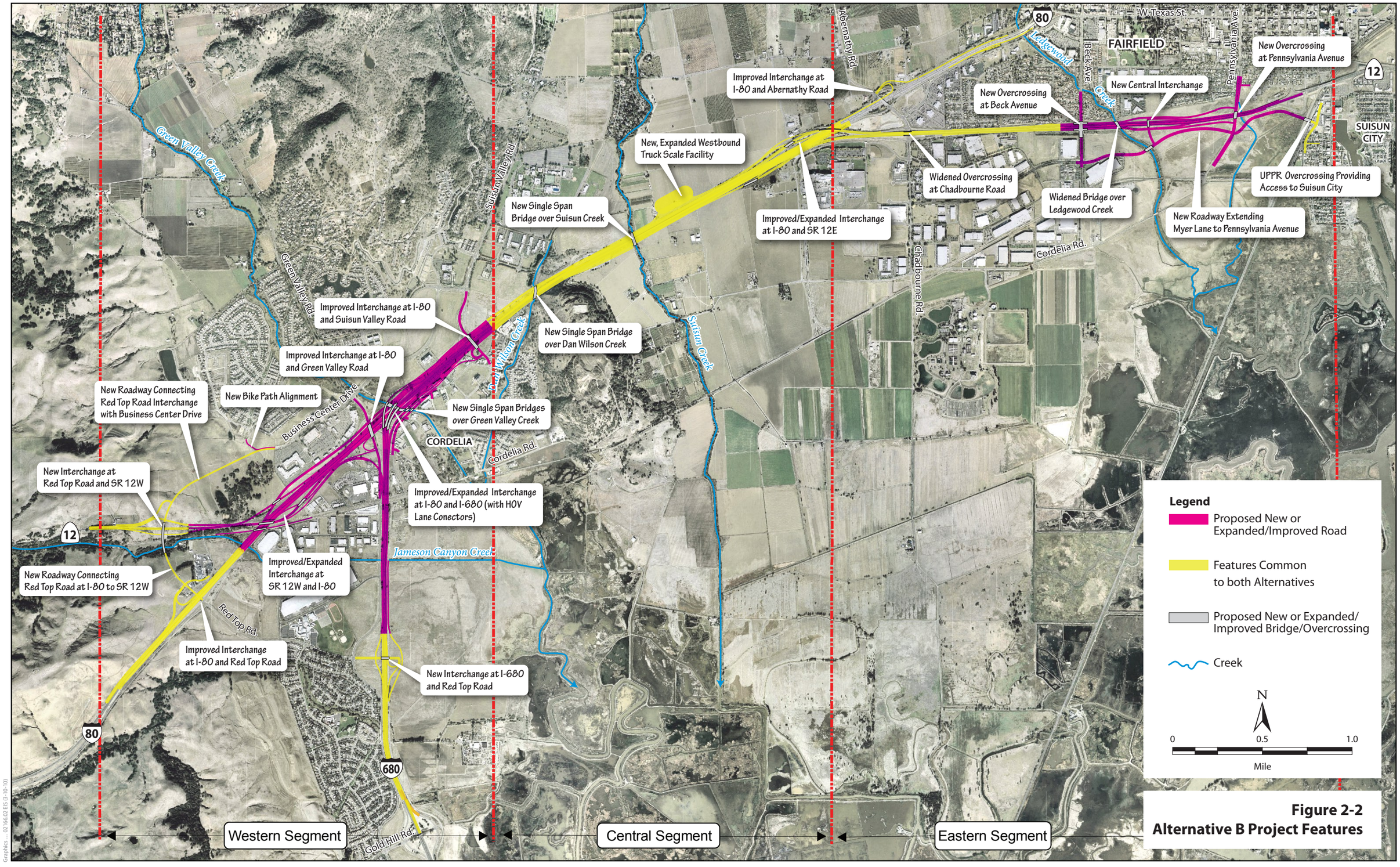

Figure 2-2
Alternative B Project Features

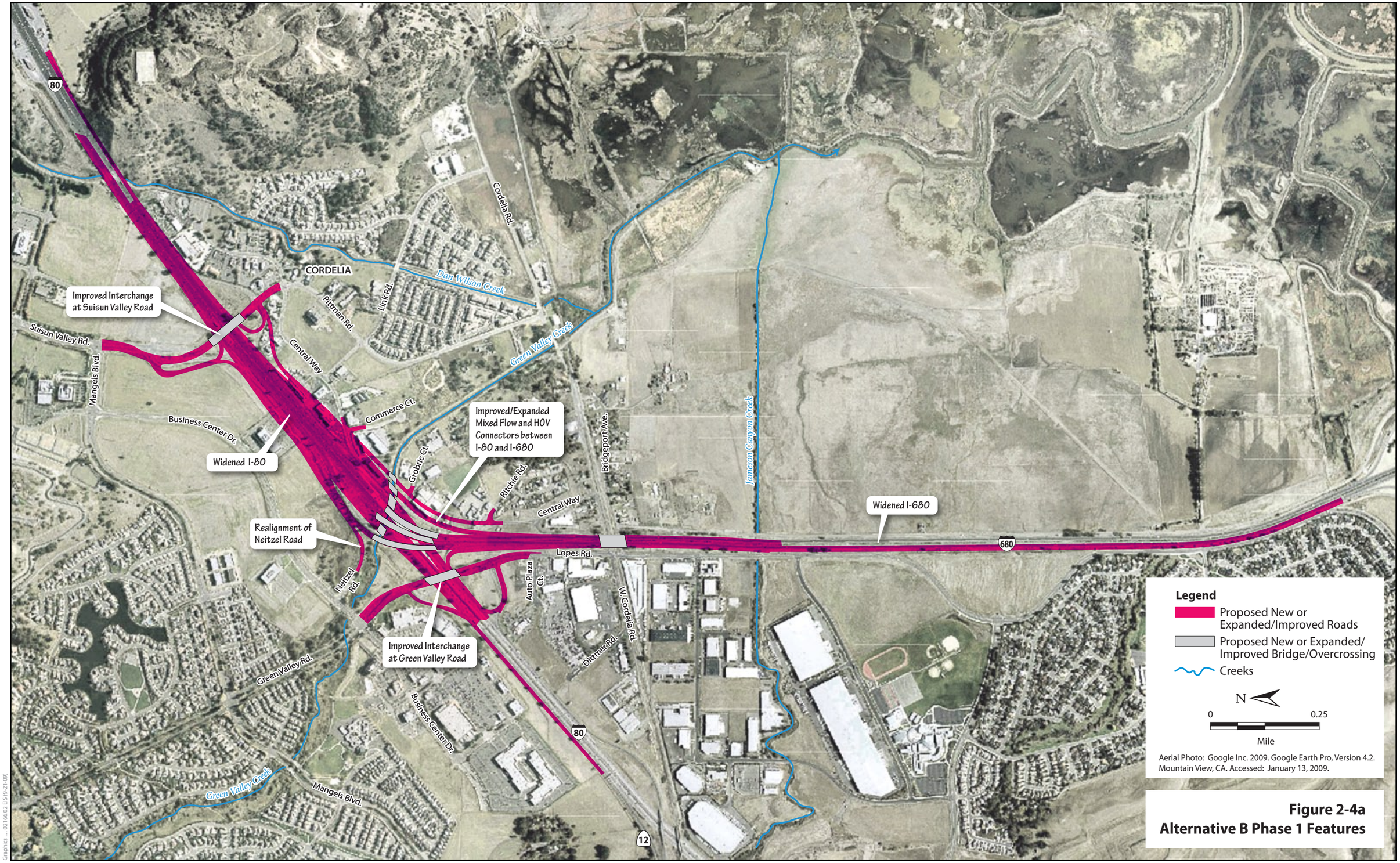

Figure 2-4a
Alternative B Phase 1 Features

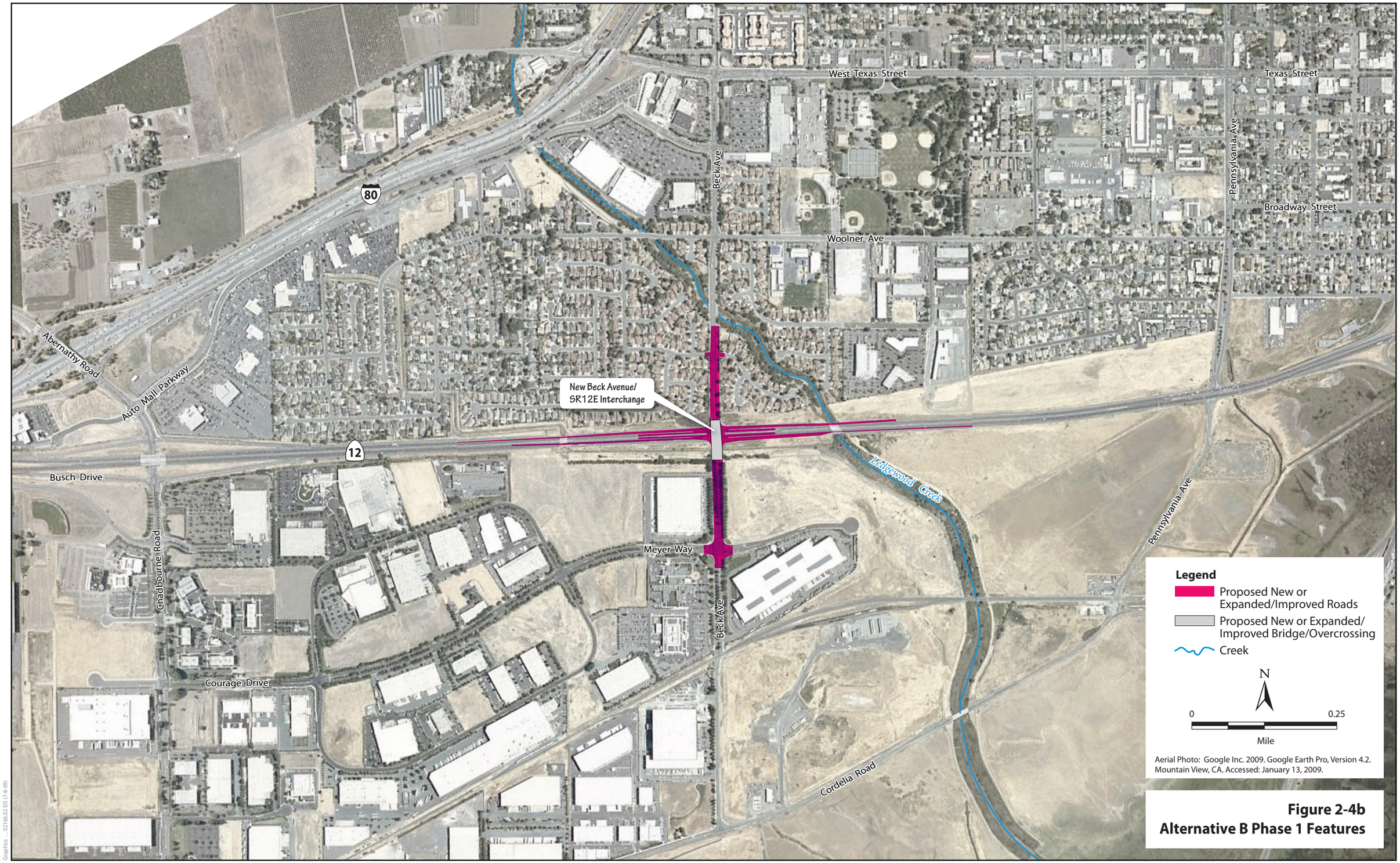

Figure 2-4b
Alternative B Phase 1 Features

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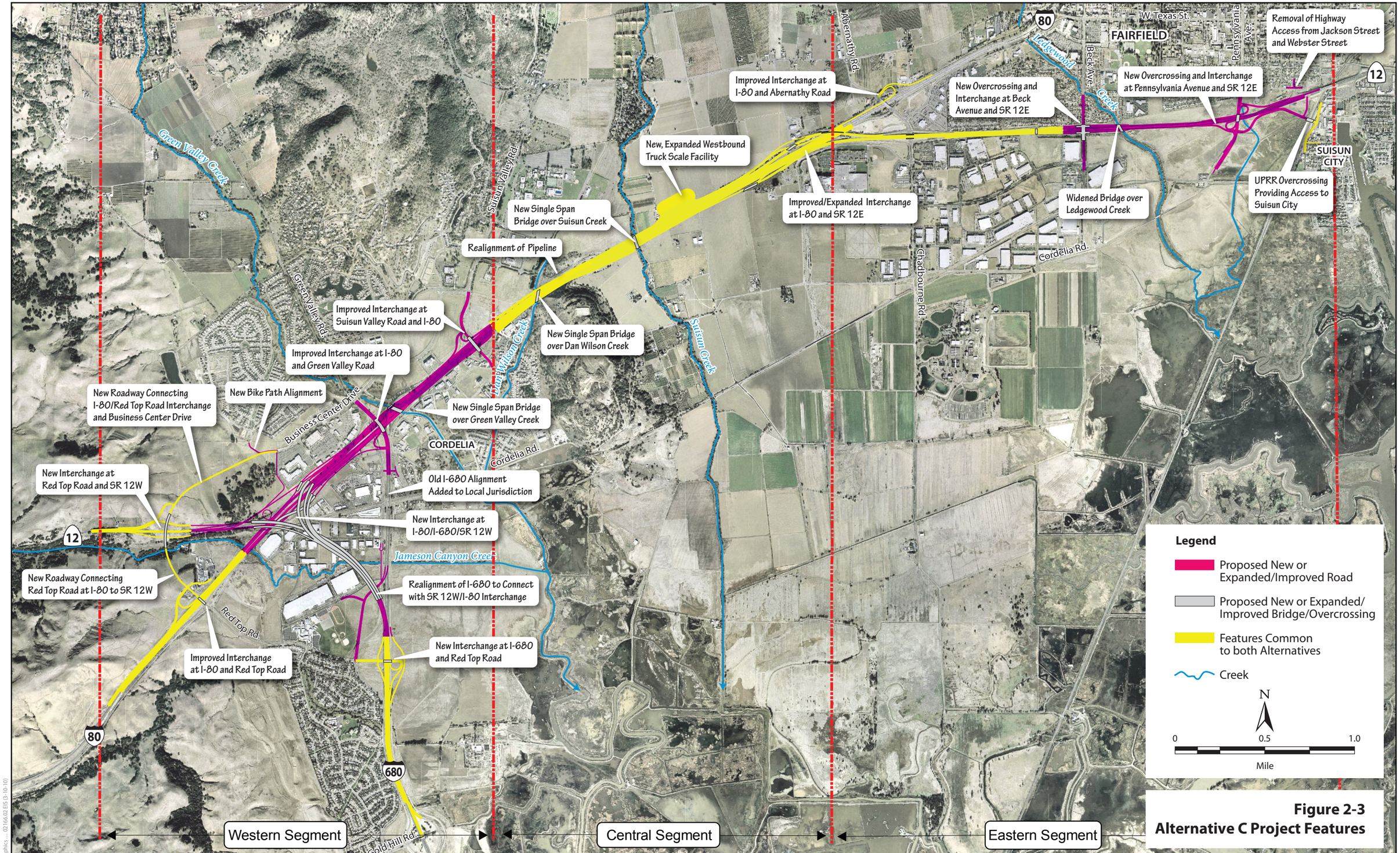

Figure 2-3
Alternative C Project Features

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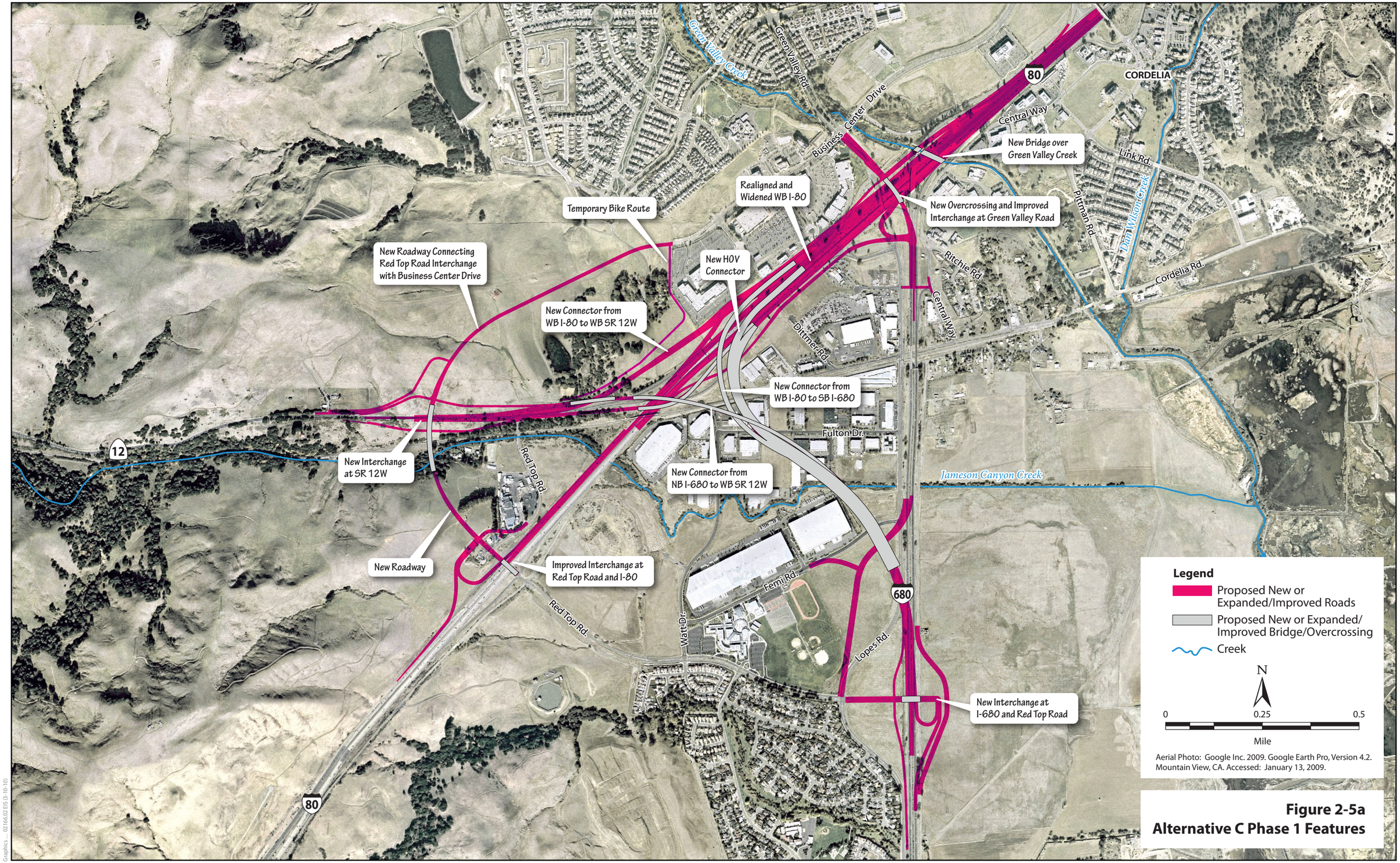

Figure 2-5a
Alternative C Phase 1 Features

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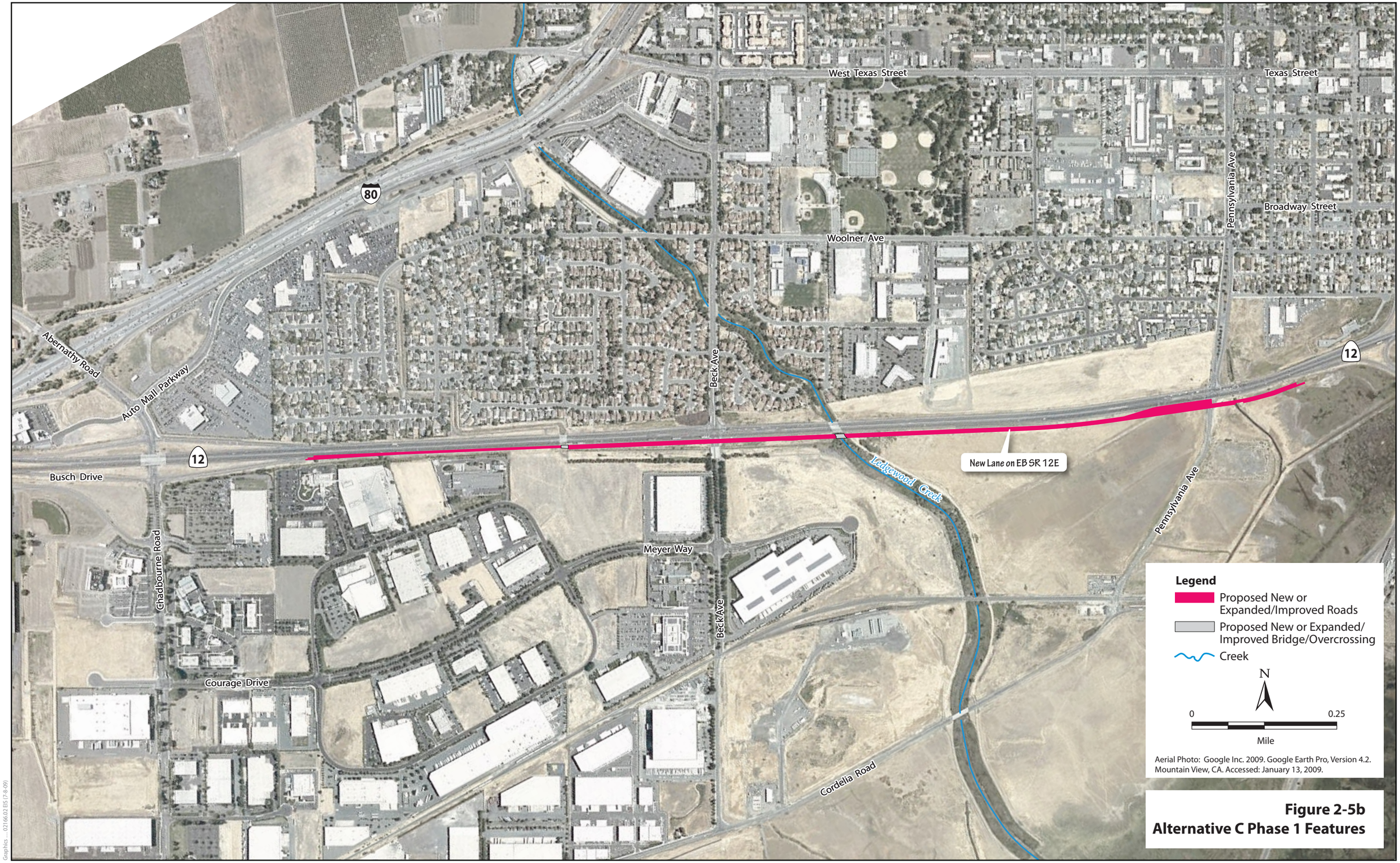

Figure 2-5b
Alternative C Phase 1 Features

Graphics: 02166.02 EIS (7-8-09)

Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
HUMAN ENVIRONMENT						
3.1.1—Land Use						
Effect on Fairfield Linear Park	No effect	Minimal impact	No effect	Minimal impact	No effect	None required
3.1.2—Growth						
Potential to Induce Growth	No effect	Any new or intensified development would occur in accordance with county and local plans	Same as B	Same as B	Same as B	None required
3.1.3—Farmlands						
Direct Conversion of Farmland	No effect	18 parcels, ~140 acres affected	None	19 parcels, ~122 acres affected	9 parcels, ~77 acres affected	Provide Replacement Conservation Easement
Conversion of Agricultural Lands under Williamson Act Contracts	No effect	48.76 acres would be converted	None	40 acres would be converted	None	None required
Conversion of Agricultural Lands under Conservation Easements	No effect	22.5 acres of Valine easement converted	None	22.5 acres of Valine easement converted	None	Provide Replacement Conservation Easement
3.1.4—Community Impacts						
Community Character and Cohesion	No effect	No separation or division of an existing neighborhood	Effects would be similar to full build	Same as B; Possible beneficial effect on Cordelia area by moving highway further from residential areas	Effects would be similar to full build	None required
Displacement of Residences and Businesses	No effect	1 residential displacement. 201 partial and 27 full acquisitions of businesses; relocation parcels available	67 partial and 5 full acquisition of businesses; relocation parcels available	1 residential displacement; 144 partial and 32 full acquisitions of businesses; relocation parcels available	54 partial and 9 full acquisitions of businesses; relocation parcels available	None required

Preliminary Draft

Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
Environmental Justice	No effect	9 displacements in Environmental Justice Block Groups; No residential displacements; business displacements are spread out over project area	Fewer than under full build; Same as B	10 displacements in Environmental Justice Block Groups; Same as B	Fewer than under full build; Same as B	None required
3.1.5—Utilities and Emergency Services						
Potential Effect to Utilities	No effect	Possible impacts on utilities or interruption of service during construction and operation	Same as B	Same as B	Same as B	Minimize Disruption of Utilities Services
Potential Effects on Police, Fire, and Emergency Service Providers during Construction	No effect	Possible short-term effects due to lane closures during construction	Same as B	Same as B	Same as B	Prepare Transportation Management Plan (TMP)
3.1.6—Traffic and Transportation/Pedestrian and Bicycle Facilities						
Effects on System-Wide MOEs	**2015:** in a.m. peak hour condition would not worsen significantly, but in p.m. peak hour VHD would increase more than 100%,duration of congestion would nearly double, queues on SR 12E would back traffic up on I-80 **2035:** Significant congestion and delays in a.m. peak hour; severe congestion on SR 12E in p.m. peak hour	Beneficial impact in a.m. peak hour (VMT up 7%, VHD down nearly 70%, network travel speed up 25%) and p.m. peak hour (VMT up 60%, VHD down 70%, network travel speed up 140%)	**2015:** Beneficial impact in p.m. peak hour (VMT up 11%, VHD down 58%, network travel speed up 32%) and very little effect in a.m. peak hour (VMT down less than 0.5%, VHD up nearly 20%, network travel speed up 3%) **2035:** Beneficial impact in a.m. peak hour (VMT up 5%, VHD down nearly 100%, network speed up 17%) and in the p.m. peak hour (VMT up 39%, VHD down 47%, network speed up 82%)	Same as B	**2015:** Beneficial impact in p.m. peak hour (VMT up 7%, VHD down 39%, network travel speed up 20%) and minimal effect in a.m. peak hour (VMT down less than 0.5%, VHD up 3%, no change in network travel speed) **2035:** Beneficial impact in a.m. peak hour (VMT up 1%, VHD down 18%, network speed up 6%) and in the p.m. peak hour (VMT up 16%, VHD down 16%, network speed up 25%)	None required

Preliminary Draft

Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
Effects on Travel Times	**2015:** Peak direction travel times would increase to 8 to 15 minutes in the a.m. peak hour, and 12 to 34 minutes in the p.m. peak hour **2035:** Peak direction travel times would increase to 11 to 20 minutes in the a.m. peak hour and 17 to 48 minutes in the p.m. peak hour	Beneficial impact, peak direction reduction in travel time of 20%–40% in a.m. peak hour and 10%–85% in the p.m. peak hour	**2015:** Beneficial impact, peak direction reduction in travel time of 4%–35% in the a.m. peak hour and 30%–75% in the p.m. peak hour **2035:** Beneficial impact, peak direction reduction in travel time of 10%-50% in the a.m. peak hour and 19%-73% in the p.m. peak hour	Beneficial impact, peak direction reduction in travel time of 20%–25% in the a.m. peak hour and 15%–80% in p.m. peak hour	**2015:** Beneficial impact, peak direction reduction in travel time of 0%–7% in a.m. peak hour, and 0%–60% in p.m. peak hour. **2035:** Beneficial impact in a.m., peak direction reduction in travel time of 5%–20%; worsening of peak direction travel time in p.m. peak hour, of 29% to more than 200% (see Section 3.1.6)	None required
Effects on Freeway Operations	**2015:** In a.m. peak hour, bottleneck on WB SR 12E; congestion remains at near existing levels, with congested period lasting about 1.5 hours. In p.m. peak hour, bottlenecks on EB I-80, EB SR 12Et, and WB SR 12E; congested period increases to 3 hours. **2035:** In a.m. peak hour, bottlenecks on WB 12W, I-80, and 12E in a.m. peak hour, congested period increases to 3 hours. In p.m. peak hour, bottlenecks in both directions on SR 12E and I-80, on SR 12W EB, and I-680 NB; congested period	In a.m. peak hour, no bottlenecks within project limits; congestion decreases to existing levels (relative to 3 hours under 2035 No Build). In p.m. peak hour, bottleneck on EB I-80 at Air Base Parkway (east of project limits), congested period decreases to 3 hours (relative to 6 hours under No Build).	**2015:** In a.m. peak hour, bottleneck on WB SR 12E; congestion remains near existing levels. In p.m. peak hour, bottleneck on EB SR 12E, congestion decreases to near existing levels (relative to 3 hours under 2015 No Build).**2035:** In a.m. peak hour, bottlenecks on SR 12W WB and SR 12E WB, congestion decreases to near existing levels (relative to No Build). In p.m. peak hour, bottlenecks on I-80 WB, I-80 EB, SR 12W EB, and SR 12E EB; congested period would decrease to 4.5 hours (relative to 6 hours under 2035 No Build).	In a.m. peak hour, no bottlenecks within project limits; congestion decreases to near existing levels (relative to 3 hours under 2035 No Build). In p.m. peak hour, bottleneck on EB I-80 at Air Base Parkway (east of project limits), congested period decreases to 3 hours (relative to 6 hours under 2035 No Build).	**2015:** In a.m. peak hour, bottleneck on WB SR 12E; congestion remains near existing levels. In p.m. peak hour, bottleneck on EB and WB SR 12E; congested period decreases to about 2 hours (relative to 3 hours under 2015 No Build). **2035:** In a.m. peak hour, bottlenecks on EB and WB SR 12E; congested period decreases to 2.5 hours, relative to 3 hours under 2035 No Build. In p.m. peak hour, I-80 WB, I-80 EB, SR 12W EB, and SR 12E WB and EB; congested period would decrease to 5 hours, relative to 6	None required

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Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
	increases to 6+ hours.				hours under 2035 No Build.	
Effects on Intersection Operations	**2015:** in the a.m. peak hour, 3 intersections would operate unacceptably (one ramp terminal intersection and two non-ramp terminal intersections); in the p.m. peak hour, 9 intersections would operate unacceptably (5 ramp terminal intersections and 4 non-ramp terminal intersections). **2035:** in the a.m. peak hour 8 intersections would operate unacceptably (4 ramp terminal intersections and 4 non-ramp terminal intersections); in the p.m. peak hour, 22 intersections would operate unacceptably (14 ramp terminal intersections and 8 non-ramp terminal intersections).	All intersections except Lopes Road/Gold Hill Road would operate acceptably in a.m. peak hour; in p.m. peak hour 4 non-ramp terminal intersections would continue to operate unacceptably	**2015:** two non-ramp terminal intersections would operate unacceptably in the a.m. peak hour; in p.m. peak hour, 1 ramp terminal intersection and 3 non-ramp terminal intersections would operate unacceptably **2035:** one ramp terminal intersection and 3 non-ramp terminal intersections would operated unacceptably in the a.m. peak hour; 8 ramp terminal intersections and 7 non-ramp terminal intersections would operate unacceptably in the p.m. peak hour	All intersections would operate acceptably in the a.m. peak hour; 3 non-terminal ramp intersections would operate unacceptably in the p.m. peak hour	**2015:** one ramp terminal intersection would operate unacceptably in the a.m. peak hour; in the p.m. peak hour, 3 ramp terminal intersections and 2 non-ramp terminal intersections would operate unacceptably **2035:** one ramp terminal intersection would operate unacceptably in the a.m. peak hour; in the p.m. peak hour, 3 ramp terminal intersections and 5 non-ramp terminal intersections would operate unacceptably	Design and Construct Intersection Improvements
Effects on Pedestrian and Bicycle Facilities	No effect	May require special design or construction measures to ensure that existing facilities can be maintained	Same as B	Same as B	Same as B	Maintain Existing or Accommodate Planned Bicycle and Pedestrian Facilities
Effects on Transit Routes and Service	Worsened traffic conditions in p.m. peak hour in 2015 and 2035 will result in delays for buses and paratransit vehicles	Improved traffic operations would reduce delays for buses and paratransit vehicles	Same as B	Same as B	Same as B	Adjust Transit Routes and Stops as Needed

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Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
Construction Period Description of Vehicle, Pedestrian, and Bicycle Circulation	No effect	Construction would result in temporary condition of additional traffic from construction vehicles and workers and possibly temporary lane closures and detours	Same as B	Same as B	Same as B	Develop and Implement a Transportation Management Plan and Construction Scheduling to Minimize Adverse Effects
3.1.7—Visual and Aesthetic Resources						
Temporary Visual Impacts Caused by Construction Activities	No effect	Temporary impacts that would not contrast with existing visual character	Same as B, but to a lesser extent	Same as B	Same as B, but to a lesser extent	None required
Long-Term Changes in Visual Quality and Character	No effect	Result in adverse and beneficial changes to visual character. Adverse visual impacts would occur at Viewpoint 8 in Landscape Unit 1 and Viewpoint 2 in Landscape Unit 3.	Same as B, but to a lesser extent	Result in adverse and beneficial changes to visual character. Adverse visual impacts would occur at viewpoints 6 and 8 in Landscape Unit 1 and Viewpoint 2 in Landscape Unit 3.	Same as C, but to a lesser extent.	Use Appropriate Building Materials and Forms for the Westbound Truck Scales Incorporate Aesthetic Recommendations in Design of Freeway-Related Structures Replace Landscaping as Appropriate
Effect on Officially Designated Scenic Highways	No effect	No effect; there are no existing scenic highways in the project area	Same as B	Same as B	Same as B	None required
Light and Glare	No effect	Increased lighting and glare during construction and, to some extent, during operations, but consistent with existing conditions	Same as B	Same as B	Same as B	Incorporate Appropriate Light and Glare Screening Measures

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Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
3.1.8—Cultural Resources						
Effects on Unknown or Known Resources from Construction	No effect	Potential to disturb buried cultural resources during construction	Same as B	Same as B	Same as B	Conduct Geomorphological Research and Subsurface Investigations Stop Work if Buried Cultural Deposits Are Encountered during Construction Activities
Discovery of Human Remains during Construction	No effect	Potential to disturb buried human remains during construction	Same as B	Same as B	Same as B	Protection of Human Remains if Encountered during Excavation Activities as per State Health and Safety Code Section 7050.5 and Public Resources Code 5097
Potential to Affect Historic Properties at 177 Main Street, the Suisun City Train Depot (APN 0032-020-240)	No effect	Construction on the parcel would create visual impact, but would not substantially alter the existing setting, so no adverse effect would result	No effect; no project improvements in the area	Same as B	No effect; no project improvements in the area	None required
Potential to Affect Village of Cordelia Historic District	No effect	Construction on empty parcel within the district boundaries will not affect integrity of district	Same as B	Removal of elevated ramps may result in beneficial visual impact	Removal of elevated ramps may result in beneficial visual impact	None required
Potential to Affect Suisun City Historic District	No effect	Construction at the edge of the district would result in minor visual impact but would not substantially alter the existing setting, so no adverse effect would result	No effect; no project improvements in the area	Same as B	No effect; no project improvements in the area	None required

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Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
Effects to Historic Resource Protected under Section 4(f)	No effect	Minor or negligible impact on the Suisun City Train Depot (APN 0032-020-240), and the Village of Cordelia and Suisun City Historic Districts	Minor or negligible impact on the Village of Cordelia Historic District	Minor or negligible impact on Suisun City Train Depot (APN 0032-020-240) and Suisun City Historic District	No effect	None required
PHYSICAL ENVIRONMENT						
3.2.1—Hydrology and Floodplain						
Hydraulic Capacity and Floodplain of Green Valley Creek	No effect	Flow characteristics would be improved; existing structures would be replaced with freespan structures; existing piers would be removed	Same as B	Same as B	Same as B	None required
Hydraulic Capacity and Floodplain of Dan Wilson Creek	No effect	Flow characteristics would be improved; existing structures would be replaced with freespan structures; existing piers would be removed	Same as B	Same as B	No effect; no project improvements in the area	None required
Hydraulic Capacity and Floodplain of Suisun Creek	No effect	Flow characteristics would be improved; existing structures would be replaced with freespan structures; existing piers would be removed	No effect; no project improvements in the area	Same as B	No effect; no project improvements in the area	None required
Hydraulic Capacity and Floodplain of Raines Drain	No effect	Increased mainline elevation (up to 3' higher) and relocation of westbound truck scales (reduction of floodplain storage) will result in impacts on the existing floodplain	No effect; no project improvements in the area	Same as B	No effect; no project improvements in the area	Construct Upstream Inlet Structure and Underground Flood Control Storage

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Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
Hydraulic Capacity and Floodplain of Alonzo Drain and Ledgewood Creek	No effect	New bridges over Ledgewood Creek would be freespan; bridge/culvert widening would not alter existing conditions	Bridge/culvert widening would not alter existing conditions	Same as B, Phase 1	Same as B, Phase 1	None required
Hydraulic Capacity and Floodplain of Pennsylvania Avenue Creek	No effect	Culvert widening and new culverts would not alter existing conditions	No effect; no project improvements in the area	Same as B	No effect; no project improvements in the area	None required
3.2.2—Water Quality and Stormwater Runoff						
Increased Runoff and Associated Operational Water Quality Issues	No effect	Increase in impervious surfaces would result in increase in runoff	Same as B, but to a lesser extent	Same as B	Same as B, but to a lesser extent	Construct Upstream Inlet Structure and Underground Flood Control Storage Prepare and Implement Storm Water Pollution Prevention Plan and Best Management Practices
Potential Water Quality, Erosion and Sediment Control Issues during Construction	No effect	Potential for sediment or pollutants associated with construction to enter waterways	Same as B, but to a lesser extent	Same as B	Same as B, but to a lesser extent	Prepare and Implement Storm Water Pollution Prevention Plan and Best Management Practices
Potential to Require Dewatering during Construction	No effect	Anticipated due to water level	Same as B	Same as B	Same as B	Prepare and Implement Storm Water Pollution Prevention Plan and Best Management Practices
3.2.3—Geology/Soils/Seismic/Topography						
Risk of Fault Rupture during Operations	No effect	Potential impact due to faults in the vicinity	Same as B	Same as B, though elevated structures are proposed in immediate vicinity of faults	Same as C	Implement Requirements from State and Local Standards into Final Project Design Implement Recommendations from Draft Geotechnical Reports to Accommodate Permanent Fault-Related Ground Deformation Effects from Surface Fault Rupture on Project

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Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
						Facilities and to Accommodate Effects of Ground Shaking on Project Facilities
Risk from Ground Shaking during Operation	No effect	Potential impact due to active faults in the vicinity	Same as B	Same as B	Same as B	Implement Requirements from State and Local Standards into Final Project Design Implement Recommendations from Draft Geotechnical Reports to Accommodate Permanent Fault-Related Ground Deformation Effects from Surface Fault Rupture on Project Facilities and to Accommodate Effects of Ground Shaking on Project Facilities Conduct Future Geotechnical Investigations
Risks from Development on Unstable Materials	No effect	Potential impact at bridge and overcrossing locations	Same as B	Same as B	Same as B	Implement Requirements from State and Local Standards into Final Project Design Conduct Future Geotechnical Investigations Implement Recommendations from Draft Geotechnical Report to Accommodate Effects of Liquefaction on Project Facilities/Design Specific Project Elements to Accommodate Effects of Liquefaction

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Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
Risk from Landslides or Other Slope Failure during Operation	No effect	Potential effects from landslides and debris flows in hilly areas of the project area	Same as B	Same as B	Same as B	Implement Requirements from State and Local Standards into Final Project Design Conduct Future Geotechnical Investigations Conduct Future Geotechnical Investigation/Implement Preliminary Recommendations from Draft Geotechnical Report to Accommodate Effects of Slope Failure on Project Facilities
Risk during Operation as a Result of Development on Expansive Soils	No effect	Soils in the project area have moderate to high shrink-swell potential	Same as B	Same as B	Same as B	Conduct Future Geotechnical Investigations
Risk during Operation as a Result of Weak Foundation Materials and Postconstruction Settlement	No effect	Potential consolidation settlement hazard in the vicinity of Suisun Valley Road and Dan Wilson Creek	Same as B	Same as B	Potential consolidation settlement hazard in the vicinity of Suisun Valley Road; no project improvements proposed in the vicinity of Dan Wilson Creek	Implement Requirements from State and Local Standards into Final Project Design Conduct Future Geotechnical Investigations Implement Preliminary Recommendations from Draft Geotechnical Report to Accommodate Effects of Consolidation Settlements on Project Facilities
Runoff, Erosion, and Sedimentation from Grading Activities Associated with Construction	No effect	Potential impact during construction activities	Same as B	Same as B	Same as B	Prepare and Implement Storm Water Pollution Prevention Plan and Best Management Practices

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Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
3.2.4—Paleontology						
Destruction of Vertebrate or Otherwise Scientifically Significant Paleontological Resources as a Result of Construction Activities	No effect	Excavation for foundations in sensitive units could result in the inadvertent destruction of fossil resources	Same as B, but to a lesser extent as less excavation occurs in high-sensitivity areas	Same as B, but to a greater extent as there would be more excavation in sensitive units	Same as B, but to a lesser extent as less excavation occurs in high-sensitivity areas	Conduct Preconstruction Surveys Educate Construction Personnel in Recognizing Fossil Material Retain a Qualified Professional Paleontologist to Monitor Ground-Disturbing Activities Stop Work and Conduct Appropriate Treatment if Substantial Fossil Remains Are Encountered During Construction
3.2.5—Hazardous Waste/Materials						
Potential for Exposure of Construction Workers or Nearby Land Uses to Previously Unknown Hazardous Materials as a Result of Construction Activities	No effect	Project area has a moderate risk of previously unreported hazards	Same as B	Same as B	Same as B	Develop a Health and Safety Plan to Address Worker Health and Safety
Potential for Exposure of Known Hazardous Materials to Humans or the Environment as a Result of Construction Activities	No effect	Hazardous materials present may include heavy metals, ACMs, contaminated soils, ADL	Same as B	Same as B	Same as B	Conduct Sampling, Testing, Removal, Storage, Transportation, and Disposal of Yellow Striping along Existing Roadways Dispose of Soils Contaminated with ADL, Arsenic, Pesticides, and Herbicides in Accordance with Appropriate Regulations Time Construction to Avoid Exposure of Construction Workers to Respiratory Irritants from Aerially Applied Chemicals

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Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
						Sampling and Testing of Groundwater Perform Groundwater Contamination Testing
Potential for Exposure of Humans and the Environment to Hazardous Conditions from the Accidental Release of Hazardous Materials as a Result of Construction Activities	No effect	Potential for accidental release of materials associated with construction equipment, or from utility lines	Same as B	Same as B	Same as B	Develop a Health and Safety Plan to Address Worker Health and Safety
3.2.6—Air Quality						
Conformity with the Regional Transportation Plan	No effect	N/A	Not in RTP	N/A	This alternative is included in 2035 RTP and 2009 TIP	Amend the Transportation Improvement Program to Include Additional Alternatives
Potential Violations of Carbon Monoxide NAAQS or CAAQS	Not anticipated to exceed 1- or 8-hour NAAQS or CAAQS	Not anticipated to exceed 1- or 8-hour NAAQS or CAAQS	Same as B	Same as B	Same as B	None required
Potential Violations of PM2.5 NAAQS or CAAQS	No effect	Not yet determined whether considered Project of Air Quality Concern; consultation ongoing	Same as B	Same as B	Same as B	None required
Potential Generation of Significant Levels of MSAT Emissions	Lower MSAT emissions than all build alternatives except Alternative C, Phase 1 for 2035	Minor increase in all MSAT emissions compared to No Project conditions	Same as B	Same as B	Minor increase in all MSAT emissions for 2015; minor increase in all but 2 air toxics for 2035	Implement Measures to Reduce MSAT and Criteria Pollutant Emissions
Potential Generation of Significant Operation-Related Emissions of Ozone Precursors, Carbon Monoxide, and Particulate Matter	Lower emissions of ozone precursors than all build alternatives except Alternative C, Phase 1 for 2035	Minor increase in emissions of all ozone precursors compared to No Project conditions	Same as B	Same as B	Same as B, except for decrease in ROG, PM10 and PM2.5 for 2035	Implement Measures to Reduce MSAT and Criteria Pollutant Emissions

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Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
Potential Temporary Increase in Ozone Precursors (ROG and NOx), CO, and PM10 Emissions during Grading and Construction Activities	No effect	Temporary increase in all ozone precursors due to construction	Same as B	Same as B	Same as B	Implement California Department of Transportation Standard Specification Section 14 Implement Additional Control Measures for Construction Emissions of Fugitive Dust Implement Measures to Reduce Exhaust Emissions from Off-Road Diesel Powered Equipment
3.2.7—Noise						
Exposure of Noise Sensitive Land Uses to Increased Traffic Noise	Noise levels would increase as traffic congestion increases	Increased noise in areas D, E, and R affecting 49 units; no effect under NEPA	Increased noise in areas D, E, and R affecting 21 units; no effect under NEPA	Increased noise in areas E, H, and R affecting 37 units; no effect under NEPA	Increased noise is area E affecting 1 unit; no effect under NEPA	None required, abatement under consideration
Exposure of Noise-Sensitive Land Uses to Construction Noise	No effect	Construction equipment would generate noise	Same as B	Same as B	Same as B	Minimize Construction Noise
3.2.8—Energy						
None						
BIOLOGICAL ENVIRONMENT						
3.3.1—Natural Communities						
Loss or Disturbance of Riparian Woodland Resulting from Construction	No effect	Permanent loss of 1.28 acres; temporary disturbance of 0.35 acres	Permanent loss of 0.08 acres; temporary disturbance of 0.06 acres	Permanent loss of 1.98 acres; temporary disturbance of 0.41 acres	Permanent loss of 0.64 acres; temporary disturbance of 0.09 acres	Place Environmentally Sensitive Area Fencing around all Sensitive Biological Resources in and near the Construction Area Conduct Environmental Awareness Training for Construction Employees Retain a Biological Monitor to Conduct Daily Visits during Construction in Sensitive Habitats Avoid and Minimize

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Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
						Potential Disturbance of Riparian Communities Compensate for Temporary and Permanent Loss of Riparian Vegetation
3.3.2—Wetlands and Other Waters						
Loss or Disturbance of Perennial Drainage Resulting from Construction	No effect	Permanent loss of 0.62 acres; temporary disturbance of 0.46 acres	Permanent loss of 0.14 acres; temporary disturbance of 0.09 acres	Permanent loss of 0.66 acres; temporary disturbance of 0.45 acres	No effect	Place Environmentally Sensitive Area Fencing around all Sensitive Biological Resources in and near the Construction Area Protect Water Quality and Prevent Erosion and Sedimentation into Drainages and Wetlands Restore Temporarily Disturbed Drainage Habitat and Compensate for Permanent Loss of Drainage Habitat
Loss or Disturbance of Jurisdictional Seasonal Drainages Resulting from Construction	No effect	Permanent loss of 1.78 acres; temporary disturbance of 0.80 acres	Permanent loss of 0.64 acres; temporary disturbance of 0.11 acres	Permanent loss of 1.88 acres; temporary disturbance of 0.57 acres	Permanent loss of 0.97 acres; temporary disturbance of 0.30 acres	Place Environmentally Sensitive Area Fencing around all Sensitive Biological Resources in and near the Construction Area Protect Water Quality and Prevent Erosion and Sedimentation into Drainages and Wetlands Restore Temporarily Disturbed Drainage Habitat and Compensate for Permanent Loss of Drainage Habitat
Loss or Disturbance of Perennial Marsh Resulting from Construction	No effect	Permanent loss of 5.23 acres; temporary disturbance of 5.13 acres	Permanent loss of 0.52 acres; temporary disturbance of 1.84 acres	Permanent loss of 5.47 acres; temporary disturbance of 2.30 acres	Permanent loss of 0.87 acres; temporary disturbance of 0.19 acres	Place Environmentally Sensitive Area Fencing around all Sensitive Biological Resources in and near the Construction Area Protect Water Quality and Prevent

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Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
						Erosion and Sedimentation into Drainages and Wetlands Restore Temporarily Disturbed Drainage Habitat and Compensate for Permanent Loss of Drainage Habitat Restore Temporarily Disturbed Perennial Marsh Compensate for Permanent Loss of Wetlands
Loss or Disturbance of Alkali Seasonal Marsh Resulting from Construction	No effect	Permanent loss of 1.75 acres; temporary disturbance of 0.28 acres	No effect	Permanent loss of 1.03 acres; temporary disturbance of 0.13 acres	Permanent loss of 0.05 acres; temporary 0.01 acres	Protect Water Quality and Prevent Erosion and Sedimentation into Drainages and Wetlands Restore Temporarily Disturbed Drainage Habitat and Compensate for Permanent Loss of Drainage Habitat Compensate for Permanent Loss of Wetlands
Loss or Disturbance of Jurisdictional Seasonal Wetland Resulting from Construction	No effect	Permanent loss of 7.57 acres; temporary disturbance of 1.65 acres	Permanent loss of 1.38 acres; temporary disturbance of 0.42 acres	Permanent loss of 7.69 acres; temporary disturbance of 1.04 acres	Permanent loss of 2.24 acres; temporary disturbance of 0.96 acres	Protect Water Quality and Prevent Erosion and Sedimentation into Drainages and Wetlands Restore Temporarily Disturbed Drainage Habitat and Compensate for Permanent Loss of Drainage Habitat Compensate for Permanent Loss of Wetlands
3.3.3—Plant Species						
None						

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Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
3.3.4—Animal Species						
Potential Loss or Disturbance of Western Pond Turtles Resulting from Construction	No effect	Construction in and near ponds and streams could result in loss or disturbance of habitat	Same as B	Same as B	Same as B, but to a lesser extent as there would be less construction in or near suitable aquatic habitat	Place Environmentally Sensitive Area Fencing around all Sensitive Biological Resources in and near the Construction Area Conduct Environmental Awareness Training for Construction Employees Retain a Biological Monitor to Conduct Daily Visits during Construction in Sensitive Habitats Avoid and Minimize Potential Disturbance of Riparian Communities Compensate for Temporary and Permanent Loss of Riparian Vegetation Conduct Preconstruction Surveys for Western Pond Turtle
Potential Disturbance of Nesting White-tailed Kites Resulting from Construction	No effect	Tree removal and construction noise could result in disturbance to nesting birds	Same as B	Same as B	Same as B	Place Environmentally Sensitive Area Fencing around all Sensitive Biological Resources in and near the Construction Area Conduct Environmental Awareness Training for Construction Employees Retain a Biological Monitor to Conduct Daily Visits during Construction in Sensitive Habitats Avoid and Minimize Potential Disturbance of Riparian Communities Compensate for Temporary and Permanent Loss of

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Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
						Riparian Vegetation Conduct Preconstruction Nesting Bird and Raptor Surveys and Establish a No-Disturbance Buffer, if Necessary
Potential Disturbance of Burrowing Owls and Permanent Loss of Habitat Resulting from Construction	No effect	Construction activities could disturb nesting owls and implementation of the project would result in loss of nesting and foraging habitat	Same as B	Same as B	Same as B	Place Environmentally Sensitive Area Fencing around all Sensitive Biological Resources in and near the Construction Area Conduct Environmental Awareness Training for Construction Employees Retain a Biological Monitor to Conduct Daily Visits during Construction in Sensitive Habitats Avoid and Minimize Potential Disturbance of Riparian Communities Compensate for Temporary and Permanent Loss of Riparian Vegetation Conduct Preconstruction Surveys for Active Burrowing Owl Burrows and Implement the California Department of Fish and Game Guidelines for Burrowing Owl Mitigation, if Necessary Compensate for Loss of Burrowing Owl Nesting Habitat

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Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
Potential Disturbance of Nesting Northern Harriers Resulting from Construction	No effect	Construction activities could disturb nesting birds and implementation of the project would result in loss of nesting and foraging habitat	Same as B	Same as B	Same as B	Conduct Preconstruction Nesting Surveys for Northern Harrier in the Annual Grassland Habitat North of SR 12W
Potential Disturbance of Nesting Loggerhead Shrikes Resulting from Construction	No effect	Construction activities could disturb nesting birds	Same as B	Same as B	Same as B	Place Environmentally Sensitive Area Fencing around all Sensitive Biological Resources in and near the Construction Area Conduct Environmental Awareness Training for Construction Employees Retain a Biological Monitor to Conduct Daily Visits during Construction in Sensitive Habitats Avoid and Minimize Potential Disturbance of Riparian Communities Compensate for Temporary and Permanent Loss of Riparian Vegetation Conduct Preconstruction Nesting Bird and Raptor Surveys and Establish a No-Disturbance Buffer, if Necessary
Potential Disturbance of Nesting Tricolored Blackbirds Resulting from Construction	No effect	Construction activities could disturb nesting birds	Same as B	Same as B	Same as B	Place Environmentally Sensitive Area Fencing around all Sensitive Biological Resources in and near the Construction Area Conduct Environmental Awareness Training for Construction Employees Retain a Biological Monitor to Conduct Daily Visits during Construction

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Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
						in Sensitive Habitats Avoid and Minimize Potential Disturbance of Riparian Communities Compensate for Temporary and Permanent Loss of Riparian Vegetation Conduct Preconstruction Nesting Bird and Raptor Surveys and Establish a No-Disturbance Buffer, if Necessary
Potential Disturbance of Nesting Migratory Birds and Raptors Resulting from Construction	No effect	Construction activities could remove or disturb occupied nests	Same as B	Same as B	Same as B	Place Environmentally Sensitive Area Fencing around all Sensitive Biological Resources in and near the Construction Area Conduct Environmental Awareness Training for Construction Employees Retain a Biological Monitor to Conduct Daily Visits during Construction in Sensitive Habitats Avoid and Minimize Potential Disturbance of Riparian Communities Compensate for Temporary and Permanent Loss of Riparian Vegetation Conduct Preconstruction Nesting Bird and Raptor Surveys and Establish a No-Disturbance Buffer, if Necessary
Potential Disturbance to Nesting Swallows Resulting from Construction	No effect	Construction activities associated with bridge construction could result in loss of active nests	Same as B	Same as B	Same as B	Prevent Swallows from Nesting Adjacent to New Bridge Construction

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Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
Potential Disturbance to Roosting Bats Resulting from Construction	No effect	Construction could result in removal of bat roosting habitat and disturb roosting bats	Same as B	Same as B	Same as B	Conduct Preconstruction Surveys for Roosting Bats in Mature Trees

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Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
River Lamprey						
Potential Effects on River Lamprey Resulting from Construction						
Water Quality Effects	No effect	Construction activities could result in sediments or contaminants entering streams	Same as B, but no effects at Suisun Creek	Same as B	Same as B, but no effects at Suisun Creek	Prepare and Implement Storm Water Pollution Prevention Plan and Best Management Practices Prevent Contaminants and Hazardous Materials from Entering the Stream Channel Restrict In-Water Work to Avoid Special-Status Fish Spawning Seasons
Channel Morphology and River Lamprey Habitat	No effect	Construction in and adjacent to streams could affect channel morphology and streamside vegetation	Same as B, but no effects at Suisun Creek	Same as B	Same as B, but no effects at Suisun Creek	Minimize Impacts on Creek Channels
Water Temperature Effects	No effect	Minimal impact to water temperature from removal/addition of shading	Same as B, but no effects at Suisun Creek	Same as B	Same as B, but no effects at Suisun Creek	Minimize Impacts on Creek Channels
Interference with River Lamprey Movement	No effect	Dewatering activities associated with construction could interfere with fish movement	Same as B, but no effects at Suisun Creek	Same as B	Same as B, but no effects at Suisun Creek	Restrict In-Water Work to Avoid Special-Status Fish Spawning Seasons Provide Alternate Migration Corridor through Creek Channels
Disturbance and Direct Injury to River Lamprey	No effect	Noise, vibration and other physical disturbances could disturb fish; direct injury could result during in-stream work	Same as B, but no effects at Suisun Creek	Same as B, but to a lesser extent due to less construction in the vicinity of Ledgewood Creek	Same as B, but no effects at Suisun Creek	Restrict In-Water Work to Avoid Special-Status Fish Spawning Seasons Provide Alternate Migration Corridor through Creek Channels Minimize Noise Impacts on Special-Status Fish Species

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Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
Potential Water Quality Effects on River Lamprey Associated with Operations	No effect	Increase in impervious surfaces could result in increase in pollutants entering streams	Same as B, but no effects at Suisun Creek	Same as B	Same as B, but no effects at Suisun Creek	Prepare and Implement Storm Water Pollution Prevention Plan and Best Management Practices Prevent Contaminants and Hazardous Materials from Entering the Stream Channel
Central Valley Fall-Run/Late-Fall-Run Chinook Salmon						
Potential Effects on Chinook Salmon Resulting from Construction						
Water Quality Effects	No effect	Construction activities could result in sediments or contaminants entering streams	Same as B, but no effects at Suisun Creek	Same as B	Same as B, but no effects at Suisun Creek	Prepare and Implement Storm Water Pollution Prevention Plan and Best Management Practices Prevent Contaminants and Hazardous Materials from Entering the Stream Channel Restrict In-Water Work to Avoid Special-Status Fish Spawning Seasons
Chinook Salmon Habitat and Channel Morphology	No effect	Construction in and adjacent to streams could affect channel morphology and streamside vegetation	Same as B, but no effects at Suisun Creek	Same as B	Same as B, but no effects at Suisun Creek	Minimize Impacts on Creek Channels
Water Temperature Effects	No effect	Minimal impact to water temperature from removal/addition of shading	Same as B, but no effects at Suisun Creek	Same as B	Same as B, but no effects at Suisun Creek	Minimize Impacts on Creek Channels
Interference with Chinook Salmon Movement	No effect	Dewatering activities associated with construction could interfere with fish movement	Same as B, but no effects at Suisun Creek	Same as B	Same as B, but no effects at Suisun Creek	Restrict In-Water Work to Avoid Special-Status Fish Spawning Seasons Provide Alternate Migration Corridor through Creek Channels

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Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
Disturbance to Potential Spawning Habitat	No effect	Construction associated with the bridge over Suisun Creek could result in disturbance to spawning habitat located 20 feet downstream of bridge	No effect	Same a B	No effect	Minimize Impacts on Creek Channels Avoid Potential Fish Spawning Habitat
Disturbance and Direct Injury of Chinook Salmon	No effect	Noise, vibration and other physical disturbances could disturb fish; direct injury could result during in-stream work	Same as B, but no effects at Suisun Creek	Same as B, but to a lesser extent due to less construction in the vicinity of Ledgewood Creek	Same as B, but no effects at Suisun Creek	Restrict In-Water Work to Avoid Special-Status Fish Spawning Seasons Provide Alternate Migration Corridor through Creek Channels Minimize Noise Impacts on Special-Status Fish Species
Potential Water Quality Effects on Chinook Salmon Resulting from Operations	No effect	Increase in impervious surfaces could result in increase in pollutants entering streams	Same as B, but no effects at Suisun Creek	Same as B	Same as B, but no effects at Suisun Creek	Prepare and Implement Storm Water Pollution Prevention Plan and Best Management Practices Prevent Contaminants and Hazardous Materials from Entering the Stream Channel
Potential Interference with Fish Movement Resulting from Operations	No effect	Culvert extension in Ledgewood Creek under SR 12E would worsen fish passage conditions	Same as B	Same as B	Same as B	Implement Culvert Retrofit at the SR 12E Crossing on Ledgewood Creek

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Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
Sacramento Splittail						
Potential Water Quality Effects on Sacramento Splittail Resulting from Construction	No effect	Construction associated with bridges over Ledgewood Creek could result in sediments or contaminants entering the creek	Same as B, but to a lesser extent	Same as B, but to a lesser extent	Same as B, but to a lesser extent	Prepare and Implement Storm Water Pollution Prevention Plan and Best Management Practices Prevent Contaminants and Hazardous Materials from Entering the Stream Channel
Potential Water Quality Effects on Sacramento Splittail Associated with Operations	No effect	Increase in impervious surfaces could result in increase in pollutants entering Ledgewood Creek	Same as B, but to a lesser extent	Same as B	Same as B, but to a lesser extent	Prepare and Implement Storm Water Pollution Prevention Plan and Best Management Practices Prevent Contaminants and Hazardous Materials from Entering the Stream Channel
3.3.5—Threatened and Endangered Species						
Loss or Disturbance of Contra Costa Goldfields Resulting from Construction	No effect	Construction would result in the loss of 30 plants (this number may vary from year to year), and permanent loss of 55.95 acres and temporary disturbance of 14.02 acres of critical habitat	No effect	Construction would result in the loss of 30 plants, and permanent loss of 39.53 acres and temporary disturbance of 7.24 acres of critical habitat	No effect	Place Environmentally Sensitive Area Fencing around all Sensitive Biological Resources in and near the Construction Area Protect Water Quality and Prevent Erosion and Sedimentation into Drainages and Wetlands Compensate for the Loss of Contra Costa Goldfields
Potential Loss or Disturbance of Callippe Silverspot Butterfly Resulting from Construction	No effect	Construction would result in the loss of habitat and could result in the loss of individuals	No effect	Same as B	Same as B	Avoid and Minimize Potential Direct and Indirect Disturbance of Populations of Johnny Jump-Ups

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Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
Potential Loss or Disturbance of Vernal Pool Fairy Shrimp/Vernal Pool Tadpole Shrimp Resulting from Construction	No effect	Construction would result in direct affect to 1.12 acres and indirect affect to 1.78 acres of potential habitat	Construction would result in direct affect to 0.20 acres and indirect affect to 0.04 acres of potential habitat	Construction would result in direct affect to 1.11 acres and indirect affect to 1.30 acres of potential habitat	Construction would result in direct affect to 1.08 acres and indirect affect to 0.58 acres of potential habitat	Protect Water Quality and Prevent Erosion and Sedimentation into Drainages and Wetlands Avoid and Minimize Potential Indirect Disturbance of Vernal Pool Fairy Shrimp and Vernal Pool Tadpole Shrimp Habitat Compensate for Loss of Direct and Indirect Impacts on Vernal Pool Fairy Shrimp or Vernal Pool Tadpole Shrimp Habitat
Potential Loss of Valley Elderberry Longhorn Beetle Habitat Resulting from Construction	No effect	Construction would result in direct affects to 11 shrubs and indirect affects to 1 shrub	Construction would result in direct affects to 2 shrubs, and no indirect affects.	Construction would result in direct affects to 10 shrubs and indirect affects to 1 shrub	Construction would result in direct affects to 6 shrubs and indirect affects to 4 shrubs	Establish a Minimum 20-Foot-Wide Buffer around All Elderberry Shrubs Where Feasible Implement Dust Control Measures Compensate for Direct Effects on Valley Elderberry Longhorn Beetle Habitat
Potential Loss of California Red-legged Frog and its Habitat Resulting from Construction	No effect	Construction would result in permanent loss of 1.32 acres of aquatic habitat, 95.72 acres of upland habitat, and 16.46 proposed critical habitat and temporary disturbance of 3.69 acres of aquatic habitat, 26.40 acres of upland habitat and 2.97 of proposed critical habitat	Construction would result in permanent loss of 0.22 acres of aquatic habitat, and 12.07 acres of upland habitat, and temporary disturbance of 1.67 acres of aquatic habitat, and 2.86 acres of upland habitat; no critical habitat would be affected	Construction would result in permanent loss of 1.05 acres of aquatic habitat, 72.58 acres of upland habitat, and 17.85 proposed critical habitat and temporary disturbance of 0.86 acres of aquatic habitat, 20.30 acres of upland habitat and 3.45 of proposed critical habitat	Construction would result in permanent loss of 0.59 acres of aquatic habitat, 48.94 acres of upland habitat, and 17.77 proposed critical habitat and temporary disturbance of 0.19 acres of aquatic habitat, 14.55 acres of upland habitat and 3.55 of proposed critical habitat	Place Environmentally Sensitive Area Fencing around all Sensitive Biological Resources in and near the Construction Area Conduct Environmental Awareness Training for Construction Employees Retain a Biological Monitor to Conduct Daily Visits during Construction in Sensitive Habitats Avoid and Minimize Potential Disturbance of Riparian Communities Compensate for

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Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
						Temporary and Permanent Loss of Riparian Vegetation Conduct Preconstruction Surveys for California Red-Legged Frog Monitor Construction Occurring near Potential California Red-Legged Frog Habitat Compensate for Loss and Disturbance of California Red-Legged Frog Habitat
Potential Loss of Swainson's Hawk Nesting and Foraging Habitat Resulting from Construction	No effect	Construction would result in the permanent loss of 224.38 acres of foraging habitat and 1.28 acres of potential nesting habitat and the temporary disturbance of 72.45 acres of foraging habitat and 0.35 acres of potential nesting habitat	Construction would result in the permanent loss of 44.74 acres of foraging habitat and 0.08 acres of potential nesting habitat and the temporary disturbance of 11.91 acres of foraging habitat and 0.06 acres of potential nesting habitat	Construction would result in the permanent loss of 217.87 acres of foraging habitat and 1.97 acres of potential nesting habitat and the temporary disturbance of 58.32 acres of foraging habitat and 0.42 acres of potential nesting habitat	Construction would result in the permanent loss of 124.54 acres of foraging habitat and 0.64 acres of potential nesting habitat and the temporary disturbance of 29.90 acres of foraging habitat and 0.09 acres of potential nesting habitat	Place Environmentally Sensitive Area Fencing around all Sensitive Biological Resources in and near the Construction Area Conduct Environmental Awareness Training for Construction Employees Retain a Biological Monitor to Conduct Daily Visits during Construction in Sensitive Habitats Avoid and Minimize Potential Disturbance of Riparian Communities Compensate for Temporary and Permanent Loss of Riparian Vegetation Conduct Preconstruction Nesting Bird and Raptor Surveys and Establish a No-Disturbance Buffer, if Necessary Compensate for Loss of Swainson's Hawk Foraging Habitat
Central California Coast Steelhead						

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Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
Potential Effects on Steelhead Resulting from Construction						
Water Quality Effects	No effect	Construction activities could result in sediments or contaminants entering streams	Same as B, but no effects at Suisun Creek	Same as B	Same as B, but no effects at Suisun Creek	Prepare and Implement Storm Water Pollution Prevention Plan and Best Management Practices Prevent Contaminants and Hazardous Materials from Entering the Stream Channel Restrict In-Water Work to Avoid Special-Status Fish Spawning Seasons
Steelhead Habitat and Channel Morphology	No effect	Construction in and adjacent to streams could affect channel morphology and streamside vegetation	Same as B, but no effects at Suisun Creek	Same as B	Same as B, but no effects at Suisun Creek	Minimize Impacts on Creek Channels
Water Temperature Effects	No effect	Minimal impact to water temperature from removal/addition of shading	Same as B, but no effects at Suisun Creek	Same as B	Same as B, but no effects at Suisun Creek	Minimize Impacts on Creek Channels
Interference with Steelhead Movement	No effect	Dewatering activities associated with construction could interfere with fish movement	Same as B, but no effects at Suisun Creek	Same as B	Same as B, but no effects at Suisun Creek	Restrict In-Water Work to Avoid Special-Status Fish Spawning Seasons Provide Alternate Migration Corridor through Creek Channels
Disturbance to Potential Spawning Habitat	No effect	Construction associated with the bridge over Suisun Creek could result in disturbance to spawning habitat located 20 feet downstream of bridge	No effect	Same a B	No effect	Minimize Impacts on Creek Channels Avoid Potential Fish Spawning Habitat

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Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
Disturbance and Direct Injury to Steelhead	No effect	Noise, vibration and other physical disturbances could disturb fish; direct injury could result during in-stream work	Same as B, but no effects at Suisun Creek	Same as B, but to a lesser extent due to less construction in the vicinity of Ledgewood Creek	Same as B, but no effects at Suisun Creek	Restrict In-Water Work to Avoid Special-Status Fish Spawning Seasons Provide Alternate Migration Corridor through Creek Channels Minimize Noise Impacts on Special-Status Fish Species
Potential Water Quality Effects on Steelhead Resulting from Operations	No effect	Increase in impervious surfaces could result in increase in pollutants entering streams	Same as B, but no effects at Suisun Creek	Same as B	Same as B, but no effects at Suisun Creek	Prepare and Implement Storm Water Pollution Prevention Plan and Best Management Practices Prevent Contaminants and Hazardous Materials from Entering the Stream Channel
Potential Interference with Fish Movement Resulting from Operations	No effect	Culvert extension in Ledgewood Creek under SR 12E would worsen fish passage conditions	Same as B	Same as B	Same as B	Implement Culvert Retrofit at the SR 12 Crossing on Ledgewood Creek
3.3.6—Invasive Species						
Potential Introduction and Spread of Invasive Plant Species Resulting from Construction	No effect	Construction activities have the potential to spread invasive plant species	Same as B	Same as B	Same as B	Avoid the Introduction and Spread of Invasive Plants—Minimize Soil Disturbance, Restore Disturbed Areas Using Native Species
3.3.7—Native Trees						
None						
3.3.8—Suisun Marsh Secondary Management Area						
None						

Preliminary Draft

Solano Transportation Authority

DATE: November 15, 2012
TO: STA TAC
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: STA's 2013 Legislative Priorities and Platform

Background:
Each year, STA staff monitors state and federal legislation that pertains directly to transportation and related issues. On December 14, 2011, the STA Board adopted its 2012 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2012. In October, the STA Board approved distribution of the Draft 2013 Legislative Platform and Priorities for a 30-day review and comment period, with a deadline of November 26 for submittal of comments.

Discussion:
At the October 10th STA Board meeting, the Board requested language be inserted into the Draft 2013 Legislative Priorities and Platform (Attachment A) to address the cap and trade program. The STA Board Executive Committee proposed the following, which aligns with the statement of principles as adopted by the coalition of Transportation California, the California State Association of Counties, the League of California Cities, the Self-Help Counties Coalition and the California Association of Councils of Governments:

1. *Dedicate the allocation revenues related to fuels to transportation investments.*
2. *Invest a major portion of fuels related revenues to implement the AB 32 regulatory program by reducing GHG emissions from transportation.*
3. *Structure the investments to favor integrated transportation and land use strategies.*
4. *Allow flexibility at the regional and local level to develop the most cost effective ways to meet GHG reduction goals through transportation and land use investments.*
5. *Provide the incentives and assistance that local governments need to make SB 375 work.*

To date, no other comments have been received. The Final 2013 Legislative Platform and Priorities will be placed on the December 2012 STA Board agenda for consideration of adoption. All comments, including this cap and trade language, would be added to the Final 2013 Legislative Priorities and Platform for consideration of adoption.

Fiscal Impact:
None.

Recommendation:
Forward a recommendation to the STA Board to approve the STA's 2013 Legislative Priorities Platform, including the cap and trade points as indicated.

Attachment:
A. STA's Draft 2013 Legislative Priorities and Platform

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Solano Transportation Authority
. . . working for you!

LEGISLATIVE PRIORITIES

1. Pursue federal funding for the following priority project and programs:

   Roadway/Highway:

   Tier 1:
   - I-80/I-680/SR 12 Interchange
   - Jepson Parkway
   - I-80 Express Lanes

   Tier 2:
   - I-80 Westbound Truck Scales
   - SR 12 East Improvements

   Transit Centers:

   Tier 1:
   - Fairfield/Vacaville Multimodal Train Station, Phase 2
   - Vallejo Transit Center at Curtola and Lemon, Phase 1
   - Vallejo USPS Relocation (advance project of Transit Center Parking Structure)

   Tier 2:
   - Fairfield Transportation Center Expansion
   - Vallejo Transit Center (Downtown) Parking Structure Phase 2
   - Parkway Blvd. Overcrossing / Dixon Intermodal Station
   - Vacaville Transit Center, Phase 2

   Programs:
   - Safe Routes to School
   - Mobility Management
   - Climate Change/Alternative Fuels

2. Monitor/support/seek/sponsors, as appropriate, legislative proposals in support of initiatives that increase funding for transportation, infrastructure, operations and maintenance in Solano County.

3. Support legislation that encourages public private partnerships and provides low cost financing for transportation projects.

4. Oppose efforts to reduce or divert funding from transportation projects.

5. Support initiatives to pursue the 55% voter threshold for county transportation infrastructure measures.

6. Support establishment of regional Express Lanes network with assurance that revenues collected for the use of Express Lanes are spent to improve operations and mobility for the corridor in which they originate.

7. Monitor and participate in the implementation of state climate change legislation, including the California Global Warming Solutions Act and SB 375. Participate in the development of the Bay Area Sustainable Communities Strategy (SCS), and ensure that locally-beneficial projects and programs are contained in the SCS. Support the funding and development of a program to support transportation needs for agricultural and open space lands as part of the SCS.

8. Monitor proposals and, where appropriate, support efforts to exempt projects funded by local voter-approved funding mechanisms from the provisions of SB 375 (Steinberg).

9. Support efforts to protect and preserve funding in the Public Transportation Account (PTA).

10. Support timely reauthorization of MAP-21 with stable funding for highway and transit programs.

11. Monitor state implementation of MAP-21 and support efforts to ensure Solano receives fair share of federal transportation funding.

12. Support development of a national freight policy that incentivizes funding for critical projects such as I-80, SR 12, Capitol Corridor and Cordelia Truck Scales.

13. Support funding of federal discretionary programs, including Projects of National and Regional Significance such as I-80 and Westbound Truck Scales.

14. Support federal laws and policies that incentivize grant recipients that develop performance measures and invest in projects and programs designed to achieve the performance measures.

15. Support laws and policies that expedite project delivery.

16. Support legislation that identifies long-term funding for transportation.

LEGISLATIVE PLATFORM

I. Alternative Modes (Bicycles, HOV, Livable Communities, Ridesharing)

1. Support legislation promoting bicycling and bicycle facilities as a commuter option.

2. Support legislation promoting the planning, design and implementation of complete streets.

3. Support legislation providing land use incentives in connection with rail and multimodal transit stations – Transit Oriented Development.

4. Support legislation and regional policy that provide qualified Commuter Carpools and Vanpools with reduced tolls on toll facilities as an incentive to encourage and promote ridesharing.

5. Support legislation that increases employers' opportunities to offer commuter incentives.

6. Support legislative and regulatory efforts to ensure that projects from Solano County cities are eligible for federal, state and regional funding of Transportation Oriented Development (Transit Oriented Development) projects. Ensure that development and transit standards for TOD projects can be reasonably met by developing suburban communities.

7. Support establishment of regional Express Lanes network with assurance that revenues collected for the use of Express Lanes are spent to improve operations and mobility for the corridor in which they originate. *(Priority #6)*

II. Climate Change/Air Quality

1. Monitor implementation of federal attainment plans for pollutants in the Bay Area and Sacramento air basins, including ozone and particulate matter attainment plans. Work with MTC and SACOG to ensure consistent review of projects in the two air basins.

2. Monitor and participate in the implementation of state climate change legislation, including the California Global Warming Solutions Act and SB 375. Participate in the development of the Bay Area Sustainable Communities Strategy (SCS), and ensure that locally-beneficial projects and programs are contained in the SCS. Support the funding and development of a program to support transportation needs for agricultural and open space lands as part of the SCS. *(Priority #7)*

3. Monitor proposals and, where appropriate, support efforts to exempt projects funded by local voter-approved funding mechanisms from the provisions of SB 375 (Steinberg). *(Priority #8)*

4. Support legislation, which ensures that any fees imposed to reduce vehicle miles traveled, or to control mobile source emissions, are used to support transportation programs that provide congestion relief or benefit air quality.

5. Support legislation providing infrastructure for low, ultra-low and zero emission vehicles.

6. Support policies that improve and streamline the environmental review process.

7. Support legislation that allows for air emission standards appropriate for infill development linked to transit centers and/or in designated Priority Development Areas. Allow standards that tolerate higher levels of particulates and other air pollutants in exchange for allowing development supported by transit that reduces greenhouse gas emissions.

8. Monitor energy policies and alternative fuel legislation or regulation that may affect fleet vehicle requirements for mandated use of alternative fuels.

9. Support legislation to provide funding for innovative, intelligent/advanced transportation and air quality programs, which relieve congestion, improve air quality and enhance economic development.

10. Support legislation to finance cost effective conversion of public transit fleets to alternative fuels and/or to retrofit existing fleets with latest emission technologies.

11. Support income tax benefits or incentives that encourage use of alternative fuel vehicles, vanpools and public transit without reducing existing transportation or air quality funding levels.

12. Support federal climate change legislation that provides funding from, and any revenue generated by, emission dis-incentives or fuel tax increases (e.g. cap and trade programs) to local transportation agencies for transportation purposes.

III. Employee Relations

1. Monitor legislation and regulations affecting labor relations, employee rights, benefits, and working conditions. Preserve a balance between the needs of the employees and the resources of public employers that have a legal fiduciary responsibility to taxpayers.

2. Monitor any legislation affecting workers compensation that impacts employee benefits, control of costs, and, in particular, changes that affect self-insured employers.

3. Monitor legislation affecting the liability of public entities, particularly in personal injury or other civil wrong legal actions.

IV. Environmental

1. Monitor legislation and regulatory proposals related to management of the Sacramento-San Joaquin River Delta, including those that would impact existing and proposed transportation facilities such as State Route 12 and State Route 113.

2. Monitor sea-level rise and climate change in relation to existing and proposed transportation facilities in Solano County.

3. Monitor proposals to designate new species as threatened or endangered under either the federal or state Endangered Species Acts. Monitor proposals to designate new "critical habitat" in areas that will impact existing and proposed transportation facilities.

4. Monitor the establishment of environmental impact mitigation banks to ensure that they do not restrict reasonably-foreseeable transportation improvements.

5. Monitor legislation and regulations that would impose requirements on highway construction to contain stormwater runoff.

6. Monitor implementation of the environmental streamlining provisions in MAP-21.

V. Ferry

1. Protect the existing source of operating and capital support for Vallejo Baylink ferry service, most specifically the Bridge Tolls-Northern Bridge Group "1st and 2nd dollar" revenues which do not jeopardize transit operating funds for Vallejo Transit bus operations.

2. Support efforts to ensure appropriate levels of service directly between Vallejo and San Francisco.

3. Monitor surface transportation authorization legislation to ensure adequate funding for ferry capital projects.

VI. Funding

1. Protect Solano County's statutory portions of the state highway and transit funding programs.

2. Seek a fair share for Solano County of any federal and state discretionary funding made available for transportation grants, programs and projects.

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

4. Support state budget and California Transportation Commission allocation to fully fund projects for Solano County included in the State Transportation Improvement Program and the Comprehensive Transportation Plans of the county.

5. Support efforts to protect and preserve funding in the Public Transportation Account (PTA). *(Priority #9)*

6. Seek/sponsor legislation in support of initiatives that increase the overall funding levels for transportation priorities in Solano County. *(Priority #2)*

7. Support legislation that encourages public private partnerships and provides low cost financing for transportation projects in Solano County. *(Priority #3)*

8. Support measures to restore local government's property tax revenues used for general fund purposes, including road rehabilitation and maintenance.

9. Support legislation to secure adequate budget appropriations for highway, bus, rail, air quality and mobility programs in Solano County.

10. Support initiatives to pursue the 55% or lower voter threshold for county transportation infrastructure measures. *(Priority #5)*

11. Ensure that fees collected for the use of Express Lanes are spent to improve operations and mobility for the corridor in which they originate. *(Priority #6)*

12. Support timely reauthorization of MAP-21 with stable funding for highway and transit programs. *(Priority #10)*

13. Support development of a national freight policy that incentivizes funding for critical projects such as the I-80, SR 12, Capitol Corridor and Cordelia Truck Scales. (Priority #12)

14. Support legislation that provides funding for Safe Routes to Schools and bike and pedestrian paths.

15. Support legislation or the development of administrative policies to allow a program credit for local funds spent on accelerating STIP projects through right-of-way purchases, or environmental and engineering consultant efforts.

16. Support or seek legislation to assure a dedicated source of funding, other than the State Highway Account for local streets and roads maintenance/repairs, and transit operations.

17. Monitor the distribution of State and regional transportation demand management funding.

18. Monitor any new bridge toll proposals, support the implementation of projects funded by bridge tolls in and/or benefitting Solano County.

19. Oppose any proposal that could reduce Solano County's opportunity to receive transportation funds, including diversion of state transportation revenues for other purposes. Fund sources include, but are not limited to, State Highway Account (SHA), Public Transportation Account (PTA), and Transportation Development Act (TDA) and any local ballot initiative raising transportation revenues. *(Priority #4)*

20. Support legislation that encourages multiple stakeholders from multiple disciplines to collaborate with regard to the application for and the awarding of Safe Routes to School grants.

VII. Project Delivery

1. Monitor implementation of MAP-21 provisions that would expedite project delivery. (*Priority #15*)

2. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, design-build authority, and a reasonable level of contracting out of appropriate activities to the private sector.

3. Support legislation and/or administrative reforms that result in cost and/or time savings to environmental clearance processes for transportation projects.

4. Continue to streamline federal application/reporting/monitoring requirements to ensure efficiency and usefulness of data collected and eliminate unnecessary and/or duplicative requirements.

5. Support legislation that encourages public private partnerships and provides streamlined and economical delivery of transportation projects in Solano County. (*Priority #3*)

6. Support legislation and/or administrative reforms that require federal and state regulatory agencies to adhere to their statutory deadlines for review and/or approval of environmental documents that have statutory funding deadlines for delivery, to ensure the timely delivery of projects funded with state and/or federal funds.

VIII. Rail

1. In partnership with other counties located along Capitol Corridor, seek expanded state commitment for funding passenger rail service, whether state or locally administered.

2. Support legislation and/or budgetary actions to assure a fair share of State revenues of intercity rail (provided by Capitol Corridor) funding for Northern California and Solano County.

3. Seek legislation to assure that dedicated state intercity rail funding is allocated to the regions administering each portion of the system and assure that funding is distributed on an equitable basis.

4. Seek funds for the expansion of intercity, and development of regional and commuter rail service connecting Solano County to the Bay Area and Sacramento regions.

5. Monitor the implementation of the High Speed Rail project.

6. Support efforts to fully connect Capitol Corridor trains to the California High Speed Rail system, and ensure access to state and federal high speed rail funds for the Capitol Corridor.

7. Oppose legislation that would prohibit Amtrak from providing federal funds for any state-supported Intercity Passenger Rail corridor services.

IX. Safety

1. Monitor legislation or administrative procedures to streamline the process for local agencies to receive funds for road and levee repair and other flood protection.

2. Monitor implementation of the Safety Enhancement-Double Fine Zone designation on SR 12 from I-80 in Solano County to I-5 in San Joaquin County, as authorized by AB 112 (Wolk).

3. Support legislation to adequately fund replacement of at-grade railroad crossings with grade-separated crossings.

4. Support legislation to further fund Safe Routes to School and Safe Routes to Transit programs in Solano County.

X. Transit

1. Protect funding levels for transit by opposing state funding source reduction without substitution of comparable revenue.

2. Protect funding levels for transit by opposing state funding source reduction without substitution of comparable revenue.

3. Support tax benefits and/or incentives for programs to promote use of public transit.

4. In partnership with other transit agencies, seek strategies to assure public transit receives a fair share of funding for welfare-to-work social services care, and other community-based programs.

5. Monitor efforts to change Federal requirements and regulations regarding the use of federal transit funds for transit operations for rural, small and large Urbanized Areas (UZAs).

6. Support efforts that would minimize the impact of any consolidations of UZAs on Solano County transit agencies.

7. In addition to new bridge tolls, work with MTC to generate new regional transit revenues to support the ongoing operating and capital needs of transit services, including bus, ferry and rail.

8. In partnership with other affected agencies and local governments seek additional funding for paratransit operations, including service for persons with disabilities and senior citizens.

9. Monitor implementation of requirements in MAP-21 for transit agencies to prepare asset management plans and undertake transportation planning.

XI. Movement of Goods

1. Monitor and participate in development of a national freight policy and California's freight plan.

2. Monitor and support initiatives that augment planning and funding for movement of goods via maritime-related transportation, including the dredging of channels, port locations and freight shipment.

3. Support efforts to mitigate the impacts of additional maritime goods movement on surface transportation facilities.

4. Monitor and support initiatives that augment planning and funding for movement of goods via rail involvement.

5. Monitor and support initiatives that augment planning and funding for movement of goods via aviation.

6. Monitor proposals to co-locate freight and/or passenger air facilities at Travis Air Force Base (TAFB), and to ensure that adequate highway and surface street access is provided if such facilities are located at TAFB.

7. Monitor legislation to establish a national freight policy and fund freight-related projects. *(Priority #12)*

XII. Reauthorization of MAP-21

1. Support timely reauthorization of MAP-21. *(Priority #10)*

2. Legislation should provide stable funding source for highway and transit programs.

3. Between 2015 and 2025:
   a) Federal fuel tax should be raised and indexed to the construction cost index.
   b) Federal user-based fees (such as freight fees for goods movement, dedication of a portion of existing customs duties, ticket taxes for passenger rail improvements) should be implemented to help address the funding shortfall.
   c) State and local governments need to raise motor fuel, motor vehicle, and other related user fees.

4. Post 2025:
   - A vehicle miles traveled (VMT) fee should be implemented.

5. Legislation should include separate funding for goods movement projects.

6. Legislation should include discretionary programs for high priority transit and highway projects.

7. Legislation should further streamline project delivery.

Solano Transportation Authority

DATE: November 14, 2012
TO: STA TAC
FROM: Sam Shelton, Project Manager
RE: Presentation and Status of Curtola & Lemon Park and Ride Lot Expansion

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Background:

$11.75 M in Regional Measure 2 Bridge Toll Funds for the City of Vallejo's Curtola & Lemon Park and Ride Lot Expansion

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 SB 916. The Metropolitan Transportation Commission (MTC) manages the RM 2 funding for projects and programs, and both MTC and the STA are project sponsors for all Solano County capital RM 2 projects. The STA is the sponsor of $20 M of RM2 funding for "Solano County Express Bus Intermodal Facilities". MTC is the sponsor of $20 M of "Express Bus North" facilities, $9.75 M of which is programmed for Express Bus facilities in Solano County.

On May 12, 2004, the STA Board approved Initial Project Reports (IPR) for all STA sponsored Solano County capital RM2 projects, including $6 M for the City of Vallejo's Curtola & Lemon Park and Ride Lot Expansion project from the STA's $20 M of Express Bus Intermodal Facilities RM2 funds. The Curtola & Lemon Park and Ride Lot is one of Solano County's most important alternative transportation hubs, serving multiple forms of commuter choices, including regional bus transit to multiple BART stations, van pools, park & ride, casual carpoolers, and connecting local bus transit. Demand for parking exceeds capacity by 215 parking spaces and the aging facility needs safety, security, and circulation improvements.

MTC is the sponsor of the remaining $5.75 M of RM2 funds for this project, making a total of $11.75 M available for this project. Attached is a summary of available RM2 funds for capital projects in Solano County (Attachment A).

MTC Allocated $1.5 M of RM2 to the City of Vallejo for the Curtola & Lemon project

Between 2007 and 2011, the City of Vallejo has made the following allocation requests from MTC of the STA sponsored RM2 funds for environmental and preliminary engineering phases of the Curtola & Lemon project:

- May 23, 2007; $705,275
- January 26, 2011; $200,000
- April 24, 2011; $595,000

City of Vallejo Completes Site Analysis, Concept Design, and Environmental Document, but Identifies $4.6 M construction shortfall for the Phase 1 Parking Structure
On October 20, 2008, Stantec Consultants completed a Site Analysis & Concept Design for the Curtola project, including the attached cost estimate for building a four-story parking structure, transit plaza, and circulation improvements in three phases (Attachment B). The first element of the first phase proposed is a 420 space 4-story parking garage estimated to cost $12.2 M.

On February 6, 2012, Stantec updated the City of Vallejo with "Project Scope and Options", which clarified a shortfall of $4.6 M for constructing the first parking structure (Attachment C). On April 26, 2012, SolTrans, the City of Vallejo, and the City of Benicia enter into a "Transfer of Assets Agreement", which transfers SolTrans certain real property including the Curtola/Lemon Park and Ride Facility and the management of RM2 funds related to the Curtola project. On May 7, 2012, the City of Vallejo Planning Commission certified an Environmental Impact Report (EIR), adopted a Mitigation Monitoring Program and approved a Site Development permit for the Curtola project, as described in the 2008 Stantec Site Analysis & Concept Design.

STA Begins Project Development Team Meetings to Help Deliver Curtola & Lemon project
In May 2012, STA suggested the use of Project Development Team (PDT) meetings between SolTrans, City of Vallejo, STA, and Stantec to provide ongoing project planning and delivery. In June 2012, the STA Board added Curtola PDT participation to the STA's Overall Work Plan.

Discussion:
Project Development Team (PDT) Advances Feasible Phase 1 Project Design
Since May 2012, the STA attended three Curtola & Lemon Park and Ride Expansion project PDT meetings with staff from SolTrans, City of Vallejo, and Stantec. Curtola PDT members revised the design of the Curtola project around a number of goals including:

1. Will fit within available resources.
2. Will attain a significant increase in parking spaces.
3. Does not preclude adding parking structures, as resources become available.
4. Can be implemented quickly as there are time limitations on existing funds.
5. Retains security, transit, and alternative transportation improvements.
6. Retains critical circulation improvements for traffic, removing a challenging multilane traffic transition between I-80 and the left turn pocket to Lemon Street.

Soltrans Board approves revised project and RM2 IPR
On October 18, 2012, the SolTrans Board approved revised design concepts, approved a revised IPR, and authorized SolTrans staff to begin final design. The revised Phase 1 design is estimated to cost $9.9 M for roadway and circulation improvements, surface lot improvements adding about 100 parking spaces, a bus transit plaza with passenger amenities, security improvements, and other user amenities. Soltrans and City of Vallejo staff will present more details as part of a brief presentation to the STA TAC (Attachment D).

STA Board must approve revised IPR prior to SolTrans requesting allocation from MTC
Attached is the revised IPR as acted on by SolTrans on October 18, 2012 (Attachment E). As the sponsor of half of the RM2 funding programmed for the Curtola project, the STA Board must approve any revisions to the IPR prior to MTC allocating funds. The STA Board will consider approving a revised IPR for the Curtola project at their December 12, 2012 Board meeting.

Recommendation:
Informational.

Attachments:

A. Solano County Regional Measure 2 (RM2) Capital Project Balances, June 6, 2012
B. Curtola Transit Center, Conceptual Cost Estimate, October 15, 2008
C. Vallejo Transit Center at Curtola Parkway and Lemon Street Project Scope Options and Costs, February 6, 2012
D. Curtola & Lemon Park and Ride Lot Expansion, Soltrans/City of Vallejo Presentation, November 14, 2012
E. Initial Project Report (IPR), Curtola Parking & Transit Center, October 15, 2012

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Solano County Regional Measure 2 Project Balances

Updated 6/26/2012

RM2 Project Number	Project Title	Sponsor	Implementing Agency	RM2 Program (Programmed)	RM2 Program (Allocated)	Balance not yet allocated by MTC *
17.4	Express Bus North - **Benicia Park/Industrial I/C Improvements and Park and Ride**	MTC	Fairfield (Benicia)	$ 1,250,000	$ -	$ 1,250,000
6.2	Solano County Express Bus Intermodal Facilities - Benicia Intermodal Facility	STA	Fairfield (Benicia)	$ 3,000,000	$ 3,000,000	$ -
6.3	Solano County Express Bus Intermodal Facilities - **Fairfield Transportation Center**	STA	Fairfield	$ 5,500,000	$ 1,000,000	$ 4,500,000
17.2	Express Bus North - Fairfield Transportation Center	MTC	Fairfield	$ 2,250,000	$ 2,250,000	$ -
			total	*$ 7,750,000*	*$ 3,250,000*	*$ 4,500,000*
14.2	**Fairfield/Vacaville Intermodal Rail Station and Track Improvements**	CCJPA	Fairfield	$ 22,250,000	$ 5,715,000	$ 16,535,000
6.4	Solano County Express Bus Intermodal Facilities - **Vacaville Intermodal Station**	STA	Vacaville	$ 5,500,000	$ 5,500,000	$ -
17.3	Express Bus North - Vacaville Intermodal Station	MTC	Vacaville	$ 1,750,000	$ 1,750,000	$ -
			total	*$ 7,250,000*	*$ 7,250,000*	*$ -*
5	**Vallejo Ferry Intermodal Station**	Vallejo	Vallejo	$ 28,000,000	$ 17,359,354	$ 10,640,646
6.1	Solano County Express Bus Intermodal Facilities - **Vallejo Curtola Transit Center**	STA	Vallejo	$ 6,000,000	$ 1,500,275	$ 4,499,725
17.1	Express Bus North - Vallejo Curtola Transit Center	MTC	Vallejo	$ 5,750,000	$ -	$ 5,750,000
			total	*$ 11,750,000*	*$ 1,500,275*	*$ 10,249,725*
14.1	**Benicia Siding Extension**	CCJPA	CCJPA	$ 2,750,000	$ 2,750,000	$ -
7.1	Solano **North Connector** (Abernathy to Green Valley Road)	STA	STA	$ 30,300,000	$ 28,000,000	$ 2,300,000
7.2	Solano **I-80 HOV Lanes** from Red Top Rd to Airbase Parkway	STA	STA	$ 11,000,000	$ 10,922,008	$ 77,992
7.3	**Solano I-80/I-680/ SR 12 Interchange**	STA	STA	$ 16,400,000	$ 16,400,000	$ -
7.4	**I-80 Eastbound Cordelia Truck Scales Relocation**	STA	STA	$ 25,900,000	$ 25,900,000	$ -
7.5	**I-80 High Occupancy/Express Lanes**	STA	STA	$ 16,400,000	$ 16,400,000	$ -
			total	*$ 100,000,000*	*$ 97,622,008*	*$ 2,377,992*
			Grand Totals	***$ 184,000,000***	***$ 138,446,637***	***$ 45,553,363***

* Balance does not reflect project cost savings from completed projects.

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ATTACHMENT B

CURTOLA TRANSIT CENTER
VALLEJO, CALIFORNIA — **OCMI JOB #: 08183**
CONCEPTUAL COST ESTIMATE — **DATE: 15 OCTOBER 2008**

GRAND SUMMARY

ELEMENT	TOTAL COST (SEPT 2009)	AREA	$/SF AREA
1. PHASE 1 PARKING GARAGE	$12,196,657	148,292	$82.25
		(STRUCTURE ONLY)	***$78.72***
2. PHASE 1 PLAZA w/ BUS & CARPOOL LANES	$1,197,893	58,125	$20.61
3. PHASE 1 CIRCULATION IMPROVEMENTS	$1,359,800	31,815	$42.74
4. PHASE 1 OPEN LOT UPGRADES	$227,176	68,250	$3.33
5. CANOPIES TO PLAZA (ALTERNATE)	$878,962		
TOTAL CONSTRUCTION COST - PHASE 1	**$14,981,526**	**(Base Bid)**	
TOTAL CONSTRUCTION COST - PHASE 1 W/ ALTERNATE	**$15,860,488**	**(With Alternate)**	
6. PHASE 2 PARKING GARAGE	$12,052,332	147,060	$81.96
		(STRUCTURE ONLY)	***$78.43***
7. PHASE 2 OPEN LOT ALTERATIONS w/ RELOCATION OF GREYHOUND FACILITY	$519,509	40,140	$12.94
8. BUILD NEW MODULAR GREYHOUND (ALTERNATE) ADDED COST TO REPLACE	$544,680	(New Greyhound = $1,064,189)	
			2015 Costs
TOTAL CONSTRUCTION COST - PHASE 2	**$12,571,841**	**(Base Bid)**	**$16,343,393**
TOTAL CONSTRUCTION COST - PHASE 2 W/ ALTERNATE	**$13,116,521**	**(With Alt)**	**$17,051,477**
9. PHASE 3 PARKING GARAGE	$11,455,678	143,252	$79.97
		(STRUCTURE ONLY)	***$76.67***
10. PHASE 3 OPEN LOT ALTERATIONS	$628,367	21,650	$29.02
			2020 Costs
TOTAL CONSTRUCTION COST - PHASE 3	**$12,084,045**		**$18,730,270**
	(SEPT 2009)		**ADJUST COST**
TOTAL CONSTRUCTION COST - PHASE 1, 2 & 3	**$39,637,412**	**(Base Bid)**	**$50,055,189**
TOTAL CONSTRUCTION COST - PHASE 1, 2 & 3	**$41,061,054**	**(With Alt)**	**$51,642,235**

Stantec

Stantec Architecture Inc.
901 Market Street
San Francisco CA 94103
Tel: (415) 882-9500
Fax: (415) 882-9523

February 06, 2012
File: 183810195

David Espinoza. P.E.
City of Vallejo
Department of Public Works
555 Santa Clara Street
Vallejo, CA 94590

Reference: Vallejo Transit Center at Curtola Parkway and Lemon Street Project Scope Options and Costs

Dear David,

As we discussed in our recent review meeting with Public Works staff, the project is underfunded. There were two actions discussed to address the current funding shortfall. One action is to pursue the additional funding required. Previously the City was to request the additional funding through the Solano Transportation Authority (STA) and the Metropolitan Transportation Commission (MTC). The City is now transferring this responsibility to Solano Transit (Soltrans) to obtain the additional funding to complete the project. Soltrans is the newly formed joint powers authority that is now operating the Vallejo and Benicia bus systems.

The City was originally allocated $11.75M for the project in 2007. At the Site Development stage (Schematic Design), the construction cost was estimated in October 2011 to be approximately $19,130,000. Assuming an additional 30% for soft costs, the total project cost is estimated to be approximately $25M. At this point in the project Soltrans, through STA and MTC, will be investigating the potential for additional funding, and the City is working on developing a more accurate estimate of soft costs, based upon experience with other recent transportation projects in the City.

In addition, the second action discussed is for Stantec to consider what could be accomplished with the available funds remaining from the City's original allocation. Of the original $11.75M, there is approximately $10.5M remaining, less 30% for soft costs, leaves approximately $7.6M available for construction. As the Phase I Parking Structure is estimated to cost approximately $12M, it is obviously not feasible to consider constructing it. Other options to consider:

A. Construct the first two levels of the Phase I Parking Structure; This option would build the first two parking levels with capacity for future expansion of levels three and four. This is not a practical option however. The lowest parking levels are the most expensive due to foundation costs, inefficiency of the first floor ramp, and the costs of support functions; security office, restrooms and equipment rooms. Construction of the first approximate 200 spaces would therefore cost more than half the $12M and would only net approximately 60 new parking spaces as the partial garage would displace 140 spaces within the garage footprint and the west end of Carlson Street. Spending more than half

Reference: Vallejo Transit Center at Curtola Parkway and Lemon Street

the $12M garage cost would also use most or all of the remaining funds and leave little if any for construction of transit and roadway improvements.

B. Complete the transit center and circulation improvements plus provide temporary parking to meet as much as possible of the current parking demand (without the parking structure). The following costs are from the October 2011 estimate:

1)	Carpool and pick-up/drop-off with plaza	$1,652,177
2)	Bus Bays and circulation incl. off-site roadways	1,677,885
3)	Surface lot upgrades (including Ph I PS footprint)	631,270
4)	Plaza canopies (reduced with no PS)	879,000
5)	Sitework (PS Pad)	1,898,621
6)	Subtotal	$6,738,953

Leaves approximately $800,000 to secure temporary parking

Considering these two options, it seems the best use of remaining funds is to focus on the site: transit facilities, circulation improvements and temporary parking. Construction of only a portion of a parking structure is not cost effective. Securing temporary parking is key to the project overall and in the short term, could possibly enable the City to provide more parking than currently exists on site.

Three possible sites for temporary parking are identified in the Draft EIR and have the advantage of being in relatively close proximity to the site. However, there would be costs incurred to purchase or lease as well as improve these sites.

Alternatively, the new Vallejo Station Garage and adjacent surface parking lots will likely have excess parking capacity for the near future and could possibly accommodate displaced parking as well as meet additional parking demand from the Curtola and Lemon site. Also, as these downtown parking areas are City owned, available funds could go toward transit and circulation improvements rather than leasing or improving other properties. Bus service could be temporarily relocated or shuttle service provided. Since the plan is for the Vallejo Station Garage to provide paid parking, any Curtola-Lemon associated parking provided in this area would also have to be paid parking.

Option B above in connection with temporary parking appears to offer an opportunity to use the current funds available to meet the needs for improved transit operations and additional parking while setting the stage for the construction of the parking structure(s) as future funds become available.

I would like to meet with you to discuss these options and to see if there is an approach worth pursuing further. In the meantime, please give me a call with any questions or comments.

Reference: **Vallejo Transit Center at Curtola Parkway and Lemon Street**

Sincerely,

STANTEC ARCHITECTURE INC.

Geoff Adams, AIA, LEED AP
Transportation and Parking Sector Leader
Tel: (415) 281-5416
Fax: (415) 882-9523
geoff.adams@stantec.com

Vallejo Curtola Parking & Transit Center
Curtola Parkway and Lemon Street

November 28, STA TAC Presentation

Vallejo Curtola Parking & Transit Center
Curtola Parkway and Lemon Street

Purpose and Need

- Increase Parking Capacity
- Improve efficiency and safety of Bus Operations
- Improve safety and security for patrons

Vallejo Curtola Parking & Transit Center
Curtola Parkway and Lemon Street

Existing Conditions

- Unsafe merge on Curtola Parkway
- Insufficient parking
- Inefficient bus operations
- Patron safety concerns

Vallejo Curtola Parking & Transit Center
Curtola Parkway and Lemon Street

Existing Site

SITE

Vallejo Curtola Parking & Transit Center
Curtola Parkway and Lemon Street

Existing Transit Center

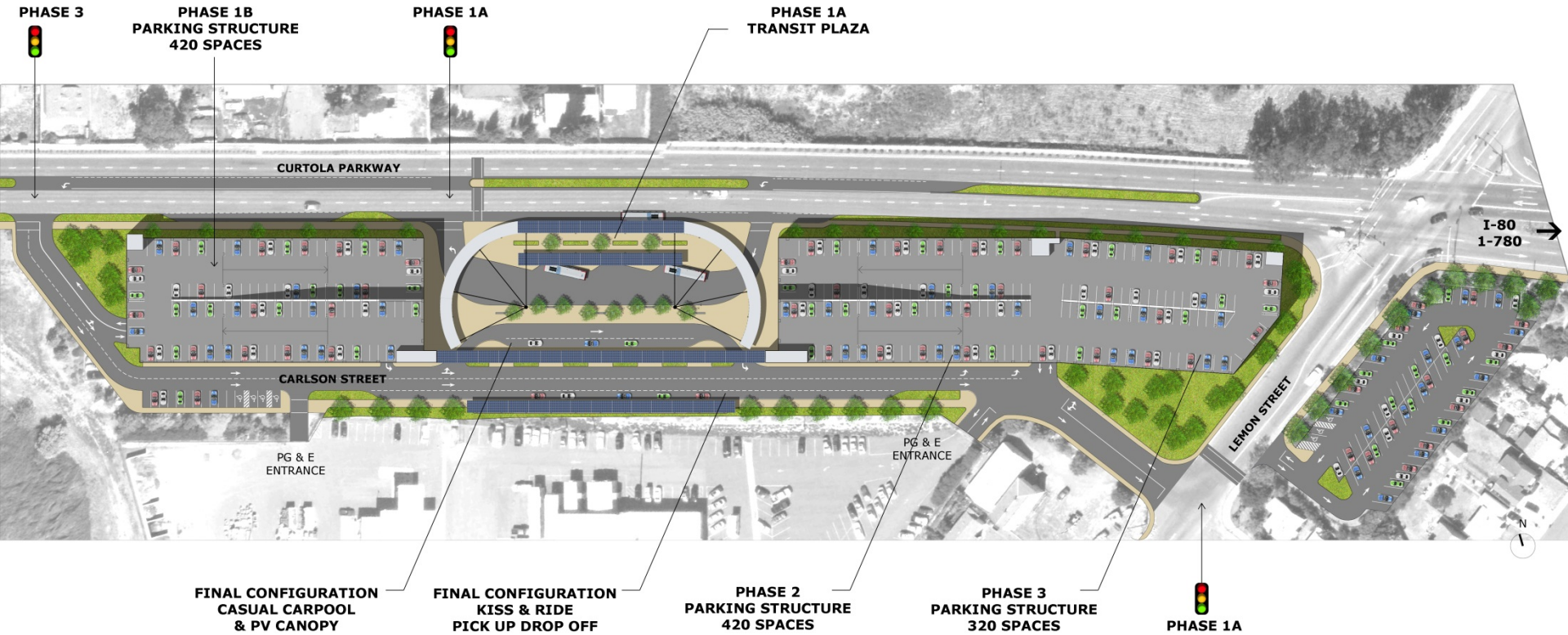
Vallejo Curtola Parking & Transit Center
Curtola Parkway and Lemon Street

Original Proposed Project

- Roadway improvements to accommodate new traffic patterns
- Parking Structures that can be built in up to three phases
- New transit plaza with improved bus and car-pool circulation
- Security improvements with active and passive security design measures.

Vallejo Curtola Parking & Transit Center
Curtola Parkway and Lemon Street

Original Proposed Project- Full Build-out



Vallejo Curtola Parking & Transit Center
Curtola Parkway and Lemon Street

Recent Project History

- Transition to SolTrans
- Retention of City for Project Management
- Recession/Constrained Funding
- Re-scoped Project

Vallejo Curtola Parking & Transit Center
Curtola Parkway and Lemon Street

Project Status- Tasks Accomplished

- Program and Ph1 EIR Certified
- Site Development approved
- Phase I re-scoped into Phase IA and IB
- Phase IA is with available RM2 funds
- Phase 1B ready for implementation

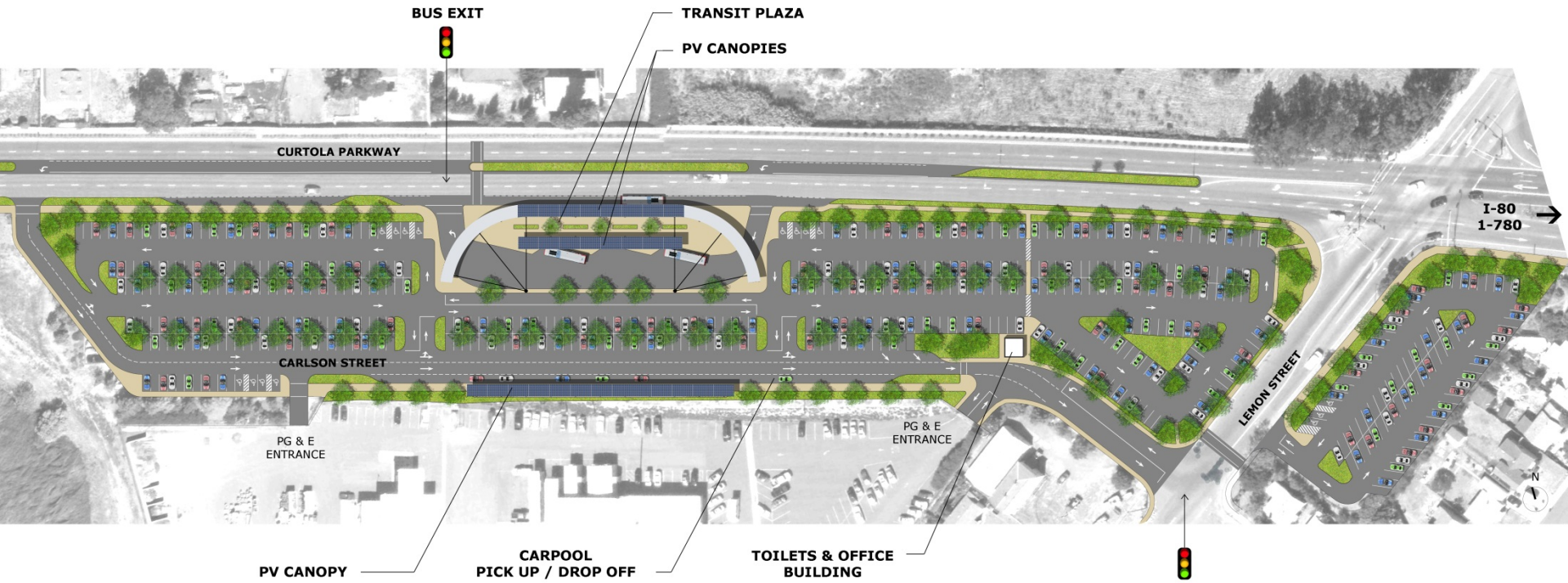
Vallejo Curtola Parking & Transit Center
Curtola Parkway and Lemon Street

Re-Scoped Phase 1 Project

- Phase IA :
  - Roadway and circulation improvements
  - Surface lot improvements for additional capacity
  - Bus transit plaza with passenger amenities
  - Security Improvements
  - User amenities

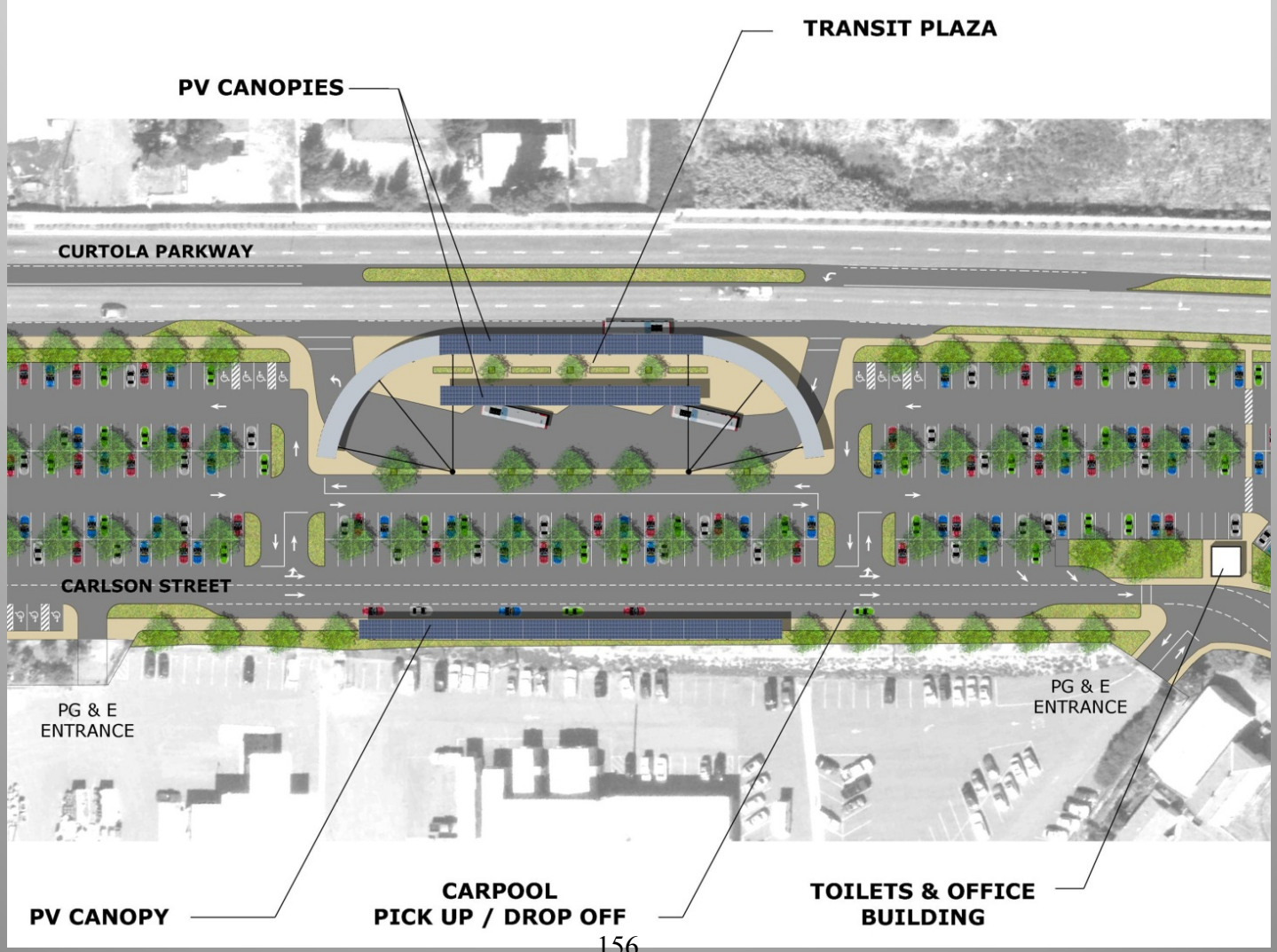
- Phase IB :
  - Parking structure - west end

Vallejo Curtola Parking & Transit Center
Curtola Parkway and Lemon Street
Phase IA Site Plan



Vallejo Curtola Parking & Transit Center
Curtola Parkway and Lemon Street

Phase IA Transit Center Plan



Vallejo Curtola Parking & Transit Center
Curtola Parkway and Lemon Street

Phase IA- Projected Costs

- Total Projected Cost: $9,967,000*
- Remaining RM2 Funds: $10,298,000

* Costs include hard and soft costs, contingencies and escalation

Vallejo Curtola Parking & Transit Center
Curtola Parkway and Lemon Street

Phase IA- Designed to Budget

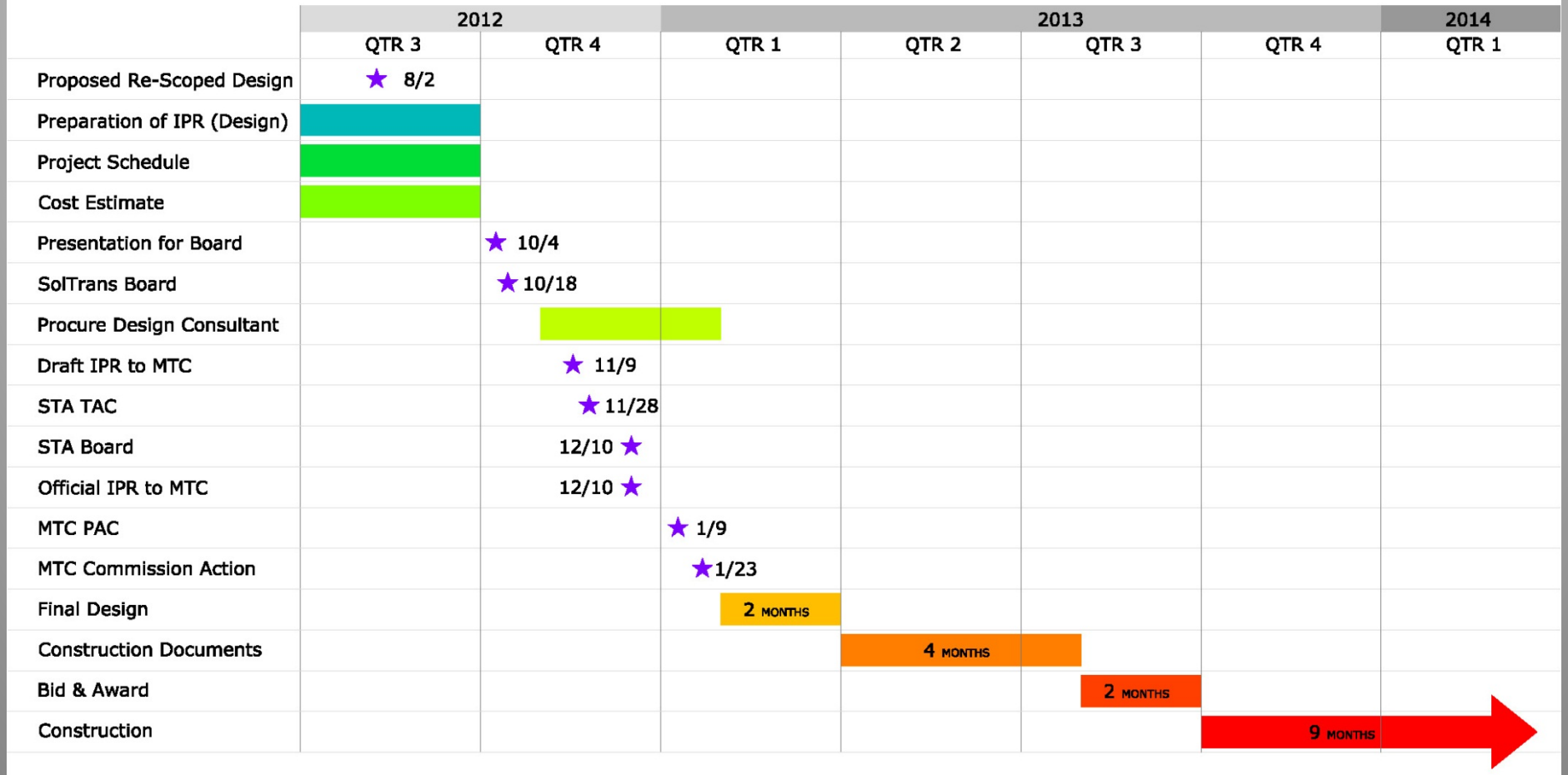
- Current Demand Exceeds Resources
- Design Provides Cost Management Flexibility
- Cost Containment thru Project Alternates (included in budget):
  - Public Restrooms ($110k)
  - Solar Panels ($1M)
  - Reduced Waiting area Canopies ($500)
  - Fire Water Service to Future Garages ($108k)
  - Others

Vallejo Curtola Parking & Transit Center
Curtola Parkway and Lemon Street

Next Steps

- Obtain SolTrans Board Approval
- Obtain STA approval
- Request Final Design phase RM2 funding
- Addendum to EIR
- Issue RFP for final design

Vallejo Curtola Parking & Transit Center
Curtola Parkway and Lemon Street
Project Schedule



Regional Measure 2
Initial Project Report (IPR)

Project Title: Curtola Parking & Transit Center

RM2 Project No. 6.1 (STA as sponsoring agency) and 17.1

Allocation History:

	MTC Approval Date	Amount	Phase
#1: 08371603	May 23, 2007	$705,275	Env/Prelim Eng.
#2 11371605	January 26, 2011	$200,000	Env/Prelim. Eng.
#3 11371607	April 27, 2011	$595,000	Env/Prelim. Eng.
	Total:	**$ 1,500,275**	

Current Allocation Request:

IPR Date	**Amount Being Requested**	**Phase Requested**
October 4, 2012	$ 1,344,000	Design

Regional Measure 2 – INITIAL PROJECT REPORT

I. OVERALL PROJECT INFORMATION

A. Project Sponsor / Co-sponsor(s) / Implementing Agency

The Solano Transportation Authority (STA) and Solano County Transit (SolTrans) are the project sponsors. SolTrans is the implementing agency.

The Curtola Parking & Transit Center project is included in the RM2 program in two places – Project 6.1 and Project 17.1. STA is the project sponsor for Project 6.1 ($6 mil). Project 17.1 is programmed for $5.75 mil.

B. Project Purpose

The Curtola Parking & Transit Center is an essential infrastructure improvement that is central to Regional Measure 2's strategy for mitigating congestion, and the development of an attractive, auto-competitive bus rapid transit (BRT) option, along the I-80 corridor between Solano, Contra Costa, Alameda, and San Francisco Counties.

Once this project is complete, the new parking configuration and capacity is projected to reduce the number of single-occupant motor vehicles traveling in the I-80 corridor from Vallejo to the Central Bay Area during the weekday morning peak period, e.g., 8% to 10% of I-80's total peak period capacity. A similar number of potential single-occupant trips are also removed in the afternoon peak period returning to Solano County from the Central Bay Area.

The Curtola Parking & Transit Center, currently a Park-and-Ride lot, is located off of Curtola Parkway, just west of the Lemon Street Intersection. Most of the parking facilities (415 spaces) are located on the west side of the intersection, but approximately 70 spaces are in a small lot on the east side of the intersection. Both lots are typically full by 6:30 a.m., at which time motorists begin to park on adjacent streets. Observations suggest that up to 145 vehicles are parked on the adjacent streets on a typical day. The user survey suggested that approximately 63 users do not find a parking space anywhere and continue their drive to work, bringing the total parking usage to 693 approximate vehicles per day.

SolTrans serves the parking and transit center:

(1) Express Bus Route 80 buses, six days a week to the El Cerrito del Norte BART station, operates on approximately 15-minute headway during weekday peak periods.
(2) Express Bus Route 78 provides connections to Benicia, Pleasant Hill BART and Walnut Creek BART six (6) days a week on 30-minute headways during weekday peak. Route 80 provides Sunday service on the Route 78 alignment.
(3) Local Route 4 provides connections to express bus service six days a week on a 30-minute peak period headway.
(4) Route 76 provides express service to DVC in Contra Costa County one trip each way during peak periods

The current layout of the Curtola transit stop is generally efficient for eastbound buses destined to Walnut Creek BART via Vallejo and El Cerrito Del Norte BART – the buses use the bus pullout located along the eastbound curb of Curtola Parkway. The current design is not at all efficient for westbound buses destined to downtown Vallejo and/or the Ferry Terminal. The westbound buses must turn left onto Lemon Street from Curtola, then turn right into the park and ride lot driveway, circulate 500 feet into the lot to pick up passengers and return to Lemon Street in order to reach Curtola Parkway. Additionally, due to vehicle congestion during peak hours, westbound buses are unable to enter the park and ride lot which

forces operators to drop passengers on Curtola. This circuitous route adds delays for passengers bound for central Vallejo, adds costs to the bus operations, and adds to congestion at the driveways into and out of the park and ride lot. Passengers have expressed dislike for the circuitous bus routings that reverse direction along their commute route as well as the considerable walk from Curtola Parkway when exiting westbound buses.

Aside from a shortage of parking spaces, other deficiencies at the Curtola Parking & Transit Center include:

1. The parking lot is split with a majority of parking located on the west side of Lemon Street, with some additional parking located on the east side of Lemon.
2. Access to both lots is limited to a single driveway onto Lemon Street, which is located close to the Curtola signalized intersection (often traffic stacks back, hindering exit maneuvers from the lots).
3. The driveway for the west side lot must be shared by Greyhound and Vallejo Transit buses as well as with PG&E yard traffic.
4. All driveway access is concentrated onto Lemon Street, which also queues all access traffic (cars and buses) at the Curtola Parkway/Lemon Street signalized intersection.
5. The long, narrow configuration of the lot complicates security.
6. Discontinuous internal circulation in the west side lot, due to the physical dimensions of the lot and the need to accommodate westbound transit buses and Greyhound buses. This situation hinders efficient search patterns for parkers.
7. Inadequate pedestrian access to the transit stop.
8. Most users originate their trip from the north and travel along I-80 West to the Curtola Parking & Transit Center. The freeway off-ramp to Curtola Parkway is very close to the Lemon Street intersection, forcing Curtola Parking & Transit Center users to execute a double lane change to get into the left turn lane onto Lemon Street within a short distance. This causes potentially dangerous driving situations, as well as exacerbating congestion.

Drivers that do not arrive in time to find a space in the current parking lots must park on the streets nearby or drive to their destination. Parking on the adjacent streets upsets local property owners. Although the location of the facility is good, it is deficient in access, design and capacity. Due to parking limitations, vehicles are parking in red zones, hindering or prohibiting movements of transit buses.

C. Project Description

☒ **Project Graphics to be sent electronically with This Application**

This project would accomplish the following:

- Expand and improve off-street bus transfer facilities, improving connections between local and regional express BRT, as well as park & ride users

- Improve bus access and egress, and upgrade roadway circulation in the immediate vicinity.

- Construct a 4 level, 1200-space concrete parking structure, in phases, on a portion of the existing park & ride lot, with the objective of adding a net increase of 700 new parking spaces.

The Curtola Parking & Transit Center project was identified by the Solano Transportation Authority (STA) as the most important mid-term project for implementation in the 2004 STA I-80/I-680/I-780 MIS/Corridor Study. Funding to implement an initial phase of the project was included in Regional Measure 2 and approved by Bay Area Voters in March of 2004. The City of Vallejo, the Solano Transportation Authority (STA) and the Metropolitan Transportation Commission (MTC) are designated

as "project sponsors" in the RM 2 legislation. SolTrans will be the lead agency with respect to implementation of this project.

The existing facility does not have sufficient capacity to meet current demand, let alone future demand and the current layout of the park and ride lot is very inefficient. The MIS/ Corridor Study completed by the STA in 2004 recommended construction of a 1,200-space parking structure on the west end of the site and consolidation of the bus loading and unloading facilities to the eastern end of the site. The report suggested improved driveway access as well as a new traffic signal be installed on Curtola Parkway to improve access and allow buses destined for downtown Vallejo direct access to Curtola Parkway. The suggestions made in the report have been analyzed and incorporated as appropriate into the current site master plan.

Implementation of this project will be phased as allocated funding falls short of full build-out estimates. The initial construction phases will be sensitive to space and utility needs of future phases. The parking structure will need to be designed and construction sequenced to minimize parking loss during construction. Access to the adjacent PG&E yard must be maintained. Locations for temporary replacement parking during construction of the garage will need to be identified and evaluated.

Additional improvements are likely to include, but not necessarily be limited to, landscaping, street furniture, signage, lot lighting, transit plaza construction, shade canopies, photovoltaic array, security office/restroom, street and pavement repairs, replacement curb, gutter and sidewalk as well as surface and subsurface storm drainage modifications within the public street rights-of-way, gateway, and other areas.

D. Impediments to Project Completion

Funds are currently not available to complete the project as originally phased. The current escalated estimate at completion is approximately $71 million, and current RM2 funding is $11.75 million. Staff, with the support of STA, is making an effort to identify and attract additional funding opportunities. We are currently anticipating the construction to occur in three major phases, with Phase 1 being split into sub-Phases 1A and 1B due to funding constraints. Phase 1 includes:

- (Phase 1A) a civic transit plaza for pedestrian and bus traffic;
- (Phase 1A) grading, repaving, and restriping of the surface lot for maximum efficiency;
- (Phase 1A) median and utility improvements to Curtola parkway;
- (Phase 1A) on-site improvements to Carlson Street;
- (Phase 1B) a stand-alone four-story parking structure with 450 parking stalls.

Phase 1A as currently planned will provide 595 parking spaces, which does not meet current demand of 693. However, it does add 110 parking spaces over the existing 485, and serves as an interim measure in keeping with the original intent of the project until Phase 1B can be funded and constructed. The City will pursue additional funds within the next two years with the goal of securing Phase 1B funding.

Phase 2 will construct a stand-alone four-story parking structure with 450 stalls to the east of the transit plaza. Phase 3 will construct a four story parking structure connected to and using the internal ramping of the Phase 2 structure, with approximately 300 spaces. This structure will be located at the extreme east end of the main lot.

Future improvement projects along Vallejo's I-80 corridor may affect the off-ramp configuration to I-780/Curtola Parkway. This may have potential affects to the entrance for the parking structure. Discussions with Caltrans are ongoing, but the current plan to enforce a counter-clockwise circulation

pattern through the site, with the main automobile entrance at the far west end of the site will likely mitigate any issues with drivers exiting I-80W and needing to merge into a left turn lane.

The City currently owns approximately one third of the existing parking lot; Caltrans owns the remaining two thirds. Staff has been in communication with Caltrans and will work on acquiring rights to build the remaining phases of the project at this site. The parking structure in Phase 1 is planned to be constructed within the City owned property. The City of Vallejo and SolTrans have entered into an agreement to transfer the property from the City to SolTrans and therefore explains why SolTrans is the applicant for the RM2 allocation.

E. Operability

Upon completion of the project, SolTrans will be responsible for operating and maintaining the Curtola Parking & Transit Center. The design of the project will include a mechanism for charging users to park on the site pending staff consideration and SolTrans Board approval. Currently there is no charge to users of the lot, but with the construction of the project will come expenses which will need to be captured by establishing a revenue collection system. The City of Vallejo is currently procuring a collection system for the Vallejo Station Parking Structure and surrounding lots. SolTrans will coordinate its efforts with the City and implement a compatible, if not identical, revenue collection system for the Curtola Parking & Transit Center.

II. PROJECT PHASE DESCRIPTION and STATUS

F. Environmental – Does NEPA Apply: ☐ Yes ☒ No

On September 2007 Stantec Inc. was contracted to complete a Preliminary Design Report as well as Phase I & II Environmental Site Assessment. Stantec completed their report in September 2008. The Phase I & II Environmental Site Assessment was completed February 2009.

Stantec was contracted to work with the City in preparation of California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) documentation for the CTC. Through initial environmental scoping, it was determined that the appropriate CEQA document was a Programmatic Environmental Impact Report (EIR) that also provided project level clearance for Phase 1 of the project. This document has been completed and is certified.

The site and investigation and environmental review services provided by Stantec included site survey, geotechnical investigation, traffic engineering, site development, environmental review and additional miscellaneous environmental studies.

On the evening of May 7, 2012, the City's Planning Commission certified the Final EIR. We have since had several Project Development Team meetings with Solano Transportation Authority, SolTrans and the City of Vallejo.

The NEPA process currently does not apply, but in anticipation of potential Federal funding, NEPA requirements will be adhered to.

G. Design –

Final design services are targeted to begin in February 2013. The design phase is estimated for 8 months (February 2013 through September 2013).

H. Right-of-Way Activities / Acquisition –

No significant right of way activities are anticipated for this project for the segment funded by RM2 funds. The City currently owns approximately one third of the existing parking lot, with the property eventually transferring to SolTrans; Caltrans owns the remaining two thirds. Staff has been in communication with Caltrans and will work on acquiring rights to build the project at this site. The parking structure in Phase 1B of construction is within the City owned property. The off street bus transfer facility associated with Phase 1A is partially within Caltrans parcel and partially with City parcel. Caltrans and the City have agreed that an encroachment permit would allow the City to install the necessary surface improvements for Phase 1A. As funding becomes available, the SolTrans will include Right of Way activities with Caltrans to secure the remaining two thirds needed for all three phases.

I. Construction -

The 9-month construction period for Phase 1A is expected to begin in September of 2013.

III. PROJECT BUDGET

J. Project Budget (Escalated to year of expenditure)

Phase	Total Amount - Escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	$1,500
Design - Plans, Specifications and Estimates (PS&E)	$8,258
Right-of-Way Activities /Acquisition (R/W)	$0
Construction / Rolling Stock Acquisition (CON)	$61,820
Total Project Budget (in thousands)	$71,578

K. Project Budget (De-escalated to current year)

Phase	Total Amount - De-escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	$1,500
Design - Plans, Specifications and Estimates (PS&E)	$ 6,376
Right-of-Way Activities /Acquisition (R/W)	$0
Construction / Rolling Stock Acquisition (CON)	$47,389
Total Project Budget (in thousands)	$55,265

L. Project Budget – Deliverable Segment (Escalated to year of expenditure)

Phase	Total Amount - Escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	$1,500
Design - Plans, Specifications and Estimates (PS&E)	$1,344
Right-of-Way Activities /Acquisition (R/W)	$0
Construction / Rolling Stock Acquisition (CON)	$9,250
Total Project Budget (in thousands)	$11,750

M. Project Budget – Deliverable Segment (De-escalated to current year)

Phase	Total Amount - De-escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	$1,500
Design - Plans, Specifications and Estimates (PS&E)	$1,344
Right-of-Way Activities /Acquisition (R/W)	$0
Construction / Rolling Stock Acquisition (CON)	$8,906
Total Project Budget (in thousands)	$11,750

IV. OVERALL PROJECT SCHEDULE

Phase-Milestone	**Planned (Update as needed)**	
	Start Date	Completion Date
Environmental Document	01/11	05/12
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	05/07	05/12
Final Design - Plans, Specs. & Estimates (PS&E)	01/13	06/13
Right-of-Way Activities /Acquisition (R/W)	01/13	07/13
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON)	07/13	04/14

V. ALLOCATION REQUEST INFORMATION

N. Detailed Description of Allocation Request

Describe the scope of the allocation request. Provide background and other details as necessary.

The scope of the current allocation request is to perform the final design and prepare construction plans, specifications and estimates. We anticipate completing our final design and construction documents ready to bid in July 2013.

Amount being requested (in escalated dollars)	$1,344,000
Project Phase being requested	Final Design
Are there other fund sources involved in this phase?	☐ Yes ☒ No
Date of anticipated Implementing Agency Board approval the RM2 IPR Resolution for the allocation being requested	October 18, 2012
Month/year being requested for MTC Commission approval of allocation	January 2013

O. Status of Previous Allocations (if any)

On May 23, 2007 MTC allocated $705,275 for the preliminary engineering and environmental studies phase. The City entered into contract with Stantec Inc. for such services. The first allocation request allowed the City to complete the Preliminary Engineering and review the assessments needed for the Environmental Phase. These actions were completed on October 28, 2008 when the City accepted the site analysis and conceptual design report for the project. The entire allocation amount has been expended.

On January 26, 2011 MTC allocated $200,000 for the environmental studies phase. On April 27, 2011 MTC allocated an additional $595,000 for the completion of the environmental studies phase. The scope of the 2nd and 3rd allocation request was to prepare the California Environmental Quality Act (CEQA) documentation for the Curtola Parking & Transit Center. Through initial environmental scoping, it was determined that the appropriate CEQA document is a Programmatic Environmental Impact Report (EIR) that will also provide project level clearance for Phase 1 of the project. On the evening of May 7, 2012 the City's Planning Commission certified the Environmental Impact Report and associated Mitigation Monitoring Program. Of the allocated amounts, approximately $300,000 remains.

P. Work plan **Work plan in Alternate Format Enclosed** ☐

TASK NO	Description	Deliverables	Completion Date
001	Design	PS&E Package	09/13
002			
003			

Q. Impediments to Allocation Implementation

We do not anticipate any impediment to the design allocation. There are some ROW issues that need to be dealt with, but we have been in contract with Caltrans. We have agreed to apply for an encroachment permit for any work performed on Caltrans property.

VI. RM-2 FUNDING INFORMATION

R. RM-2 Funding Expenditures for funds being allocated

☒ **The companion Microsoft Excel Project Funding Spreadsheet to this IPR is included**

S. Next Anticipated RM2 Allocation Request.

July 2013 – Construction – (Parking Lot, Pedestrian Plaza & Transit Hub) $9.25M

VII. GOVERNING BOARD ACTION

Check the box that applies:

☐ **Governing Board Resolution attached**

☒ **Governing Board Resolution to be provided on or before:** November 1, 2012

VIII. CONTACT / PREPARATION INFORMATION

Date of Report Preparation: October 4, 2012

Contact for Applicant's Agency
Name: Philip Kamhi, SolTrans
Phone: (707) 648-4048
Title: Finance Officer
E-mail: Philip@soltransride.com
Address: 311 Sacramento Street, Vallejo, CA 94590

Information on Person Preparing IPR
Name: David Espinoza, City of Vallejo
Phone: (707) 648-4538
Title: Project Manager
E-mail: despinoza@ci.vallejo.ca.us
Address: 555 Santa Clara Street, Vallejo, CA 94590

Applicant Agency's Accounting Contact
Name: Philip Kamhi, SolTrans
Phone: (707) 648-4048
Title: Finance Officer
E-mail: Philip@soltransride.com
Address: 311 Sacramento Street, Vallejo, CA 94590

Please refer to this sheet as you fill out the worksheets.

!! ALL FUNDING TO BE ESCALATED TO YEAR OF EXPENDITURE!!

Total Project Funding Sheet

1. List funding information for the overall project. If your project will be implemented in phases, other sheets are provided for you to separate out the funding plan for the segment or phase.
2. Please use the following three categories, when populating the funding plan information for the project:
   a. Committed - Include any previously expended funding, programmed (and allocated if applicable), earmarked, and any other funds sources which have received spending authority
   b. Uncommitted - Programmed but not allocated, Not programmed but agreed upon, expenditure plan approved
   c. To Be Determined - source unknown, please list potential source(s) by expected fund source, phase and year needed.
3. List funding information by source, phase and fiscal year.
4. If the total project remains under-funded with uncommitted funding, then the RM-2 funding must be part of a fully funded deliverable phase or component of the total project, which will result in an operable or useable segment. Please use the Defined Segment Funding sheet to show the RM-2 Deliverable segment.

Defined Segment Funding Sheet

1. Provide committed funding by Fund Source for the deliverable phase or segment - if different from the total project. The RM-2 defined phase or component must result in a useable or operable segment.
2. If the RM-2 revenues are funding only a phase or segment of a larger project, the RM-2 defined segment must be fully funded with committed funds.
3. Information needs to be separately identified on the "Defined segment Funding" sheet if the RM-2 funds are for a deliverable, operating/useable segment within the total overall project .

Expenditures-to-Date Sheet

1. Provide amount expended and available balance for all fund sources by phase as of the time of the IPR application.

RM-2 Funding Cash Flow Plan Sheet

1. Include only intended RM-2 funded phases by fiscal year.

Allocation Estimated Budget Plan (EBP) Form

1. Provide breakdown of complete cost or intended expenditure for the phase covered in the allocation request. This shall include items/elements funded by other fund sources.
2. Use a different EBP sheet for each phase of a project.
3 Provide details on the work scope of staff and vendor. Provide Engineer's estimates on construction, right-of-way and vehicles procurement cost, as applicable.

RM-2 Initial Project Report

TOTAL PROJECT FUNDING PLAN

(Amounts Escalated in Thousands)

Project Title: Curtola Parking & Transit Center — Project ID:

Agency: Solano Transportation Authority and the City of Vallejo — Date: **10/10/2012**

TOTAL PROJECT: COMMITTED + UNCOMMITTED+ TO BE DETERMINED

Fund Source	Phase	Prior	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	Future	TOTAL
COMMITTED FUNDING PLAN (PROGRAMMED, ALLOCATED, APPROVED FUNDING)															
RM-2 Project # 6.1	PA/ED		3	14	345	64	500	500	74						1,500
RM-2 Project # 6.1	PS&E								1,100	244					1,344
RM-2 Project # 6.1	R/W														
RM-2 Project # 6.1	CON									3,156					3,156
RM-2 Project # 17.1	CON									5,750					5,750
UNCOMMITTED FUNDING PLAN (NON-PROGRAMMED/ALLOCATED, BUT PLANNED FUNDING)															
FUNDING SOURCE STILL TO BE DETERMINED (LIST POTENTIAL SOURCES THAT WILL LIKELY BE PURSUED)															
TBD	PS&E											2,133		4,782	6,914
TBD	CON												16,350	36,661	53,011
		Prior	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	Future	TOTAL
TOTAL PROJECT: COMMITTED + UNCOMMITTED + TBD FUNDING TOTAL															
			3	14	345	64	500	500	1,174	9,150		2,133	16,350	41,442	71,675

Comments:

Enter all funding for the project - both Committed and Uncommitted. Enter amounts in thousands and escalated to the year of funding

Eligible Phases: ENV (or PA&ED), PS&E, R/W or CON. For planning activites use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT R/W SUP or CT CON SUP for Caltrans support, but not necessary (optional).

RM-2 Initial Project Report

DEFINED SEGMENT FUNDING PLAN

(Amounts Escalated in Thousands)

Project Title: Curtola Parking & Transit Center

Project ID:

Agency: Solano Transportation Authority and the City of Vallejo

Plan Date: 10/10/12

RM-2 DELIVERABLE SEGMENT - Fully Funded Phase or Segment of Total Project

Fund Source	Phase	Prior	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	Future Committed	TOTAL
RM-2 Project # 6.1	PA/ED		3	14	345	64	500	500	74						1,500
RM-2 Project # 6.1	PS&E								1,100	244					1,344
RM-2 Project # 6.1	R/W														
RM-2 Project # 6.1	CON									3,156					3,156
RM-2 Project # 17.1	CON									5,750					5,750

		Prior	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	Future Committed	TOTAL
RM-2 SEGMENT FUNDING TOTAL															
			3	14	345	64	500	500	1,174	9,150					11,750

Comments:

(Complete this spreadsheet only if RM-2 funds are dedicated to deliver a specific phase or deliverable segment of the overall total project)

Enter funds on the RM-2 Deliverable Phase or Segment, ONLY if the RM-2 Phase or Segment is different from the overall total project. The RM-2 Segment must be Fully Funded and result in a operable or useable segment.

Enter only funds ***Committed*** to the RM-2 Funded Segment and only if different from Total Project. Enter amounts in thousands and escalated to the year of funding. DO NOT enter uncommitted funding - The RM-2 Phase or Segment must be fully funded.

Eligible Phases: ENV (or PA&ED), PS&E, R/W or CON. For planning activites use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT R/W SUP or CT CON SUP for Caltrans support, but not necessary (optional).

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	RM-2 Project 6.1	10/19/2012	$1,200	$10,550
PS&E	RM-2 Project 6.1			
R/W				
CON / Operating				
Total to date (in thousands)				

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: 0
Date: 10/10/2012

RM-2 Initial Project Report

RM-2 FUNDING CASH FLOW PLAN For Allocation
(RM-2 Allocation Funding Only)

(Amounts Escalated in Thousands)

Project Title:	Curtola Parking & Transit Center	Project ID:	
Agency:	Solano Transportation Authority and the City of Vallejo	Plan Date:	10/10/12

RM-2 CASH FLOW PLAN

RM-2 Expenditures	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	Future	TOTAL
ENV/PA&ED	3	14	345	64	500	500	74						1,500
PS&E							1,100	244					1,344
R/W													
CON								3,156					3,156
								5,750					5,750

	Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future	TOTAL
RM-2 CASH FLOW PLAN TOTAL														
		3	14	345	64	500	500	1,174	9,150					11,750

Comments:

Provide the expected RM-2 expenditures – by phase and year. (This is the amount of the allocation needed for that fiscal year to cover expenditures through June 30th of that fiscal year).

Enter RM-2 amounts in thousands and escalated to the year of funding. The total amount cannot exceed the amount identified in the RM-2 legislation.

Eligible Phases: ENV (or PA&ED), PS&E, R/W or CON. For planning activites use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT R/W SUP or CT CON SUP for Caltrans support, but not necessary (optional).

Regional Measure 2 Program

Estimated Budget Plan

Please complete this form based the proposed allocation for your project. The scope should be consistent with the funding you are requesting the MTC allocate. Projects with complementary fund sources, should list the estimated cost of the entire work scope. Note that this information may not only represent the RM2 funding. A separate EBP needs to be completed for each allocation request or each phase of such request.

TITLE OF PROJECT	RM2 Legislation ID (and project subelements if any)
Curtola Parking & Transit Center	0
NAME AND ADDRESS OF IMPLEMENTING AGENCY	
City of Vallejo 555 Santa Clara St Vallejo, CA 94590	

DETAIL DESCRIPTION	ESTIMATED HOURS	RATE/HOUR	TOTAL ESTIMATED COST (Dollars)
1. DIRECT LABOR of Implementing Agency (Specify by name & job function)			
David Espinoza - Associate Civil Engineer (Project Mananger)	645	43.25	27,896
Allan Panganiban - Senior Civil Engineer (Project Manager)	129	47.74	6,158
Steve Kenyon - Engineering Tech. II (Support Staff)	120	33.80	4,056
Direct Benefit - David Espinoza	645	25.89	16,699
Direct Benefit - Allan Panganiban	129	27.20	3,509
Direct Benefit - Steve Kenyon	120	14.62	1,754
			0
		TOTAL DIRECT LABOR	**60,073**
2. OVERHEAD & DIRECT BENEFITS (Specify)	RATE	X BASE	
Overhead on Hourly Rate	66.52%	60,073	
		TOTAL OVERHEAD & DIRECT BENEFIT	39,961
3. DIRECT CAPITAL COSTS (include enigneer's estimate on construction, right-of-way, or vehicle acquisition)	Unit (if applicable)	Cost per Unit ($)	
		TOTAL DIRECT CAPITAL COSTS	0
4. CONSULTANTS (Identify purpose and or consultant)			
Final Design	2067	135	279,000
Construction Documents	3074	135	415,000
Geotechnical and Traffic Studies	185	135	25,000
		TOTAL CONSULTANTS	719,000
5. OTHER DIRECT COSTS (Specify - explain costs, if any)			
Permit Fees			485,000
Reproduction Costs			15,000
Soltrans Project Management	185	135	25,000
		TOTAL OTHER DIRECT COSTS	525,000
6. TOTAL ESTIMATED COST			1,344,033

Comments:

CERTIFICATE

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DATE: November 14, 2012
TO: STA TAC
FROM: Sam Shelton, Project Manager
RE: Updated Regional Transportation Impact Fee (RTIF) Project Package Proposals

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Background:

Basis for STA Conducting a Regional Transportation Impact Fee Study

The STA focuses limited federal and state funding, projected over the next 25 years, on a handful of regionally significant projects (Attachment A). While the STA lobbies to secure additional federal and state funds to advance these few projects, the STA still depends on local funding to leverage federal, state and regional funds to develop competitive "shovel-ready" projects. If Solano County's local agencies want to deliver other local projects or advance projects that could be competitive for federal, state, or regional funding, local funds will be needed to initiate these projects.

STA 50/50 Policy Only Pays for 50% of Any Local Reliever Route Project

Many of the top priority RTP listed projects assume that the STA will fund 50% of the project's costs while the other 50% must come from local funding sources, such as bond measures or impact fees. For example, several segments of the Jepson Parkway have agreements with detailed funding strategies between the STA and Fairfield, Solano County, and Vacaville to fund these segments with an estimated 50% local funds. A Regional Transportation Impact Fee (RTIF) would count towards the local contribution.

RTIF Development Progress

On December 10, 2008, the STA Regional Transportation Impact Fee (RTIF) Policy Committee of Solano County's mayors, city managers, a county supervisor, and the county administrator as well as the STA Board approved the scope of the STA's RTIF Nexus Study. Since that time, STA staff and the study consultants, has completed the following deliverables of that study's scope along with an update to the STA's travel demand model:

Date Completed	Regional Transportation Impact Fee (RTIF) development milestones
07-09-2008	STA Board Direction to conduct RTIF Feasibility Study
12-10-2008	RTIF Scope of Work approved by STA RTIF Policy Committee and Board
01-14-2009	RTIF Feasibility Study Approved by STA Board
01-05-2009	Request for Proposals (RFP) for Nexus Study Consultant Services
03-06-2009	Economic Planning Systems (EPS) Selected for RTIF Nexus Study
09-10-2009	EPS Scope amended to update STA travel demand model for RTIF uses
03-10-2010	STA Board approves STA Comprehensive Transportation Plan (CTP) Project List
03-10-2010	STA Board approves RTIF project eligibility and ranking criteria (217 projects)
05-12-2010	STA Board approves RTIF project list based on CTP list and draft costs (89 projects)
01-13-2011	RTIF Working Group refines project list based on approved criteria (28 projects)
06-22-2011	STA Model TAC approves use of STA travel demand model for RTIF uses
09-12-2011	RTIF Working Group approves nexus and project cost estimation methodology
03-12-2012	RTIF Working Group forwards draft implementation packages to STA TAC (12 projects)

Since September 2011, STA and EPS staff have worked to finalize a technically sufficient RTIF Nexus Study for RTIF and STA committee review and approval.

Discussion:

RTIF Working Group Requests to Develop Implementation Packages

At the September 12, 2011 RTIF Working Group meeting, many different implementation options and their associated revenue estimates were presented to the RTIF Working Group. Working Group members recommended approval of preliminary project cost estimates and the maximum nexus methodology and draft calculations. During the topic of "Revised RTIF Implementation Options & Revenue Estimates", Working Group members were generally supportive of the technical accuracy of the information, but requested additional time to discuss specific implementation options and projects in preparation for a presentation to a future RTIF Policy Committee meeting.

County of Solano Public Facility Fee Study Underway

By July 2012, the County of Solano entered into a contract for consultant services for a comprehensive analysis and update of Solano County Public Facilities Fees. The scope of work specifically describes how "Solano County is considering establishing and/or modifying Public Facilities Fees to include roads and animal control facilities". Since then, STA staff and County of Solano staff have discussed the potential for STA RTIF roadway capacity projects coordinate with or be incorporated into the County's Public Facility Fee rather than establishing a new RTIF fee.

RTIF Working Group Revises RTIF Packages and Recommends Pursuing Public Facility Fee Partnership

On March 12, 2012, the RTIF Working Group reviewed and revised the draft RTIF implementation packages and recommended that the STA should pursue a partnership with the County of Solano to incorporate RTIF projects within the framework of a future Public Facility Fee update study, rather than propose a new RTIF Fee. During August and September 2012, STA and County staff have revised the March 2012 packages to include a 6th package for unincorporated roadway improvements (Attachment B). The following RTIF projects and project working groups are part of the proposed RTIF implementation packages.

Agencies	Project	Project Cost
Package 1, Jepson Parkway Corridor		
Fairfield	Remaining Segments of Jepson Parkway	$ 28.0 M
Vacaville	Remaining Segments of Jepson Parkway	$ 93.1 M
Package 2, State Route 12 Corridor		
Suisun City, Fairfield	State Route 12 & Pennsylvania Ave Interchange	$50.0 M
Rio Vista	State Route 12, Church Road Interchange	$ 2.0 M
Package 3, Solano 360 Project Area Investments		
City of Vallejo	SR37/Redwood St/Fairgrounds Dr	$ 65.0 M
County of Solano	360 Transit Center Improvements	TBD
Package 4, Central County I-80 Reliever Route		
City of Fairfield	North Connector West	$ 32.0 M
County of Solano	Local Project Share	TBD

Package 5, Express Bus Transit Centers and Train Stations		
City of Benicia	Benicia Industrial Park Multi-modal Transit Center	
City of Dixon	Dixon Multimodal Transportation Center	
City of Fairfield	Fairfield Transportation Center, next phase	
City of Fairfield	Fairfield/Vacaville Train Station, next phase	5% of total
City of Suisun City	Suisun City Train Station improvements	fees collected
City of Vacaville	Vacaville Transportation Center, next phase	
City of Vallejo	Vallejo Station or Curtola Park & Ride, next phase	
Solano County	360 Project Area Transit Center	

Package 6, Unincorporated County Roadway Improvements		
Countywide	Unincorporated County roadway improvements that address new growth impacts	5% of total fees collected

The RTIF Working Group also recommended the following allocation policies and strategies to deliver these packages of projects:

1. Countywide fees collected for transportation should be returned to each district, with 5% taken off the top for Package #5 Express Bus Transit Centers and Train Stations.
2. District Working Groups should develop recommendations for how to spend fees on RTIF projects within each district.
3. Fees collected would count towards the local share of STA's 50/50 policy.
4. STA Board recommends how Package #5 transit funds are allocated, through coordination with the STA TAC and Transit Consortium Committees.

The RTIF Working Group approved this recommendation on a 6-1 vote, with the City of Vacaville voting against the recommendation and the City of Vallejo being absent from the discussions.

On September 26th, the STA TAC reviewed revised RTIF Packages and the STA's intent to coordinate with the County's Public Facility Fee update process. Over the last two months, the STA has circulated the attached handout to brief City Managers and elected officials of the STA's intent to coordinate with the County of Solano (Attachment A).

STA staff has scheduled the RTIF Policy Committee (composed of City Managers, Mayors, the County Administrator, and one County Supervisor) on December 12, 2012 to discuss this RTIF Working Group's recommendations and the potential for coordinating the STA's RTIF process with the County's Public Facility Fee update process.

Recommendation:
Informational.

Attachment:

A. "Solano Transportation Authority to Request to Manage a Portion of the County of Solano's Public Facility Fee for Transportation Projects", 10-23-2012.

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Solano Transportation Authority to Request to Manage a Portion of the County of Solano's Public Facility Fee for Transportation Projects

Basis for STA Conducting a Regional Transportation Impact Fee Study

The STA focuses limited federal and state funding, projected over the next 25 years, on mostly a handful of regionally significant projects. While the STA lobbies to secure additional federal and state funds to advance these few projects, the STA still depends on local funding to leverage federal, state and regional funds to develop competitive "shovel-ready" projects. If Solano County's local agencies want to deliver other local projects or advance projects that could be competitive for federal, state, or regional funding, additional local funds will be needed to achieve these goals.

STA 50/50 Policy Only Pays for 50% of Any Local Reliever Route Project

Many of the top priority RTP listed projects assume that the STA will fund 50% of the project's costs while the other 50% must come from local funding sources, such as bond measures or impact fees. For example, several segments of the Jepson Parkway have agreements with detailed funding strategies between the STA and Fairfield, Solano County, and Vacaville to fund these segments with an estimated 50% local funds. A Regional Transportation Impact Fee (RTIF) would count towards the local contribution.

RTIF Working Group Revises RTIF Packages and Recommends Pursuing Public Facility Fee Partnership

On March 12, 2012, the RTIF Working Group reviewed and revised the draft RTIF implementation packages and recommended that the STA should pursue a partnership with the County of Solano to incorporate RTIF projects within the framework of a future Public Facility Fee update study, rather than propose a new RTIF Fee. During August and September 2012, STA and County staff have revised the March 2012 packages to include a 6th package for unincorporated roadway improvements.

Solano County Projects submitted for the Metropolitan Transportation Commission Draft Regional Transportation Plan

March 2012, project cost in millions

I-80/I-680/SR 12 Interchange	700.0
Jepson Parkway	185.0
I-80 Auxiliary Lanes (Fairfield)	51.6
Redwood Parkway (Vallejo)	65.0
Fairfield Transportation Center Expansion	21.8
Curtola Transit Center Expansion	6.0
Vacaville Transportation Center Phase 2	8.7
TOTAL COST	**1,038.1**

Revised Regional Transportation Impact Fee (RTIF) Implementation Packages

September 2012, project cost in millions

Package 1, Jepson Parkway Corridor		
Fairfield	Remaining Segments of Jepson Parkway	28.0
Vacaville	Remaining Segments of Jepson Parkway	93.1
Package 2, State Route 12 Corridor		
Suisun City, Fairfield	State Route 12 & Pennsylvania Ave Interchange	50.0
Rio Vista	State Route 12, Church Road Interchange	2.0
Package 3, Solano 360 Project Area Investments		
Vallejo	SR37/Redwood St/Fairgrounds Dr	65.0
County	360 Transit Center Improvements	TBD
Package 4, Central County I-80 Reliever Route		
Fairfield	North Connector West	32.0
County	Local Project Share	TBD
Package 5, Express Bus Transit Centers and Train Stations		
	Benicia Industrial Park Multi-modal Transit Center	
	Dixon Multimodal Transportation Center	
	Fairfield Transportation Center, next phase	5% of total fees collected
	Fairfield/Vacaville Train Station, next phase	
	Suisun City Train Station improvements	
	Vacaville Transportation Center, next phase	
	Vallejo Station or Curtola Park & Ride, next phase	
	Solano 360 Project Area Transit Center	
Package 6, Unincorporated County Roadway Improvements		
County-wide	Unincorporated County roadway improvements that address new growth impacts	5% of total fees collected

10-Year Estimated Fee Revenue, per Dwelling Unit Equivalent (DUE)

$750 per DUE	12.0 M
$1,000 per DUE	16.0 M
$1,500 per DUE	24.1 M
$2,000 per DUE	28.7 M

*10-year DUE growth based on conservative estimates averaged from ABAG, DOF, EDD, and Woods & Poole growth rates.

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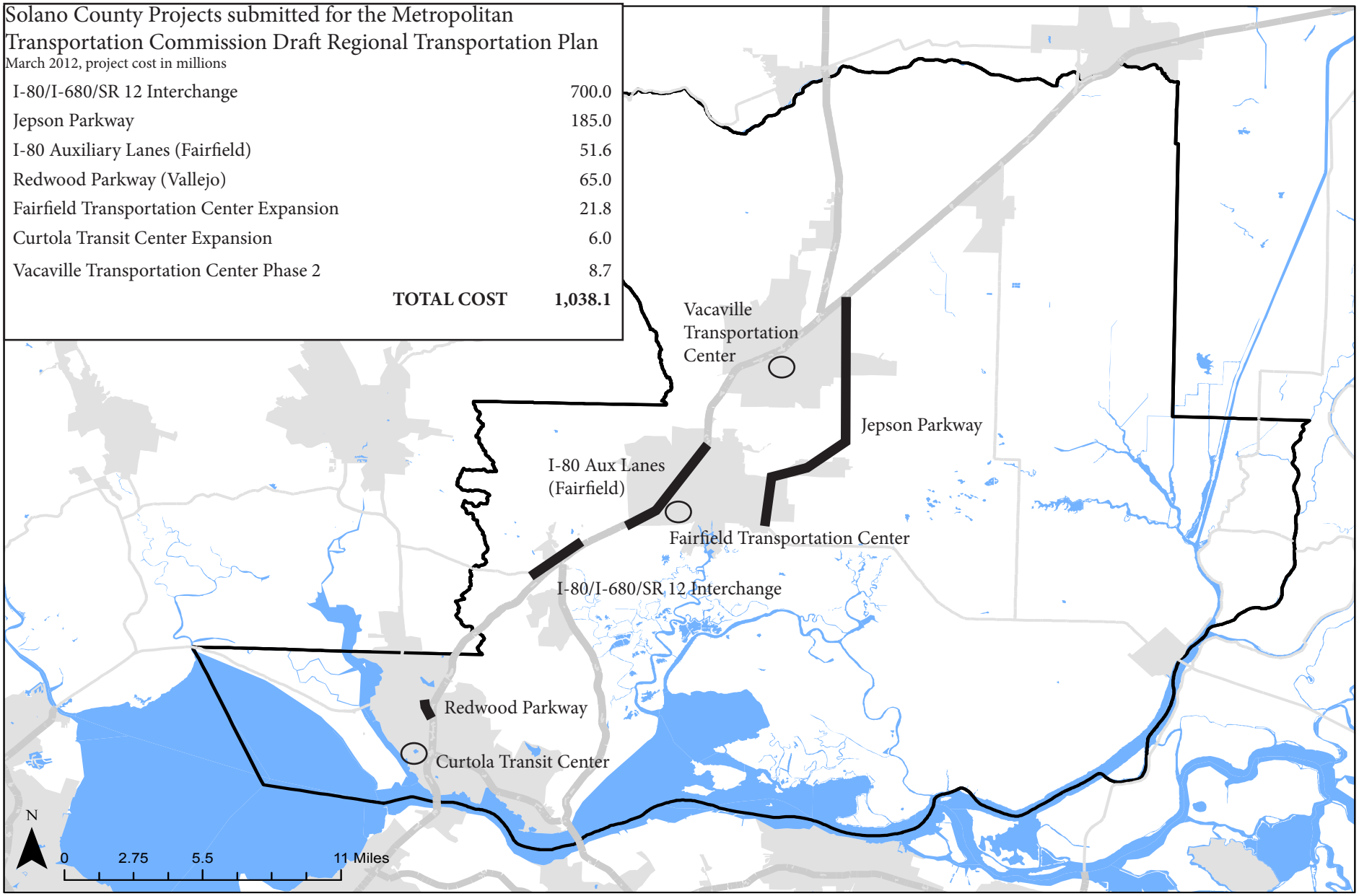
Funding for only 4 Roadway Projects and 3 Transit Center Projects over the next 25-years

as included in the Metropolitan Transportation Commission's Draft Regional Transportation Plan (Plan Bay Area)

Solano County Projects submitted for the Metropolitan Transportation Commission Draft Regional Transportation Plan

March 2012, project cost in millions

I-80/I-680/SR 12 Interchange	700.0
Jepson Parkway	185.0
I-80 Auxiliary Lanes (Fairfield)	51.6
Redwood Parkway (Vallejo)	65.0
Fairfield Transportation Center Expansion	21.8
Curtola Transit Center Expansion	6.0
Vacaville Transportation Center Phase 2	8.7
TOTAL COST	**1,038.1**



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Solano Transportation Authority

DATE: November 8, 2012
TO: STA TAC
FROM: Jessica McCabe, Project Assistant
RE: Project Initiation Document (PID) Reimbursement and Program Update

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Background:
A Project Initiation Document (PID) is commonly viewed as a Project Study Report (PSR) which is a preliminary engineering report that documents agreement on the scope, schedule, and estimated cost of a project so that the project can be included in a future State Transportation Improvement Program (STIP). Caltrans requires PID's for on-system projects over $3 million.

The California Transportation Commission (CTC) requires a completed PSR for projects before the project can be added into the STIP. The CTC intends that the process and requirements for PSRs be as simple, timely, and workable as practical, given that a PSR must be prepared at the front end of the project development process, before environmental evaluation and detailed design, and that it must provide a sound basis for commitment of future state funding. A PSR also provides a key opportunity to achieve consensus on project scope, schedule, and proposed cost among Caltrans and involved regional and local agencies.

State statutes provide that Caltrans shall have 30 days to determine whether it can complete the requested report in a timely fashion (in time for inclusion in the next STIP). If Caltrans determines it cannot prepare the report in a timely fashion, the requesting entity may prepare the report. Local, regional and state agencies are partners in planning regional transportation improvements. Input from all parties is required at the earliest possible stages and continues throughout the process. The project sponsor should take the lead in coordination activities. PSRs to be completed by a local agency for projects on the State Highway System still require Caltrans oversight and ultimate approval.

The State Highway Operations & Protection Program (SHOPP) projects, which Caltrans is the lead agency, take priority over local projects given Caltrans' mission for preservation of the State Highway System. On March 7, 2012, Caltrans requested STA to develop a 3-year PID work plan for all Solano County Projects, covering Fiscal Years (FY) 2012-13 through FY 2014-15. Prior to initiating work on a PID, the sponsor must enter into a Cooperative Agreement with Caltrans.

For Solano County, the following work was in the PID 3-Year Plan (FY 2011-12 to 2013-14):

FY 2011-12	
SOL I-80	Lagoon Valley Blvd Interchange in City of Vacaville
SOL I-80	Interchange Modification/Roundabout @ Hiddenbrooke
SOL I-505	Widen the SB Off-ramp at Vaca Valley Pkwy to provide protected left turn pockets, and signalize the SB Ramp intersection in City of Vacaville
SOL I-80	Express Lanes Red Top Rd. to I-505

FY 2012-13	
SOL I-80	Lagoon Valley Blvd Interchange in City of Vacaville (Carryover)
SOL I-80	Interchange Modification/Roundabout @ Hiddenbrooke (Carryover)
SOL I-80	New EB Auxiliary Lanes Airbase Pkwy to Travis in City of Fairfield
SOL I-505	Widen the SB Off-ramp at Vaca Valley Pkwy to provide protected left turn pockets, and signalize the SB Ramp intersection in City of Vacaville (Carryover)
SOL I-780	Construct Transit Center at Curtola Pkwy and Lemon St. in City of Vallejo
SOL I-80	Reconstruct Interchange I-80 at Pedrick Rd in City of Dixon

FY 2013-14	
SOL I-80	New EB Auxiliary Lanes Airbase Pkwy to Travis in City of Fairfield (Carryover)
SOL I-80	Reconstruct Interchange I-80 at "A" Street in City of Dixon (Carryover)
SOL I-80	Reconstruct Interchange I-80 at Pedrick Rd. in City of Dixon

Based on the existing 3-Year PID Work Plan and current understanding of the likelihood the project sponsors will be ready to move forward, the following 3-Year FY 2012-13 to FY 2014-15 Work Plan was finalized at the April 2012 STA Technical Advisory Committee (TAC) meeting:

FY 2012-13	
SOL I-80	Lagoon Valley Blvd Interchange in City of Vacaville
SOL I-80	Interchange Modification/Roundabout @ Hiddenbrooke
SOL I-505	Widen the SB Off-ramp at Vaca Valley Pkwy to provide protected left turn pockets, and signalize the SB Ramp intersection in City of Vacaville (Permit Project)

FY 2013-14	
SOL I-80	Lagoon Valley Blvd Interchange in City of Vacaville (Carryover)
SOL I-80	Interchange Modification/Roundabout @ Hiddenbrooke (Carryover)

FY 2014-15	
SOL I-80	New EB Auxiliary Lanes Airbase Pkwy to Travis in City of Fairfield

Discussion:
In August, Caltrans staff requested that STA staff verify the proposed new PIDs for FY 2012-13 (Attachment A), as they were preparing to submit new FY2012-13 reimbursement work to the Department of Finance (DOF) for reimbursement authority. The verified list includes the Lagoon Valley Blvd Interchange in City of Vacaville and the Eastbound (SR-37 to Red Top Road) and Westbound Express Lanes (Carquinez Bridge Toll Plaza to SR-37). Attachment B clarifies prior, current, and proposed PID Work Plans.

In terms of the program update, Caltrans staff sent notice in October that there would be a policy update to the PID reimbursement program, per the passage of Assembly Bill (AB) 1477 on September 30, 2012. The key items in the bill include:

- The Department of Transportation shall exempt project initiation document development and oversight services reimbursed from local government agencies from full cost recovery as outlined in its Indirect Cost Recovery Plan (ICRP).
- In order to reduce costs to local agencies, the Department of Transportation shall streamline the cooperative work agreement process related to project initiation document development and oversight.

As such, all existing and new PID cooperative agreements will be revised/prepared to exclude the Indirect Cost Recovery Plan (ICRP) related costs for FY 2012-13, and Caltrans was given the authority to prepare/negotiate new reimbursed PID COOPs with local partners for FY 2012-13.

Fiscal Impact:
There are no fiscal impacts to the STA for this issue as this subject is related to the development of priorities for PSRs.

Recommendation:
Informational.

Attachments:
A. FY 2012-13 Non-SHOPP 3-Year Work Program (PIDs), August 2, 2012
B. Prior, Current, and Proposed Project Initiation Document (PID) Work Plans, 11-16-2012

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Prior, Current, and Proposed Project Initiation Document (PID) Work Plans

Updated 11-16-2012

Hwy	Agency	Project	11-12	12-13	13-14	14-15
80	Vacaville	Lagoon Valley Blvd Interchange in City of Vacaville	Prior	Current / **Proposed**		
80	Vallejo	Interchange Modification/Roundabout @ Hiddenbrooke	Prior	Current		
505	Vacaville	Widen the SB Off-ramp at Vaca Valley Pkwy to provide protected left turn pockets, and signalize the SB Ramp intersection in City of Vacaville	Prior			
80	MTC	Express Lanes Red Top Rd. to I-505, EB & WB	Prior	**Proposed**		Current
80	Vacaville	Lagoon Valley Blvd Interchange in City of Vacaville (Carryover)		Prior		
80	STA	New EB Auxiliary Lanes Airbase Pkwy to Travis in City of Fairfield		Prior		
505	Vacaville	Widen the SB Off-ramp at Vaca Valley Pkwy to provide protected left turn pockets, and signalize the SB Ramp intersection in City of Vacaville (Carryover)		Prior		
780	Vallejo	Construct Transit Center at Curtola Pkwy and Lemon St. in City of Vallejo		Prior		
80	Dixon	Reconstruct Interchange I-80 at Pedrick Rd in City of Dixon		Prior		
80	Dixon	Reconstruct Interchange I-80 at "A" Street in City of Dixon (Carryover)			Prior	
80	Dixon	Reconstruct Interchange I-80 at Pedrick Rd. in City of Dixon			Prior	

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Project Number	District Priority	SHA or R (Reimbursement)	Lead/QA/IQA	District	County	Route	Begin Postmile	End Postmile	Purpose & Need	Improvement Description	Location	K-Phase EA	RTP Project Number	RTP Tier 1 (Y/N)	Original Work Program Status	Initiation Date (MM/DD/YYYY)	Estimated PID Completion Date (MM/YYYY)	Capital Cost ($M)	Support Cost ($M)	STIP Funding (ITIP/ RTIP/Both/NA)	STIP Programming Cycle(s)	Federal Funding (Y/ N)	Local Funding (Measure/Other/Both/NA)	Other State Funding (Bond, CMAQ, TCRP, ARRA, Other, NA)	Type of PID	Project Sponsor
23		Reim	IQA	4	SOL	80	23.1	23.1	Improve traffic operations and safety	Interchange Modifications at Lagoon Valley	At Lagoon Valley in Vacaville		NA	Y	Proposed		06/2014	6.0	TBD	NA	NA	N	Other	NA	PSR-PDS	STA
41	4	Reim	IQA	4	SOL	80	5.7	11.4	Improve traffic operations	New EB and WB Express Lanes	SR-37 to Red Top Rd.		230659	Y	Proposed		06/2014	86.0	30.0	NA	NA	Y	Other	NA	PSR-PDS	MTC
42	3	Reim	IQA	4	SOL	80	0.59	5.65	Improve traffic operations	New EB and WB Express Lanes	Carquinez Bridge Toll Plaza to SR-37		230658	Y	Proposed		06/2014	108.0	38.0	NA	NA	Y	Other	NA	PSR-PDS	MTC

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Solano Transportation Authority

DATE: November 19, 2012
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Climate Action Plan Update

Background:
On July 13, 2011, the STA Board authorized staff to pursue funds from the California Strategic Growth Council (SGC) for the development of a multi-agency Climate Action Plan (CAP) and CAP Implementation Strategy, subject to endorsement from the Solano City County Coordinating Council (4Cs). Subsequently, the Pacific Gas and Electric Company (PG&E) contacted STA and stated that funds were available to assist STA in the development of a CAP focused on energy production and use. The Energy Chapter Climate Action Plan (ECCAP) will cover the cities of Dixon, Fairfield, Rio Vista, Suisun City; the City of Vacaville is developing a CAP as part of its General Plan update, and is coordinating its CAP contents with the STA-led effort.

The County and STA are working together to also implement a CAP for non-energy emissions, and an integrated CAP Implementation Plan, funded by a state Strategic Growth Council (SGC) grant. The ECCAPs will likely not move forward for City Council consideration until the SGC documents are also ready for consideration and adoption.

Discussion:
STA's ECCAP consultant, AECOM, has met with public works, planning and building staffs from the involved cities, and has gathered energy use data from PG&E, in order to develop a profile of current and projected energy use. AECOM has also discussed with city staff the measures that are in place or that may be considered in order to reduce GHG emissions from energy production and consumption. These meetings have been both one-on-one with city staff and at month meetings of the ECCAP Technical Advisory Committee (TAC). The TAC also includes representatives from local business, the Solano College Small Business Development Center and the Solano Economic Development Corporation.

The Draft ECCAPs work the information regarding existing and projected emissions, potential emission reduction strategies and the impact of these strategies into a cohesive narrative which is customized for each city. While each Draft ECCAP is focused on a specific community, they all share a common organization. Where possible, the recommended energy-related GHG emission reduction measures are also common to all of these cities. This will reduce the potential for one community to be at a competitive disadvantage due to its ECCAP measures, and will allow for more efficient implementation of GHG reduction measures by allowing a sharing of resources.

Because of restrictions on the PG&E funding, each of the participating cities is required to have an ECCAP document that could be considered by their City Council by the end of 2012. However, it will be more effective if the actual City Council hearing includes measures from both the ECCAP and the SGC funded work. As a result, the Planning Commissions will be asked to review the Draft ECCAPs and make a recommendation to the City Council, but the final Council action will be coordinated so that the entire CAP can be considered at a single hearing. The final CAP is expected to be ready for consideration in late 2013 or early 2014.

On November 8, 2012, the Solano City County Coordinating Council (4Cs) voted to approve release of the Draft ECCAPs for the cities of Dixon, Fairfield, Rio Vista and Suisun City, and requested that the Planning Commissions of those Cities hold public hearings on the Draft ECCAPs.

Fiscal Impact:
None.

Recommendation:
Informational.

Solano Transportation Authority

DATE: November 13, 2012
TO: STA TAC
FROM: Judy Leaks, SNCI Program Manager/Analyst
RE: Solano Employer Commute Challenge 2012 – Final Results

Background:
The Sixth Annual Solano Commute Challenge (Challenge) was a targeted outreach campaign for Solano County large employers that involved the local business community in addition to employers and employees. The overall goal for this campaign was to increase and sustain Solano County employees' use of alternative transportation. The Challenge for employers and their employees was to "Use transit, carpool, vanpool, bike, or walk to work at least 30 workdays from August through October." Incentives are provided through the Solano Transportation Authority (STA)'s Solano Napa Commuter Information (SNCI) Program to employees and employers who "met" the Commute Challenge.

Campaign materials were sent to the targeted employers in July with telephone follow-up one week later. Information about the Challenge was posted on the STA's SNCI webpage, www.commuterinfo.net, along with a registration form where targeted employers and their employees could indicate their interest in participating. Status updates about the Challenge were posted on SNCI's Facebook page.

Employees accessed information about the Challenge through the SNCI webpage and also from hardcopy brochures and flyers that were provided to the employers for distribution. Employee trips were tracked electronically, using the 511 Ridematching system's "Trip Diary" tracking system. Employees who did not have internet access or preferred to not use the electronic alternative still had the option of submitting the hard-copy Monthly Commute Logs. 511 Rideshare made substantial programming improvements to the ridematching system to more easily identify and track Challenge participants. Staff provided significant assistance to ensure that employees understood the process and would accurately track their trips. As individual employees signed up, they could request information about transit, bicycling, and carpooling/vanpooling options.

Discussion:
The Challenge ended on October 31, 2012 and the deadline for all Monthly Commute Logs was November 15th. As of October 31st, 47 major Solano employers totaling 655 employees registered in the Challenge. 417 employee participants have earned the title "Commute Champion" by meeting or passing the goal, nearly 64% of all participants. For the second year in a row, State Fund of Vacaville is the Most Outstanding Workplace with 100 Commute Champions. Other Commute Champion Workplaces (where 20 or more employees became Commute Champions) include Genentech in Vacaville, California Vegetable Specialties in Rio Vista, Travis Air Force Base, and the County of Solano.

Employees who are Commute Champions are entered into a drawing. The drawing for those gift certificates will take place at the December STA Board meeting. Staff will coordinate the presentation of employer rewards with the companies, Chambers of Commerce, and STA Board members.

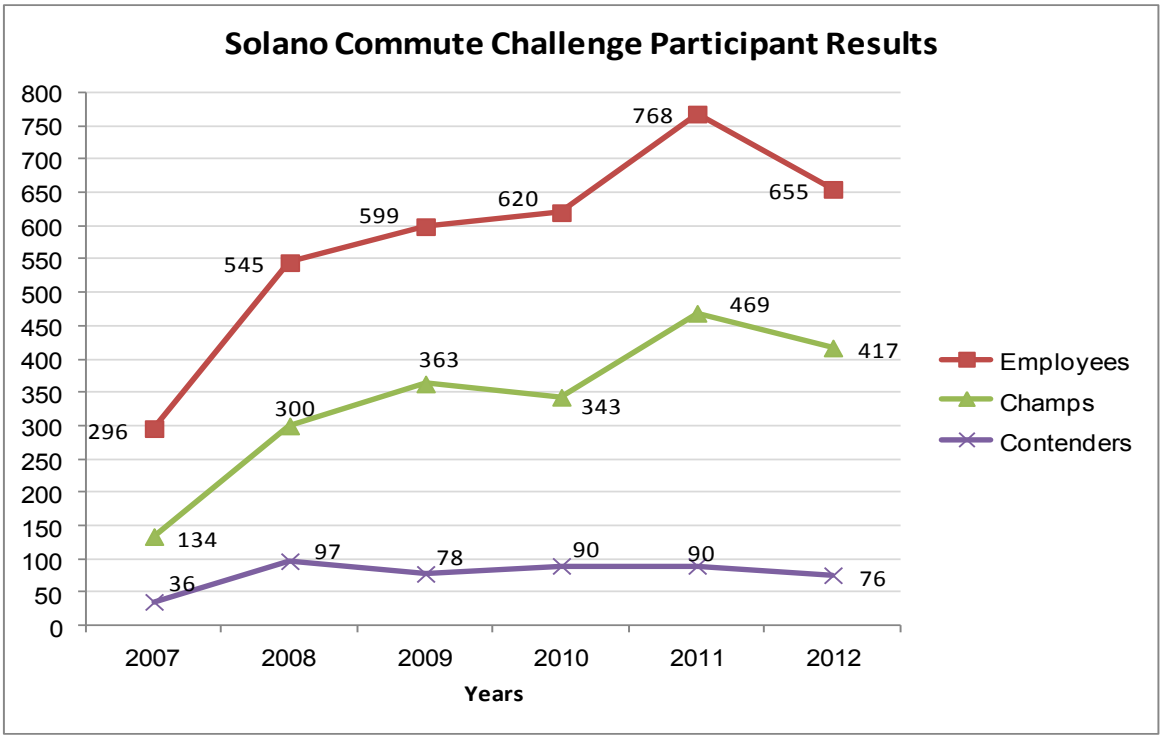
Fiscal Impact:
The Solano Commute Challenge (Challenge) campaign is included in the STA's Solano Napa Commuter Information program budget and is funded by a combination of Bay Area Transportation for Clean Air (TFCA) and Eastern Solano Congestion Management Air Quality (CMAQ) funds.

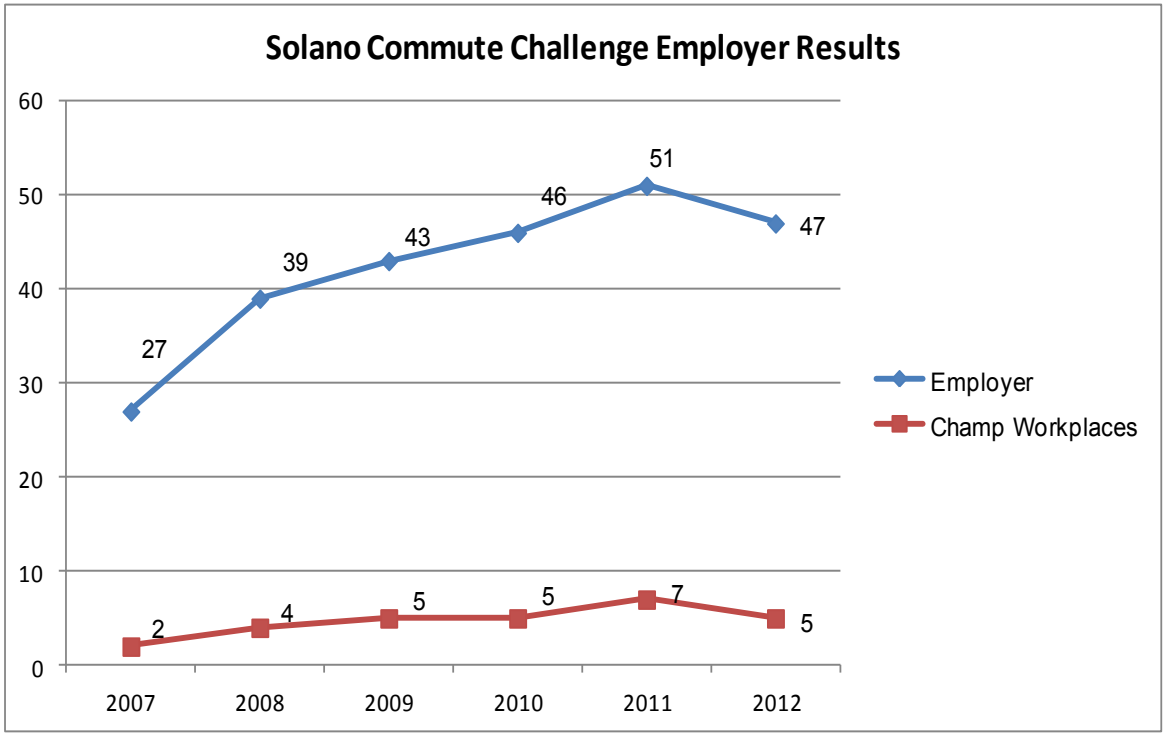
Recommendation:
Informational.

Attachments:
A. SCC Employee Final Results Table
B. Solano Commute Challenge – Summary of Participants 2007-2012

Employer Name	City	Employees Registered	Champs	Contenders
State Fund	Vacaville	140	**100**	18
Solano County	Countywide	121	**77**	18
Travis AFB (Air Force Base)	Travis AFB	80	**38**	9
California Vegetable Specialties	Rio Vista	34	**29**	3
Genentech	Vacaville	47	**24**	2
UTC Aerospace Systems	Fairfield	27	**19**	2
Kaiser Permanente Medical Center - Vallejo	Vallejo	28	**16**	2
Valero	Benicia	24	**15**	5
AAA NCNU CLUB/IE	Fairfield	13	**11**	0
NorthBay Healthcare - Fairfield	Fairfield	17	**10**	3
Anheuser-Busch, Inc.	Fairfield	11	**9**	1
Bio Rad Laboratories	Benicia	11	**9**	2
Novartis	Vacaville	13	**9**	0
Vallejo Sanitation & Flood Control District	Vallejo	9	**9**	0
City of Vacaville	Vacaville	12	**6**	3
ALZA	Vacaville	7	**4**	0
Vacaville Unified School District	Vacaville	10	**4**	2
California Maritime Academy	Vallejo	9	**3**	3
California State Prison- Solano	Vacaville	5	**3**	0
City of Benicia	Benicia	3	**3**	0
City of Dixon	Dixon	5	**3**	0
City of Vallejo	Vallejo	3	**3**	0
Kaiser Permanente Medical Center - Vacaville	Vacaville	4	**3**	0
City of Fairfield	Fairfield	2	**2**	0
Fairfield Suisun Unfied School District	Fairfield	2	**2**	0
Solano Community College	Fairfield	2	**2**	0
Ball Metal Beverage Container	Fairfield	1	**1**	0
City of Suisun City	Suisun City	2	**1**	0
Sutter Medical Foundation - Vacaville	Vacaville	1	**1**	0
Travis Credit Union	Vacaville	2	**1**	0
Amcor Rigid Plastics	Fairfield	3	**0**	0
Basalite Concrete Products	Dixon	0	**0**	0
City of Rio Vista	Rio Vista	0	**0**	0
Dependable Plastics	Fairfield	0	**0**	0
Dunlop Manufacturing, Inc.	Benicia	0	**0**	0
Kaiser Permanente Medical Offices - Fairfield	Fairfield	2	**0**	1
Mariani Packing Co.	Vacaville	0	**0**	0
Meyer Corporation	Fairfield	3	**0**	1
NorthBay Healthcare Vaca Valley Hospital	Vacaville	0	**0**	0
Owens-Illinois	Fairfield	0	**0**	0
RIX Industries	Benicia	0	**0**	0
Solano Family & Children's Services	Fairfield	2	**0**	1
State Farm Insurance	Vallejo	0	**0**	0
Sutter Medical Foundation - Fairfield	Fairfield	0	**0**	0
Sutter Solano Medical Center	Vallejo	0	**0**	0
	Totals	**655**	**417**	**76**

Solano Commute Challenge Results





Solano Transportation Authority

DATE: November 16, 2012
TO: STA TAC
FROM: Sara Woo, Associate Planner
RE: Funding Opportunities

Discussion:
Below is a list of funding opportunities that will be available to STA member agencies during the next few months, broken up by Federal, State, and Local. Attachment A provides further details for each program.

	FUND SOURCE	AMOUNT AVAILABLE (approximately)	APPLICATION DEADLINE
	Regional[1]		
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately **$20 million**	Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately **$10 million**	Due On First-Come, First-Served Basis
3.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to **$5,000** rebate per light-duty vehicle	Due On First-Come, First-Served Basis
4.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)	Approximately **$10,000 to $45,000** per qualified request	Due On First-Come, First-Served Basis
	State		
	Environmental Enhancement and Mitigation Program*	**$10 Million**	January 4, 2013
	Recreational Trails Program*	**$5.3 Million**	January 9, 2013
	Federal		
5.	Federal Transit Authority (FTA) Section 5310 Elderly and Disabled Specialized Transit Program Grant*	**$13 Million**	Estimated due date: March 2013
6.	Federal Transit Authority (FTA) Section 5316, Job Access Reverse Commute Grant*	**$1.88 Million**	Estimated due date: March 2013
7.	Federal Transit Authority (FTA) Section 5317, New Freedom Grant*	**$1.43 Million**	Estimated due date: March 2013

*New funding opportunity

Fiscal Impact:
None.

Recommendation:
Informational.

Attachment:
A. Detailed Funding Opportunities Summary

[1] Local includes programs administered by the Solano Transportation Authority and regionally in the San Francisco Bay Area and greater Sacramento.

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Attachment A

The following funding opportunities will be available to the STA member agencies during the next few months. Please distribute this information to the appropriate departments in your jurisdiction.

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
Local Grants[1]						
Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Anthony Fournier Bay Area Air Quality Management District **(415) 749-4961** **afournier@baaqmd.gov**	Ongoing. Application Due On First-Come, First Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. **$20 million**	Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment, and other sources of pollution providing early or extra emission reductions.	$12M Fairfield/ Vacaville Intermodal Train Station STA co-sponsor STA staff contact: Janet Adams	Eligible Projects: cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines **http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx**
Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Gary A. Bailey Sacramento Metropolitan Air Quality Management District **(916) 874-4893** **gbailey@airquality.org**	Ongoing. Application Due On First-Come, First-Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. **$10 million**, maximum per project is $4.5 million	The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.	N/A	Eligible Projects: install particulate traps, replace older heavy-duty engines with newer and cleaner engines and add a particulate trap, purchase new vehicles or equipment, replace heavy-duty equipment with electric equipment, install electric idling-reduction equipment **http://www.airquality.org/mobile/moyererp/index.shtml**
Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*	Meri Miles ARB **(916) 322-6370** **mmiles@arb.ca.gov**	Application Due On First-Come, First-Served Basis	Up to **$5,000** rebate per light-duty vehicle	The Zero-Emission and Plug-In Hybrid Light-Duty Vehicle (Clean Vehicle) Rebate Project is intended to encourage and accelerate zero-emission vehicle deployment and technology innovation. Rebates for clean vehicles are now available through the Clean Vehicle Rebate Project (CVRP) funded by the Air Resources Board (ARB) and implemented statewide by the California Center for Sustainable Energy (CCSE).	N/A	Eligible Projects: Purchase or lease of zero-emission and plug-in hybrid light-duty vehicles **http://www.arb.ca.gov/msprog/aqip/cvrp.htm**
Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)*	To learn more about how to request a voucher, contact: **info@californiahvip.org**	Application Due On First-Come, First-Served Basis	Approx. **$10,000 to $45,000** per qualified request	The California Air Resources Board (ARB) created the HVIP to speed the market introduction of low-emitting hybrid trucks and buses. It does this by reducing the cost of these vehicles for truck and bus fleets that purchase and operate the vehicles in the State of California. The HVIP voucher is intended to reduce about half the incremental costs of purchasing hybrid heavy-duty trucks and buses.	N/A	Eligible Projects: Purchase of low-emission hybrid trucks and buses **http://www.californiahvip.org/**

*New Funding Opportunity
**STA staff, Sara Woo, can be contacted directly at (707) 399-3214 or swoo@sta-snci.com for assistance with finding more information about any of the funding opportunities listed in this report

[1] Local includes opportunities and programs administered by the Solano Transportation Authority and/or regionally in the San Francisco Bay Area and greater Sacramento

State Grants						
Environmental Enhancement and Mitigation Program (EEMP)*	Natural Resources Agency **(916) 653-2812** **eemcoordinator@resources.ca.gov**	Due On **01/04/13**	Approx. **$10M** statewide	Eligible projects must be directly or indirectly related to the environmental impact of the modification of an existing transportation facility or construction of a new transportation facility. (CA Constitution, Art.XIX, Sec.1)	N/A	Eligible Project Categories: **Highway Landscaping and Urban Forestry Projects** are designed to offset vehicular emissions of carbon dioxide through the planting of trees and other suitable plants. **Resource Lands** -- Projects for the acquisition, restoration, or enhancement of resource lands (watersheds, wildlife habitat, wetlands, forests, or other significant natural areas) to mitigate the loss of or detriment to such lands within or near the right of way for transportation improvements. **Roadside Recreation Projects** provide for the acquisition and/or development of roadside recreational opportunities. **Mitigation Projects Beyond the Scope of the Lead Agency** responsible for assessing the environmental impact of the proposed transportation improvement. **http://resources.ca.gov/eem/**
Recreation Trails Program	Natalie Bee **(916) 653-7423** **nbee@parks.ca.gov** California State Parks Office of Grants and Local Services P.O. Box 942896 Sacramento, CA 94296-0001	Due on **01/09/13**	Approx. **$5.3M** Statewide; No max. grant request	The Recreational Trails Program (RTP) provides funds annually for recreational trails and trails-related projects. The RTP is administered at the federal level by the Federal Highway Administration (FHWA). It is administered at the state level by the California Department of Parks and Recreation (DPR). Non-motorized projects are administered by the Department's Office of Grants and Local Services and motorized projects are administered by the Department's Off-Highway Motor Vehicle Recreation Division. **http://www.parks.ca.gov/?Page_id=24324**	N/A	Eligible Projects: • Acquisition of easements for Recreational Trail. (must involve a willing seller) • Development and Rehabilitation of trails • Construction of new trails **http://www.parks.ca.gov/pages/1008/files/rtp_guide_final_2008.pdf**

Federal Grants						
FTA Section 5310, Elderly and Disabled Specialized Transit Program Grant*	Elizabeth Niedziela, Solano Transportation Authority (STA) **(707) 399-3217** eniedziela@sta-snci.com	Estimated Deadline: March 2013	Approx. **$13 Million**	Provide capital grants for projects that meet the transportation needs of elderly persons and persons with disabilities where public mass transportation services are otherwise unavailable, insufficient, or inappropriate.	N/A	Eligible Projects: Equipment - accessible vans and buses, mobile radios and communication equipment, and computer hardware and software Service - services provided must serve the transportation needs of elderly persons and/or persons with disabilities. Public service must be "incidental" per FTA C 9070.1F.
FTA Section 5316, Job Access Reverse Commute (JARC) Grant*	Elizabeth Niedziela, Solano Transportation Authority (STA) **(707) 399-3217** eniedziela@sta-snci.com	Estimated Deadline: March 2013	Approx. **$1.88 Million**	To improve access to transportation services to employment-related activities for welfare recipients and eligible low-income individuals and to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities.	N/A	Eligible Projects: Funds from the JARC program are available for capital, planning, and operating expenses that support the development and maintenance of transportation services designed to transport low-income individuals to and from jobs and activities related to their employment, and to support reverse commute projects.
FTA Section 5317, New Freedom Grant*	Elizabeth Niedziela, Solano Transportation Authority (STA) **(707) 399-3217** eniedziela@sta-snci.com	Estimated Deadline: March 2013	Approx. **$1.43 Million**	To provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society. The New Freedom formula grant program seeks to reduce barriers to transportation services and expands the transportation mobility options available to people with disabilities beyond the requirements of the Americans with Disabilities Act (ADA) of 1990.	N/A	Eligible Projects: For the purpose for the New Freedom Program, "new" service is any service or activity that was not operational and did not have an identified funding source as of August 10, 2005, as evidenced by inclusion in the Transportation Improvement Plan (TIP) or the State Transportation Improvement Program (STIP).

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The STA Board Meeting Highlights of October 10, 2012
will be provided under separate cover.

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Solano Transportation Authority

DATE: November 19, 2012
TO: STA TAC
FROM: Johanna Masiclat, Clerk of the Board
RE: STA Board and Advisory Committee Meeting Schedule for Calendar Year 2012

Background:
Attached is the STA Board and Advisory Committee Meeting Schedule for the remainder of Calendar Year 2012 that may be of interest to the STA TAC.

Fiscal Impact:
None.

Recommendation:
Informational.

Attachment:
A. STA Board and Advisory Committee Meeting Schedule for the Remainder of Calendar Year 2012

Solano Transportation Authority

STA BOARD AND ADVISORY COMMITTEE MEETING SCHEDULE REMAINDER OF CALENDAR YEAR 2012

SUMMARY:	
STA Board:	Meets 2nd Wednesday of Every Month
Consortium/TAC:	Meets *Last* Wednesday of Every Month
BAC:	Meets 1st Thursday of every *Odd* Month
PAC:	Meets 3rd Thursday of every *Even* Month
PCC:	Meets 3rd Thursday of every *Odd* Month
SR2S-AC	Meets Quarterly (Begins Feb.) on the 3rd Wed.

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Wed., November 21	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Tentative
Wed., November 28	10:00 a.m.	SolanoExpress Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., December 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., December 20	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative