



**SOLANO TRANSPORTATION AUTHORITY
BOARD MEETING AGENDA**

**6:00 p.m., Regular Meeting
May 12, 2010
Suisun City Hall Council Chambers
701 Civic Center Drive
Suisun City, CA 94585**

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

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

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

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

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

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

ITEM

BOARD/STAFF PERSON

- | | |
|--|---|
| <p>I. CALL TO ORDER/PLEDGE OF ALLEGIANCE
(6:00 – 6:05 p.m.)</p> <p>II. CONFIRM QUORUM/ STATEMENT OF CONFLICT
<i>An official who has a conflict must, prior to consideration of the decision; (1) publicly identify in detail the financial interest that causes the conflict; (2) recuse himself/herself from discussing and voting on the matter; (3) leave the room until after the decision has been made. Cal. Gov't Code § 87200.</i></p> | <p>Chair Sanchez</p> <p>Chair Sanchez</p> |
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STA BOARD MEMBERS

Pete Sanchez Chair City of Suisun City	Harry Price Vice-Chair City of Fairfield	Elizabeth Patterson City of Benicia	Jack Batchelor, Jr. City of Dixon	Jan Vick City of Rio Vista	Len Augustine City of Vacaville	Osby Davis City of Vallejo	Jim Spering County of Solano
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STA BOARD ALTERNATES

Mike Hudson	Chuck Timm	Mike Ioakimedes	Rick Fuller	Ron Jones	Curtis Hunt	Erin Hannigan	Mike Reagan
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III. APPROVAL OF AGENDA

(6:05 – 6:10 p.m.)

IV. OPPORTUNITY FOR PUBLIC COMMENT

(6:10 – 6:15 p.m.)

V. EXECUTIVE DIRECTOR’S REPORT

Daryl K. Halls

(6:15 – 6:20 p.m.)

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VI. COMMENTS FROM CALTRANS, THE METROPOLITAN TRANSPORTATION COMMISSION (MTC), AND STA

(6:20 – 6:30 p.m.)

A. MTC Report

Supervisor Sperring

B. Caltrans Report

C. STA Reports:

1. Presentation of Solano Bike Commuter of the Year

Judy Leaks

2. Directors Reports:

a. Planning

Robert Macaulay

b. Projects

Janet Adams

c. Transit and Rideshare

Elizabeth Richards

VII. CONSENT CALENDAR

Recommendation:

Approve the following consent items in one motion.

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

(6:30 – 6:35 p.m.)

A. STA Board Meeting Minutes of April 14, 2010

Johanna Masiclat

Recommendation:

Approve STA Board Meeting Minutes of April 14, 2010.

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B. Review Technical Advisory Committee (TAC) Draft Minutes for the Meeting of April 28, 2010

Johanna Masiclat

Recommendation:

Receive and file.

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C. Fiscal Year (FY) 2010-11 Transportation Development Act (TDA) Matrix – May 2010

Elizabeth Richards

Recommendation:

Approve the FY 2010-11 TDA Matrix – May 2010 as shown in Attachment A.

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- D Intercity Transit Funding Agreement Fiscal Year (FY) 2010-11** Elizabeth Richards
- Recommendation:
Approve the following:
- 1. Transit Operating RM 2 Funding Plan as shown on Attachment B;*
 - 2. FY 2010-11 Cost-Sharing Intercity Transit Funding Agreement amounts as shown on Attachment C; and*
 - 3. Authorize the Executive Director to enter into a funding agreement with the seven local funding partners.*
- Pg. 23**
- E. Unmet Transit Needs Comments for FY 2010-11** Liz Niedziela
- Recommendation:
Approve the following:
- 1. FY 2010-11 Unmet Transit Needs response as specified in Attachment B; and*
 - 2. Authorize the Executive Director to submit the FY 2009-10 Unmet Transit Needs response to MTC.*
- Pg. 29**
- F. Safe Routes to Transit Plan Scope of Work** Robert Macaulay
- Recommendation:
Authorize the Executive Director to issue a Request for Proposals and enter into a Consultant Contract for an amount not-to-exceed \$30,000 for Safe Routes to Transit Plan based upon the Scope of Work in Attachment A.
- Pg. 45**
- G. Regional Transportation Impact Fee (RTIF) Project List** Robert Macaulay
- Recommendation:
Approve the RTIF Project List, as shown in Attachment A, for use in the RTIF Nexus Study Analysis.
- Pg. 49**
- H. On-Call Model Service Contract** Robert Guerrero
- Recommendation:
Authorize the Executive Director to enter an agreement with Cambridge Systematics for On-Call Modeling Service as specified in Attachment A for an amount not-to-exceed \$32,000.
- Pg. 67**

- I. Interim Executive Director for Solano County Transit MOU/JPA** Elizabeth Richards
Recommendation:
Contingent upon the approval by the Solano County Transit Coordinating Committee, authorize the Executive Director to execute a contract with Paratransit, Inc. in an amount not-to-exceed \$75,000 for staff services in accordance with the attached scope of work and schedule.
Pg. 73
- J. Resolution Determining STA Board to Hear Resolution's of Necessity for I-80 Eastbound Cordelia Truck Scales Relocation Project** Janet Adams
Recommendation:
Approve Resolution No. 2010-04 determining that STA Board will hear Resolutions of Necessity for the I-80 Eastbound Cordelia Truck Scales Relocation Project in Solano County.
Pg. 77
- K. State Route (SR) 12 Jameson Canyon Co-Project Manager - Contract Amendment** Janet Adams
Recommendation:
Authorize the Executive Director to amend the contract with Cordoba Consulting Inc. to continue Project Management services on the SR 12 Jameson Canyon Project in an amount not-to-exceed \$265,000 for an additional three year term.
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VIII. ACTION FINANCIAL ITEMS

- A. Solano Countywide Bicycle Plan Priority Projects – Cycle 1 Funding Recommendation** Sara Woo
Recommendation:
Approve Cycle 1 Bicycle Projects and funding amounts as specified in Attachment A.
 (6:35 – 6:40 p.m.)
Pg. 83
- B. Countywide Pedestrian Plan Priority Projects: Cycle 1 Funding Recommendation** Robert Guerrero
Recommendation:
Approve the following:
 1. *Incorporate a 50/50 split in allocating TDA Article 3 funds with Cycle 1 TLC and ECMAQ funding for priority pedestrian projects in the amount specified in Attachment A; and*
 2. *Cycle 1 Pedestrian Projects and funding amounts as specified in Attachment B.*
 (6:40 – 6:45 p.m.)
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IX. ACTION NON-FINANCIAL ITEMS

- A. Gordon Water Line Relocation Project, Final Environmental Impact Report (EIR)** Janet Adams
- Recommendation:*
CONDUCT a public hearing to consider:
1. **CERTIFICATION** of the Final Environmental Impact Report (FEIR) for the Gordon Water Line Relocation Project;
- Then:
2. **APPROVE** Resolution No. 2010-01, including certification of the Environmental Impact Report for the Gordon Water Line Relocation Project, Exhibit A: Findings of Fact and Exhibit B: Mitigation Monitoring Reporting Program; 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.
- (6:45 – 6:50 p.m.)
Pg. 93
- B. Project Technical Report for the Gordon Water Line Relocation Project** Janet Adams
- Recommendation:*
Approve the following:
1. Project Technical Report for the Gordon Water Line Relocation Project;
 2. The Gordon Water Line Relocation Project; and
 3. Authorize the Executive Director to advertise one or more construction contracts for the Gordon Water Line Relocation Project for a total amount not to exceed \$2.9 million, including construction management services.
- (6:50 – 6:55 p.m.)
Pg. 125
- C. Agreements for Gordon Water Line Relocation Project** Janet Adams
- Recommendation:*
Authorize the Executive Director to finalize and execute separate agreements between STA and the City of Vallejo, USBR and SID as required.
- (6:55 – 7:00 p.m.)
Pg. 127
- D. Approval of STA’s Overall Work Plan (OWP) for Fiscal Years (FY) 2010-11 and 2011-12** Daryl K. Halls
- Recommendation:*
Approve the STA’s Fiscal Year (FY) 2010-11 and FY 2011-12 Overall Work Program (OWP) as specified in Attachment A.
- (7:00 – 7:05 p.m.)
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E. Intercity Transit Ridership Study

Elizabeth Richards

Recommendation:

Approve the 2009 Intercity Transit Ridership Study Reports as shown in Attachments A, B, and C.

(7:05 – 7:10 p.m.)

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F. 2030 Napa-Solano Travel Demand Model Update

Robert Macaulay

Recommendation:

Adopt the Napa Solano Travel Demand Model with the revisions specified in the Fehr & Peers technical memorandum dated April 19, 2010, subject to the following amendments:

- 1. Future use of the model for projects that use select link analysis or develop origin and destination projections, such as the RTIF, shall be reviewed by the MTAC for a determination that these projections are reasonable and defensible prior to public release of the information; and*
- 2. Standard model industry practices of reasonableness shall be applied to project-specific uses of the model through model user agreements. Specifically, that where the calibrated base year model volumes differ from the actual road counts, the model user will consider whether adjustments to the model and/or the forecasts are appropriate, and if they are, explain and document the adjustments and the reasoning behind them.*

(7:10 – 7:15 p.m.)

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G. Legislative Update

Jayne Bauer

Recommendation:

Approve the following positions:

- AB 2620 (Eng) - Oppose*
- SB 409 (Ducheny) – Support with amendments*
- SB 1348 (Steinberg) - Watch*
- SB 1418 (Wiggins) - Watch*
- SB 1445 (DeSaulnier) - Watch*

(7:15 – 7:20 p.m.)

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X. INFORMATIONAL

A. Senior, Elderly and Disabled Transportation Advisory Committee Status

Elizabeth Richards

Informational

(7:20 – 7:25 p.m.)

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NO DISCUSSION

- B. 2011 Transportation Improvement Program (TIP)** Sam Shelton
Informational
Pg. 319
- C. STA Safe Routes to School (SR2S) Update** Sam Shelton
Informational
Pg. 333
- D. Funding Opportunities Summary** Sara Woo
Informational
Pg. 345
- E. STA Board Meeting Schedule for 2010** Johanna Masielat
Informational
Pg. 351

XI. BOARD MEMBERS COMMENTS

XII. ADJOURNMENT

The next regular meeting of the STA Board is scheduled for **Wednesday, June 9, 2010, 6:00 p.m., Suisun City Hall Council Chambers.**

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MEMORANDUM

DATE: May 4, 2010
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – May 2010

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

Adoption of Two-Year Overall Work Plan (OWP) *

The STA's OWP identifies the list of plans, projects and programs that are currently being worked on or are scheduled to be pursued during the next two fiscal years. Last month, staff provided the board with a list of milestones accomplished this past year based on the current OWP. One new added item since last month was the addition of a feasibility study to examine public private partnerships opportunities for several of the new and/or expanded transit centers scheduled for construction in Solano County over the next 3 to 5 years. The new OWP adopted by the STA Board will serve as the basis for development of the STA's updated two year budget scheduled for Board consideration in July 2010.

Solano Bike Commuter of the Year and Bike to Work Day 2010 *

The Bay Area's 16th Annual Bike to Work Day has been scheduled for May 13, 2010. In recognition of this event, STA's Solano Napa Commuter Information program staff has been working with the Bicycle Advisory Committee and local sponsors to promote and staff 10 energizer stations throughout Solano County, plus 9 stations in Napa County. In addition, Patrick Garner, a Vacaville resident, has been selected as Solano's 2010 Bike Commuter of the Year. He regularly commutes from his Vacaville residence to North Bay Medical Center in Fairfield. An estimated 1,600 Solano and Napa bicyclists participated in the 2009 Bike to Work Day.

STA and Advisory Committees Identify Priority Projects for Bikes and Pedestrians*

In preparation for upcoming funding cycles, priority lists for the Countywide Bike and Pedestrian plans have been developed. This effort has involved a collaboration between projects sponsors, the TAC and the Bicycle Advisory and Pedestrian Advisory Committees.

Updated Napa Solano Model and RTIF Project List to Guide Nexus Study *

Two items have been placed on the agenda for approval by the STA Board that are important components of the STA's pending Regional Transportation Impact Fee (RTIF) Nexus Study. The final draft of the RTIF project list has been reviewed by the RTIF Working Group and Stakeholders Committee. Concurrently, the Napa Solano Travel Demand Model has been updated with the review of the STA TAC and Modeling TAC and is ready for use by the consultant team for the RTIF Nexus Study. The RTIF criteria already adopted by the STA Board will be used along with the model to evaluate each of the projects contained in the RTIF project list.

2009 Intercity Transit Ridership Study Reveals Modest Changes *

The 2009 Intercity Transit Ridership Survey was conducted in the October/November of 2009 with a focus on Solano County's seven intercity transit routes collectively called 'SolanoExpress' and the Baylink Ferry. This marks the second survey of Solano County's Intercity Transit Routes and Ferry Service funded by the STA. At the meeting, a summary of the results will be provided.

Approval of Gordon Waterline Relocation Project *

Two separate actions have been agendized as part of the approval of the Gordon Waterline Relocation Project. This includes approval of the Final Environmental Impact Report (FEIR) and the Project Technical Report. The relocation of the Gordon Waterline was necessitated by the widening of State Route (SR) 12 Jameson Canyon Project.

Attachment:

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

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

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

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

T

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

U, V, W, Y, & Z

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



SOLANO TRANSPORTATION AUTHORITY
Board Minutes for Meeting of
April 14, 2010

I. CALL TO ORDER

Chair Sanchez called the regular meeting to order at 6:45 p.m. A quorum was confirmed.

MEMBERS

PRESENT:	Pete Sanchez, Chair	City of Suisun City
	Harry Price, Vice-Chair	City of Fairfield
	Mike Ioakimedes (Board Alternate Member)	City of Benicia
	Jack Batchelor, Jr.	City of Dixon
	Jan Vick	City of Rio Vista
	Len Augustine	City of Vacaville
	Jim Spering	County of Solano

MEMBERS

ABSENT:	Elizabeth Patterson	City of Benicia
	Osby Davis	City of Vallejo

STAFF

PRESENT:	Daryl K. Halls	Executive Director
	Charles Lamoree	Deputy Legal Counsel
	Johanna Masiclat	Clerk of the Board
	Janet Adams	Deputy Executive Director/Director of Projects
	Elizabeth Richards	Director of Transit and Rideshare Services.
	Susan Furtado	Accountant and Administrative Services Manager
	Liz Niedziela	Transit Manager
	Sam Shelton	Project Manager
	Robert Guerrero	Senior Planner
	Sara Woo	Assistant Planner

ALSO

PRESENT:

In Alphabetical Order by Last Name:

Cliff Covey	County of Solano
Bill Gray	Gray-Bowen, Inc.
George Gwynn Jr.	Resident, City of Fairfield
Mike Hudson	Councilmember, City of Suisun City and STA Board Alternate Member
Dan Kasperson	City of Suisun City
Gary Leach	City of Vallejo
Wayne Lewis	City of Fairfield
Alysa Majer	City of Suisun City
Rod Moresco	City of Vacaville
Catherine Moy	Councilmember, City of Fairfield
Nina Rannells	Executive Director, Water Emergency Transportation Authority (WETA)
Mike Roberts	City of Benicia
Vern Van Buskirk	Resident City of Fairfield

II. CONFIRM QUORUM/STATEMENT OF CONFLICT

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

III. APPROVAL OF AGENDA

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

IV. OPPORTUNITY FOR PUBLIC COMMENT

George Gwynn, Jr., City of Fairfield Resident, addressed the STA Board regarding free speech.

V. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls provided an update on the following topics:

- WETA Presentation on Transition of Baylink Ferry Service
- STA Board to Review Draft Overall Work Plan for Next Two Years
- 2010 State Transportation Improvement Program
- STIA to Discuss Evaluation of New Revenue Options
- Allocation of MTC Local Streets and Roads Funds
- Caltrans to Commence Final Phase of PAVE80

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

A. MTC Report:

MTC Commissioner and STA Board Member Spring and STA Board Vice-Chair Price recapped the MTC's recent Planning Committee/CMA Joint Meeting on April 9, 2010.

B. Caltrans Report:

Janet Adams reported that on February 24, 2010, the California Transportation Commission (CTC) approved the 2010 SHOPP which included the \$50 million rehabilitation project on I-80 from Vacaville to Dixon (Meridian Road to East of Route 113 South to Dixon).

C. STA Reports:

1. Update on Water Emergency Transportation Authority (WETA) Transition of Ferry Service

Nina Rannells, WETA Executive Director, provided a status report on the transition of the Baylink Ferry Service operated by the City of Vallejo to the statutorily created WETA.

Ferry Capital Projects Update

Bill Gray, Gray-Bowen, Inc., provided a construction update of the Vallejo Station project.

2. Directors Reports:

a. Planning:

Robert Guerrero notified the Board on the status of improvements to the STA's Website.

b. Projects

Janet Adams reported on the completion of the North Connector Phase 1 Project.

c. Transit and Rideshare

Elizabeth Richards reported on the upcoming 2010 Bike to Work Day scheduled on May 13, 2010.

VII. CONSENT CALENDAR

On a motion by Vice-Chair Price, and a second by Board Member Spering, the STA Board approved Consent Calendar Items A through L. STA Board Alternate Member Ioakimedes abstained from the vote of Item A, STA Board Meeting Minutes of March 10, 2010 since he was not present at the March 10th Board Meeting.

A. STA Board Meeting Minutes of March 10, 2010

Recommendation:

Approve STA Board Meeting Minutes of March 10, 2010.

B. Review Technical Advisory Committee (TAC) Draft Minutes for the Meeting of March 31, 2010

Recommendation:

Receive and file.

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

Recommendation:

Review and file.

D. Selection of Auditing Firm for STA's Financial Audit Services

Recommendation:

Authorize the Executive Director to award the contract for Financial Audit Services to Vavrinek, Trine, Day & Company, LLP, and sign a three-year contract for the amount \$46,500 with an option to renew for one 2-year extension or two 1-year extensions for an additional amount of \$33,500.

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

Recommendation:

Approve FY 2010-11 TDA Matrix – April 2010 as shown in Attachment B.

F. Jepson Parkway and North Connector Funding Agreements

Recommendation:

Authorize the Executive Director to enter into a funding agreement as specified for:

1. The North Connector Project between the STA, the City of Fairfield and Solano County; and
2. The Jepson Parkway Project between the STA and Solano County.

G. Accept Construction Contract for the North Connector Phase 1

Recommendation

Approve the following:

1. Accept the North Connector Phase 1 contract as complete; and
2. Authorize the Executive Director to file a Notice of Completion with the County Recorder's office.

H. Paratransit Coordinating Council (PCC) Member Appointment

Recommendation:

Appoint Judy Nash as a Public Agency – Education representative to the STA PCC for a 3-year term.

I. Proposed Modifications to Paratransit Coordinating Council (PCC) By-laws

Recommendation:

Approve modifications to the PCC By-Laws to reflect:

1. Changing the PCC meeting date from every third Friday to every third Thursday of every other month; and
2. Replacing the Elderly and Disabled MTC Advisor for Solano County with the Policy Advisory Council (PAC) MTC Advisor for Solano County.

J. Bicycle Advisory Committee (BAC) Member Appointment Representing the City of Benicia

Recommendation:

Appoint J.B. Davis as City of Benicia's representative to the STA Bicycle Advisory Committee for a three-year term.

K. Pedestrian Advisory Committee (PAC) Member Appointments

Recommendation:

Appoint the following members to the STA Pedestrian Advisory Committee for a three-year term expiring in April 2013:

- City of Fairfield – Betty Livingston
- City of Vacaville – Joel Brick
- County of Solano – Thomas Kiernan

L. Agreement for Redwood Parkway – Fairgrounds Drive Access Improvement Project

Recommendation:

Approve authorizing the Executive Director to enter into a contract with the City of Vallejo and the County of Solano for the environmental document and project report for the Redwood Parkway – Fairgrounds Drive Improvement Project.

VIII. ACTION – FINANCIAL ITEMS

A. MTC Local Streets and Roads, Cycle 1 Block Grants

Sam Shelton provided an overview on the Cycle 1 & 2 funding targets and proposed alternatives for phasing the County of Solano out of the Unmet Transit Needs process. He reviewed the additional option that was proposed to evaluate the potential of flexing funding from the other two (up to 20%) block grant programs to Local Streets and Roads to offset the loss of the County TDA funds spent on rural roads if the County opts to phase out of the Unmet Transit Needs process.

Public Comments:

None presented.

Board Comments:

Board Member Spering asked if the County's usually expected amount of road rehabilitation funding will be kept whole under staff's recommendation. Sam Shelton responded that the County will be losing about \$200,000 which will not be backfilled with flexed bike and TLC funds currently proposed under alternative 4. Daryl Halls added that the 20% flexing will help transition the County out of the Unmet Transit Needs process over a period of three to five years. Daryl Halls also added that to cover the \$200,000 gap, STA staff is looking at other funding options, such as passing local funding measures.

Recommendation:

Approve the following:

- A. Adopt the use of MTC's Local Streets and Roads formula to distribute Cycle 1 Block Grant funds for Local Streets and Roads funds with the following exceptions:
 1. Swap \$161,000 of Rio Vista's Cycle 1 & 2 shares with the City of Vacaville at an exchange rate of \$0.90 per \$1.00, for use by the City of Vacaville in Cycle 1.
 2. Swap \$89,000 of Dixon's Cycle 1 shares with the City of Benicia's Cycle 1 shares.
 3. Defer \$137,000 remaining in Dixon's Cycle 1 shares to Cycle 2.
- B. Authorize the flexing of up to 20% of Regional Bicycle Program and Transportation for Livable Communities (TLC) Block Grant funds to the County of Solano's share of Local Streets and Roads funds pursuant to the County of Solano phasing out of the Unmet Transit Needs Process in the funding amounts described under Alternative 4.

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

B. Summary of Local Transportation Funding Options

The STA Board provided STA staff with direction to further evaluate a couple of new revenue options within the tight fiscal constraints of the state budget and the local economic downturn. The two new areas of focus are conducting a feasibility study for Public Private Partnerships (P3) for the array of new or expanded transit centers scheduled to come on line in the next few years and to conduct polling for a potential SB 83 authorized vehicle registration fee.

Public Comments:

None presented.

Board Comments:

None presented.

Recommendation:

Authorize the Executive Director to collect additional data and/or initiate feasibility studies for potential new revenue options based on recommendations from the STIA Board.

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

IX. ACTION NON-FINANCIAL ITEMS

A. Comprehensive Transportation Plan (CTP) Update – Arterials, Highways, and Freeways: Goal Gap Analysis

Robert Guerrero reviewed the discussions made by the Arterials, Highways and Freeways Committee regarding two of the Goals: Goal 1 (Pavement Condition Index) and Goal 9b (Habitat Conservation Plan consistency). He stated that the Committee recommended that the STA Board adopt the Arterials, Highways and Freeways Element Goal Gap Analysis.

Public Comments:

None presented.

Board Comments:

None presented.

Recommendation:

Adopt the Arterials, Highways and Freeways Element Goal Gap Analysis as shown in Attachment A.

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

X. INFORMATIONAL ITEMS – NO DISCUSSION ITEMS

A. Status of STA's Overall Work Plan (OWP) for Fiscal Year (FY) 2009-10 and FY 2010-11 and Development of FY 2010-11 and 2011-12 OWP

B. Metropolitan Transportation Commission (MTC) Climate Initiatives Grant Program

C. Legislative Update

D. Senior and Disabled Transportation Advisory Committee – Membership Status

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TECHNICAL ADVISORY COMMITTEE
Draft Minutes for the meeting of
April 28, 2010

I. CALL TO ORDER

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

Present:

TAC Members Present:	Rob Sousa	City of Benicia
	Royce Cunningham	City of Dixon
	Wayne Lewis	City of Fairfield
	Morrie Barr	City of Rio Vista
	Dan Kasperson	City of Suisun City
	Rod Moresco	City of Vacaville
	Gary Leach	City of Vallejo
	Paul Wiese	County of Solano

STA Staff Present:	Daryl Halls	STA
	Janet Adams	STA
	Elizabeth Richards	STA
	Jayne Bauer	STA
	Robert Guerrero	STA
	Sam Shelton	STA
	Sara Woo	STA
	Johanna Masiclat	STA

Others Present:	<i>(In Alphabetical Order by Last Name)</i>	
	Cliff Covey	County of Solano
	Jeff Knowles	City of Vacaville
	Alysa Majer	City of Suisun City
	Matt Tuggle	County of Solano

II. APPROVAL OF THE AGENDA

On a motion by Rod Moresco, and a second by Dan Kasperson, the STA TAC approved the agenda.

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: None presented.

MTC: None presented.

STA: Robert Guerrero noted that the Congestion Management Program (CMP) will be updated for purposes related to SB 83.

Janet Adams reported CTC staff recommended a STIP funding delay for the Jepson Parkway project construction funding by 2 additional years to FY 2014-15.

Janet Adams reported that on February 24, 2010, the California Transportation Commission (CTC) approved the 2010 SHOPP, which included the \$50 million rehabilitation project on I-80 from Vacaville to Dixon (Meridian Road to East of Route 113 South to Dixon).

V. CONSENT CALENDAR

On a motion by Royce Cunningham, and a second by Paul Wiese, the STA TAC approved Consent Calendar Items A through H.

A. Minutes of the TAC Meeting of March 31, 2010

Recommendation:

Approve TAC Meeting Minutes of March 31, 2010.

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

Recommendation:

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

C. Intercity Transit Ridership Study

Recommendation:

Forward a recommendation to the STA Board to approve the 2009 Intercity Transit Ridership Study Reports.

D. Intercity Transit Funding Agreement Fiscal Year (FY) 2010-11

Recommendation:

Forward a recommendation to the STA Board to:

1. Approve the Transit Operating RM 2 Funding Plan as shown on Attachment B;
2. Approve the FY 2010-11 Cost-Sharing Intercity Transit Funding Agreement amounts as shown on Attachment C; and
3. Authorize the Executive Director to enter into a funding agreement with the seven local funding partners.

E. Unmet Transit Needs Comments for FY 2010-11

Recommendation:

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

1. The FY 2010-11 Unmet Transit Needs response as specified in Attachment B; and
2. Authorize the Executive Director to submit the FY 2009-10 Unmet Transit Needs response to MTC.

F. Safe Routes to Transit Plan Scope of Work

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive to issue a Request for Proposal and enter into a Consultant Contract for Safe Routes to Transit Plan based upon the Scope of Work in Attachment A.

G. Gordon Water Line Relocation Project, Final Environmental Impact Report (EIR)

Recommendation:

Forward a recommendation to the STA Board to conduct a public hearing and consider certification of the Final Environmental Impact Report (EIR) for the Gordon Water Line Relocation Project.

H. Final Project Technical Report for the Gordon Water Line Relocation Project

Recommendation:

Forward a recommendation to the STA Board to approve the Project Technical Report for the Gordon Water Line Relocation Project.

VI. ACTION FINANCIAL ITEMS

A. Solano Countywide Bicycle Plan Priority Projects – Cycle 1 Funding

Recommendation

Sara Woo distributed and presented a modified version of the list of recommended Cycle 1 Bicycle Priority Projects. She outlined the funding recommendation for bicycle projects for FY 2010-11 and FY 2011-12 which was presented to the Bicycle Advisory Committee (BAC) at their April 21, 2010 meeting for approval.

After discussion, the STA TAC made additional changes as follows:

1. *Adjust project #5, “City of Dixon Bicycle Racks at City Facilities” TDA Article 3 recommended amount from \$10,000 to \$2,000.*
2. *Program \$8,000 from project #5 to project #6, “Solano County Vaca-Dixon Bike Route Project,” revising the TDA amount from \$104,000 to \$112,000, and increasing the total Staff recommendation from \$354,000 to \$362,000.*

Recommendation:

Forward a recommendation to the STA Board to approve Cycle 1 Bicycle Projects and funding amounts as specified in Attachment A.

On a motion by Paul Wiese, and a second by Wayne Lewis, the STA TAC unanimously approved the recommendation to include the noted changes shown above in *bold italics*.

B. Countywide Pedestrian Plan Priority Projects: Cycle 1 Funding Recommendation

Robert Guerrero distributed and presented a revised spreadsheet of the Pedestrian Projects Funding Recommendation for the STA TAC to consider. The TAC unanimously supported STA staff's recommendation as presented, including the revised changes. The revised changes included:

1. *A reduction of the TDA Article 3 recommended funding amount by \$11,000 for Dixon's West B Street Undercrossing, revising the total to \$195,000.*
2. *An increase of the TDA Article 3 recommended funding amount of \$11,000 for the Safe Routes to School Program , revising the total to \$71,000.*

Recommendation:

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

1. Incorporate a 50/50 split in TDA Article 3 funds with Cycle 1 TLC and ECMAQ funding for priority pedestrian projects in the amount specified in Attachment A;
2. Cycle 1 Pedestrian Projects and funding amounts as specified in Attachment B.

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

VII. ACTION NON-FINANCIAL ITEMS

A. Approval of STA's Overall Work Plan (OWP) for Fiscal Years (FY) 2010-11 and 2011-12

Janet Adams noted that on April 14, 2010, the STA Board added an item to the STA's Overall Work Plan. She cited this to be the Public Private Partnership (P3) Feasibility Study that will focus on several new and/or expanded transit centers within the County.

Recommendation:

Forward a recommendation to the STA Board to approve the STA's Fiscal Year (FY) 2010-11 and FY 2011-12 Overall Work Program (OWP) as specified in Attachment A.

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

B. Regional Transportation Impact Fee (RTIF) Project List

Robert Guerrero cited that the RTIF Working Group met on April 8, 2010, to review the Draft RTIF Project List. He noted that the City of Vallejo asked to have one project removed because construction bids are about to be opened. He indicated that the Working Group also asked to have the Solano Bicycle Master Plan be included as a single line item, rather than listed individually. He stated that the noted changes have been incorporated in the RITF Project List.

Recommendation:

Forward a recommendation to the RTIF Stakeholders and RTIF Policy Committee, *and the STA Board* to approve the RTIF Project List, as shown in Attachment A, for use in the RTIF Nexus Study Analysis.

On a motion by Royce Cunningham, and a second by Wayne Lewis, the STA TAC unanimously approved the recommendation as amended shown above in *bold italics*.

C. 2030 Napa-Solano Travel Demand Update

Robert Guerrero reviewed the Fehr & Peers technical memorandum dated April 19, 2010 regarding the Solano-Napa Model Update – 2010 Validation Summary. He cited that the MTAC voted unanimously to accept the staff recommendation that the STA TAC and STA Board adopt the Napa Solano Travel Demand Model with the revisions specified in the Fehrs technical memorandum including the requested Peadbody Road segment.

Recommendation:

Forward a recommendation to the STA Board to adopt the Napa Solano Travel Demand Model with the revisions specified in the Fehr & Peers technical memorandum dated April 19, 2010, subject to the following amendments:

1. Future use of the model for projects that use select link analysis or develop origin and destination projections, such as the RTIF, shall be reviewed by the MTAC for a determination that these projections are reasonable and defensible prior to public release of the information; and
2. Standard model industry practices of reasonableness shall be applied to project-specific uses of the model through model user agreements. Specifically, that where the calibrated base year model volumes differ from the actual road counts, the model user will consider whether adjustments to the model and/or the forecasts are appropriate, and if they are, explain and document the adjustments and the reasoning behind them.

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

D. Legislative Update

Jayne Bauer provided legislative updates and recommended the following positions to the state and federal bills as listed below.

Recommendation:

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

- AB 2620 (Eng) - Oppose
- SB 409 (Ducheny) – Support with amendments
- SB 1348 (Steinberg) - Watch
- SB 1418 (Wiggins) – Watch
- SB 1445 (DeSaulnier) – Watch

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

VIII. INFORMATIONAL ITEMS

A. Summary of Local Transportation Funding Options

Daryl Halls reviewed seven (7) potential funding options for county transportation needs. He noted that of these options, some are already being pursued. He cited that on April 14, 2010, the STA Board approved adding a Public Private Partnership Feasibility Study focused on new/expanding transit centers to the STA's Overall Work Plan (OWP) and authorized the Executive Director to conduct a public opinion poll to help gauge the feasibility of voter support for a SB 83 DMV fee expenditure plan.

B. 2011 Transportation Improvement Program (TIP)

Sam Shelton reviewed the development process for the 2011 Transportation Improvement Program (TIP). He stated that project sponsors will work with STA staff to draft project delivery and funding information, due to MTC in June. He also stated that between April and early May, STA staff will finalize project information with project sponsors to prepare the 2011 TIP for MTC.

NO DISCUSSION

C. Funding Strategy for Priority Projects

D. STA Safe Routes to School (SR2S) Update

E. Funding Opportunities Summary

F. STA Board Meeting Highlights of April 14, 2010

G. STIA Board Meeting Highlights of April 14, 2010

H. STA Board and Advisory Committee Meeting Schedule for 2010

I. Funding Strategy for Priority Projects

J. STA Safe Routes to School (SR2S) Update

IX. ADJOURNMENT

The meeting was adjourned at 2:55 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, April 28, 2010.**



DATE: May 3, 2010
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Fiscal Year (FY) 2010-11 Transportation Development Act (TDA) Matrix –
May 2010

Background:

The Transportation Development Act (TDA) of 1971 established two sources of funds that provide support for public transportation services statewide – the Local Transportation Fund (LTF) and the Public Transportation Account (PTA). Solano County receives TDA funds through the LTF and State Transit Assistance Funds (STAF) through the PTA.

The new TDA and STAF FY 2010-11 revenue projections were approved by the Metropolitan Transportation Commission (MTC) in February 2010 as required by State statute.

After multiple years of growth, Solano TDA revenue has begun to decline. The last two years, the original TDA revenue estimate for FY 2008-09 was adjusted downward approximately 2% for a new countywide total of \$15,687,940 for local jurisdictions. The initial projection for FY 2009-10 Solano TDA (\$14,585,193) was 7% lower than the lowered FY 2008-09 TDA estimate. The proposed FY 2009-10 Solano TDA estimate is 10.5% lower than the original estimate bringing the countywide total to \$13,058,424. The initial projection for FY 2010-11 is that there will be no increase in TDA from this new lowered FY 2009-10 estimate. The initial estimate is shown on the Solano FY 2010-11 TDA matrix (Attachment A).

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

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

Discussion:

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. Solano's major intercity routes are funded through an Intercity Transit Funding (ITF) Agreement that is updated each year. This is one of the major services shared by multiple jurisdictions. The Intercity Transit Funding shares for FY 2010-11 have been agreed to by staff for the partnering agencies. Approval of the new Intercity Transit Funding Agreement is indicated with a separate staff report.

The other major service shared by multiple operators is the new intercity taxi program. The City of Vacaville is coordinating the purchase of taxi scrip and covers this purchase by claiming TDA from the other jurisdictions in the amounts they have agreed to.

A new category has been added to the TDA Matrix for the first time: Adjustments to the Project Carryover. As background, MTC projects the amount of TDA carryover from FY 2009-10 to FY 2010-11 based on allocations processed through December 31st. This covers the vast majority of allocations and offers a fairly accurate status of the projected carryover. Solano, this year, had a couple of sizeable allocations totaling over \$1million that did not occur before December 31st and should be taken into account when projecting the total TDA balance of funds available for programming in FY 2010-11. Therefore, this column has been added.

The ITF amounts proposed for intercity transit funding, intercity taxi program and carryover adjustments have been added to the May version of the TDA matrix. As jurisdictions prepare their TDA claims, the TDA matrix will be updated and brought through the committees and the Board for approval.

The Consortium and TAC recommended approval of this item at their April 28, 2010 meetings.

Recommendation:

Approve the FY 2010-11 TDA Matrix – May 2010 as shown in Attachment A.

Attachment:

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

FY2010-11 TDA Matrix -May 2010 version

042110 - v3

FY 2010-11																													
AGENCY	TDA Est from MTC ⁽¹⁾	Projected Carryover ⁽²⁾	Available for Allocation ⁽³⁾	Adjustments for FY10 claims allocated after 12/31/09 ⁽²⁾	ADA Subsidized Intercity Taxi Phase I ⁽³⁾	Paratransit										Intercity					STA Planning	STANV STIP swap	Transit Capital	Streets & Roads	Total	Balance			
						Local Service										Intercity													
						Paratransit	Benicia Breeze	Dixon Read-Ride	FAST	Rio Vista Delta Breeze	Vacaville City Coach	Vallejo Transit	FAST Rt. 20	FAST Rt. 30	FAST Rt. 40	Vjo T Rt. 78	Vjo T Rt. 80	Vjo T Rt. 85	FAST Rt. 90	Intercity Subtotal							Intercity Subtotal		
(4)	(4)	(4)	(4)	(4)	(4)	(4)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)														
Benicia	856,130	821,354	1,677,484	883,548	12,750												\$ 2,512	\$ 3,048	\$ 8,372	\$ 51,294	\$ (1,665)	\$ (3,382)	\$ 5,483	\$ 19,415	\$ 46,247	\$ 23,847		\$ 985,807	691,677
Dixon	537,755	45,287	583,042	65,199	1,989												\$ 1,577	\$ 38,898	\$ 10,025	\$ 1,379	\$ (338)	\$ (5,509)	\$ 3,239	\$ 56,239	\$ (4,468)	\$ 14,982		\$ 133,941	448,101
Fairfield	3,227,193	2,982,412	6,239,605	876,469	106,000												\$ 68,766	\$ 76,660	\$ 148,334	\$ 10,671	\$ (10,868)	\$ (45,522)	\$ 173,342	\$ 467,102	\$ (45,717)	\$ 90,994		\$ 1,484,928	4,744,677
Rio Vista	251,603	221,983	473,586	52,805	1,530																			0	\$ 6,879		\$ 61,214	412,372	
Suisun City	883,029	-48,950	834,079	51,913													\$ 14,572	\$ 16,956	\$ 69,852	\$ 5,146	\$ (1,934)	\$ (19,848)	\$ 62,546	\$ 163,926	\$ (16,636)	\$ 24,031		\$ 223,234	610,845
Vacaville	2,951,487	610,410	3,561,905	161,052	73,644												\$ 75,541	\$ 87,288	\$ 83,845	\$ 9,119	\$ 440	\$ (11,016)	\$ 64,658	\$ 314,734	\$ (4,457)	\$ 82,601	\$ 750,000	\$ 1,377,574	2,194,331
Vallejo	3,704,430	1,947,429	5,651,859	165,460	42,500												\$ 14,806	\$ 36,238	\$ 28,249	\$ 79,785	\$ (18,354)	\$ (29,979)	\$ 20,477	\$ 89,672	\$ 31,452	\$ 103,222	\$ 442,508	5,209,383	
Solano County	616,798	467,143	1,083,941	539,101	7,650												\$ 14,178	\$ 19,932	\$ 22,214	\$ 17,485	\$ 19,846	\$ 8,418	\$ 29,772	\$ 80,096	\$ 45,749	\$ 17,203		\$ 689,799	394,142
Total	13,058,425	7,047,076	20,105,501	2,795,547	246,143																							\$ 5,409,003	14,696,498

NOTES:

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

- (1) MTC February 24, 2010 estimate; Reso 3939
- (2) Adjusted for FY10 claims allocated after 12/31/09; multiple claimants; includes FY10 intercity taxi scrip program
- (3) Claimed by Vacaville; amounts as agreed to by local jurisdictions for FY11 taxi program
- (4) Includes flex routes, paratransit, local subsidized taxi
- (5)
- (6)
- (7)
- (8) Net Due and Consistent with FY2010-11 Intercity Transit Funding Agreement and FY2008-09 Reconciliation
- (9) Claimed by STA from all agencies per formula
- (10) Second and final year of swap
- (11) Transit Capital purchases include bus purchases, maintenance facilities, etc.
- (12) TDA funds can be used for repairs of local streets and roads if Solano County does not have transit needs that can reasonably be met.

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DATE: May 3, 2010
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Intercity Transit Funding Agreement Fiscal Year (FY) 2010-11

Background:

In June 2006, the Solano Transportation Authority Board authorized the development of an Intercity Transit Funding (ITF) Agreement for Fiscal Year (FY) 2006-07 to cover the operating costs for intercity routes, collectively called "SolanoExpress". This Agreement was the result of the work of the ITF Working Group comprised of representatives from STA, Solano County, and each city in Solano County.

Initially, the ITF Working Group focused on development of a uniform methodology for shared funding of intercity transit services. However, rising costs and potential service changes broadened the scope of the ITF Working Group to include service coordination and streamlining services along parallel routes. Service changes to the intercity route structure and operation were agreed upon and implemented in early FY 2006-07. In the FY 2007-08 ITF Agreement further service changes were proposed and were fully implemented in FY 2008-09.

The FY 2007-08, FY 2008-09, and FY 2009-10, ITF Agreements addressed funding for seven major intercity routes. Meetings have been held to work on the FY 2010-11 ITF Agreement in order to have it in place prior to the beginning of the fiscal year and to guide the preparation of Transportation Development Act (TDA) claims by the individual jurisdictions.

Given the projected declining TDA funds in FY 2010-11 and the suspension of State Transit Assistance Funds (STAF) in FY 2009-10 which had previously helped support intercity routes, concerns have been raised about how much intercity transit service the county can afford. Some operators expressed concern about their ability to maintain their level of contribution in the future.

Discussion:

In preparation for the FY 2010-11 ITF Agreement, STA staff and the transit operators met in March and April 2010. The two intercity transit operators (Fairfield and Vallejo) prepared their Cost Allocations Models and their FY 2009-10 monitoring reports. These have been reviewed by the ITF Working Group and STA staff along with the FY 2008-09 year-end data that is used to reconcile that year in conjunction with the preparation of the FY 2010-11 ITF.

Overall, the seven routes covered by the Agreement are projected to cost \$9,176,865; this is a decrease of nearly \$600,000 from FY 2009-10. Passenger fares are projected to cover \$3.3 million of the costs. Regional Measure 2 (RM 2) funds (\$1,934,875) have been the other major on-going funding source for intercity routes. The RM 2 funds have been strategically distributed among the five qualifying routes consistent with previous years and as approved by the Metropolitan Transportation Commission (MTC), who approves the RM 2 allocations, subject to approval by the STA Board. Approval is sought on the attached RM 2 funding plan as shown on Attachment B.

In FY 2009-10, a new significant funding source became available through the Federal ARRA (Americans Recovery and Reinvestment Act, also known as Economic Stimulus) for preventive maintenance (PM) received by the intercity transit operators. These were applied proportionally to reduce the TDA contributions required from all the funding partners. In total, the intercity routes will benefit from the PM funds by the amount of \$936,943 in FY 2010-11. The group recognizes that these are short-term, and not on-going funds that will stabilize intercity service for the next two years, but there remains concern on how the current level of intercity service can be funded in the long-term. The STA and funding partners will continue to monitor the performance of these seven routes under the ITF Agreement.

The initial FY 2010-11 contributions are calculated by an agreed upon formula: 20% population share and 80% ridership by residence. The only exception to this is the County which is based on a population share only (4.72%). The ridership by residence values are determined by an on-board survey conducted by the STA that is to be updated every three years. The first survey was conducted in the Fall of 2006. In the Fall of 2009, this data was collected again (see separate Board report) and is being used in the ITF formula for FY 2010-11. The 2006 and 2009 rider residence data by route is shown in Attachment A.

Despite the financial gains and losses in FY 2010-11, the local jurisdictions' contributions calculated by the cost-sharing formula are slightly less or fairly equal to the FY 2009-10 contributions. The total contributions for all jurisdictions take into account reconciliation of the FY 2008-09 ITF Agreement. See Attachment C for a summary of the proposed FY 2010-11 contributions and a comparison with the previous two years' contributions. These have been reflected in the proposed May 2010 TDA matrix in a separate Board agenda item.

The Consortium and TAC recommended approval of this item.

Fiscal Impact:

The Intercity Transit Funding Agreement will identify funding for major intercity services in FY 2010-11.

Recommendation:

Approve the following:

1. Transit Operating RM 2 Funding Plan as shown on Attachment B;
2. FY 2010-11 Cost-Sharing Intercity Transit Funding Agreement amounts as shown on Attachment C; and
3. Authorize the Executive Director to enter into a funding agreement with the seven local funding partners.

Attachments:

- A. Residence of Intercity Route Riders Comparison
- B. FY 2010-11 RM 2 Transit Operating Funding Plan
- C. Proposed FY 2010-11 Intercity Transit Funding Agreement Cost-Sharing

RESIDENCE OF INTERCITY ROUTE RIDERS COMPARISON

	Fairfield and Suisun Transit Routes						Vallejo Transit Routes							
	Route 20		Route 30		Route 40		Route 90		Route 78		Route 80		Route 85	
	2006	2009	2006	2009	2006	2009	2006	2009	2006	2009	2006	2009	2006	2009
		114		113		82		386		210		713		384
Benicia	0.00%	0.00%	5.66%	0.00%	1.25%	1.25%	0.00%	0.22%	56.02%	46.68%	2.88%	2.80%	1.48%	1.29%
Dixon	0.00%	0.00%	22.64%	17.90%	2.50%	2.49%	0.82%	0.99%	0.00%	0.00%	0.00%	0.00%	1.48%	0.00%
Fairfield	27.27%	39.49%	32.08%	30.39%	35.00%	46.32%	64.34%	60.31%	2.09%	1.91%	6.03%	4.62%	36.09%	33.14%
Suisun City	4.55%	7.86%	3.77%	6.24%	15.00%	23.10%	16.39%	20.18%	0.00%	1.46%	1.37%	1.12%	9.17%	4.47%
Vacaville	66.67%	50.00%	28.30%	35.69%	46.25%	24.35%	18.03%	18.08%	0.00%	0.90%	0.96%	1.40%	4.14%	3.41%
Vallejo	1.52%	2.65%	7.55%	9.78%	0.00%	2.49%	0.41%	0.22%	40.84%	49.04%	88.77%	90.07%	47.63%	57.70%

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FY 2010-11 RM 2 TRANSIT OPERATING FUNDING PLAN

RM-2 and STAF Northern Counties Share			
FY 2010-11			
Operator	Route	RM-2	STAF
Fairfield and Suisun Transit	20	--	--
Fairfield and Suisun Transit	30	--	--
Fairfield and Suisun Transit	40	\$184,072	\$0
Vallejo Transit	78	\$360,226	\$0
Vallejo Transit	80	\$661,873	\$0
Vallejo Transit	85	\$201,741	\$0
Fairfield and Suisun Transit	90	\$526,963	\$0
TOTAL		\$1,934,875	

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

Comparison of FY 08-09, FY 09-10, and FY 10-11 Funding Contributions

	FY 08-09 Baseline	FY 08-09 Net Due With Reconciliation	FY 09-10 Baseline	FY 09-10 Net Due With Reconciliation	FY 10-11 County at 4.72%, new RM2	FY 10-11 Net Due With Reconciliation
Benicia	\$ 318,653	\$ 307,724	\$ 242,777	\$ (49,151)	\$ 165,346	\$ 65,660
Dixon	\$ 104,879	\$ 87,023	\$ 100,382	\$ 87,571	\$ 72,157	\$ 51,773
Fairfield	\$ 873,728	\$ 869,786	\$ 768,862	\$ 749,861	\$ 723,775	\$ 421,387
Rio Vista	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Suisun City	\$ 217,678	\$ 217,678	\$ 193,695	\$ 145,323	\$ 223,367	\$ 147,290
Vacaville	\$ 548,086	\$ 322,825	\$ 540,743	\$ 452,870	\$ 436,902	\$ 310,278
Vallejo	\$ 1,583,654	\$ 1,583,654	\$ 967,955	\$ 945,209	\$ 916,890	\$ 131,324
Balance of County	\$ 133,900	\$ 94,173	\$ 138,051	\$ 138,051	\$ 125,844	\$ 125,844



DATE: April 28, 2010
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Unmet Transit Needs Comments for FY 2010-11

Background:

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

Solano County is the one county in the Bay Area that has local jurisdictions using TDA funds for streets and roads. For FY 2009-10, two out of eight jurisdictions used TDA funds for streets and roads (Rio Vista and the County of Solano).

When MTC took final action on the FY 2009-10 Unmet Transit Needs process and concluded that there were no reasonable unmet transit needs, they also took action that directed Rio Vista and the County of Solano to develop a TDA phase out plan. Since MTC took this action, MTC and STA have met with both Rio Vista and County of Solano to discuss the TDA phase out plan. As a result of this, in February 2010 Rio Vista City Council took action directing that Rio Vista no longer use TDA funds for streets and roads beginning FY 2010-11. A strategy to phase the County of Solano out of the Unmet Needs process over three (3) years was approved by the STA Board April 14, 2010. Therefore, the Unmet Transit Needs process will still be required to allow Solano County to claim TDA for streets and roads in FY 2010-11.

This process begins with the Metropolitan Transportation Commission (MTC), the state designated RTPA for the Bay Area, holding a public hearing in the fall to determine if there are any transit needs not being reasonably met in Solano County. Based on comments raised at the hearing and the received written comments, MTC staff then selects pertinent comments for Solano County's local jurisdictions for response. The STA coordinates with the transit operators who must prepare responses specific to their operation.

Once STA staff has collected all the responses from Solano County's transit operators, a coordinated response is forwarded to MTC. In evaluating Solano County's responses, MTC staff determines whether or not there are any potential comments that need further analysis. If there are comments that need further analysis, MTC presents them to MTC's Programming and Allocations Committee (PAC) to seek their concurrence on those issues that the STA or the specified transit operator would need to further analyze as part of the Unmet Transit Needs Plan.

Discussion:

MTC has summarized the key issues of concern and forwarded them to the STA to coordinate a response (Attachment A). STA staff has collected all the responses from Solano County’s transit operators. STA has submitted a preliminary draft response to MTC for review and comments (Attachment B). MTC staff may request additional information or clarification before making any recommendation to their Commission. The STA staff will work with the affected transit operators to address the request for additional information if needed.

If the transit operators, the STA and Solano County can thoroughly and adequately address the issues as part of the preliminary response letter, MTC staff can move to make the finding that there are no unreasonable transit needs in the county. Making a positive finding of no reasonable transit needs will allow MTC to process the streets and road element of the TDA claims from the County of Solano. For FY 2011, the County’s TDA claim for local streets and roads will be held by MTC until this process is completed.

The following is the draft schedule to timely submit the response to MTC.

Schedule to Submit Response to MTC	
April 7, 2010	Assign the questions to the Transit Operators.
April 14, 2010	Deadline for Transit Operators to provide responses to STA allowing time to preparation of the staff report and production of the agenda for the Consortium and TAC to review and approval.
April 28, 2010	Consortium and TAC review and approve responses.
May 12, 2010	STA Board review and approval.
May 13, 2010	Present issues to the Paratransit Coordinating Council.
May 14, 2010	Submit responses to MTC.
June 9, 2010	Responses are submitted for approval to the Programming and Allocations Committee at MTC.

If the above timeline is not followed, it may cause time delays. Additionally, MTC staff who handles the TDA claims may have time constraints handling the Unmet Needs Response along with all the regional TDA claims which peak in June. The streets and roads portion of the TDA claims will be delayed until the Unmet Needs process is complete. This would affect the County of Solano’s claiming of TDA funds for local streets and roads.

Fiscal Impact:

No impact on the STA budget. As determined by MTC, if reasonable Unmet Transit Needs remain at the end of this process, TDA funds could not be used for streets and roads purposes by Solano County in FY 2010-11. It will not have any impact on TDA funds used for transit operating, capital, planning or other eligible purpose.

Recommendation:

Approve the following:

1. FY 2010-11 Unmet Transit Needs response as specified in Attachment B; and
2. Authorize the Executive Director to submit the FY 2009-10 Unmet Transit Needs response to MTC.

Attachments:

- A. MTC March 31, 2010 letter summarizing FY 2010-11 Unmet Transit Needs
- B. FY 2010-11 Unmet Transit Needs Issues and Responses

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**METROPOLITAN
TRANSPORTATION
COMMISSION**

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March 31, 2010

Scott Haggerty, Chair
Alameda County

Adrienne J. Tissier, Vice Chair
San Mateo County

Tom Azunbrado
U.S. Department of Housing
and Urban Development

Tom Bates
Cities of Alameda County

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Cities of Santa Clara County

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Association of Bay Area Governments

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City and County of San Francisco

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Amy Rein Worth
Cities of Contra Costa County

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Santa Clara County

Steve Heminger
Executive Director

Ann Flemer
Deputy Executive Director, Policy

Andrew B. Premier
Deputy Executive Director, Operations

Mr. Daryl Halls
Executive Director
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

Dear Mr. Halls:

I have reviewed the transcript of the comments received at the Solano County Unmet Transit Needs public hearing held on December 7, 2009, and also reviewed comments contained in correspondence received by MTC during the public comment period. As you know, the recently concluded unmet transit needs public participation process pertains to FY 2010-11 Transportation Development Act (TDA) fund allocations for streets and roads purposes.

Enclosed with this letter is a copy of the transcript of the public hearing, and copies of all correspondence received by MTC as a result of the public participation in the Solano County Unmet Transit Needs process. These materials encompass all comments received by MTC.

Unmet transit needs pertain to the levels and locations of service, fare and transfer policies, and matters related to transit facilities (e.g. bike racks, bus stops) and transit safety. In addition, unmet transit needs include requirements of the Americans with Disabilities Act and the provision of welfare-to-work public transit. The purpose of this hearing, set forth by statutes, is to ascertain those reasonable transit needs not being met by current service in Solano County. Several of the comments made at the hearing or received by MTC are deemed to be minor or are not relevant to specific transit service and the use of TDA funding.

As noted during the FY 2009-10 finding of no unmet needs for Solano County, MTC is concerned about growing County paratransit needs, as well as past requests by Rio Vista for regional transit discretionary funds at the same time that TDA funds in these jurisdictions were being used for streets and roads projects. MTC supports the actions taken by the Rio Vista City Council to begin dedicating TDA exclusively to transit uses in FY 2010-11, as well as the work by the Solano Transportation Authority and the County to develop a schedule to phase-out the use of TDA funds for streets and roads projects.

Listed below are the preliminary issues that were raised as part of this year's Solano County Unmet Transit Needs process.

Unmet Transit Needs Issues by Operator:

Vallejo

No paratransit in Glen Cove.
Paratransit cost and scheduling problems.
Request for expansion of the Vallejo's Runabout's service area.
Issues with schedule adherence on Route 78 at Walnut Creek BART.
Vallejo Route 5 should stop at Marina Tower senior residence.
Vallejo transfers should have longer validity.

Fairfield

Transit center not well signed and there are no schedules.
Web access to schedule information is awkward.
Multiple systems lack fare coordination.
Route 4 service changes were not well publicized.
Paratransit application process slow.
Taxi service might be appropriate.
Request for more service to and from Benicia and specifically service to Sacramento.
Request for service (paratransit) to Travis AFB.

Vacaville

More weekend service in Vacaville and service from Vacaville to Dixon.

Benicia

Request to maintain the Benicia 21 route and dial-a-ride.
Request for service between Benicia and Vallejo.
More fixed-route service on Benicia Breeze.
More Benicia paratransit service and more flexibility in trip scheduling.
Request to keep current Benicia schedules as they are.

The list above summarizes all *relevant* comments made through this year's unmet transit needs process without regard to the merit or reasonableness of the comment or request. However comments deemed to be minor or not relevant to specific transit service and the use of TDA funding were not included. These would include the following types of comments:

- Comments regional in nature and not germane to the use of TDA funds for streets and roads purposes (e.g., extending BART to Vallejo)
- Comments already identified in last year's unmet transit needs process and addressed satisfactorily by the Solano Transportation Authority (STA) response.
- Incidents (e.g., tardiness of a bus or paratransit van; behavior of a particular driver) do not rise to the level of an unmet transit need; unless, public comment reveals a pattern to such incidents that might warrant policy or operational changes. Other "minor" issues include better distribution of transit information, better information on the location of late paratransit vehicles, minor delays in picking up passengers etc. While these comments are important to the comfort and convenience of the transit systems' patrons, they are not unmet transit needs. MTC is confident that the STA, working with the transit operators, can address these issues.
- Finally, general transportation issues such as the economics of automobile use, the transportation impacts of land-use decisions, and the priorities of federal gas tax revenues, etc.

which are not directly germane to specific transit services in Solano County are not considered to be relevant to the unmet transit needs process.

The next step in the unmet transit needs process is for a review of the preliminary issues by Solano Transportation Authority staff, in cooperation with staff members of the city and county jurisdictions in Solano County. Please provide us with an evaluation of each of the issues. Your response, as well as a description of the approach the cities and County intend to take in addressing these issues, will help us develop recommendations in a complete and fair manner. Authority staff should provide MTC with substantive information supporting one of the following for each issue:

1. that an issue has been addressed through recent changes in service; or
2. that an issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2009-10; or
3. that the service changes required to address an issue have been recently studied and determined not reasonable based on locally established standards; or
4. that the evaluation of the issue resulted in the identification of an alternative means of addressing it; or that an issue has not been addressed through recent or planned service changes, nor recently studied.

“Substantive information” supporting categories (1), (2) or (3) above could include reports to the Solano Transportation Authority Board describing recent or planned changes in service; citation to a recently completed study such as a Short Range Transit Plan or a Countywide Transportation Plan; or, a short narrative describing how the issue was or will be addressed. Any issues which fall into category (4) will be considered by MTC staff for recommendation to the MTC Programming and Allocations Committee (PAC) as an unmet transit need.

Pursuant to MTC Resolution No. 2380, we will present our staff recommendation to MTC’s PAC identifying those issues that the cities and County must address prior to MTC’s consideration of FY 2010-11 TDA fund requests for streets and roads purposes. Receipt of your responses are requested one month prior to our PAC meeting date (second Wednesday of the month) to include this item on the PAC agenda. Do not hesitate to contact me or Bob Bates of my staff at (510) 817-5733 if you have any questions.

Sincerely,



Alix A. Bockelman
Director, Program & Allocations Section

Enclosures

cc (without enclosures):

Jim Sperring, MTC Commissioner
Gene Cortright, City of Fairfield
Gary Leach, City of Vallejo
Rod Moresco, City of Vacaville
Robert Sousa, City of Benicia
Jeff Matheson, City of Dixon

Morrie Barr, City of Rio Vista
Dan Kasperson, City of Suisun City
Paul Weise, County of Solano
Jamie Johnson, Chair, Solano County PCC
(c/o Elizabeth Richards, STA)

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FY 2010-11
Vallejo Transit's Unmet Transit Needs Response

Issue 1: No Paratransit in Glen Cove and request for expansion of the Vallejo's Runabout's service area.

Transit Operator: Vallejo Transit

Use of TDA: The City of Vallejo used 100% of their TDA funds for transit in FY 2009-10. In FY 2010-11, the City of Vallejo will use 100% of their TDA for transit.

*3. The service changes required to address an issue have been recently studied and determined not reasonable based on locally established standards.

Response

Since 1999, Vallejo Transit had been incurring operating deficits due to increasing operating expenses, sporadic escalations in the price of fuel, and a growing disparity between the rate of increase of rising operating expenses and transit revenues and a deferred capital program. The City of Vallejo hired a consultant team to review the system and to cut 10% of services. Beginning in 2006 and continuing through 2007, a series of service adjustments and cuts and fare increases helped bring the Transportation fund within budget. One of the cuts was service to Glen Cove due to low ridership. Since the local fixed route was cut, the Paratransit services were discontinued since it falls outside the ADA certified ¾ mile service corridor.

The system is currently undergoing a major restructuring of routes, but given the recent State budget cuts and elimination of the State Transit Assistance Fund, Vallejo Transit's restructuring will most likely be unable to address these unmet needs.

Issue 2: Paratransit cost and scheduling problems.

Transit Operator: Vallejo Transit

Use of TDA: The City of Vallejo used 100% of their TDA funds for transit in FY 2009-10. In FY 2010-11, the City of Vallejo will use 100% of their TDA for transit.

*3. The service changes required to address the issue have been recently studied and determined not reasonable based on locally established standards.

Response

Paratransit Cost - Vallejo Transit does not exceed the ADA regulations that permit a Paratransit fare to be twice the base fixed route fare for a comparable trip. With the significant decreased rate of State funding, it is highly unlikely that fare reductions can be implemented.

Scheduling Problems - The City of Vallejo had three (3) denials this fiscal year. The performance standard is set at 0 denials. The method of tracking this is through dispatch documentation on the daily manifest, with each manifest audited at the end of the day by staff.

The City of Vallejo has been, and continues to be committed to achieving a zero denial rate.

Vallejo Transit's Unmet Transit Needs Response (cont.)

Issue 3: Vallejo's transfer should have longer validity.
Transit Operator: Vallejo Transit Use of TDA: The City of Vallejo used 100% of their TDA funds for transit in FY 2009-10. In FY 2010-11, the City of Vallejo will use 100% of their TDA for transit.
*3. The service changes required to address an issue have been recently studied and determined not reasonable based on locally established standards.

Response

Vallejo Transit is currently designing a rider's guide to assist passengers in riding transit. Information on transfers will be provided. The Rider's Guide is scheduled to be available to the public in FY 2009-10. Vallejo Transit transfers allow the rider who pays for a single-trip fare to complete a one-way trip. Vallejo Transit's transfers are valid for one hour. One hour transfers provide passengers a reasonable amount of time to finish their leg of the trip since all Vallejo's bus route run at least every 30 minutes. The comment stated that one hour is not long enough to return home from shopping. **Vallejo Transit's policy is that transfers cannot be used for a return trip on the same route.**

Issue 4: Issues with schedule adherence on Route 78 at Walnut Creek BART
Transit Operator: Vallejo Transit Use of TDA: The City of Vallejo used 100% of their TDA funds for transit in FY 2009-10. In FY 2010-11, the City of Vallejo will use 100% of their TDA for transit.
*3. The service changes required to address an issue have been recently studied and determined not reasonable based on locally established standards.

Response

On rare occasions, missed trips occur due to traffic or bus mechanical problems. Route 78's on time performance is 96% and has had only one missed trip in the past fiscal year. Vallejo Transit has been, and continues to be committed, to continuing to improve on-time performance by meeting monthly with purchased transportation providers to address all service related issues.

Issue 5: Vallejo Route 5 should stop at Marina Tower senior residence.
Transit Operator: Vallejo Transit Use of TDA: The City of Vallejo used 100% of their TDA funds for transit in FY 2009-10. In FY 2010-11, the City of Vallejo will use 100% of their TDA for transit.
*3. The service changes required to address an issue have been recently studied and determined not reasonable based on locally established standards.

Response

The Marina Towers senior complex is a regular stop for Route 5. However, as of February 22, 2010, the bus transit center was relocated to Mare Island Way (approximately six blocks away) to accommodate construction of the new Transit Center and the Downtown Streetscape project. As a result, a segment of Rt. 5 was realigned and no longer serves Marina Towers. However, the Route 2 still serves Marina Towers and passengers may take Route 2 and then transfer to Route 5.

FY 2010-11
Fairfield and Suisun Transit's Unmet Transit Needs Response

Issue 1: Transit Center not well signed and there are no schedules.

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2009-10. In FY 2010-11, the City of Fairfield will use 100% of their TDA for transit.

*3. The service changes required to address an issue have been recently studied and determined not reasonable based on locally established standards.

Response

The City of Fairfield is currently working with MTC on the Regional Hub Signage Program that will set a unified standard for signage in all Bay Area Transit Hubs. This process is on-going. A recent signage inventory noted improvements that should be made to the Fairfield Transportation Center's (FTC) signage and those are included in the Regional Hub Signage Program. As the program nears completion, new signage will be installed.

Schedules are posted near the Transit Store and are available at the Transit Store and in the Administration Offices which are both located at FTC.

Issue 2: Web Access to schedule information is awkward.

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2009-10. In FY 2010-11, the City of Fairfield will use 100% of their TDA for transit.

*3. The service changes required to address an issue have been recently studied and determined not reasonable based on locally established standards.

Response

Fairfield and Suisun Transit (FAST) maintains a website (www.fasttransit.org) which allows users to access schedule information two ways: 1) through a PDF of each Route on the top level page; or 2) by using origin and destination information to trip plan through Google Transit. Web users can also access FAST schedules through 511.

Issue 3: Multiple systems lack fare coordination.

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2009-10. In FY 2010-11, the City of Fairfield will use 100% of their TDA for transit.

*3. The service changes required to address an issue have been recently studied and determined not reasonable based on locally established standards.

Response

The Bay Area's regional fare card, Clipper, is due to launch June 16, 2010 and will offer all Bay Area users a single payment option for all transit systems. As part of this effort, Solano County operators are required to harmonize fare rules and policies. This effort is currently underway and Solano operators are working to implement the regional fare card in Solano.

FY 2010-11

Fairfield and Suisun Transit's Unmet Transit Needs Response (cont.)

Issue 4: Route 4 service changes were not well publicized.

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2009-10.

In FY 2010-11, the City of Fairfield will use 100% of their TDA for transit.

*3. The service changes required to address an issue have been recently studied and determined not reasonable based on locally established standards.

Response

Route 4 service changes were approved by the Fairfield City Council on June 2, 2009 as part of an overall response to passenger concerns following an earlier (May 1, 2009) change to services. The changes were to become effective on July 1, 2009. The Public Hearing with the City Council was advertised on the buses, posted on all transit and City facilities, and notified directly to those that requested notification. These efforts were in addition to the regular notice accompanying a City Council meeting.

Issue 5: Paratransit application process is slow.

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2009-10.

In FY 2010-11, the City of Fairfield will use 100% of their TDA for transit.

*3. The service changes required to address an issue have been recently studied and determined not reasonable based on locally established standards.

Response

All complete paratransit applications are processed within 21 days of receipt. The City of Fairfield works closely with their prospective Paratransit passengers to ensure each application is complete and accurate. Additionally, as the processing timeline is a Federal requirement, the City maintains an auditable database of when each application is received and processed.

Issue 6: Taxi service might be appropriate.

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2009-10.

In FY 2010-11, the City of Fairfield will use 100% of their TDA for transit.

*3. The service changes required to address an issue have been recently studied and determined not reasonable based on locally established standards.

Response

The City of Fairfield currently offers a reduced fare taxi for seniors, disabled, and Medicare cardholders, an ADA-only intercity reduced fare taxi program, and a senior volunteer driver program.

FY 2010-11

Fairfield and Suisun Transit's Unmet Transit Needs Response (cont.)

Issue 7: Request for more service to and from Benicia and specifically service to Sacramento.

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2009-10. In FY 2010-11, the City of Fairfield will use 100% of their TDA for transit.

*3. The service changes required to address an issue have been recently studied and determined not reasonable based on locally established standards.

Response

Additional service to Benicia is studied periodically and sufficient demand has not materialized. Route 40 currently serves Benicia at Park Road and Industrial Way with 18 trips per day. Route 40 stops at the FTC and service to Sacramento from the FTC is available on Route 30 with six trips daily. FAST is currently reviewing all routes and Route 40 will be included in this effort. If additional service to Benicia is identified, FAST will work with the City of Benicia, the Intercity Transit funding partners, and the Solano Transportation Authority to study and recommend additional service.

Issue 8: Request for paratransit service to Travis AFB.

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2009-10. In FY 2010-11, the City of Fairfield will use 100% of their TDA for transit.

FAST's ADA complementary Paratransit service, DART, currently serves Travis AFB.

FY 2010-11
Vacaville City Coach's Unmet Transit Needs Response

Issue 1: More weekend service in Vacaville and service from Vacaville to Dixon
Transit Operator: Vacaville City Coach Use of TDA: The City of Vacaville used 100% of their TDA funds for transit in FY 2009-10. In FY 2010-11, the City of Vacaville will use 100% of their TDA for transit.
*3. The service changes required to address an issue have been recently studied and determined not reasonable based on locally established standards.

Response

Currently Provided Weekend Service

Vacaville City Coach operates all fixed route bus lines and Special Services Paratransit on Saturday from 9am until 5:30pm. The Saturday operating timeframe has evolved over the years to reflect a balance between actual passenger demand/usage as determined by annual onboard passenger surveys, daily ridership counts and operating expense to provide the service.

On average, Saturday service ridership is less than half as compared to average weekday ridership. The latest full Short Range Transit Plan conducted in 2007 depicts similar information in that ridership data from onboard surveys show that at most, riders who indicated they utilized City Coach every Saturday of the month represent only 51.9% of total survey respondents (see attached Vacaville City Coach 2007 SRTP, page 80).

In short, adding additional Saturday service either by adding additional buses and routes and or extending operating hours is not warranted at this time as indicated by ridership data. The operating cost to provide the additional Saturday service can be expected to far outstrip any marginal Saturday ridership gains.

Regarding Sunday service, as a rule of thumb in bus transit transportation planning, Sunday service can be expected to garner approximately half of Saturday service. In the case of Vacaville City Coach, Sunday service could be expected to obtain a ridership level of approximately 250-300 passenger boardings. At this expected level of ridership, a severe imbalance between service provided and service cost would exist which would further depress the City Coach farebox recovery ratio below the MTC farebox recover mandate.

Annually, City Coach staff performs an extensive onboard ridership survey to aid in determining ridership needs, patterns and suggestions. Recently staff has been investigating the possibility of increasing operating hours both during weekdays and Saturdays. Staff is maintaining a cautious position; however this issue is being looked at.

Intercity Service between Vacaville and Dixon

To start, since City Coach began performing annual onboard ridership surveys in 2005, at no time has a respondent of the survey indicated a desire to have service between Vacaville and Dixon.

Intercity transportation service in Solano County is currently provided through the Solano Express commuter bus lines operated by Fairfield and Suisun Transit. Currently, the Route 30 provides service between Vacaville and Dixon.

Impact to Farebox Recovery Ratio

At a time when TDA revenues have significantly dropped due to the national economic downturn, adding additional operating expense would impact City Coach's farebox recovery rate and put City Coach transit in jeopardy of not meeting its farebox recovery mandate.

FY 2010-11
Benicia Breeze's Unmet Transit Needs Response

Issue 1: Request to maintain the Benicia 21 route and dial-a-ride and request to keep current Benicia schedules as they are.

Transit Operator: Benicia Breeze

Use of TDA: The City of Benicia used 100% of their TDA funds for transit in FY 2009-10. In FY 2010-11, the City of Benicia will use 100% of their TDA for transit.

*2. The issue will be review in Vallejo and Benicia's joint SRTP.

Response

Benicia Breeze and Vallejo Transit do not have any plans to eliminate Benicia 21 route and its dial-a-ride. Benicia Breeze and Vallejo Transit are committed in providing the utmost efficient service to meet the rider needs within budget. Any significant proposed changes to the current Benicia schedules would be reviewed through a public hearing process before implemented to enhance service.

Issue 2: Request for service between Benicia and Vallejo

Transit Operator: Benicia Breeze

Use of TDA: The City of Benicia used 100% of their TDA funds for transit in FY 2009-10. In FY 2010-11, the City of Benicia will use 100% of their TDA for transit.

Response

Vallejo Transit currently operates Route 78 that serves Benicia, Vallejo, Pleasant Hill BART, and Walnut Creek BART.

Issue 3: More Fixed Route Service more Paratransit service and more flexibility in trip scheduling on Benicia Breeze

Transit Operator: Benicia Breeze

Use of TDA: The City of Benicia used 100% of their TDA funds for transit in FY 2009-10. In FY 2010-11, the City of Benicia will use 100% of their TDA for transit.

*3. The service changes required to address the issue have been recently studied and determined not reasonable based on locally established standards. (Benicia SRTP 2008 and Benicia Local Transit Assessment study 2008).

Response

Benicia Local Transit Assessment Study assisted Benicia in taking a more detailed assessment of their local system and to identify options to operate as efficiently as possible within the resources and performance standards which resulted in the existing service structure.

Unmet Transit Needs Supporting Categories

Responses provided to Metropolitan Transportation Commission (MTC) should support one of the following issues including substantive information.

1. That an issue has been addressed through recent changes in service; or
2. That an issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2009-10; or
3. That the service changes required to address an issue have been recently studied and determined not reasonable based on locally established standards; or
4. That the evaluation of the issue resulted in the identification of an alternative means of addressing it; or that an issue has not been addressed through recent or planned service changes nor recently studied.



DATE: April 30, 2010
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Safe Routes to Transit Plan Scope of Work

Background:

The Solano Transportation Authority (STA) adopted a Safe Routes to School (SR2S) Plan in 2007, and a SR2S Program in 2008. In 2009, STA staff identified the need to create a Safe Routes to Transit (SR2T) Plan. The STA Board has also adopted the Solano Bicycle Master Plan and the Solano Pedestrian Master Plan, and has initiated the update of each of these plans (completion planned for the second half of 2010).

In 2008, the STA Board initiated an update of the Comprehensive Transportation Plan (CTP). One part of the CTP update was the identification of Transportation Facilities of Regional Significance; those facilities that support ridesharing (such as park and ride lots), intercity bus routes with peak hour headways of 1 hour or less, and rail and ferry terminals. The CTP does not provide policy direction for local transit services.

Discussion:

Solano County is slated to build several new and/or expand several existing transit centers over the next five years. The purpose of the SR2T Plan will be to improve access for bicyclists, pedestrians and disabled individuals to Transit Facilities of Regional Significance (TFORS). The SR2T Plan will do so by identifying safety barriers resulting from above-average rates of accidents, above-average crime rates, and/or physical obstacles, and by providing a standardized projects and programs that can be used to reduce accident or crime rates and/or remove physical barriers. The SR2T Plan findings can then be used in the development of site-specific improvement plans for TFORS.

Safe Routes to Transit is in some ways a parallel program to SR2S; it encourages healthy walking and bicycling activities by increasing safe access to transit centers, it involves multiple providers, and initial projects or programs can be used as examples for future implementation. In the case of SR2T, it also promotes the use of transit services (including rideshare, intercity buses, rail service and ferry service), which in turn provides for lessened congestion and improved air quality. However, SR2S has a follow-up Program that delivers specified educational and encouragement programs and engineering improvements; no such program is anticipated for SR2T. Instead, the SR2T findings and standardized solutions, along with the results of processes such as the Metropolitan Transportation Commission's Transit Connectivity Plan or a city's Priority Development Area implementation plan, can be incorporated into station-specific improvement programs.

While the ultimate goal of the SR2T Plan is to identify physical improvement projects and programs that will improve the safety of access to transit centers, the initial steps involve gathering data. The STA currently lacks a comprehensive database of accidents, crimes and

deteriorated accessways in the vicinity of transit centers. The proposed scope of work would hire a consultant to work with all 7 cities and the county to develop a comprehensive database of these obstacles to safe access to transit. The initial database would cover the time period from January 1, 2000 to June 30, 2010. The database would be expandable, so that new data can be added in future years. The data would also be formatted in a manner to allow accidents, crimes or obstacles to be plotted on the STA Geographic Information System (GIS). The database and GIS files would be provided to the STA member agencies, and to interested regional agencies such as the Metropolitan Transportation Commission (MTC).

Once the consultant completes the accident, crime and obstacle database, STA will use internal staff resources to develop a SR2T Plan, identifying projects and programs that can reduce or remove barriers to encourage the use of transit. Depending upon the cost of the consultant proposals received, STA may negotiate for additional work to develop standardized facility improvements.

The SR2T data and plan will only address TFORS. Since most rideshare users do not access park-and-ride facilities by bicycle, it is expected that most future SR2T improvements will focus on bus, train and ferry terminals. These facilities are often co-located with Priority Development areas (PDAs) designated by the Association of Bay Area Governments, so SR2T investments may be able to leverage funds directed to PDAs.

Although the SR2T Plan will focus on TFORS, the information and database may provide a starting point for local jurisdictions to produce a SR2T Plan for local transit services.

On April 28, 2010, the Solano Express Intercity Transit Consortium and the STA Technical Advisory Committee reviewed the proposed SRST scope of work. Both groups recommended that the STA Board approve the scope and authorize the STA Executive Director to issue a Request for Proposals.

Fiscal Impact:

The STA budget for Fiscal Year (FY) 2009-10 designates \$10,000 for SRST; the FY 2010-11 budget provides \$30,000 for SRST. It is expected that initial consultant work will commence before the end of FY 2009-10, with the majority of the work being completed in FY 2010-11.

Recommendation:

Authorize the Executive to issue a Request for Proposals and enter into a Consultant Contract for an amount not-to-exceed \$30,000 for Safe Routes to Transit Plan based upon the Scope of Work in Attachment A.

Attachment:

- A. Safe Routes to Transit Consultant Scope of Work

SAFE ROUTES TO TRANSIT
Consultant Scope of Work

The Solano Transportation Authority (STA) intends to hire a consultant to assist in the development of a Safe Routes to Transit (SR2T) Plan. The purpose of the SR2T Plan will be to improve access for bicyclists, pedestrians and disabled individuals to Transit Facilities of Regional Significance (TFORS). The SR2T Plan will do so by identifying safety barriers resulting from above-average rates of accidents, above-average crime rates and/or physical obstacles, and by providing standardized projects and programs that can be used to reduce accident or crime rates and/or remove physical barriers. The SR2T Plan findings can then be used in the development of site-specific improvement plans for TFORSs.

The TFORS consist of bus, rail and ferry terminals (10 existing, 2 proposed) and park-and-ride lots (10 existing, 6 proposed). The Plan will not gather data for transit facilities that are not identified as TFORS.

The consultant will primarily be responsible for gathering and organizing data related to safety in the area of identified by the STA. The data will cover the time period from January 1, 2000 to June 30, 2010. Depending upon the const of the initial consultant contract, the STA may chose to have the consultant identify either general or site-specific recommendations to improve safety for each TFORS.

- A. The STA will provide the selected Consultant with the following:
1. List of all TFORS, including both existing and proposed facilities.
 2. A list of all streets and paths within a ½ mile radius of each TFORS.
 3. A contact name, phone number and e-mail for each jurisdiction having identified TFORS.
- B. The Consultant will perform the following tasks:
1. Gather all available accident and safety data for the streets and paths identified in A.2.
This will include:
 - a. Traffic accidents, with a special emphasis on identifying incidents involving pedestrians and bicyclists.
 - b. Crimes against persons.
 2. Identify barriers to safe access to or use of identified TFORS, including:
 - a. High incidents of accidents involving pedestrians or cyclists.
 - b. High incidents or clusters of criminal activity.
 - c. Physical barriers or deteriorated infrastructure that restrict access to TFORS
 3. A list of all incidents or barriers identified in B.1 and B.2 above, including a unique identification number. The list shall be designed so that it can be stored in a searchable database, can be expanded to include future-year incidents and/or barriers, and can be incorporated into the STA's Geographic Information System (GIS).

C. The timeframe for completing the tasks are:

1. The STA will provide the information specified in Task A within 30 days of execution of the consultant contract.
2. The Consultant will complete collection of the data specified in Tasks B.1 and B.2 within 60 days of receipt of the Task A information from STA. STA staff will have 30 days to review and approve the data.
3. The Consultant will provide a draft database of incidents and barriers as required in Task B.3 within 30 days of STA's acceptance of the Task B.1 and B.2 data. STA staff will have 30 days to review and approve the data.

D. Additional Tasks

1. STA may negotiate with the selected consultant for the development of standardized projects that can improve safety for TFORS, such as vehicle/pedestrian or vehicle/bicyclist sight distance diagrams, lighting and landscaping standards or roadway crossing location and signage.



DATE: April 30, 2010
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Regional Transportation Impact Fee (RTIF) Project List

Background:

The STA Board has adopted the criteria to select projects that may be eligible for funding if the RTIF is established. The sole screening criteria is that projects eligible for the RTIF must be included in the Comprehensive Transportation Plan (CTP) project list. At the RTIF Policy Committee meeting of March 10, 2010, Mayor Elizabeth Patterson requested that projects included in the Solano Bicycle Master Plan also be incorporated into the RTIF project list.

The STA Board adopted the CTP project list at its meeting of February 10, 2010. The CTP project list includes all those projects contained in the Solano Bicycle Master Plan project list. The STA Board adopted the Solano Bicycle Master Plan project list at its meeting of March 10, 2010.

Discussion:

The RTIF project list has been edited by STA staff to exclude items such as on-going funding of roadway maintenance and the Solano Napa Commuter Information program. Items that are on the RTIF Project List will be further evaluated with the Napa Solano Travel Demand Model and criteria identified in and approved by the STA Board to develop a final, ranked project list and to conduct the RTIF Nexus Study Analysis.

The RTIF Working Group met on April 8, 2010, to review the Draft RTIF Project List. The City of Vallejo asked to have one project removed because construction bids are about to be opened. The Working Group also asked to have the Solano Bicycle master plan be included as a single line item, rather than listed individually. Those changes have been incorporated in the attached list.

The STA Technical Advisory Committee (TAC) met on April 28, 2010 to review the Draft RTIF Project List. The City of Vacaville and the City of Vallejo requested minor changes to project descriptions or status, and those changes have been made. The TAC voted to recommend that the RTIF Policy Committee and the STA Board adopt the RTIF Project List.

The RTIF Stakeholder's Committee met on April 29, 2010, to review the RTIF Project List. The Stakeholders Committee did not have a quorum, so no action was taken at that time. At the suggestion of the Committee, STA distributed the RTIF Project List to the Stakeholder Committee members on April 29, 2010 and asked for comments and a recommendation vote by May 10, 2010 via e-mail. The results of that e-mail review will be provided to the STA Board under separate cover.

The RTIF Policy Committee is scheduled for May 12, 2010. At this meeting, the Policy Committee is expected to take action to approve the Project List. At the Board Meeting, staff will provide update.

Recommendation:

Approve the RTIF Project List, as shown in Attachment A, for use in the RTIF Nexus Study Analysis.

Attachment:

A. RTIF Project List

Project Status key:

Permitted and Ready to Construct – all permits and funding secured

Designed – greater than 35% PS&E and an approved environmental document

Preliminary Design – greater than 10% but less than 35% PS&E

Planned – less than 10% PS&E

ATTACHMENT A

DRAFT RTIF PROJECT LIST

(Last Updated: April 29, 2010)

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 003	Benicia	I-680, Benicia Bridge to I-80	Arterials, Highways and Freeways - Freeway	Construct an HOV lane in the northbound direction of I-680 per the draft I-80/I-680/I-780 Corridor Operations Improvement Plan. This is a Route of Regional Significance.	Planned
09CTP 006	Benicia	I-780 (Columbus Pkwy to Military West) Lanes	Arterials, Highways and Freeways - Freeway	Construct an eastbound auxiliary lane per the draft I-80/I-680/I-780 Corridor Operations Improvement Plan. This is a Route of Regional Significance.	Planned
09CTP 001	Benicia	I-680/Lake Herman Road Interchange	Arterials, Highways and Freeways - Arterial	Install traffic signals and construct interchange improvements at I-680/Lake Herman Road. This project will link a rail station to an intermodal transportation station. This is a Route of Regional Significance.	Planned
09CTP 007	Benicia	I-680/Bayshore/ Industrial Interchange Connections	Arterials, Highways and Freeways - Arterial	Install traffic signals and related traffic control and circulation improvements. This is a Route of Regional Significance.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 008	Benicia	I-780/Southhampton/ West 7th Interchange Ramps	Arterials, Highways and Freeways - Arterial	Upgrade ramps to meet current standards. This is a Route of Regional Significance.	Planned
09CTP 009	Benicia	I-780/East 2nd Street Interchange Ramps	Arterials, Highways and Freeways - Arterial	Upgrade ramps to meet current standards. This is a Route of Regional Significance.	Planned
09CTP 010	Benicia	Columbus Parkway Reliever Route (I-780 to City Limits)	Arterials, Highways and Freeways - Arterial	Widen Columbus Parkway from 2 to 4 lanes from I-780 to the City Limits with Vallejo. This is a Route of Regional Significance.	Planned
09CTP 013	Benicia	New Transfer/Park-n- Ride Facilities	Transit - Rideshare	Construct new facilities at a) First St./Downtown (Rte. 78), (Design) b) Military at Southampton Rd. (Rte. 78), (Design) and c) intersection of Park Rd./Industrial Way (Rte. 40) (Planned). These are Transit Facilities of Regional Significance. May include local and express bus and park-and-ride. These are RM-2 funded facilities.	Planned
09CTP 238	Benicia	Construct Benicia Intermodal Transportation Station	Transit – Bus	Construct new multi-modal transportation center in I-680/Lake Herman Road area. May include local and express bus bays and park-and-ride facilities. May provide short-range shuttle to future Capitol Corridor train station. This is a Transit Facility of Regional Significance. This project was also submitted by the County of Solano.	Planned
09CTP 028	Benicia	Construct Benicia Multi-Modal Rail Station	Transit – Rail or Ferry	Construct new Capitol Corridor train station at Lake Herman Road. This is a Transit Facility of Regional Significance.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 212	Dixon	I-80/Pedrick Rd. Interchange	Arterials, Highways and Freeways - Freeway	Construct overcrossing and ramp improvements. This is a Route of Regional Significance.	Planned
09CTP 213	Dixon	I-80/SR 113 Interchange	Arterials, Highways and Freeways - Freeway	Construct overcrossing and ramp improvements. This is a Route of Regional Significance.	Planned
09CTP 214	Dixon	I-80/Pitt School Rd. Interchange	Arterials, Highways and Freeways - Freeway	Construct overcrossing and ramp improvements. This is a Route of Regional Significance.	Planned
09CTP 215	Dixon	I-80/West A St. Interchange	Arterials, Highways and Freeways - Freeway	Construct overcrossing and ramp improvements. This is a Route of Regional Significance.	Planned
09CTP 216	Dixon	SR 113 relocation to Kidwell Road interchange	Arterials, Highways and Freeways - Highway	Relocate SR 113 out of the Dixon City Limits on the Midway-Kidwell Road alignment. This is a Route of Regional Significance. <i>This project is an option identified in the SR 113 MIS.</i>	Study
09CTP 217	Dixon	Parkway Blvd Overcrossing	Arterials, Highways and Freeways - Arterial	Construct a new overcrossing of the UPRR tracks, connecting Parkway Boulevard and Pitt School Road, includes 2 travel lanes in each direction plus Class I bike/ped facility. This is a Route of Regional Significance.	Designed

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 218	Dixon	Vaughn Road Railroad Bypass Project	Arterials, Highways and Freeways - Arterial	Construct a four-lane bypass route of Vaughn Road to connect to Pedrick Road without crossing the UPRR tracks. This is a Route of Regional Significance.	Planned
09CTP 222	Dixon	Pedrick Road Overcrossing	Arterials, Highways and Freeways - Arterial	Provide a grade separated over crossing of the Union Pacific Railroad tracks at Pedrick Road. Project includes 2 travel lanes in each direction plus Class I bike/ped facility. This is a Route of Regional Significance.	Planned
09CTP 221	Dixon	West B Street Pedestrian Undercrossing/ rail platform access tunnel	Alt Modes – Bike/Ped	Provide a grade separated pedestrian under crossing of the Union Pacific Railroad tracks to replace the existing at-grade crossing at West B Street adjacent to the Multi-modal Center. Tunnel under-crossing removes existing at-grade ped crossing with 500 pedestrian trips daily. Can also be incorporated into platform access to proposed future pedestrian rail station. This is a Transit Facility of Regional Significance.	Preliminary Design
09CTP 225	Dixon	I-80 corridor Park-n-Ride lots	Transit - Rideshare	Construct new park and ride lots adjacent to I-80 at the following locations: a) West A Street b) SR 113 c) Pedrick Road	Planned
09CTP 226	Dixon	Downtown Dixon Multi-Modal Rail Station/ Transportation Center	Transit – Rail or Ferry	Construct a Capitol Corridor passenger train station in downtown Dixon. A ticket station/ passenger depot and parking lot have been constructed. This is a Transit Facility of Regional Significance. This project was also submitted by the County of Solano.	Preliminary Design
09CTP 170	Fairfield	I-80/Green Valley Rd. Interchange	Arterials, Highways and Freeways - Freeway	This interchange is part of the I-80/ I-680/SR-12 Interchange Complex. See 09CTP 236. This is a Route of Regional Significance.	Preliminary Design

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 171	Fairfield	I-80/Suisun Valley Rd. Interchange	Arterials, Highways and Freeways - Freeway	This interchange is part of the I-80/ I-680/SR-12 Interchange Complex. See 09CTP 236. This is a Route of Regional Significance.	Preliminary Design
09CTP 179	Fairfield	I-80/Red Top Road Interchange	Arterials, Highways and Freeways - Freeway	This interchange is part of the I-80/ I-680/SR-12 Interchange Complex. See 09CTP 236. This is a Route of Regional Significance.	Preliminary Design
09CTP 180	Fairfield	I-680 and Red Top Road Interchange	Arterials, Highways and Freeways - Freeway	Construct a new interchange. This interchange is part of the I-80/ I-680/SR-12 Interchange Complex. See 09CTP 236. This is a Route of Regional Significance.	Preliminary Design
09CTP 168	Fairfield	I-80 from Travis Blvd to Air Base Pkwy	Arterials, Highways and Freeways - Freeway	Construct mixed-flow lane in each direction. This is a Route of Regional Significance.	Planned
09CTP 189	Fairfield	I-80/West Texas St Ramp Improvement	Arterials, Highways and Freeways - Freeway	Reconfigure I-80 Eastbound Off Ramp to West Texas Street and Fairfield Transportation Center. This is a Route of Regional Significance.	Planned
09CTP 185	Fairfield	Peabody Road Bridge overcrossing at Union Pacific Railroad	Arterials, Highways and Freeways - Arterial	Convert current at-grade crossing to grade-separated 4-lane structure, with Class I bike/ped facility. Construction will occur as part of Fairfield/Vacaville Train Station. Construction expected by 2014. This is a Route of Regional Significance. <u>See Project 09CTP 185</u>	Preliminary Design

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 174	Fairfield	Manuel Campos Pkwy from Mystic Drive to Dickson Hill Rd.	Arterials, Highways and Freeways - Arterial	Construct a 4-lane arterial across the Putah South Canal to close gap in Manuel Campos Parkway. This is a Route of Regional Significance.	Preliminary Design
09CTP 121	Fairfield	SR 12 and Red Top Road/ Business Center Drive Interchange	Arterials, Highways and Freeways - Arterial	Construct a new interchange linking the North Connector, Red Top Road and SR 12. This is a Route of Regional Significance.	Planned
09CTP 175	Fairfield	Manuel Campos Pkwy from Dickson Hill Rd. to Clay Bank Rd.	Arterials, Highways and Freeways - Arterial	Widen from 2-lanes to 4-lanes This is a Route of Regional Significance.	Planned
09CTP 176	Fairfield	Cement Hill Rd.(Future Manuel Campos Pkwy) from Clay Bank Rd. to Peabody Rd.	Arterials, Highways and Freeways - Arterial	Widen from 2-lanes to 4-lanes. This is a Route of Regional Significance.	Planned
09CTP 181	Fairfield	SR 12 and Beck Avenue Interchange	Arterials, Highways and Freeways - Arterial	Replace the existing SR 12/Beck at-grade intersection with a new grade-separated interchange. This is a Route of Regional Significance.	Planned
09CTP 182	Fairfield	SR 12 and Pennsylvania Avenue Interchange	Arterials, Highways and Freeways - Arterial	Replace the existing SR 12/Pennsylvania at-grade intersection with a new grade-separated interchange. This is a Route of Regional Significance.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 188	Fairfield	I-80/Red Top Park-and-Ride lot	Transit - Rideshare	Construct a 500 space park-and-ride lot on Red Top Road at I-80. A 200 space first phase is in Design. Construction of first phase is planned for the end of 2010. This is a Transit Facility of Regional Significance.	Preliminary Design
09CTP 190	Fairfield	I-680 Gold Hill Park-and-ride lot	Transit - Rideshare	Construct 200 space park and ride lot at Gold Hill Road at I-680.	Planned
09CTP 193	Fairfield	Expand Fairfield Transportation Center	Transit – Bus	Construct expansion of existing parking garage at Beck and Cadenesso drives, with a net addition of 1,000 parking spaces. The site currently serves as a regional park-and-ride lot and bus station for express and local services. First phase of expansion to expand from 640 to approximately 1,000 spaces is environmentally cleared. This is a Transit Facility of Regional Significance.	Planned
09CTP 185	Fairfield	Peabody and Vanden Roads - Fairfield/Vacaville Multi-modal Rail Station	Transit – Rail or Ferry	Construct a local/regional bus, park-and-ride lot and Capitol Corridor train station at the intersection of Vanden and Peabody roads. Develop high-density mixed use development immediately adjacent to the station. Project in Design and targeted for completion by 2014. This is a Transit Facility of Regional Significance.	Preliminary Design
09CTP 199	Rio Vista	SR 12/Church Road and Amerada Intersections	Arterials, Highways and Freeways - Arterial	Improve the SR 12 and Church Road intersection. Construct 40 Space Park and Ride Lot at Church Road @ SR 12. The park-and-ride lot may be installed with development of a shopping center at this intersection. A PSR is being prepared for the project. This is a Route of Regional Significance.	Preliminary Design
09CTP 206	Rio Vista	SR 12 Pedestrian Overcrossings	Alt Modes – Bike/Ped	Construct pedestrian overcrossings of SR 12 to improve pedestrian safety and provide a safe route to schools. Project locations are between the Del Rio Hills and Riverwalk subdivisions just east of Church Street, and at Gardner Street. SR 12 is a Route of Regional Significance.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 026	Solano County	I-80 from Leisure Town Road to Kidwell Road	Arterials, Highways and Freeways - Freeway	Construct one additional mixed-flow lane in each direction. This project was also submitted by the City of Dixon. This is a Route of Regional Significance.	Planned
09CTP 027	Solano County	I-80 from Carquinez Bridge to SR 37	Arterials, Highways and Freeways - Freeway	Improve traffic flow and safety through Vallejo, including consolidating ramps. This is a Route of Regional Significance.	Planned
09CTP 031	Solano County	Improve SR 113, including possible alternate alignments near Dixon	Arterials, Highways and Freeways - Highway	Widen SR 113 and consider realigning it outside of the City of Dixon to improve traffic flow. A Major Investment Study has been completed. This is a Route of Regional Significance.	Planned
09CTP 034	Solano County	I-80 and SR 37 – Fairgrounds	Arterials, Highways and Freeways - Arterial	Improve Fairgrounds Drive and Redwood Parkway, including the Redwood Parkway – I-80 Interchange, from SR 37 to Redwood Parkway. A Project Study Report for the project is complete. This is a Route of Regional Significance. <u>See Projects 09CTP 148 and 09CTP 146 (Vallejo)</u>	Preliminary Design
09CTP 037	Solano County	Jepson Parkway to the north and south gates of Travis Air Force Base	Arterials, Highways and Freeways - Arterial	Construct improvements to Petersen Road, Canon Road, and North Gate Road. This is a Route of Regional Significance.	Preliminary Design
09CTP 035	Solano County	Widen Peabody Road from 2 to 4 lanes	Arterials, Highways and Freeways - Arterial	Widen Peabody Road to 2 lanes in each direction, plus a Class 2 bike/ped facility. This is a Route of Regional Significance.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 036	Solano County	Improve the County Routes of Regional Significance	Arterials, Highways and Freeways - Arterial	Construct improvements to various County roads, including Lake Herman Road, Lopes Road, Lyon Road, McCormack Road, Midway Road, Pedrick Road, Rockville Road, Suisun Valley Road, Lewis Road, Fry Road, Meridian Road and McCory Road. This is a Route of Regional Significance.	Planned
09CTP 039	Solano County	I-80 - Pedrick Road – Tremont Road – Kidwell Road area	Arterials, Highways and Freeways - Arterial	Construct various transportation improvements to accommodate projected increasing traffic in the north Dixon limited industrial area. This is a Route of Regional Significance.	Planned
09CTP 061	Suisun City	Main Street Improvements (Phase 2)	Arterials, Highways and Freeways - Arterial	Pavement, curb, sidewalk and utility enhancements along Main Street from Morgan Street to Highway 12. A portion of this project is funded by ARRA. This is a Route of Regional Significance.	Designed
09CTP 060	Suisun City	Cordelia Rd. from I-680 to SR 12	Arterials, Highways and Freeways - Arterial	Widen Cordelia Road from 2 lanes to 4, plus Class 2 bike lanes, from Pennsylvania Avenue to Lopes Road. This is a multiphase project. This is a Route of Regional Significance.	Planned
09CTP 075	Suisun City	Railroad Avenue Widening and Realignment (Middle and East Segment)	Arterials, Highways and Freeways - Arterial	Widen and reconstruct Railroad Avenue from Sunset Avenue to Humphrey Drive to a 3-lane arterial with class 2 bike lanes. Realign and widen Railroad Avenue from Humphrey Drive to East Tabor Avenue with new intersection at East Tabor Avenue and Olive Street. This is a multi-phase project. This is a Route of Regional Significance.	Planned
09CTP 076	Suisun City	Railroad Avenue Extension (West Segment)	Arterials, Highways and Freeways - Arterial	Extend Railroad Avenue from Marina Boulevard to Main Street/Highway 12 On-Ramp and make a signalized intersection at Main St/Hwy 12 On-Ramp. This is a Route of Regional Significance.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 070	Suisun City	Rail Station Improvements	Alt Modes – Bike/Ped	Construct general enhancements to the Suisun-Fairfield Train Station including improvements to the facility, new additional bicycle lockers, corridor signage, traffic modifications, & rider experience improvements. Develop a station master plan consistent with the City’s planned PDA for the area. This is a Transit Facility of Regional Significance.	Planned
09CTP 095	Vacaville	I-80 @ I-505 Weave Correction	Arterials, Highways and Freeways - Freeway	Construct weave corrections for WB traffic at the I-80/I-505 interchange and eliminate 4 to 3 WB lane drop at the interchange. This is a Route of Regional Significance.	Planned
09CTP 084	Vacaville	I-505 SB/Vaca Valley Parkway	Arterials, Highways and Freeways - Arterial	Widen the SB off ramp at Vaca Valley Parkway and widen Vaca Valley Parkway to provide protected left turn pockets. Signalize the SB ramp intersection. This is a Route of Regional Significance.	Preliminary Design
09CTP 078	Vacaville	I-80 WB/Alamo Dr.- Merchant St On-Ramp	Arterials, Highways and Freeways - Arterial	Widen bridge over Alamo Creek and extend WB on-ramp to provide standard acceleration lane and merge. This is a Route of Regional Significance.	Planned
09CTP 079	Vacaville	I-80 WB/Mason St. On-Ramp	Arterials, Highways and Freeways - Arterial	Extend WB on-ramp to provide standard acceleration lane and merge. This is a Route of Regional Significance.	Planned
09CTP 080	Vacaville	I-80 WB/Davis-/ Hickory St. On-Ramp	Arterials, Highways and Freeways - Arterial	Extend WB on-ramp to provide standard acceleration lane and merge. This is a Route of Regional Significance.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 081	Vacaville	I-80 EB/ Cliffside Dr. On-Ramp	Arterials, Highways and Freeways - Arterial	Widen bridge over Mason St. and extend EB on-ramp to provide standard acceleration lane and merge. This is a Route of Regional Significance.	Planned
09CTP 082	Vacaville	I-80 EB/Davis St On-Ramp	Arterials, Highways and Freeways - Arterial	Widen bridge over Davis St. and extend EB on-ramp to provide standard acceleration lane and merge. This is a Route of Regional Significance.	Planned
09CTP 083	Vacaville	I-80/California Drive Extension and Overcrossing	Arterials, Highways and Freeways - Arterial	Extend California Drive as 4-lane arterial from Marshall Road to Pena Adobe Road. Construct new 4-lane overcrossing @ I-80 with no freeway connections. This is a Route of Regional Significance.	Planned
09CTP 085	Vacaville	I-505/Vaca Valley Pkwy Interchange.	Arterials, Highways and Freeways - Arterial	Widen the existing overcrossing to 2 lanes in each direction with protected turn pockets. Modify existing spread diamond to provide partial cloverleaf design. New bridge to accommodate pedestrian and Class 2 bicycle facilities. This is a Route of Regional Significance.	Planned
09CTP 088	Vacaville	Midway Rd. (Putah South Canal to I-80)	Arterials, Highways and Freeways - Arterial	Widen Midway Rd. in both directions to provide a 4-lane, un-divided arterial. This is a Route of Regional Significance.	Planned
09CTP 097	Vacaville	Phase 2 Vacaville Transportation Center	Transit – Bus	Phase 2 to include the construction of a three story, 400 car parking garage structure directly adjacent to bus transfer facility. This is a Transit Facility of Regional Significance.	Preliminary Design

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 146	Vallejo	I-80 / Redwood Interchange	Arterials, Highways and Freeways - Freeway	Improve on/off ramp circulation from I-80. This is a Route of Regional Significance.	Planned
09CTP 148	Vallejo	Fairgrounds Dr from SR 37 to Redwood	Arterials, Highways and Freeways - Freeway	Increase capacity of roadway segment. This is a Route of Regional Significance.	Planned
09CTP 114	Vallejo	SR 37 from Napa River Bridge to SR 121	Arterials, Highways and Freeways - Highway	Widen SR 37 from 2 to 4 lanes, plus shoulders. Maintain current median barrier. This is a Route of Regional Significance. Portions of this project are not in Solano County.	Planned
09CTP 116	Vallejo	Improve SR 29 through Vallejo	Arterials, Highways and Freeways - Highway	Pedestrian and landscaping improvements. This is a Route of Regional Significance.	Planned
09CTP 115	Vallejo	Improve SR 37/Mare Island Interchange and Azuar and Railroad from SR 37 to G St.	Arterials, Highways and Freeways - Arterial	Improve major roadways on and connecting to Mare Island. Some, but not all, of these are Routes of Regional Significance.	Planned
09CTP 117	Vallejo	Columbus Pkwy from Benicia Rd. to SR 37	Arterials, Highways and Freeways - Arterial	Widen Columbus Pkwy from 2 lanes to 4 lanes. Complete from SR 37 to Springs St. Springs St. to Benicia Road planned. This is a Route of Regional Significance.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 150	Vallejo	Mare Island Causeway	Arterials, Highways and Freeways - Arterial	Replace existing causeway bridge. This is a Route of Regional Significance.	Planned
09CTP 147	Vallejo	SR 37 / Fairgrounds interchange	Arterials, Highways and Freeways - Arterial	Improve on/off ramp circulation to SR 37. This is a Route of Regional Significance.	Planned
09CTP 156	Vallejo	I-780/Lemon St./ Curtola Pkwy. transit center	Transit - Rideshare	Construct a parking garage at the Lemon St. park-and-ride lot, with associated local and express bus facilities. Ultimately, construct a parking garage at the site. This is a phased project. This is a Transit Facility of Regional Significance.	Planned
09CTP 119	Vallejo	Vallejo Station Intermodal Terminal (Phase B)	Transit – Bus	Project consists of four parts: the bus transit facility, phase B of the ferry terminal parking structure, and the City Hall parking structure. Bus transit center permitted and ready to construct; ferry parking structure A is ready for bid opening; phase B is prelim design; City Hall parking is planned. This is a Transit Facility of Regional Significance.	Permitted and Ready to Construct
	Vallejo	Vallejo Station ferry terminal parking structure (Phase B)	Transit – Rail or Ferry	Construct a 600-space parking garage on Mare Island Way, to serve the Vallejo Ferry Terminal and adjoining high-density mixed use downtown redevelopment to consolidate present surface parking. <i><u>This is a portion of the previous project, 09CTP119</u></i>	Preliminary Design
	Vallejo	Vallejo Station City Hall parking structure	Transit – Rail or Ferry	Construct a 1000-space parking garage to increase capacity for expansion of ferry ridership. <i><u>This is a portion of the previous project, 09CTP119</u></i>	Planned
09CTP 149	Vallejo	Fairgrounds Regional Transit Center and parking structure	Transit – Bus	Construct 1000-space multi-level parking structure with transit connections.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 128	Vallejo	Mare Island Ferry maintenance facilities	Transit – Rail or Ferry	Construct Phases I and II of the Mare Island Ferry Maintenance Facility. This is a Transit Facility of Regional Significance.	Planned
09CTP 030	STA	SR 12 West Jameson Canyon	Arterials, Highways and Freeways - Freeway	Widen SR 12 in Jameson Canyon to 2 lanes plus shoulders, including a Class II bike lane, in each direction from Red Top Road to SR 29 in Papa County. Does not include SR 29 or I-80 interchange improvements. This is a Route of Regional Significance. This project was also submitted by the City of Fairfield, the County of Solano, and the City of Suisun City.	<i>Permitted and Ready to Construct</i>
09CTP 235	STA	I-80 WB Cordelia Truck Scale Relocation	Arterials, Highways and Freeways - Freeway	Construct new truck scales approximately ½ mile east of current location on I-80 WB, with braided ramps between SR 12 east. This is a Route of Regional Significance.	Planned
09CTP 002	STA	I-80/I-680/SR12 Interchange	Arterials, Highways and Freeways - Freeway	Construct improvements to I-80/I-680/ SR 12 Interchange to reduce congestion, improve safety, accommodate future truck traffic and reduce cut-through traffic. The project will be built in phases. This is a Route of Regional Significance. This project was also submitted by the City of Benicia, the City of Fairfield, the County of Solano, and the City of Suisun City.	Preliminary Design
09CTP 101	STA	I-80Auxiliary Lanes	Arterials, Highways and Freeways - Freeway	Construct Auxiliary Lanes on I-80 and I-680 per the <i>I-80/I-680 /I-780 Corridor Operations Improvement Plan</i> . This project was also submitted by the City of Vallejo. This is a Route of Regional Significance.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 236	STA	I-80 and I-680 HOV Lanes	Arterials, Highways and Freeways - Freeway	Construct new HOV Lanes: a) I-80 from the Contra Costa County line to SR 37 b) I-80 from SR 37 to Red Top Road c) I-80 from Airbase Parkway to I-505 d) I-80 from I-505 to the Yolo County line e) I-680 from the Benicia Bridge to I-80 This is a Route of Regional Significance. This project was also submitted by the City of Fairfield, the County of Solano, the City of Vacaville and the City of Vallejo.	Planned
09CTP 029	STA	SR 12 East improvements from I-80 to Rio Vista, including the Rio Vista Bridge	Arterials, Highways and Freeways - Highway	Widen SR 12 from 4 lanes to 6 lanes from I-80 through Suisun City. Widen SR 12 from 2 lanes to 4 lanes from Walters Road to Rio Vista. This includes replacing the Rio Vista Bridge over the Sacramento River. This is a Route of Regional Significance. This project was also submitted by the City of Fairfield, the City of Rio Vista, the County of Solano, and the City of Suisun City.	Planned
09CTP 183	STA	SR 113 from SR 12 to Midway Road Improvements	Arterials, Highways and Freeways - Highway	Improve curves, shoulders and pavement on SR 113 from SR 12 north to Midway Road, per the SR 113 Major Investment Study. This is a Route of Regional Significance.	Planned
09CTP 033	STA	Jepson Parkway	Arterials, Highways and Freeways - Arterial	Construct a 4-lane continuous expressway from SR 12, along Walters Road, Cement Hill Road, Vanden Road and Leisure Town Road to I-80. The project includes transit pull-outs and shelters, and Class I bike/ped facilities. This is a multiphase project. Portions of the parkway are complete. Other portions are planned. This is a Route of Regional Significance. This project was also submitted by the City of Fairfield, the County of Solano, the City of Suisun City, and the City of Vacaville.	Preliminary Design

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 166	STA	McCormack Road	Arterials, Highways and Freeways - Arterial	Improve McCormack Road, Canright Road and Azevedo Road from SR 113 to SR 12 to provide a parallel alternate to SR 12. Improve the roadways to County standard travel lanes and shoulders. This is a Route of Regional Significance. This project was also submitted by the City of Rio Vista.	Planned
09CTP 032	STA	North Connector	Arterials, Highways and Freeways - Arterial	Construct a 4-lane roadway parallel to I-80, from Abernathy Road across the lower Suisun Valley, along Business Center Drive, connecting to SR 12. The East Segment (Suisun Parkway) is under construction. The central segment is under construction. The West Segment will be a 2-lane roadway connecting Business Center Drive to SR 12 Jameson Canyon. The west segment status is currently unfunded. This is a Route of Regional Significance. This project was also submitted by the City of Fairfield and the County of Solano.	<u>Under Construction</u>
09CTP 069	STA	Construct additional park-and-ride facilities	Transit - Rideshare	Construct park-and-ride facilities identified in the <i>I-80/I-680/I-780 Corridor Study</i> ; review existing and proposed lot locations, and identify new locations to account for changes in development locations and commute patterns. This project was also submitted by the City of Suisun City.	Planned
n/a	All Agencies	Solano Bicycle Master Plan projects	Alt Modes – Bike/Ped	Include all projects included in the adopted Solano Bicycle Master Plan.	Various



DATE: April 30, 2010
TO: STA Board
FROM: Robert Guerrero, Senior Planner
RE: On-Call Model Service Contract

Background:

The Solano Transportation Authority (STA) and the Napa County Transportation and Planning Agency (NCTPA) previously contracted with the City of Fairfield for on-call modeling services. The on-call services included processing model run requests from city and county agencies, providing special model runs, and project reviews for model forecast consistency for Napa and Solano counties. The City of Fairfield's On-Call Model Service contract agreement expired in early 2009.

STA and NCTPA relied on DKS and Fehr and Peers to assist in addressing modeling service requests after the City of Fairfield's contract agreement expired. Both modeling consultants were hired separately to complete separate tasks related to the Regional Traffic Impact Fee effort currently underway. DKS was first to complete their scope of work. Fehr and Peers is expected to complete their scope of work by the end of May 2010. In anticipation of DKS and Fehr and Peers modeling service completion, the STA released a Request for Proposals (RFP) for an on-call modeling firm to continue the modeling services previously provided by both consultants and the City of Fairfield.

Discussion:

The RFP included a scope of work which had a budget of \$32,000 to cover modeling services for the remainder of Fiscal Year (FY) 2009-10 and all of FY 2010-11. The scope of work focused on three primary objectives (Attachment A):

1. Modeling Improvement and Maintenance
2. Model Distribution and Tracking
3. Technical Support and Trouble shooting

STA received seven proposals for the On-Call Modeling Service RFP. An interview panel consisting of staff from the STA, NCTPA, Contra Costa Transportation Authority and the City of Vacaville created a short list of four consultant firms to interview. The interview panel came to a consensus in recommending Cambridge Systematics to be the STA's and NCTPA's On-Call Modeling Service provider. The recommendation was based on Cambridge Systematics' experience as an on-call model service provider, knowledge of Solano County and Napa County transportation and local issues, expertise with the STA's modeling software, and commitment to meet the objectives of the scope of work.

Fiscal Impact

The On-Call Modeling Service contract amount is not to exceed \$32,000. Funding will be provided by a contribution of \$16,000 from NCTPA committed over a two-year period and a match from STA through a combination of STP and TDA funds. Funding for the On-Call

Modeling Service contract was included as part of the January 13, 2010 STA Mid-Year Budget revision.

Recommendation:

Authorize the Executive Director to enter an agreement with Cambridge Systematics for On-Call Modeling Service as specified in Attachment A for an amount not-to-exceed \$32,000.

Attachment:

- A. On-Call Modeling Service Scope of Work

Napa Solano Countywide Travel Demand Model
On-Call Model Consultant Proposed Scope of Work
FY 2009-10 and FY 2010-11

The work to be performed under this contract will be specified in a series of task orders developed under Task 1 below in response to specific requests from the STA/NCTPA Napa Solano Countywide Travel Demand Model Project Manager. The STA/NCTPA Model Project Manager will discuss with the consultant project manager the required products and the consultant will prepare a draft task order indentifying objectives, deliverables, tasks, budget, and schedule.

Subject to input from the Model Technical Advisory Committee and final approval by the Solano Transportation Authority (STA) and Napa County Transportation Planning Agency (NCTPA) Executive Director: the consultant shall provide XXX hours of service per fiscal year for various travel demand modeling services for the current model for the following tasks to be completed during 2009-10 and 2010-11:

TASK 1: Project Management

This task involves management of the Model consultant team.

- The Consultant project manager will hold a kick-off meeting with the STA/NCTPA Project Manager to refine the scope of work, identify on-going tasks, set first year priorities for non-ongoing tasks, and set task budgets and schedules.
- Consultant will meet or teleconference at least on a bi-monthly basis (or more often for critical tasks) with STA/NCTPA Model Project Manager, giving budget and schedule status for each task, discussion options for overcoming unanticipated problems.
- Consultant will prepare and include with each invoice a monthly progress report summarizing work accomplished, problems encountered, proposed solutions, and planned work for the following month.
- Consultant will maintain a detailed Action Item list in Excel. This list documents follow up items from meetings and comments from STA/NCTPA Model Project Manager. The Action Items list may contain several workbook sheets, with each sheet pertaining to a specific meeting or set of comments.
- At the end of the first year, the consultant will prepare a report evaluating the results of the first year's management plan, assessing the status of the first year's task, schedule, budget expended, unanticipated problems, providing the proposed solutions. The report will provide recommendations for the second year management plan.

Deliverables:

- a. Refined Scope of Work
- b. Task Orders
- c. Bi-Monthly progress report
- d. Task Manager Action Items List

e. Year End Management Plan Assessment

TASK 2: Provide Model Improvement and Maintenance Services

The objective of this task is to provide support in the development, maintenance and improvement of the multimodal countywide travel forecast demand model. The ongoing support and maintenance services include the following subtasks:

2.1 Organize Model Data and Update Current Model User Guide

The STA and NCTPA distribute the Napa Solano Travel Demand Model to member agencies and their consultants for project specific traffic analysis on a regular basis. This task will have the consultant analyze and organize the Model data for ease of use by STA and NCTPA Staff as well as other member agencies and their consultants. As part of this task, the consultant will:

- Provide improvement recommendations for how the model data can be organized and maintained if improvements are needed. The consultant will implement their improvement recommendations with input provided to by STA and NCTPA staff and affiliates.
- Develop a user guide for the model application. The Model data user guide will be an update to the 2008 draft user guide.

Deliverables:

1. Technical Memoranda outlining improvement recommendations for model data organization and maintenance
2. Model User Guide, which includes:
 - a. Clearly labeled modeling data
 - b. Discussions regarding the model data structure
 - c. Instructions for model usage
 - d. Background discussion on the model development process from previous user guides.
- Comment on here's what we know is coming up and we might need to gear up for

2.2 Analyze and Document Model Results

The Napa Solano Travel Demand Traffic Model must be maintained to reflect new traffic data and/or new local, state or federal policies for land use development and implementation. As part of this task, the consultant will:

- Complete land use and traffic forecasts for STA and NCTPA as new projects, studies and plans are developed.
- Incorporate any required technical changes requested by MTC, Caltrans, or STA in accordance with the "MTC's CMP Traffic Modeling Consistency Checklist" and other accepted modeling standards and practices of Caltrans, FHWA and other state, federal, regional and local agencies.
- Assist the STA and its consultants to conduct select link analysis, scenarios runs and other traffic forecasting functions as part of the Solano and Napa Comprehensive Transportation Plans, Capital Improvement Plans, Solano Congestion Management Program, corridor studies, and projects.
- Perform reasonability and error-checks on the network and land use variables
- Maintain a log of alternative model versions as they become available and provide descriptions of each version

- Create plots, tables, maps and charts for presentation purposes. This includes large-scale graphics illustrating existing and projected traffic volumes and levels of service for 2010, 2015, 2020, 2025, 2030 and 2035.
- Update network and land use and traffic count information based on any comments received

Deliverables

1. Updated land use and traffic forecast plots, tables, maps and charts
2. Results from traffic forecasting functions such as select link analysis and scenario runs
3. Model versions log file with associated information
4. Quarterly report summarizing consultants effort in this task, including problems/solutions encountered.

Task 3. Prepare Model for Distribution to Model Users

STA and NCTPA are regularly requested to provide the model to member agencies and their consultants. The STA and NCTPA require that a model user agreement is executed prior to any distribution of the model data files. As part of this task, the consultant will:

- Distribute the model data as requested by users upon approval by STA/NCTPA Model Project Manager
- Submit model reports when necessary to the STA, NCTPA, Caltrans and the Metropolitan Transportation Commission (MTC) including all major findings and projections of the model
- Generate a log of all agencies and version of the model files that the consultant distributed the model data files to
- Distribute the model files either by disk, e-mail, or remote File Transfer Protocol (FTP) site

Deliverables

1. Quarterly report that documents:
 - a. What agencies the model was distributed to
 - b. What version of the model was distributed
 - c. How the model was distributed
2. Annual report that indicates which agencies received Model data during the entire year as documented in each quarterly report.

Task 4: Technical Support and Troubleshooting

The STA/NCTPA staff will rely on the consultant to assist in responding to requests from model users for technical support. In addition, the consultant will be tasked to provide XXX number of hours to assist in training STA and NCTPA on the application of the Napa Solano Travel Demand Model. Training should include select link analysis, scenario runs, and land use development impact traffic forecasts.

Deliverables

1. Quarterly report (and yearly summary) that documents total requests and support conducted during the quarter. Report should include for each request:
 - a. Date of request
 - b. Who requested the support
 - c. Support issue

- d. How issue was resolved
2. Training exercises and materials directly catered to the Napa Solano Travel Demand Model files.
3. Quarterly log of training event dates, hours spent, exercises conducted and names of STA/NCTPA participants.

Task 5. Meeting Attendance and Support

Provide support assistance to the STA staff as part of presentations on the major findings of the model to the STA TAC, Modeling TAC, Arterials, Highways and Freeways Committee, Transit Committee, Alternative Modes Committee, citizen committees, STA and NCTPA Board of Directors.



DATE: May 5, 2010
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Interim Executive Director for Solano County Transit MOU/JPA

Background:

In June 2009, the STA Board approved a series of recommendation as it concluded a countywide transit consolidation study. One of these actions was to consolidate Benicia and Vallejo transit services. Since the Board's action in June, STA staff has been working with Benicia and Vallejo on developing an Implementation Plan for the consolidation of these services. Significant progress has been made.

The South County Transit Coordinating Committee, now referred to as the Solano County Transit (SolTrans) Coordinating Committee has been guiding this effort. The SolTrans Coordinating Committee members are Benicia Mayor Patterson, Vallejo Mayor Davis, Benicia Councilmember Iokamedes, and Vallejo Councilmember Hannigan. In addition, each City has the City Manager, Public Works Director and transit staff participating. STA's Executive Director, transit staff, legal counsel, and consultants are also fully engaged.

The Committee and staff have been meeting regularly and with high level of cooperation and interest in working toward consolidation and better transit coordination and service. Guiding principles and a transition implementation plan were developed. A Memorandum of Understanding (MOU) among the three agencies (Benicia, Vallejo and STA) to establish a framework for moving toward consolidation has been executed and was approved by the STA Board in September 2009.

A draft Joint Powers Agreement (JPA) has been presented to the Committee several times and all issues appear to be resolved. The JPA is scheduled for final review by the Committee in May and action in June.

Discussion:

To address the more detailed issues associated with creating a new organization such as the Solano County Transit JPA, the Committee has directed that a Business Plan be prepared. The Business Plan is to be approved in conjunction with the JPA. The Business Plan is in development and is projected to be completed in June 2010.

The Committee and staff are on target for a July 2010 date to consolidate services. To consolidate the services, the institutional structure needs to be in place to support the services. With the approval of the JPA and Business Plan, this is the first critical step in creating the new organization's foundation for the ultimate provision of combined services.

At this point in the development of the JPA, STA staff and the SolTrans Committee are recommending that an Interim Executive Director be retained to act as staff on behalf of the new entity. As the new organization has not been formed, the STA would hold the contract, but the individual would report to the Solano County Transit Coordinating Committee and ultimately the JPA Board. This person would take the lead in guiding the new organization so that it can prepare the organization for hiring employees, holding administrative and service contracts, and performing its financial duties in accordance with local, regional, State and Federal guidelines. The interim position would be replaced with the hiring of a permanent Executive Director within the next 9-12 months.

The person recommended to perform this task is Mr. Phillip McGuire. Mr. McGuire is currently on contract with the City of Vallejo providing assistance during the period that Vallejo Transit's Superintendent, Crystal Odum Ford, has had to reduce her time commitment to Vallejo. He has been involved with the transit consolidation process since January 2010. He has decades of experience in the transit field and recently held a similar interim Executive Director role as multiple jurisdictions in the Eastern Sierras consolidated transit services. A scope of work and schedule has been prepared (Attachment A).

This arrangement has been discussed with Vallejo and Benicia transit staff, who are supportive. It will be discussed at the SolTrans Management Committee on May 11th; the Management Committee consists of the two City Managers and the STA Executive Director. The STA Board's action is requested to be contingent upon the approval of the SolTrans Coordinating Committee approval at its next scheduled meeting on May 17th. If it is approved, staff proposes that Mr. McGuire begin functioning in this new role immediately. Mr. McGuire conducts his services under the name of Paratransit, Inc.

Fiscal Impact:

This \$75,000 contract will be funded with State Transit Assistance Funds. Funds are available in the FY 2009-10 budget to begin this contract and will be added to the FY2010-11 budget.

Recommendation:

Contingent upon the approval by the Solano County Transit Coordinating Committee, authorize the Executive Director to execute a contract with Paratransit, Inc. in an amount not-to-exceed \$75,000 for staff services in accordance with the attached scope of work and schedule.

Attachment:

- A. Draft Scope of Work and Schedule

Interim Executive Director
for
Solano County Transit

Scope of Work

The Interim Executive Director to the newly formed Memorandum of Understanding (MOU) shall report to the South Solano Transit Coordinating Committee (SSTC) until the new Joint Powers Authority (JPA), called Solano County Transit (Soltrans) is formed. The SolTrans JPA is projected to be formed in the Summer of 2010. The Interim Executive Director will assist in final preparations in forming of the JPA as well as guiding the establishment of the new organization into a functional institution. This will include the following:

- Attend Solano County Transit meetings of the Working Group, Management Committee, Coordinating Committee and Board once formed;
- Be the primary staff contact to the Coordinating Committee and SolTrans Board.;
- Implement the approved SolTrans Business Plan;
- Manage the SolTrans budget;
- Manage the transition and transfer of functions, assets and agreements for partner agencies.
- Work and coordinate with SolTrans member agencies and service contractors;
- Work with regional, State and Federal agencies on behalf of SolTrans as needed;
- Establish policies and procedures in conjunction with the new SolTrans Board to become a functional institution.
- Participate in the development of a joint Benicia/Vallejo area SRTP
- Assist in the development of the organizational structure of SolTrans
- Facilitate recruitment for a permanent Executive Director

Proposed Schedule of Work

May – July 2010	Report to South Solano Transit Coordinating Committee and support efforts to form proposed JPA.
July – September 2010	Prepare for first Board meeting in September Begin implementation of Business Plan Work with Benicia, Vallejo, and STA staff to initiate RFP process for joint SRTP
September 2010– April 2011	Oversee the establishment of agreements to deliver institutional services (e.g. accounting, legal, HR, etc.) Establish grantee status Manage SRTP Oversee recruitment of permanent Executive Director
April- June 2011	Provide any transitional support needed by permanent Executive Director



DATE: May 3, 2010
 TO: STA Board
 FROM: Janet Adams, Deputy Executive Director/Director of Projects
 RE: Resolution Determining STA Board to Hear Resolution's of Necessity for I-80 Eastbound Cordelia Truck Scales Relocation Project

Background:

STA has been actively working with the State of California Department of Transportation (Caltrans), California Highway Patrol (CHP) and the Federal Highway Administration (FHWA) to deliver the I-80 Eastbound Cordelia Truck Scales Relocation Project. The environmental document, Environmental Impact Report/Environmental Assessment (EIR/EA), for the Project was completed in October 2009. Caltrans is the California Environmental Quality Act/National Environmental Policy Act (CEQA/NEPA) lead for the EIR/EA.

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

Through the Proposition 1B Trade Corridor Improvement Fund (TCIF) and bridge toll funds, this project is fully funded and expected to be ready to start construction in the summer of 2011. Presented below is the schedule for the Project:

Project Schedule		
Phase-Milestone	Planned	
	Start Date	Completion Date
Final Design - Plans, Specs. & Estimates (PS&E)	10/09	12/10
Right-of-Way Activities /Acquisition (R/W)	10/09	03/11
Construction	07/11	12/13

Discussion:

STA has taken the lead in advancing the project through the design phase, in order to comply with funding source deadlines for the project. Construction contract advertisement is scheduled to start in the summer 2011.

One critical ongoing activity for the project is the acquisition of right-of-way required to accommodate the new facility. Caltrans' Right of Way staff is currently finalizing appraisals for 8 parcels of land affected by the project and will be presenting offers to the property owners in the near future.

The acquisition process may require exercising eminent domain proceedings, although it is hoped that this can be avoided through successful negotiations with property owners. If necessary, the process includes a public hearing(s) to consider Resolutions of Necessity to acquire right-of-way required for the project. For Caltrans sponsored projects, these hearings are typically held before the California Transportation Commission (CTC). However, due to the CTC's scheduling of agendas, it will likely not be possible to use this standard procedure and meet the required funding source deadline.

State regulations allow for a local Board to hear the Resolutions of Necessity if agreeable. The STA would acquire the properties and easements for the project and transfer the title to Caltrans.

With the recent revisions proposed to the STA's Joint Powers Agreement, the STA Board will be authorized to perform this task for this critical transportation project, the I-80 EB Truck Scales Relocation Project. Likewise, a necessary first step is for the STA Board to pass the attached Resolution (Attachment A) indicating its concurrence to hear Resolutions of Necessity for the Project. Resolutions of Necessity would likely be heard in the September/October 2010 timeframe, if needed.

Fiscal Impact:

There is no fiscal impact to STA. Any and all right of way staff and legal counsel costs associated with the hearing of any Resolutions of Necessity will be covered as part of the project.

Recommendation:

Approve Resolution No. 2010-04 determining that STA Board will hear Resolutions of Necessity for the I-80 Eastbound Cordelia Truck Scales Relocation Project in Solano County.

Attachment:

- A. Resolution No. 2010-04

RESOLUTION NO. 2010-04

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
DETERMINING THAT THE BOARD OF DIRECTORS WILL HEAR
RESOLUTIONS OF NECESSITY FOR THE I-80 EASTBOUND CORDELIA TRUCK
SCALES RELOCATION PROJECT**

WHEREAS, the Solano Transportation Authority is partnering with the State of California Department of Transportation to construct the I-80 Eastbound Cordelia Truck Scales Relocation Project; and

WHEREAS, the I-80 EB Cordelia Truck Scales Relocation Project will rebuild and relocate the EB Cordelia Truck Scales Facility ½ mile to the east, build a 2-lane bridge across Suisun Creek, and construct braided ramps from the new truck scales facility to EB I-80 and EB State Routes (SR) 12 ramps; and

WHEREAS, the Solano Transportation Authority Board is vested with the power of eminent domain by its member agencies to acquire real property; and

WHEREAS, the State of California Department of Transportation requires Boards of Directors of counties or Transportation Authority's acquiring real property for a project relating to a State Highway to pass a resolution determining that the Board of Directors will hear Resolution's of Necessity to acquire real property for a project relating to a State Highway; and

WHEREAS, once such a resolution is passed, under State law, Boards of Directors of counties or Transportation Authority's in which property needed for state highway purposes is located may hear and adopt Resolution's of Necessity for the acquisition of property needed for projects on the State Highway System.

NOW, THEREFORE BE IT RESOLVED, by the Solano Transportation Authority Board, that the Board of Directors will hear Resolution's of Necessity associated with the acquisition of real property and real property interests for the eminent domain process for the I-80 Eastbound Cordelia Truck Scales Relocation transportation improvement project.

THE FOREGOING RESOLUTION WAS DULY AND REGULARLY ADOPTED by the Board of Directors of the Solano Transportation Authority, County of Solano, State of California, at a regular meeting of the Board held on the 12th day of May, 2010 by the following vote:

Pete Sanchez, Chair
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed and adopted by said Authority at the special meeting thereof held this day of May 12, 2010.

Daryl K. Halls, Executive Director
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 12th day of May 2010 by the following vote:

Ayes: _____

Nos: _____

Absent: _____

Abstain: _____

Attest: _____

Johanna Masiclat

Clerk of the Board



DATE: April 30, 2010
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: State Route (SR) 12 Jameson Canyon Co-Project Manager –
Contract Amendment

Background:

Solano Transportation Authority (STA) staff has been actively working with Caltrans, Napa County Transportation and Planning Authority (NCTPA), affected regulatory agencies and the interested public to deliver the State Route (SR) 12 Jameson Canyon Project. The purpose of the Project is to relieve traffic congestion, improve mobility, enhance safety and improve current roadway conditions. The Project will be implemented in phases due to funding constraints. A Phase 1 Project has been identified on SR 12 Jameson Canyon, which includes adding an additional lane in each direction and constructing a concrete median barrier from Kelly Road in Napa County to Red Top Road in Solano County.

Through the Proposition 1B Corridor Mobility Improvement Account (CMIA), a substantial local Regional Transportation Improvement Program (RTIP) investment along with a State Interregional Transportation Improvement Program (ITIP) investment, the Phase 1 Project is fully funded and expected to begin construction in early 2011.

Caltrans completed the environmental documentation phase of the project in February 2008. STA is leading the design phase of the project and is completing the Plans Specifications, and Estimates (PS&E) for the Project. The design phase was initiated in March 2008 and funded by a combination of State Transportation Improvement Program (STIP), Traffic Congestion Relief Program (TCRP) and Federal Surface Transportation Program (STP) funds. Caltrans is expediting the right of way acquisition, utility relocations, and regulatory agency approvals.

The cost estimate from Caltrans for the Phase 1 Project is as follows:

PA/ED	\$7.3 M
Design	\$9.10M
Right-of-Way (Capital & Support)	\$17.40 M
Construction (Capital & Support)	\$105.7 M
<u>TOTAL</u>	<u>\$139.5 M</u>

Presented below is the Project Schedule for the SR 12 Jameson Canyon Phase 1 Project:

SR 12 Jameson Canyon (Phase 1) Project Schedule		
Phase-Milestone	Planned	
	Start Date	Completion Date
Final Design - Plans, Specs. & Estimates (PS&E)	03/08	04/10
Right-of-Way Activities /Acquisition (R/W)	03/08	09/10
Construction	03/11	09/13

Discussion:

SR 12 is a vital link between Solano and Napa Counties. The STA and NCTPA support the timely completion of the Project in the most cost effective solution that meets the Project Purpose and Need.

In May 2007, the STA, NCTPA and Caltrans entered into a Memorandum of Understanding (MOU) for delivery of this project. The MOU outlines roles and responsibilities of a multi-agency represented project team, provides a tiered management approach to the project delivery as well as a cost reporting and financial responsibility structure. The MOU included provisions for a co-Project Manager (PM) to be retained to work in partnership with Caltrans assigned PM.

In May 2008, Caltrans, STA, and NCTPA executed a Cooperative Agreement that defined the responsibilities of each of the respective agencies for the design and right of way acquisition phases.

In July 2007 consistent with the executed MOU the STA Board approved issuing an RFP for co-PM services. In September 2007 STA executed a \$90,000 agreement with Cordoba Consulting Inc. (CCI) to provide co-PM services for the project. In September 2008 the STA Board approved an amendment to the CCI contract in the amount of \$240,000 in order to provide project management services through the design phase of the project.

Over the last two years CCI has performed satisfactory project management services working cooperatively with STA, NCTPA, Caltrans and regulatory agency staff. The next three years will require on-going project management services to meet the CMIA deadlines. Services to be performed include management of the following activities; right of way certification, early utility relocation contracts, final regulatory agency permits and approvals, construction contract advertisement, and construction administration activities.

Fiscal Impact:

The estimated cost for an additional three years of the Project Management contract is \$265,000 which will be funded by a combination of State Transportation Improvement Program (STIP), Traffic Congestion Relief Program (TCRP) and Federal Surface Transportation Program (STP) funds.

Recommendation:

Authorize the Executive Director to amend the contract with Cordoba Consulting Inc. to continue Project Management services on the SR 12 Jameson Canyon Project in an amount not-to-exceed \$265,000 for an additional three year term.



DATE: May 3, 2010
TO: STA Board
FROM: Sara Woo, Planning Assistant
RE: Solano Countywide Bicycle Plan Priority Projects – Cycle 1 Funding Recommendation

Background:

The Solano Transportation Authority (STA) Bicycle Advisory Committee (BAC) was created in 1993 to assist the reviewing and recommending of bicycle projects for Transportation Development Act (TDA) Article 3 funds. The BAC relied on a 5-year project implementation matrix to strategically recommend funding for priority bicycle projects. The STA Board adopted the first Countywide Bicycle Plan in 1995. The Bicycle Plan was subsequently updated in 1997, 2000, and 2004. The BAC is currently assisting the STA in updating the Solano Countywide Bicycle Plan as part of the overall Comprehensive Transportation Plan (CTP) update.

As part of the current update, the BAC has identified priority bicycle projects eligible for funding. The STA Board approved this projects list at their March 10, 2010 meeting. This effort is being timed in anticipation of the Metropolitan Transportation Commission (MTC) Cycle 1 Regional Bicycle Program (RBP). Of the priority bicycle projects identified and submitted by the jurisdictions, STA staff estimates the total project cost of approximately \$8.497 million.

Discussion:

Available Bicycle Funding

Since the 2005, STA staff combined MTC RBP, Solano Eastern Congestion Mitigation and Air Quality (ECMAQ) Improvement Program, and TDA Article 3 funds to support the construction of priority bicycle projects. In the past, TDA Article 3 funds were split 1/3 for pedestrian projects and 2/3 for bicycle projects. STA staff is currently recommending a modification for a 50-50 split between bicycle and pedestrian projects in a separate report.

STA staff anticipates a total of \$2.216M available for bicycle projects for Cycle 1 (FY 2010-11 and FY 2011-12):

TDA Article 3 – \$266,000

MTC RBP – \$1.035M

ECMAQ – \$915,000

Total: \$2.216M

Bicycle Projects Recommendation

STA staff recommends the following projects for Cycle 1 bicycle funds:

Agency	Project	Funding
Vacaville	Ulatis Creek Bicycle and Pedestrian Class I Path (Phase I) – Ulatis Drive to Leisure Town Road	\$915,000
STA	Safe Routes to School (SR2S) Program Projects	\$71,000
Dixon	Vacaville-Dixon Bike Route (Phase I) – Adams Street: SR 113 to Porter Road	\$52,000
Suisun City	Grizzly Island Trail (Class I)	\$814,000
Dixon	Bicycle Racks at City Facilities	\$2,000
Solano County	Vacaville-Dixon Bike Route (Class II) – Hawkins Road: Pitt School Road to Leisure Town Road	\$362,000
Fairfield	Fairfield Linear Park Alternate Route (CII or CIII) – Nightingale Drive: Dover Avenue to Air Base Parkway	\$250,000
Total:		\$2,466,000

STA staff recommendation is based on the criteria developed by the BAC and the STA Board adopted priority projects list (adopted on March 10, 2010). A more detailed spreadsheet outlining STA staff recommendation is included as Attachment A.

The funding recommendation for bicycle projects for FY 2010-11 and FY 2011-12 was presented and approved at the April 21, 2010 BAC meeting. At their April 28, 2010 meeting, the TAC reviewed the BAC’s recommendation. The TAC unanimously approved the recommendation with the following changes based on input from City of Dixon and Solano County staff:

- A. Adjust Total Project Cost and funding recommendation for City of Dixon “Bicycle Racks at City Facilities” from \$10,000 to \$2,000
- B. Re-program \$8,000 remainder from above project to Solano County “Vaca-Dixon Bike Route Project”

Fiscal Impact:

No impact to STA General Fund. Bicycle funding recommendations are for funding provided directly from MTC through TDA Article 3, Regional RBP, and ECMAQ Program funds.

Recommendation:

Approve Cycle 1 Bicycle Projects and funding amounts as specified in Attachment A.

Attachments:

- A. Recommended Cycle 1 (FY 2010-11 through FY 2011-12) Bicycle Priority Projects (Revised 04-28-10)

Recommended Cycle 1 (FY 2010-11 through FY 2011-12) Bicycle Priority Projects (REVISED 04-28-10)

Attachment A

#	Mode	Bike (120 pts. max)	Ped (132 pts. max)	Sponsor	Project	Env/Design Cost	ROW/Construction Cost	Total Project Cost	Status	TDA Bike Share (\$133k FY 10-11; \$133k FY 11-12)	CMAQ: MTC Regional Bicycle Program (RBP)	ECMAQ	Local Match	Total STA Staff Recommended Funding	Notes
									Available Funding:	\$266,000	\$1,035,000	\$1,165,000	\$900,000	\$2,466,000	
1	Bike/Ped	81	75	Vacaville	Ulatis Creek Bicycle/Pedestrian Class I Path (Phase I) - Ulatis Drive to Leisure Town Road	\$61,000	\$854,000	\$915,000	\$61,000 needed for Env/Design. Environmental clearance expected October 2010. Construction-Ready by Spring 2011.	\$0	\$0	\$915,000	\$0.00	\$915,000	FY2010-11; local match needed
2	Bike/Ped	78	78	STA	SR2S Program Projects	N/A	N/A	\$120,000	Projects TBD; Note: The amount of \$142,000 is the local match needed to leverage \$1,000,000 MTC SR2S grant	\$71,000	\$0	\$0	\$0.00	\$71,000	\$35.5k FY2010-11; \$35.5k FY2011-12
3	Bike	77	N/A	Dixon	Vacaville-Dixon Bike Route (Phase I) - Adams Street: SR 113 to Porter Road	\$6,000	\$46,000	\$52,000	\$52,000 needed to complete Env/Design and Construction. Environmentally cleared.	\$52,000	\$0	\$0	\$0.00	\$52,000	FY2010-11; Fully funded
4	Bike/Ped	77	77	Suisun City	Grizzly Island Trail (Class I)	\$300,000	\$2,100,000	\$2,400,000	\$300,000 needed for Env/Design. Environmental clearance expected September 2010. If selected for funding in Cycle I, anticipated to be construction-ready by Summer 2011.	\$0	\$814,000	\$0	\$900,000	\$814,000	FY 2011-12; local match needed, eligible for approx. \$300,000 SR2S
5	Bike	73	N/A	Dixon	Bicycle Racks at City Facilities	\$0	\$2,000	\$2,000	Construction-Ready.	\$2,000	\$0	\$0	\$0.00	\$2,000	FY2010-11; Fully funded
6	Bike	67	N/A	Solano County	Vacaville-Dixon Bike Route (Class II) - Hawkins Road: Pitt School Road to Leisure Town Road	\$450,000	\$3,800,000	\$4,250,000	\$300,000 needed for prelim. Env/Design. \$1M needed for env/design and construction of first phase.	\$112,000	\$0	\$250,000	\$0.00	\$362,000	Eligible for YSAQMD CAF and ECMAQ
7	Bike	66	N/A	Fairfield	Fairfield Linear Park Alternate Route (CII or CIII) - Nightingale Drive: Dover Avenue to Air Base Pkwy	\$45,000	\$205,000	\$250,000	\$45,000 needed for Env/Design	\$29,000	\$221,000	\$0	\$0.00	\$250,000	FY 2010-11; local match needed
8	Bike	66	N/A	Vallejo	McGary Road - City Limit to Hiddenbrooke Parkway	Undefined	Undefined	\$500,000	\$500,000 needed for project.	\$0	\$0	\$0	\$0.00	\$0	To be funded in cycle 2 or beyond
9	Bike	69	N/A	Benicia	East West Corridor Bicycle Connection: Military East Street/East L Street/Adams Street	Undefined	Undefined	Undefined	Cost estimates currently undefined	\$0	\$0	\$0	\$0.00	\$0	To be funded in cycle 2 or beyond
10	Bike	44	N/A	Rio Vista	Church Road Path (CI) - Airport Road to State Route (SR) 12	Undefined	Undefined	Undefined	Cost estimates currently undefined	\$0	\$0	\$0	\$0.00	\$0	To be funded in cycle 2 or beyond
									Total:	\$266,000	\$1,035,000	\$1,165,000		\$2,466,000	

Cost Assumptions

2010 \$'s

Remainder: \$0.00 \$0.00 \$0.00

Associated project costs are "undefined" if a project is conceptual or if the information is unavailable at this time

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DATE: April 30, 2010
TO: STA Board
FROM: Robert Guerrero, Senior Planner
RE: Countywide Pedestrian Plan Priority Projects: Cycle 1 Funding Recommendation

Background:

In 2005, Solano County was the first county in the Bay Area region to adopt a Countywide Pedestrian Plan. The Solano Transportation Authority (STA) was recognized by the Northern Chapter of the American Planning Association for its efforts in planning and implementing the 2005 Countywide Pedestrian Plan. The purpose of the plan is to identify countywide and local pedestrian-oriented projects that support walking as a means of transportation. The Plan is intended to complement the STA's County Transportation for Livable Communities (TLC) program and Countywide Bicycle Plan.

The STA's Pedestrian Advisory Committee (PAC) was formed in 2003 prior to and to help guide development of the Countywide Pedestrian Plan. The PAC continues to be the STA Board's primary committee for assisting in implementing the Countywide Pedestrian Plan, including prioritizing countywide pedestrian projects and recommending pedestrian funds for STA Board approval. The PAC is currently working with STA staff to update the 2005 Countywide Pedestrian Plan as part of the current Comprehensive Transportation Plan Update.

The PAC, in coordination with the STA's Technical Advisory Committee (TAC), developed criteria for pedestrian projects to be included and prioritized as part of the current Pedestrian Plan update. As part of this process, the TAC members and/or their staff have participated in meetings with their respective PAC member to determine their respective agency's priorities before presenting their projects to the full PAC committee. These individual meetings were critical for building consensus for pedestrian projects for the entire county. As a result, the STA Board adopted the pedestrian projects list on March 10, 2010.

The adoption of the pedestrian projects list was also completed in anticipation of MTC's Cycle 1 funding opportunities. MTC's Cycle 1 funds are available for FY 2010-11 and FY 2011-12.

Discussion:

Available Pedestrian Funding

In the past, funding for pedestrian related activities was available through MTC's TLC Program, MTC's Regional Bicycle/ Pedestrian Program, Transportation Development Act Article 3 funds, and the STA's Eastern Solano Congestion Mitigation Air Quality (CMAQ) Implementation Program. Funding for bicycle and pedestrian funds at the regional level have continued to increase over the last five years. However, the funding sources have changed over the last year with MTC's new Regional Transportation Plan (Transportation 2035: Changes In Motion). The biggest impacts of the changes are:

1. MTC’s Regional Bicycle Pedestrian Program was restructured to only fund bicycle projects and was renamed MTC’s Regional Bicycle Program.
2. MTC’s TLC program was revised to limit the TLC funds for Priority Development Areas (PDA) as determined by the Bay Area Focused effort.

With the restructuring of the Regional Bicycle Program, the TLC program became MTC’s primary source for pedestrian funding. The good news is that the TLC funds for Solano County are significant with \$1.277 million available to program in Cycle 1, but the TLC funds are restricted to the cities of Vallejo, Vacaville, Fairfield, Benicia, and Suisun City which have designated or planned PDAs. In addition, \$1.22 million is available from Eastern Solano Congestion Mitigation and Air Quality (ECMAQ) Improvement Program through MTC’s Climate Initiatives Program. This funding is only available for cities (Dixon, Rio Vista, and Vacaville) and the portion of County located in eastern Solano County.

STA staff is recommending that the allocation percentage for TDA Article 3 funds be modified from 2/3 bike and 1/3 pedestrian to a 50-50 split for bike and pedestrian projects to ensure eligibility for agencies that are currently ineligible for regional TLC funding and to assist in providing local match for pedestrian funds.

The combined total funding with all three funding programs for pedestrian related projects in FY 2010-11 and FY 2011-12 (Cycle 1) is \$2.763 million (also summarized in Attachment A):

MTC TLC Program	\$1.277 million
<i>TDA Article 3</i>	<i>\$266,000 (recommended)</i>
<u>ECMAQ</u>	<u>\$1.22 million</u>
Total:	\$2.763 million

Pedestrian Projects Recommendation

Based on the criteria created by the PAC and the STA Board adopted pedestrian projects list, STA staff is recommending the following:

1. \$1.277 million for Vallejo’s Downtown Vallejo Renaissance PDA Project
Vallejo’s PDA project is the most advanced construction ready TLC project in Solano County. The project is tied to the Vallejo Intermodal Transit Station and prior TLC investments along Georgia Street. The funding will enhance the downtown’s streetscape and sidewalks within the PDA area, including a connection to the planned intermodal station. This project is environmentally cleared and ready for construction.

The cities of Benicia, Fairfield, Suisun City, and Vacaville have designated and/or planned PDAs, but are currently not ready for TLC funding in Cycle 1 and can be considered for Cycle 2 funding provided that their candidate projects are advanced and ready for construction. STA staff is looking at options for planning assistance for those projects in the meantime.

2. \$1.426 million for Dixon’s West B Undercrossing Project
This project addresses safety objectives of the Countywide Pedestrian Plan and Solano Safe Routes to School Plan by removing an at-grade rail crossing on West B Street. Currently, the rail line is active with daily freight and passenger services. This presents a significant safety issue for students that have to cross the tracks on their way to school.

The estimated project cost for the undercrossing is \$6.1 million. The construction of this project cannot be phased. STA staff's recommendation is to carry over \$1.426 million for the West B Undercrossing from Cycle 1 to combine with future Cycle 2 funds. This will give STA staff and the City of Dixon staff the opportunity to coordinate a funding strategy and provide money to leverage the remaining funding needed to fully fund the project.

3. \$71,000 for Solano County Safe Routes to School Program (SR2S)

STA staff is recommending \$71,000 for the Solano SR2S to match a larger amount of SR2S funds provided by MTC and the State. Funding will implement the capital, education and encouragement countywide through the SR2S plan in partnership with school districts, cities, police departments, public health officials, and bicycle and pedestrian advocates.

A detailed spreadsheet outlining STA staff's recommendation is included in Attachment B. The funding recommendation for pedestrian projects was presented to the PAC at their April 22, 2010 meeting for approval. It was also presented to the STA TAC at their meeting on April 28, 2010. Both committees unanimously approved STA staff recommendation.

Fiscal Impact:

No impact to STA General Fund. Pedestrian funding recommendations are for funding provided directly from MTC through TDA Article 3, Regional TLC Program and ECMAQ Program funds.

Recommendation:

Approve the following:

1. Incorporate a 50/50 split in allocating TDA Article 3 funds with Cycle 1 TLC and ECMAQ funding for priority pedestrian projects in the amount specified in Attachment A; and
2. Cycle 1 Pedestrian Projects and funding amounts as specified in Attachment B.

Attachments:

- A. TDA Article 3 and ECMAQ Pedestrian Fund Recommendations for Cycle 1
- B. Recommended Cycle 1 Pedestrian Priority Projects

**TDA Article 3 and ECMAQ Pedestrian Fund Recommendations for
Cycle 1 (FY 2010-11 and FY 2011-12)**

Current Pedestrian Funding Program:	Amount Available
MTC TLC Program	\$1.277 million
ECMAQ	\$1.22 million
Total:	\$2.497 million
Recommended Funding Program	Amount Recommended
TDA Article 3	\$266,000
Total:	\$266,000
<i>Total Cycle 1 Pedestrian Funds with recommended funds:</i>	<i>\$2.763 million</i>

Recommended Cycle 1 (FY 2010-11 through FY 2011-12) Pedestrian Priority Projects

Attachment B

	Mode	Bike (120 pts. max)	Ped (132 pts. max)	Sponsor	Project	Env/Design Cost	ROW/Construction Request	Total Request	Status	TDA Ped Share (\$133k FY 10-11; \$133k FY 11-12)	CMAQ Transportation for Livable Communities (TLC)	ECMAQ	Local Match	Total STA Staff Recommended Funding	Notes
Available Funding:										\$266,000.00	\$1,277,000.00	\$1,220,000.00	\$0.00		
1	Ped	N/A	99	Vallejo	Downtown Vallejo Renaissance Project (TLC/PDA eligible)	\$0	\$7,000,000	\$7,000,000	\$7,000,000 needed to complete construction. Environmentally cleared. Construction-ready.	\$0.00	\$1,277,000	\$0.00	\$0.00	\$1,277,000	FY2010-11; local match needed
2	Ped	N/A	97	Dixon	West B Street Pedestrian Undercrossing	\$0	\$6,100,000	\$6,100,000	\$6.1 million needed to complete construction. Environmentally cleared as part of the Dixon Transportation Center CEQA and NEPA docs. Design completion anticipated July 2010. Construction-ready by July 2010.	\$195,000	\$0.00	\$1,220,000	\$0.00	\$1,415,000	Construction cannot be phased; Funding proposed for deferment to Cycle 2
3	Ped	N/A	91	Fairfield	West Texas Street Gateway Project (TLC/PDA eligible)	undefined	undefined	\$2,300,000	Project status details currently unknown; in initial phase of a multi-phase project to enhance the West Texas Street/I-80 gateway.	\$0.00	\$0.00	\$0.00	\$0.00	\$0	To be funded in cycle 2 or beyond
4	Ped	N/A	80	Benicia	Park Road Pedestrian Path (Class I) - Benicia Bridge to Jefferson Street	\$330,000	\$870,000	\$1,200,000	Currently unknown.	\$0.00	\$0.00	\$0.00	\$0.00	\$0	Benicia staff has indicated project in progress
5	Ped	N/A	79	Suisun City	Suisun-Fairfield Train Station Improvements (TLC/PDA eligible)	undefined	undefined	undefined	Project status details currently unknown.	\$0.00	\$0.00	\$0.00	\$0.00	\$0	To be funded in cycle 2 or beyond
6	Bike/Ped	78	78	STA	SR2S Program Projects	N/A	N/A	\$120,000	Projects TBD; Note: The amount of \$142,000 is the local match needed to leverage \$1,000,000 MTC SR2S grant	\$71,000	\$0.00	\$0.00	\$0.00	\$71,000	\$35.5k FY2010-11; \$35.5k FY2011-12
7	Bike/Ped	77	77	Suisun City	Grizzly Island Trail (Class I)	\$300,000	\$2,100,000	\$2,400,000	\$300,000 needed for Env/Design. Environmental clearance expected September 2010. If selected for funding in Cycle I, anticipated to be construction-ready by Summer 2011	\$0.00	\$0.00	\$0.00	\$900,000.00	\$0	FY2011-12; \$830k recommended through bike program; \$900k already obtained from State SR2S; local match needed; SR2S eligible
8	Ped	N/A	70	Benicia	First Street Streetscape Enhancements (TLC/PDA eligible)	\$500,000	\$2,000,000	\$2,500,000	\$500,000 needed for Env/Design.	\$0.00	\$0.00	\$0.00	\$0.00	\$0	To be funded in cycle 2 or beyond
9	Ped	N/A	68	Rio Vista	Waterfront Plan and Improvement Project	undefined	undefined	\$3,000,000	Project status details currently unknown.	\$0.00	\$0.00	\$0.00	\$0.00	\$0	To be funded in cycle 2 or beyond
10	Ped	N/A	28	Solano County	Tri-City and County Regional Trail Connections	\$150,000	\$4,100,000	\$4,250,000	\$150,000 needed to complete Env/Design.	\$0.00	\$0.00	\$0.00	\$0.00	\$0	To be funded in cycle 2 or beyond
11	Bike/Ped	81	75	Vacaville	Ulatis Creek Bicycle/Pedestrian Class I Path (Phase I) - Ulatis Drive to Leisure Town Road	\$61,000	\$854,000	\$915,000	\$61,000 needed for Env/Design. Environmental clearance expected October 2010. Construction-Ready by Spring 2011.	\$0.00	\$0.00	\$0.00	\$0.00	\$0	FY2010-11; \$915k recommended as part of the Bike Program; local match needed
Total:										\$266,000	\$1,277,000	\$1,220,000	\$900,000	\$2,763,000	
Remaining:										\$0.00	\$0.00	\$0.00			

Cost Assumptions

2010 \$'s

Associated project costs are "undefined" if a project is conceptual or if the information is unavailable at this time

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DATE: May 2, 2010
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Gordon Water Line Relocation Project – Final Environmental Impact Report (FEIR)

Background:

The Solano Transportation Authority (STA) is the Lead Agency under the California Environmental Quality Act (CEQA) for the Gordon Water Line Relocation Project. The Gordon Water Line Relocation Project proposes the relocation of the existing 24-inch Gordon Water Line from its current position within the State Route (SR) 12 and Interstate 80 (I-80) corridors. The new Gordon Water Line would be located within the Rockville Road Right-of-Way (ROW) between the intersection of Rockville Road and Suisun Valley Road to a point 1,600 feet west of Green Valley Road (just east of the intersection of Rockville Road and Paseo Arboles). The relocated Gordon Water Line would maintain the Vallejo Lakes water system connection between the 24-inch Gordon Water Line running within Suisun Valley Road and the existing 14-inch Green Water Line running west of Green Valley Road (Attachment A).

In order to support the construction of the SR 12 Jameson Canyon Project, the Gordon Waterline, which currently runs along SR12 W (Jameson Canyon) to the I-80 Green Valley Interchange area, will need to be relocated along Rockville Road. The existing 24-inch Gordon Water Line is over 80 years old and has at least four times more capacity than it needs to serve the limited number of customers in Cordelia and along Suisun Valley Road and Green Valley Road. This excess capacity leads to ongoing maintenance efforts to ensure water quality. Additionally, maintenance and repairs to the old pipes, valves, and fittings are more expensive than they would otherwise be with an appropriately-sized, newer system. The relocation of the Gordon Water Line to Rockville Road will provide a more balanced design for the Vallejo water system by providing the correct sized water line for existing users in that area.

STA has developed the following primary project objectives for the Gordon Water Line relocation:

- Provide an alternative alignment for the portion of the existing Gordon Water Line that is in conflict with the Jameson Canyon Project.
- Down-size the diameter of the Gordon Water Line to provide a more balanced design for the Vallejo water system.
- Reduce maintenance costs associated with the existing water system.
- Avoid future conflicts (and relocation costs) associated with other planned roadway improvements along the I-80/I-680/SR 12 corridor that are currently being evaluated as part of the I-80/I-680/SR 12 Interchange project.

The environmental process for the Gordon Water Line Relocation Project began on December 21, 2009 with the publication and circulation of a Notice of Preparation (NOP). During the 30-day comment period (ending January 20, 2010), written comments regarding the scope and content of the Draft EIR were received and were taken into consideration in the preparation of the Draft EIR.

The EIR addressed all the CEQA topics described in Section 15060 of the *State CEQA Guidelines*. Since the project would occur within the ROW of Rockville Road, its construction and operation would avoid many potential environmental impacts that might otherwise occur if the project crossed undeveloped ground. As a result, the Draft EIR focused on potential impacts for two key environmental topics: biological resources and cultural resources, and included discussion of other resources at a lesser level of detail.

The Draft EIR was made available for agency and public review on March 2, 2010, and was open for comment through April 16, 2010. STA staff received one comment letter during the review period. The comment letter was received from the California Department of Fish and Game. In general, the comments expressed concern for potential impacts to the biological resources in the project area.

In preparing the Final EIR, STA has responded to comments received on the Draft EIR. The Final EIR includes copies of all comment letters received along with STA's response to each comment. A list of the comment letters is also provided (Attachment B).

Mitigation measures have been identified in the EIR that would reduce all potentially significant impacts to a less-than-significant level. A Mitigation Monitoring and Reporting Plan (MMRP) that summarizes the measures identified in the EIR are included in the Final EIR. The MMRP is a requirement under CEQA and will allow STA staff to ensure that mitigation measures are implemented and effective at reducing the significant impacts identified in the environmental document.

At the April 28, 2010 Technical Advisory Committee (TAC) meeting, this proposed action received unanimous support to send a recommendation to the STA Board to conduct a public hearing and consider certification of the Final Environmental Impact Report (FEIR) for the Gordon Water Line Relocation Project.

Fiscal Impact:

The Gordon Water Line Relocation Project will be funded with Bridge Toll funds.

Recommendation:

CONDUCT a public hearing to consider:

1. **CERTIFICATION** of the Final Environmental Impact Report (FEIR) for the Gordon Water Line Relocation Project;

Then:

2. **APPROVE** Resolution No. 2010-01, including certification of the Environmental Impact Report for the Gordon Water Line Relocation Project, Exhibit A: Findings of Fact and Exhibit B: Mitigation Monitoring Reporting Program; 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.

Attachments:

- A. Project Area Map
- B. Summary of Key Issues Raised
- C. Gordon Water Line Relocation Project - Final EIR (provided to Board Members under separate cover). Parties interested in obtaining a copy can do so by contacting STA staff or via the STA website at <http://www.sta.dst.ca.us>. Copies will also be available at the STA Board Meeting.
- D. Resolution No. 2010-01, including Exhibit A: Findings of Fact and Exhibit B: Mitigation Monitoring Program

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SUMMARY OF KEY ISSUES RAISED

Comment Letters Received on the Draft EIR

1. California Department of Fish and Game

Key Issues Raised During the EIR Process:

Comments received during the EIR process identified several key issues of concern, which are discussed in more detail below.

Scoping Comments

Scoping comments received on the project's NOP included a letter from the California Department of Fish and Game (CDFG), the City of Fairfield Community Development Department, and the California Department of Transportation (Caltrans).

Biological Resources - The letter from the CDFG provided general recommendations for the assessment of the project's effects (temporary and permanent) on local biological resources. The letter also included a summary of the appropriate permits and agency consultation that would be needed should impacts to specific biological resources be discovered during the environmental review of the project. Section 4.1, Biological Resources, of the Draft EIR addressed the concerns and recommendations raised by the CDFG.

Public Facilities - The letter from the City of Fairfield expressed concerns related to the project's potential impacts on Rockville Hills Regional Park. Construction of the proposed water line would occur entirely within the Rockville Road ROW. As such, the project would not require the temporary use of any public and/or private lands surrounding the project corridor. During construction, access to cross streets, private driveways, and access to the parking lot at Rockville Hills Regional Park along Rockville Road would be maintained at all times. The project would therefore not have an effect on the adjacent Rockville Hills Park.

The letter from Caltrans identified the need for an encroachment permit for any work within the state ROW, and also identified the need for close coordination to ensure that all Caltrans issues and concerns are addressed as part the CEQA process. The project would not include any modifications within State ROW.

Draft EIR Comments

Comments received on the Draft EIR included a letter from the CDFG.

Biological Resources

Special-Status Species - The letter from the CDFG provided recommendations on the implementation of **Mitigation Measure BIO-1**, pre-construction surveys for Swainson's Hawk and other protected bird species. It was also noted that, should the surveys find nesting Swainson's hawks, construction within 0.25-mile of the nest would be considered a "take", and would require a permit under the California Endangered Species Act (CESA).

Additionally, the CDFG recommended that, prior to any work on the Green Valley Creek Bridge, the structure should also be checked for nesting birds such as cliff swallows (*Petrochelidon pyrrhonota*) and barn swallows (*Hirundo rustica*), since these species often nest in artificial structures and are protected under Section 3505 of the Fish and Game Code.

The letter from the CDFG also recommended that pre-construction surveys for sensitive species be conducted within the Green Valley Creek riparian corridor where work across the bridge crossing is proposed. In the event that a special-status species is found onsite, prior to or during construction activities, the CDFG requires additional consultation in order to establish any necessary protective measures beyond the installation of a screen or netting below the work area on the bridge. This recommendation has been incorporated into the mitigation measures as shown in Section 3.0 of the Final EIR.

Riparian and Aquatic Resources - The letter from the CDFG identifies protective measures that should be applied in the event that construction work occurs in or near the banks of Green Valley Creek. As stated in the Draft EIR, no construction work would be conducted in the waterways or associated riparian habitat. As such, no changes to the Draft EIR would be required.

Botanical Resources – As part of the biological assessment for the EIR, a field reconnaissance was conducted within the project area to determine the presence of protected plant species. The letter from the CDFG asserts that these botanical surveys were conducted at a time when certain plant species were not floristic, and therefore, may not have been identified. In accordance with the CDFG-recommended survey protocols, plant surveys should be conducted throughout the blooming period for the species potentially occurring in the project area.

RCL Ecology conducted several floristic surveys within the project area to confirm the potential occurrence of thirty-eight (38) special-status plants listed in the Solano County Draft Habitat Conservation Plan (HCP) and/or within the California Natural Diversity Database (CNDDB). Two additional plants – Johnny jump-up (*Viola pedunculata*) the host plant for the Callippe silverspot butterfly and blue elderberry (*Sambucus Mexicana*) the host plant for the Valley elderberry longhorn beetle, were also added to the list.

RCL Ecology conducted the first floristic survey on October 2, 2009 for fall blooming species. RCL Ecology then conducted surveys on January 13, 2010 and February 4, 2010 for early spring blooming species and on April 23, 2010 for late spring blooming species, thereby completing a floristic survey of the project area.

None of the species were found to be present primarily due to the fact that most are obligates of coastal marsh or vernal pool areas, habitats that do not occur on site. The habitat affinities and potential for occurrence of these species is shown in the Biological Resources Assessment report prepared for the project and appended to the draft EIR as Appendix C.

Tree Removal – As stated in the Draft EIR, limited tree pruning or removal may be necessary for project construction. The letter from the CDFG recommends that, should any of these trees include oak species, the EIR should include mitigation measures for the replacement of the trees at a minimum 3:1 trunk basal area ratio. The Final EIR responds to the CDFG letter stating that no oaks are proposed to be removed as part of the project, but

that should any oak removal be required, a discussion with CDFG will be initiated to decision on a course of action for compensation.

EIR Conclusions:

Based on the analysis completed for the EIR, the project would not result in any significant and unavoidable effects. However, the project would cause potentially significant impacts to hydrology and water quality, biological resources, and cultural resources, all of which can be reduced to a less-than-significant level with the implementation of mitigation measures. A summary of the potentially significant impact areas is provided below.

Hydrology and Water Quality – The project includes excavation of the trench to a depth of 5 to 7 feet. Based on boring data, groundwater was encountered at three of 15 boring locations at depths of 4.5 feet, 8 feet, and 11 feet, indicating that there is a potential to encounter groundwater during trenching activities. The introduction of construction sediment or other related materials to the groundwater would impact groundwater quality. The Final EIR requires adherence to Caltrans water pollution control standards to protect water quality during construction activities.

Biological Resources – Because the construction of the project would require some pruning and limited tree removal, there is potential for disturbance to nesting habitat for protected bird species should construction activity occur in close proximity to an active nest. The Final EIR requires a preconstruction nesting survey for the Swainson's hawk and other migratory birds to avoid potential disturbances to these protected species.

Stormwater runoff and/or construction debris from the temporary construction activities associated with the project could lead to changes in the water quality of Green Valley Creek. Substantial changes to the water quality of the creek could have an adverse affect on protected special management species in this area. In accordance with the supplemental provisions of the project's Encroachment Permit Application with the County, the Final EIR requires the project contractor to perform water pollution control work in conformance with Caltrans Standard Specifications. Additionally, a screen or netting would be placed below the work area during the removal of the existing water line and installation of the replacement water line across the Green Valley Creek bridge. The construction netting would protect the water quality of the creek by catching any falling material. Implementation of these provisions would avoid potential impacts to the protected species in Green Valley Creek.

Cultural Resources – An extensive record search was conducted by Condor Country Consulting for prehistoric and historic sites located in the project area. Based on the records search, it was determined that a large prehistoric site that contains cultural resources, including human burials, is located within the project area. Subsequent coordination between STA and representatives of the Yocha Dehe Wintun Nation began in November 2009. Coordination between these groups included discussions regarding the project's potential impacts to human burials and other cultural resources, and the development and proposed implementation of the *Research Design and Data Recovery Proposal* (data recovery plan) for the project. Additional testing of soils suspected of containing burials and artifacts was conducted in other portions of the project area. Implementation of the recommendations included in the data recovery plan would reduce impacts to the known and unknown archeological resources in the project area.

Gordon Water Line Relocation Project Final EIR
(Provided to Board Members under separate cover)

SOLANO TRANSPORTATION AUTHORITY

STA RESOLUTION 2010-01

RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY APPROVING AND CERTIFYING THE ENVIRONMENTAL IMPACT REPORT FOR THE GORDON WATER LINE RELOCATION PROJECT, AND ADOPTING THE FINDINGS OF FACT AND MITIGATION MONITORING AND REPORTING PROGRAM

WHEREAS, the subject project is known as the Gordon Water Line Relocation Project; and

WHEREAS, the Gordon Water Line Relocation Project will relocate the existing 24-inch Gordon Water Line from its current position within the State Route 12 (SR 12) and Interstate 80 (I-80) corridors to the Rockville Road right-of-way (ROW) between the intersection of Rockville Road and Suisun Valley Road to a point 1,600 feet west of Green Valley Road (just east of the intersection of Rockville Road and Paseo Arboles); and

WHEREAS, based on preliminary analysis, Solano Transportation Authority determined that an Environmental Impact Report was needed for the Gordon Water Line Relocation Project; and

WHEREAS, a draft Environmental Impact Report was prepared and circulated for public review on March 2, 2010, and Solano Transportation Authority considered written and public comments on the proposed Gordon Water Line Relocation Project received through April 16, 2010.

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

1. Finds that the Environmental Impact Report for the Gordon Water Line Relocation Project which consists of the Draft Environmental Impact Report and the Final Environmental Impact Report (collectively the "EIR") has been completed in accordance with the requirements of the California Environmental Quality Act, Public Resources Code sections 21000 *et seq.* ("CEQA") and California Code of Regulations, Title 14, sections 15000 *et seq.* ("CEQA Guidelines").
2. Certifies that the EIR was prepared, published, circulated, and reviewed in accordance with the requirements of CEQA and the CEQA Guidelines, that the EIR is adequate, accurate, objective, and complete.
3. Certifies that it has been presented with the EIR; that it has reviewed the EIR and considered the information contained in the EIR prior to acting on the proposed Gordon Water Line Relocation Project; and that the EIR reflects Solano Transportation Authority's independent judgment and analysis.
4. Pursuant to CEQA Guidelines sections 15091, and in support of its approval of the Gordon Water Line Relocation Project, approves and adopts the attached Findings of Fact in support of approval of the Gordon Water Line Relocation Project, as set forth in the attached Exhibit A of this Resolution.
5. Finds that all potentially significant impacts associated with the Project can be fully avoided or mitigated to less-than-significant through the adoption of mitigation measures, and accordingly, is

not required to adopt a statement of overriding considerations required by CEQA Guidelines section 15093.

6. Adopts the Mitigation Monitoring and Reporting Program, as set forth in the attached Exhibit B of this Resolution. Solano Transportation Authority adopts the Mitigation Monitoring and Reporting Program pursuant to CEQA section 21081.6 and CEQA Guideline section 15091, and in support of approval of the Gordon Water Line Relocation Project, to ensure implementation of all reasonably feasible mitigation and other measures identified in the EIR. Solano Transportation Authority finds that these mitigation measures are fully enforceable conditions of the Gordon Water Line Relocation Project and shall be binding on Solano Transportation Authority and all other affected parties.
7. Directs that, pursuant to CEQA Guideline section 15094, staff immediately file a Notice of Determination be filed with the County Clerk of Solano County and with the State Office of Planning and Research.
8. Pursuant to CEQA Guidelines section 15091(e), the documents and other materials that constitute the record of proceedings upon which the Solano Transportation Authority has based its decision are located in and may be obtained from the Solano Transportation Authority, One Harbor Center, Suite 130, Suisun City, California 94585.

Pete Sanchez, Chair
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this 12th day of May, 2010.

Daryl K. Halls, Executive Director
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 12th day of May, 2010 by the following vote:

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

Attest: _____
Johanna Masiclat
Clerk of the Board

FINDINGS OF FACT

for the

**GORDON WATER LINE
RELOCATION PROJECT**

**Solano Transportation Authority
May 2010**

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Findings of Fact

1. INTRODUCTION

To support a decision on a project for which an environmental impact report (EIR) is prepared, a lead or responsible agency must prepare written findings of fact (Findings) for each significant effect on the environment identified in the EIR (Section 21081 of the Public Resources Code). The Solano Transportation Authority (STA), as the lead agency, has prepared these Findings for the Gordon Water Line Relocation project. The Findings must be adopted by the STA Board of Directors (Board). The STA Board hereby certifies that the Final EIR has been completed in compliance with the requirements of CEQA. The STA Board further certifies that the Final EIR was presented to it and that the Board reviewed and considered the information contained in the Final EIR prior to approving the Project. Finally, the STA Board certifies that the Final EIR reflects the Board's independent judgment and analysis.

2. PROJECT BACKGROUND AND OVERVIEW

The Solano Transportation Authority (STA) is the Lead Agency under the California Environmental Quality Act (CEQA) for the Gordon Water Line Relocation Project. The Gordon Water Line Relocation Project proposes the relocation of the existing 24-inch Gordon Water Line from its current position within the State Route 12 (SR 12) and Interstate 80 (I-80) corridors. The new Gordon Water Line would be located within the Rockville Road right-of-way (ROW) between the intersection of Rockville Road and Suisun Valley Road to a point 1,600 feet west of Green Valley Road (just east of the intersection of Rockville Road and Paseo Arboles). The relocated Gordon Water Line would maintain the Vallejo Lakes water system connection between the 24-inch Gordon Water Line running within Suisun Valley Road and the existing 14-inch Green Water Line running west of Green Valley Road (see Figure 1, Draft EIR p. 3-5).

In order to support the construction of the Jameson Canyon project, the Gordon Waterline, which currently runs along SR 12 W (Jameson Canyon) to the I-80 Green Valley Interchange area will need to be relocated along Rockville Road. The existing 24-inch Gordon Water Line is over 80 years old and has at least four times more capacity than it needs to serve the limited number of customers in Cordelia and along Suisun Valley Road and Green Valley Road. This excess capacity leads to ongoing maintenance efforts to ensure water quality. Additionally, maintenance and repairs to the old pipes, valves, and fittings are more expensive than they would otherwise be with an appropriate-sized, newer system. The relocation of the Gordon Water Line to Rockville Road will provide a more balanced design for the Vallejo water system by providing the correct sized water line for existing users in that area.

2.1 PROJECT OBJECTIVES

As set forth in the Draft EIR, the purpose and objectives for the Project are as follows:

- Provide an alternative alignment for the portion of the existing Gordon Water Line that is in conflict with the Jameson Canyon Project.

- Down-size the diameter of the Gordon Water Line to provide a more balanced design for the Vallejo water system.
- Reduce maintenance costs associated with the existing water system.
- Avoid future conflicts (and relocation costs) associated with other planned roadway improvements along the I-80/I-680/SR 12 corridor that are currently being evaluated as part of the I-80/I-680/SR 12 Interchange project.

(Draft EIR, p. 3-1.)

2.2 ENVIRONMENTAL REVIEW PROCESS

A Notice of Preparation (NOP) of the Draft Environmental Impact Report (DRAFT EIR) (SCH No. 2009122061) for the Gordon Water Line Relocation project was prepared and circulated on December 23, 2009. Scoping comments received on the project’s NOP included a letter from the California Department of Fish and Game (CDFG), the City of Fairfield Community Development Department, and the California Department of Transportation (Caltrans).

The letter from the CDFG provided general recommendations for the assessment of the project’s effects (temporary and permanent) on local biological resources. The letter also included a summary of the appropriate permits and agency consultation that would be needed should impacts to specific biological resources be discovered during the environmental review of the project.

The letter from the City of Fairfield expressed concerns related to the project’s potential impacts on Rockville Hills Regional Park. Construction of the proposed water line would occur entirely within the Rockville Road ROW. As such, the project would not require the temporary use of any public and/or private lands surrounding the project corridor. During construction, access to cross streets and private driveways along Rockville Road would be maintained at all times. The project would therefore not have an effect on the adjacent Rockville Hills Park.

The letter from Caltrans identified the need for an encroachment permit for any work within the state ROW, and also identified the need for close coordination to ensure that all Caltrans issues and concerns are addressed as part the CEQA process. The project would not include any modifications within the state ROW.

The Draft EIR was made available for public review and comment from March 2, 2010 to April 16, 2010. One comment on the Draft EIR was received from the Department of Fish and Game (DFG). The Final EIR contains a copy of the comment letter and provides responses to DFG’s comments, and includes text revisions to the Draft EIR. No substantial changes to the Draft EIR were required, and the Final EIR includes the entire Draft EIR by reference.

2.3 REQUIRED APPROVALS, COORDINATION, AND PERMITS

Implementation of the project requires the following approvals and actions from STA:

- (1) Certification of a final Environmental Impact Report for the project under the requirements of CEQA, as amended;

- (2) Decision to approve the project or one of the alternatives and determination of the feasibility of mitigation;
- (3) Adoption of a Mitigation Monitoring and Reporting Program (MMRP); and
- (4) Approval of Findings of Fact and, if necessary, a Statement of Overriding Considerations (if significant and unavoidable impacts would result).

Table 1 below describes coordination with trustee agencies under CEQA and permits that may be required for the project. Trustee agencies under CEQA are designated public agencies with legal jurisdiction over natural resources that are held in trust for the people of the State of California. Trustee agencies may be involved in a project whether or not they have authority to approve or implement the project.

Table 1: Project Coordination

Agency	Coordination/Permit
United States Bureau of Reclamation	Clearance under the National Environmental Policy Act for crossing Putah South Canal
California Department of Fish and Game	Coordination regarding the Green Valley Creek riparian corridor, and potential species impacts along the ROW.
Native American Heritage Commission	Tribal consultation regarding potential impacts to cultural resources
County of Solano	Encroachment permit and grading permit
City of Vallejo	Coordination regarding the City’s water system and proposed relocation of the Gordon water line

2.4 FINDINGS REQUIRED UNDER CEQA

Public Resources Code section 21002 provides that “public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]” (Emphasis added.) The same statute states that the procedures required by CEQA “are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects.” (Emphasis added.) Section 21002 goes on to state that “in the event [that] specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects.”

The mandate and principles announced in Public Resources Code section 21002 are implemented, in part, through the requirement that agencies must adopt findings before approving projects for which EIRs are required. (See Pub. Resources Code, § 21081, subd. (a); CEQA Guidelines, §15091, subd. (a). For each significant environmental effect identified in an EIR for a proposed project, the approving agency must issue a written finding reaching one or more of three permissible conclusions. The first such finding is that “[c]hanges or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.” (CEQA Guidelines, §15091, subd. (a)(1).) The second permissible finding is that “[s]uch changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.” (CEQA Guidelines, §15091, subd. (a)(2).) The third potential conclusion is that “[s]pecific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.” (CEQA Guidelines, § 15091, subd. (a)(3).) Public Resources Code section 21061.1 defines “feasible” to mean “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social and technological factors.” CEQA Guidelines section 15364 adds another factor: “legal” considerations. (See also *Citizens of Goleta Valley v. Board of Supervisors* (“*Goleta II*”) (1990) 52 Cal.3d 553, 565 [276 Cal. Rptr. 410].)

The concept of “feasibility” also encompasses the question of whether a particular alternative or mitigation measure promotes the underlying goals and objectives of a project. (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 410, 417 [183 Cal.Rptr. 898].) “[F]easibility’ under CEQA encompasses ‘desirability’ to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors.” (*Id.*; see also *Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 715 [29 Cal.Rptr.2d 182].)

The CEQA Guidelines do not define the difference between “avoiding” a significant environmental effect and merely “substantially lessening” such an effect. The STA must therefore glean the meaning of these terms from the other contexts in which the terms are used. Public Resources Code section 21081, on which CEQA Guidelines section 15091 is based, uses the term “mitigate” rather than “substantially lessen.” The CEQA Guidelines therefore equate “mitigating” with “substantially lessening.” Such an understanding of the statutory term is consistent with the policies underlying CEQA, which include the policy that “public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects.” (Pub. Resources Code, § 21002, emphasis added.)

For purposes of these findings, the term “avoid” refers to the effectiveness of one or more mitigation measures to reduce an otherwise significant effect to a less-than-significant level. In contrast, the term “substantially lessen” refers to the effectiveness of such measure or measures to substantially reduce the severity of a significant effect, but not to reduce that effect to a less-than-significant level. These interpretations appear to be mandated by the holding in *Laurel Hills Homeowners Association v. City Council* (1978) 83 Cal.App.3d 515, 519–527 [147 Cal.Rptr. 842], in which the Court of Appeal held that an agency had satisfied its obligation to substantially lessen or avoid significant effects by adopting numerous mitigation measures, not all of which rendered the significant impacts in question (e.g., the “regional traffic problem”) less than significant.

These findings constitute the decision makers' best efforts to set forth the rationales and support for their decision under the requirements of CEQA. In this case, the STA finds that, through implementation of the mitigation measures included in the EIR, all significant and potentially

significant impacts associated with the Project have been avoided and all remaining impacts are less than significant. The STA, therefore, is not required to adopt a Statement of Overriding Considerations for the Project.

2.5 LEGAL EFFECTS OF FINDINGS

To the extent that these findings conclude that various proposed mitigation measures outlined in the Final EIR are feasible and have not been modified, superseded, or withdrawn, the District hereby binds itself to implement these measures. These findings, in other words, are not merely informational, but rather constitute a binding set of obligations that will come into effect when the STA adopts a resolution approving the Project.

The mitigation measures are referenced in the MMRP adopted concurrently with these findings, and will be effectuated through the process of implementing the Project.

3. FINDINGS

Findings are based on substantial evidence contained in the Final EIR (Draft EIR and Response to Comments) for the proposed Gordon Water Line Relocation project and in relevant technical studies included as part of the administrative record. As previously stated, the Draft EIR addresses the potential effects on the environment that are associated with the project, and the Final EIR incorporates the Draft EIR by reference, and includes comments received on the Draft EIR and text revisions to the Draft EIR. This section summarizes the potentially significant and significant environmental impacts of the project that are discussed in the EIR, and provides written findings for each of those impacts.

3.1 SIGNIFICANT IMPACTS MITIGATED TO LESS-THAN-SIGNIFICANT LEVELS

The Draft EIR identified a number of significant and potentially significant environmental impacts from implementation of project. All of the identified potentially significant and significant environmental impacts can be avoided or reduced to less-than-significant levels through the incorporation of mitigation measures into the project. These impacts and mitigation measures are listed under each of the impacts below and are included in a Mitigation Monitoring and Reporting Program (MMRP), which has been prepared separately from these findings and is included in the Final EIR.

BIOLOGICAL RESOURCES

Construction Impact to Nesting Bird Habitat (BIO-1): Construction of the project could impact nesting habitat for Swainson's hawk and other migratory birds.

Mitigation Measure BIO-1: Preconstruction Surveys- Nesting Raptors

If construction work is to be performed during the general raptor (birds of prey) nesting season (March 1 through August 15) a preconstruction nesting survey for State and federally protected birds shall be conducted by a qualified biologist within 14 days prior to the start of

construction. Preconstruction surveys will also be conducted for the Swainson's hawk as discussed in CDFG protocols.

If active nests are found in areas that could be directly affected or subject to prolonged construction-related noise, a no-disturbance buffer zone shall be created around active nests during the breeding season or until a qualified biologist determines that all young have fledged. The size of the buffer zones and types of construction activities restricted within them will be determined through consultation with CDFG, taking into account factors such as the following:

- Noise and human disturbance levels at the project area at the time of the survey and the noise and disturbance expected during the construction activity;
- Distance and amount of vegetation or other screening between the project areas and the nest; and
- Sensitivity of individual nesting species and behaviors of the nesting birds.

Limits of construction to avoid an active nest shall be established in the field with flagging, fencing, or other appropriate barrier, and construction personnel shall be instructed on the sensitivity of nest areas. The biologist shall serve as a construction monitor during those periods when construction activities would occur near active nest areas to ensure that no impacts to these nests occur.

Finding

The STA finds that the feasible mitigation measure articulated above and identified in the Final EIR would reduce the project's biological resource impact to a less-than-significant level. More specifically, the STA finds that changes or alterations will be incorporated into the project in the form of feasible mitigation measure BIO-1 that would ensure a less-than-significant impact by confirming that the project applicant has retained a qualified biologist who has conducted preconstruction surveys to determine the presence/absence of Swainson's hawk and other migratory bird species with potential to occur in the project area within 14 days of the start of construction work. The STA will adopt the feasible mitigation measure identified above, and more fully described in the EIR, as a condition of approval of the project and incorporate those into the project if approved.

Construction Impact to Riparian Habitat (BIO-2) - Construction of the project could impact waterways or associated riparian habitat where sensitive species could exist.

Mitigation Measure BIO-2a: Install Construction Netting and Silt Fencing at Green Valley Creek

A screen or netting shall be placed below the work area during the removal of the existing water line and installation of the replacement water line across the Green Valley Creek bridge. The construction netting would protect the water quality of the creek by catching any falling material. As the project work would be performed during the dry season, siltation of the creek as a result of the project would be minimal. However, added protection against siltation shall be provided by placement of sections of silt fence on both sides of the bridge where work is being performed.

Mitigation Measure BIO-2b: Preconstruction Surveys for Riparian Species

A preconstruction survey shall be conducted within the riparian system adjacent to the bridge crossing for the yellow-breasted chat, which nests in riparian vegetation, and for cliff and barn swallows that could nest beneath the bridge. Surveys shall be conducted by a qualified biologist within 14 days prior to the start of construction.

If active nests are found in areas that could be directly affected or subject to prolonged construction-related noise, a no-disturbance buffer zone shall be created around active nests during the breeding season or until a qualified biologist determines that all young have fledged. The size of the buffer zones and types of construction activities restricted within them will be determined through consultation with CDFG, taking into account factors such as the following:

- Noise and human disturbance levels at the project area at the time of the survey and the noise and disturbance expected during the construction activity;
- Distance and amount of vegetation or other screening between the project areas and the nest; and
- Sensitivity of individual nesting species and behaviors of the nesting birds.

Limits of construction to avoid an active nest shall be established in the field with flagging, fencing, or other appropriate barrier, and construction personnel shall be instructed on the sensitivity of nest areas. The biologist shall serve as a construction monitor during those periods when construction activities would occur near active nest areas to ensure that no impacts to these nests occur.

Finding

The STA finds that the feasible mitigation measure articulated above and identified in the EIR would reduce the project's biological resource impact to a less-than-significant level. More specifically, the STA finds that changes or alterations will be incorporated into the project in the form of feasible mitigation measure BIO-2 that would ensure a less-than-significant impact by confirming that the project applicant would install a screen or netting below the work area when the existing water line is removed and the replacement line is installed across the Green Valley Creek bridge during construction. The addition of silt fencing during construction would provide adequate protection for the water quality of Green Valley Creek as well. The STA will adopt the feasible mitigation measure identified above, and more fully described in the EIR, as a condition of approval of the project and incorporate it into the project if approved.

CULTURAL RESOURCES

Construction Impact to Known Cultural Resources (CULT-1) - Ground disturbing activities would impact known cultural resources (P-48-188 (CA-SOL-364)).

Mitigation Measure CULT-1a: Construction Monitoring

During project earth-moving activities within known historic resources, a total of three cultural resources monitors shall be present to direct the speed of the trench digging and grading, recover significant artifact materials, investigate and document encountered features, and reduce potentially destructive impacts to human remains. These monitors shall consist of two archaeologists (one archeologist examining the trench and another examining removed backdirt) and a single Native American monitor who will generally oversee the trench excavation and be on-hand to expedite notification procedures for the potential discovery of human remains (see Mitigation Measure CULT-1e).

Mitigation Measure CULT-1b: Manual Excavation

In order to minimize impact to historic resources, the archeologist recovery team appointed by the designated qualified archeologist shall conduct a hand excavation of a professionally justifiable sample of soil matrix within the proposed water line corridor. The soil shall be excavated in 10 centimeter increments, placed at the discretion of the archaeologists, and

dry screened utilizing 1/4- and 1/8-inch mesh. All discovered artifacts shall be sent to the designated qualified archeologist laboratory for processing and analysis (see Mitigation Measure CULT-1d). If an intact burial is discovered during excavation, the control unit will be closed and the burial removal process will begin (see Mitigation Measure CULT-1e).

Mitigation Measure CULT-1c: Systematic Mechanical Excavation

Within the area identified by the qualified archaeologist, a small backhoe with a straight-edged 2 to 3-foot bucket shall systematically clear prehistoric midden soils associated with CA-SOL-364 that are apparent in the trench corridor. A backhoe operator shall be recommended by the designated qualified archeologist. Systematic clearing will be limited to the areas near CA-SOL-364 that were identified as sensitive by the qualified archaeologist. The mechanical clearing shall take place after the 8 cubic meters of control units have been excavated (see Mitigation Measure CULT-1b).

Mitigation Measure CULT-1d: Discovery of Artifacts

If features such as hearths, fire-cracked rock deposits, refuse pits, etc. are encountered during project construction, the portions of those features that would be directly impacted by construction shall be excavated by one of the archaeologists according to standard archaeological procedure. This will ensure that any scientific data that could contribute towards an understanding of the stated research questions will be recovered and documented.

The designated qualified archeologist and/or Native American monitor may move the excavation machinery a safe distance from the find so that construction may proceed relatively unaffected by archaeological recovery efforts.

Mitigation Measure CULT-1e: Discovery of Human Remains

Any human remains discovered during construction monitoring shall be treated in accordance with California law and within an accord agreed to by the Native American monitor, the most likely descendant (MLD), and the archaeological recovery team. The following procedure listed below shall be followed as part the data recovery of human remains.

- a) The Native American monitor shall be notified upon the discovery of human remains, and any ceremony the monitor deems necessary shall be carried out.
- b) Before excavation of the human remains begins, a tarp shall be erected over each burial area to keep direct sunlight off the remains to prevent bones from drying, cracking, and/or splintering.
- c) Burial removal is considered private by the Native Americans, as well as potentially distracting to passing motorists. As such, the project applicant and general contractor shall provide the materials and personnel needed to visually shield recovered resources from the general public. Steel plates shall be used to cover exposed burials, midden, or excavation units until the trench has been cleared and backfilled to appropriate safety standards. Solid (non-see through) fencing shall be provided around areas being hand-excavated or where burials are being removed. Concrete dividers (K rails) and road safety personnel shall also be provided to keep the archaeological crew at a safe distance from roadway traffic.
- d) The archaeological recovery team shall make an on-site determination on whether to use metal or wooden tools for excavation. The choice shall be dictated by a methodology which minimizes potential damage to the bones during excavation.

- e) During excavation, the burial areas may be frequently wet down with a fine spray of water to keep the soil from hardening. Bone fragments that come off each burial from contact with heavy equipment or during manual excavation shall be placed in a paper bag and kept with the burial. The excavation process shall include complete exposure of each element and any associated grave goods as best possible given the condition of each individual burial.
- f) If portions of a human remains discovery extend beyond the walls of a designated excavation unit for the project, then archaeologists shall excavate enough of the adjacent area to ensure complete recovery of the skeleton and any associated grave goods.
- g) After excavation is completed, the archaeological recovery team shall make a detailed scale drawing of each burial and a record photograph shall be taken.
- h) To insure against damage during burial removal and transportation, the archaeological recovery team shall conduct a brief in-field osteological analysis. Where possible, identification of skeletal elements present, age, sex, and any pathological or traumatic conditions visible, as well as records of any bone measurements possible, shall be recorded, as well as burial position and orientation.
- i) Once each individual burial has been fully recorded, the remains shall be removed element by element and much of the remaining matrix shall be removed to minimize potential damage to the remains during transportation. Skeletal material shall be wrapped in paper and stored in cardboard boxes to allow slow and even drying of the elements. Pending agreement with the MLD, the remains shall be transported to an appropriate secure location where they will be stored in a secure, climate-controlled atmosphere until their laboratory analysis is completed or pending final disposition.

Mitigation Measure CULT-1f: Site Documentation and Reporting

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

Post-field documentation shall consist of the production of a draft detailed data recovery report to be submitted to the client and the MLD approximately 12 months following the completion of the construction monitoring phase of the archaeological investigations. The archeological investigations shall also include specialized studies analyzing faunal remains, lithic artifacts, shell ornaments, bone implements, etc. Some of these analyses are highly specialized and shall be conducted by recognized experts in their respective fields, as selected by the designated qualified archeologist. These sub-contractors shall perform their detailed analyses and provide separate reports that will be incorporated into the body of the data recovery report and/or attached as technical appendices.

Once the completed draft report has been reviewed by client and the MLD and their input has been incorporated or otherwise taken into consideration, the designated qualified archeologist will provide final copies to the client, the MLD, and the California Historical Resources Information System.

Finding

The STA finds that the feasible mitigation measures articulated above and identified in the Final EIR would reduce the project's cultural resource impact to a less-than-significant level. More

specifically, the STA finds that changes or alterations will be incorporated into the project in the form of feasible mitigation measures CULT-1a through CULT-1f that would ensure a less-than-significant impact. The development and implementation of a data recovery plan reduces the impact to a less-than-significant level by performing data recovery excavation to recover the information contained in a unique archaeological resource. The data recovery plan is described in the mitigation measures, and would ensure that the project applicants have a construction monitoring team consisting of 2 archaeologists and 1 Native American monitor on-hand during earth-moving activities within known historic resources, confirming that the project applicants have retained a qualified archeologist to appoint a archaeologist recovery team to work during manual excavation, and confirming that the project applicants have a backhoe operator recommended by a qualified archeologist for the systematic mechanical excavation. Additionally, if the discovery of artifacts or human remains occurs during construction, the mitigation measures require artifacts to be excavated by a qualified archeologist and any discovered human remains to be managed according to California law. Site documentation is required to be submitted to the client, the most likely descendant, and the California Historical Resources Information System. The STA will adopt all of the feasible mitigation measures identified above, and more fully described in the Final EIR, as conditions of approval of the project and incorporate those into the project if approved. Implementation of these measures will ensure compliance with the requirements of Section 15064.5 of the CEQA Guidelines (CEQA Guideline 15064.5 subd. (e)), which dictate the actions that shall be taken in the event that human remains are discovered outside of a dedicated cemetery.

Construction Impact to Archaeological Resources (CULT-2) - Ground-disturbing activities could impact unknown subsurface archeological resources.

Mitigation Measure CULT-2a: Require Protection Measures for Cultural Resources within the Excavation Contract

To ensure that inadvertently exposed cultural resources are protected throughout the excavation process, the project proponent shall develop project specifications regarding project procedures and requirements during and after the exposure of cultural resources in the General Conditions section of any excavation contract, consistent with the Archaeological and Cultural Monitoring Plan (see Mitigation Measure CULT-2c) and including the legal and/or regulatory implications of knowingly destroying unique archaeological resources, human remains, and other historic properties from the project area. Specifically Mitigation Measure CULT-2c shall include a Discovery Plan for Unanticipated Cultural Resources and a Native American Burial Plan to guide the evaluation, management and mitigation of any previously unknown significant subsurface cultural materials and skeletal remains inadvertently exposed by project's construction activities.

Mitigation Measure CULT-2b: Project Archaeologist Conducts Pre-Construction Meeting.

The designated qualified archaeologist shall conduct a pre-construction meeting for construction personnel to discuss the sensitivity of archaeological resources potentially encountered during construction.

Mitigation Measure CULT-2c: Develop and Implement an Archaeological and Cultural Monitoring Plan to Guide Construction Monitoring.

STA, in coordination with Solano County and the Contractor, shall develop and implement an Archaeological and Cultural Monitoring Plan (ACMP) that details the rationale and procedures to be followed during monitoring and unexpected discoveries. The ACMP shall

include a Discovery Plan for Unanticipated Cultural Resources and a Native American Burial Plan to guide the evaluation, management and mitigation of any previously unknown significant subsurface cultural materials and skeletal remains inadvertently exposed by project's construction activities. Within the ACMP, the Discovery Plan shall also include the protocols for developing a find-specific Treatment Plan in the event of a significant discovery during construction in order to guide the removal, analysis, report requirements and future curation of the discovery. The implementation of any cultural resources conditions and/or protection measures mandated by any regulatory/permitting agencies shall be incorporated into the document as appropriate. The ACMP shall identify how the proposed ACMP would preserve the significant information of the archeological resource classes that the project are reasonably expected to contain. That is, the ACMP shall identify the scientific/historical research questions that are applicable to the expected resources, the data classes the resource(s) are expected to possess, and how the expected data classes would address the applicable research questions. Studies and reports resulting from excavations must be deposited with the California Historical Resources Regional Information Center.

Finding

The STA finds that the feasible mitigation measures articulated above and identified in the EIR would reduce the project's cultural resource impact to a less-than-significant level. More specifically, the STA finds that changes or alterations will be incorporated into the project in the form of feasible mitigation measures CULT-2a, -2b, and -2c that would ensure a less-than-significant impact by having the project proponent develop project specifications regarding project procedures and requirements during and after the exposure of cultural resources in the General Conditions section of any excavation contract; requiring a qualified archeologist to conduct pre-construction meeting for construction personnel; and requiring the contractor to develop and implement a Archaeological and Cultural Monitoring Plan that would be approved by the County prior to the start of construction. The STA will adopt the feasible mitigation measures identified above, and more fully described in the EIR, as a condition of approval of the project and incorporate it into the project if approved.

Construction Impact to unknown human remains (CULT-3) - Ground-disturbing activities could impact unknown human remains.

Mitigation Measure CULT-3: Compliance with California law regarding the treatment of Native American human remains as contained in California Health and Safety Code §7050.5 and §7052 and California Public Resources Code §5097.

California law recognizes the need to protect Native American human burials, skeletal remains, and items associated with Native American burials from vandalism and inadvertent destruction. The California Health and Safety Code requires that if human remains are found in any location other than a dedicated cemetery, work is to be halted in the immediate area, and the County coroner is to be notified to determine the nature of the remains. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or state lands (Health and Safety Code §7050.5[b]). If the coroner determines that the remains are those of a Native American interment, then the NAHC shall be consulted to identify the most likely descendants and the appropriate disposition of the remains.

In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the steps listed below should be taken.

- There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the coroner of the County in which the remains are discovered is contacted to determine that no investigation of the cause of death is required; and
- If the coroner determines the remains to be Native American:
 - the coroner shall contact the NAHC within 24 hours
 - the NAHC shall identify the person or persons it believes to be the MLD from the deceased Native American
 - the MLD may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98; or
- Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance:
 - the NAHC is unable to identify a MLD or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission;
 - the descendant identified fails to make a recommendation; or
 - the landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the NAHC fails to provide measures acceptable to the landowner.

Finding

The STA finds that the feasible mitigation measure articulated above and identified in the EIR would reduce the project's cultural resource impact to a less-than-significant level. More specifically, the STA finds that changes or alterations will be incorporated into the project in the form of feasible mitigation measure CULT-3 that would ensure a less-than-significant impact by requiring compliance with California law regarding the treatment of Native American human remains as contained in California Health and Safety Code §7050.5 and §7052 and California Public Resources Code §5097. The STA will adopt all of the feasible mitigation measure identified above, and more fully described in the EIR, as conditions of approval of the project and incorporate those into the project if approved.

HYDROLOGY AND WATER QUALITY

Groundwater Quality Impact (HYDRO-1) - Excavation of the trench to a depth between 5 and 7 feet deep would impact groundwater quality.

Mitigation Measure HYDRO-1

If groundwater is encountered during trenching, the following Caltrans water pollution control standards would be implemented:

- At least 10 days before starting dewatering, submit a Dewatering and Discharge Plan to the County under Section 5-1.02, "Plans and Working Drawings," and "Water Pollution Control" of the Standard Specifications. Dewatering and Discharge Plan must include:
 - Title sheet and table of contents;

- Description of dewatering and discharge activities detailing locations, quantity of water, equipment, and discharge point;
- Estimated schedule for dewatering and discharge (start and end dates, intermittent or continuous);
- Discharge alternatives such as dust control or percolation;
- Visual monitoring procedures with inspection log;
- Conduct dewatering activities under the Field Guide for Construction Dewatering;
- Ensure that dewatering discharge does not cause erosion, scour, or sedimentary deposits that impact natural bedding materials;
- Discharge water within project limits. If water cannot be discharged within project limits due to site constraints, dispose of it in the same way specified for material in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way";
- Do not discharge storm water or non-storm water that has an odor, discoloration other than sediment, an oily sheen, or foam on the surface. Notify the Engineer immediately upon discovering any of those conditions;
- Water Pollution Control (WPC) manager must inspect dewatering activities;
- Daily when dewatering work occurs daily;
- Weekly when dewatering work does not occur daily.

Finding

The STA finds that the feasible mitigation measure articulated above and identified in the EIR would reduce the project's groundwater quality impact to a less-than-significant level. More specifically, the STA finds that changes or alterations will be incorporated into the project in the form of feasible mitigation measure HYDRO-1 that would ensure a less-than-significant impact by requiring the project proponent to follow Caltrans water pollution control standards. The STA will adopt the feasible mitigation measure identified above, and more fully described in the Final EIR, as a condition of approval of the project and incorporate it into the project if approved.

4. PROJECT ALTERNATIVES

4.1 FINDINGS REGARDING PROJECT ALTERNATIVES

Public Resources Code section 21002 provides that “public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]” The same statute states that the procedures required by CEQA “are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects.”

Where a lead agency has determined that, even after the adoption of all feasible mitigation measures, a project as proposed will still cause one or more significant environmental effects that cannot be substantially lessened or avoided, the agency, prior to approving the project as mitigated, must first determine whether, with respect to such impacts, there remain any project alternatives that are both environmentally superior and feasible within the meaning of CEQA.

Although an EIR must evaluate this range of potentially feasible alternatives, an alternative may ultimately be deemed by the lead agency to be “infeasible” if it fails to fully promote the lead agency’s underlying goals and objectives with respect to the project. (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 410, 417.) “[F]easibility’ under CEQA encompasses ‘desirability’ to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors.” (*Ibid.*; see also *Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 715.) Thus, even if a project alternative will avoid or substantially lessen any of the significant environmental effects of the project, the decision-makers may reject the alternative if they determine that specific considerations make the alternative infeasible.

The project as designed does not result in any significant and unavoidable impacts, as the mitigation measures identified in this draft EIR would reduce all potentially significant impacts to a less than significant level. Because all of the environmental impacts associated with the proposed Project can be reduced to less than significant levels with mitigation, the STA’s goal in evaluating the project alternatives was to select an alternative that feasibly attains the project objectives, while further reducing the proposed project’s impacts.

The Draft EIR and Final EIR discussed several alternatives to the Project in order to present a reasonable range of options. The alternatives evaluated included:

- **Alternative 1 – No Build Alternative (relocation within the SR 12 corridor)**

The No Build alternative, Alternative 1, assumes that the relocation of the Gordon Water Line to the Rockville Road ROW would not occur.

- **Alternative 2 - Mangels Boulevard Alternative**

Under this alternative, the Gordon Water Line would be relocated to Mangels Boulevard and would connect the existing 14-inch Green Line to the Gordon Water Line within Suisun Valley Road. The existing Gordon Water Line within the SR 12 and I-80 ROW would be abandoned, similar to the proposed project.

- **Alternative 3 – Oakwood Drive Alternative**

Under the Oakwood Drive Alternative, the Gordon Water Line would be relocated to the Rockville Road ROW, similar to the proposed project. However, to avoid sensitive cultural resources, the alignment of the water line would deviate southward along Oakwood Drive, and then eastward through pasture land before connecting to the existing Gordon Water Line in Suisun Valley Road.

The STA finds that that a good faith effort was made to evaluate all feasible alternatives in the EIR that are reasonable alternatives to the Project and could feasibly obtain the basic objectives of the Project, even when the alternatives might impede the attainment of the Project objectives and might be more costly. As a result, the scope of alternatives analyzed in the EIR is not unduly limited or narrow. The Board also finds that all reasonable alternatives were reviewed, analyzed and discussed in the review process of the EIR and the ultimate decision on the Project. (See Draft EIR, pp. 5-1 to 5-13.)

4.2 ANALYSIS OF PROJECT ALTERNATIVES

The goal for developing a set of possible alternatives was to identify other means to attain the project objectives while further reducing the less than significant environmental impacts caused by proposed Project. For the most part, comparisons are made qualitatively rather than quantitatively. In addition to the project, the following alternatives were evaluated in the Draft EIR.

Alternative 1 – No Build Alternative (relocation within the SR 12 corridor)

The No Build alternative, Alternative 1, assumes that the relocation of the Gordon Water Line to the Rockville Road ROW would not occur.

However, widening of SR 12 from two to four lanes is already planned as part of a separate project that was approved by Caltrans in February 2008 and is scheduled to begin construction in late 2010. Relocation of the Gordon Water Line is already assumed as part of that project. Therefore, the No Build Alternative includes the relocation of the Gordon Water Line to the northern edge of the widened SR 12 corridor, outside of the existing ROW, from the intersection of Red Top Road and Jameson Canyon Road to a point approximately 3,000 west of the that intersection. The No Build Alternative would require permanent and temporary acquisition of undeveloped land north of SR 12.

Finding

This alternative would have greater impacts and greater effects on biological resources than the project. When compared to the project, this alternative would result in similar or reduced impacts to cultural resources and similar impacts to groundwater quality. Table 5-1 in the Draft EIR compares the relative benefits of each alternative to each environmental resource evaluated for the proposed project. However, this alternative was determined to have greater impacts to biological resources and would require trenching across approximately 3,000 feet of undeveloped land. The STA hereby finds that each of the reasons set forth above would be an independent ground for rejecting Alternative 1 as infeasible and by itself, independent of any other reason, would justify rejection of Alternative 1 as infeasible.

Alternative 2 – Mangels Boulevard Alternative

Under this alternative, the Gordon Water Line would be relocated to Mangels Boulevard and would connect the existing 14-inch Green Line to the Gordon Water Line within Suisun Valley Road. The existing Gordon Water Line within the SR 12 and I-80 ROW would be abandoned, similar to the proposed project.

Mangels Boulevard ends at a point west of Green Valley Road and does not extend to the location of the 14-inch Green Line. Installation of the water line beyond west of Mangels Boulevard would therefore require construction through undeveloped land on private property. Existing utility lines are also present within Mangels Boulevard and could conflict with the construction of the new water line. This portion of the alignment would require more intensive construction activities along steep hillsides as well as ROW acquisition.

Finding

This alternative would have greater impacts on biological resources and historic resources when compared with the project. Alternative 2 would result in similar impacts to groundwater quality. Table 5-1 in the Draft EIR compares the relative benefits of each alternative to each environmental resource evaluated for the proposed project. However, this alternative was determined to have greater impacts to biological resources and historic resources, in addition to requiring trenching across approximately 3,000 feet of undeveloped land. The STA hereby finds

that each of the reasons set forth above would be an independent ground for rejecting Alternative 2 as infeasible and by itself, independent of any other reason, would justify rejection of Alternative 2 as infeasible.

Alternative 3 – Oakwood Drive Alternative

Under the Oakwood Drive Alternative, the Gordon Water Line would be relocated to the Rockville Road ROW, similar to the proposed project. However, to avoid sensitive cultural resources, the alignment of the water line would deviate southward along Oakwood Drive, and then eastward through pasture land before connecting to the existing Gordon Water Line in Suisun Valley Road.

Lands outside the Oakwood Drive ROW are privately owned and would require acquisition of a water line easement. These lands are also being considered for a 33 single-family residential subdivision development (Woodcreek Residential Subdivision). An initial study/mitigated negative declaration was prepared for this project in January 2009.

Finding

This alternative would have greater impacts on biological resources when compared with the project. Alternative 3 would result in similar impacts to unknown cultural resources and groundwater quality. Table 5-1 in the Draft EIR compares the relative benefits of each alternative to each environmental resource evaluated for the proposed project. However, this alternative was determined to have greater impacts to biological resources, in addition to requiring trenching across approximately 1,000 feet of residential property being considered for development. The STA hereby finds that each of the reasons set forth above would be an independent ground for rejecting Alternative 3 as infeasible and by itself, independent of any other reason, would justify rejection of Alternative 3 as infeasible.

4.3 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

In addition to the discussion and comparison of impacts of the alternatives to the proposed project, CEQA requires that one of the alternatives considered be selected be identified as the “environmentally superior” alternative and that the reasons for such selection be disclosed. In general, the environmentally superior alternative is the alternative that would generate the fewest or least-severe adverse impacts.

The project as designed does not result in any significant and unavoidable impacts, as the mitigation measures identified in this Draft EIR would reduce all potentially significant impacts to a less than significant level. Nevertheless, as required by CEQA, the preparation of an EIR requires the identification and analysis of a reasonable range of alternatives that might reduce or avoid known impacts. The identification of the Environmentally Superior Alternative results from a comparison of the impacts associated with each alternative, as summarized in the draft EIR. In comparing the three project alternatives, separate from the project, Alternative 3 is considered environmentally superior because its reduced length when compared to alternative 1 and 2 would reduce the potential for additional impacts to biological and cultural resources.

As shown in Table 5-1, all three alternatives would avoid the project’s direct impact to a known cultural resource. However, all three alternatives have the potential to affect unknown cultural resources that might be uncovered during construction. All three alternatives would also require acquisition of an easement across privately-owned property, which would lead to additional biological impacts that would be avoided by the project alignment within Rockville Road.

Impacts to biological resources would be greater under Alternative 1, 2, and 3 when compared to the project. In contrast to the project where trenching would occur entirely within an existing road ROW, Alternative 1 and 2 would each require trenching across approximately 3,000 feet of undeveloped land, while Alternative 3 would require trenching across approximately 1,000 feet of residential property that is already being considered for development. In choosing among the three project alternatives, the reduced length of the trenching required for Alternative 3 would result in a reduced potential for additional impacts to biological and cultural resources.

Overall, the physical impacts to the environment would be similar between Alternative 3 and the proposed project. Although Alternative 3 would reduce impacts to cultural resources by avoiding a known archeological site, it would result in a greater impact to biological resources since it would have a direct impact to a known jurisdictional waterway along Oakwood Drive. Alternative 3 would also require acquisition of an easement across privately-owned property while the project as proposed would be constructed entirely within County-owned property. All other impacts would be similar to those identified for the project. With the incorporation of the recommended mitigation measures identified in this draft EIR, the project as currently designed is considered environmentally superior when compared to all project alternatives.

5. INCORPORATION BY REFERENCE

The Final EIR is hereby incorporated into these Findings in its entirety. Without limitation, this incorporation is intended to elaborate on the comparative analysis of alternatives, the basis for determining the significance of impacts, the scope and nature of mitigation measures, and the reasons for approving the project.

6. RECORD OF PROCEEDINGS

Various documents and other materials constitute the record of proceedings upon which the STA Board bases its findings and decisions contained herein, including, without limitation, the Draft EIR (text and appendices), the Final EIR, additional information on the Final EIR, the Findings of Fact and the Mitigation Monitoring Program. All documents related to the project can be made available upon request in the offices of the Solano Transportation Authority, One Harbor Center, Suite 130, California, 94585. In accordance with Public Resources Code section 21167.6, subdivision (e), the record of proceedings for the STA's decision on the Project includes the following documents:

- The NOP and all other public notices issued by the STA in conjunction with the Project;
- All comments submitted by agencies or members of the public during the comment period on the NOP;
- The Draft EIR for the Project (March 2010) and all appendices;
- All comments submitted by agencies or members of the public during the comment period on the Draft EIR;
- The Final EIR for the Project, including comments received on the Draft EIR, and responses to those comments and appendices;
- Documents cited or referenced in the EIR and Final EIR;

- The mitigation monitoring and reporting program for the Project;
- All findings and resolutions adopted by the STA in connection with the Project and all documents cited or referred to therein;
- All reports, studies, memoranda, maps, staff reports, or other planning documents relating to the Project prepared by the STA, consultants to the STA, or responsible or trustee agencies with respect to the STA's compliance with the requirements of CEQA and with respect to the STA's action on the Project;
- All documents submitted to the STA by other public agencies or members of the public in connection with the Project, up through the close of the public hearing on May 12, 2010;
- Any minutes and/or verbatim transcripts of all information sessions, public meetings, and public hearings held by the STA in connection with the Project;
- Any documentary or other evidence submitted to the STA at such information sessions, public meetings, and public hearings;
- The Solano County General Plan and all environmental documents prepared in connection with the adoption of the General Plan;
- The Solano County Zoning Ordinance and all other County Code provisions cited in materials prepared by or submitted to the Solano;
- Any and all resolutions adopted by the Solano regarding the Project, and all staff reports, analyses, and summaries related to the adoption of those resolutions;
- Matters of common knowledge to the STA, including, but not limited to federal, state, and local laws and regulations;
- Any documents expressly cited in these findings, in addition to those cited above; and
- Any other materials required for the record of proceedings by Public Resources Code section 21167.6, subdivision (e).

7. CONCLUSION

As explained above, the STA has balanced the benefits of each alternative along with other environmental, economic, social, and technological considerations and has concluded that the project is the appropriate alternative to approve.

Because all of the environmental impacts associated with proposed Project may be reduced to less than significant levels with mitigation, and because the reasonable range of alternatives would result in similar level of impact to other resources, the STA has concluded that the project as proposed feasibly attains the project objectives and provides benefits to the Solano County community and economy that outweigh the less than significant environmental impacts of the project.



DATE: April 30, 2010
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Project Technical Report for the Gordon Water Line Relocation Project

Background:

The Solano Transportation Authority (STA) is the Lead Agency under the California Environmental Quality Act (CEQA) for the Gordon Water Line Relocation Project. The Gordon Water Line Relocation Project proposes the relocation of the existing 24-inch Gordon Water Line from its current position within the State Route (SR) 12 and Interstate 80 (I-80) corridors. The new Gordon Water Line would be located within the Rockville Road Right-of-Way (ROW) between the intersection of Rockville Road and Suisun Valley Road to a point 1,600 feet west of Green Valley Road (just east of the intersection of Rockville Road and Paseo Arboles). The relocated Gordon Water Line would maintain the Vallejo Lakes water system connection between the 24-inch Gordon Water Line running within Suisun Valley Road and the existing 14-inch Green Water Line running west of Green Valley Road.

In order to support the construction of the SR 12 Jameson Canyon Project, the Gordon Waterline, which currently runs along SR 12 West (Jameson Canyon) to the I-80 Green Valley Interchange area, will need to be relocated along Rockville Road. The existing 24-inch Gordon Water Line is over 80 years old and has at least four times more capacity than it needs to serve the limited number of customers in Cordelia and along Suisun Valley Road and Green Valley Road. This excess capacity leads to ongoing maintenance efforts to ensure water quality. Additionally, maintenance and repairs to the old pipes, valves, and fittings are more expensive than they would otherwise be with an appropriately-sized, newer system. The relocation of the Gordon Water Line to Rockville Road will provide a more balanced design for the Vallejo water system by providing the correct sized water line for existing users in that area.

STA has developed the following primary project objectives for the Gordon Water Line relocation:

- Provide an alternative alignment for the portion of the existing Gordon Water Line that is in conflict with the SR 12 Jameson Canyon Project.
- Down-size the diameter of the Gordon Water Line to provide a more balanced design for the Vallejo water system.
- Reduce maintenance costs associated with the existing water system.

- Avoid future conflicts (and relocation costs) associated with other planned roadway improvements along the I-80/I-680/SR 12 corridor that are currently being evaluated as part of the I-80/I-680/SR 12 Interchange Project.

The Environmental Impact Report (EIR) for the Gordon Water Line Relocation Project has been circulated and is planned to be brought to the STA Board for adoption in May 2010 (see separate Board report).

Discussion:

Consistent with STA Board direction, staff has been proceeding with implementation of the Gordon Water Line Relocation Project. As part of the Environmental Document preparation, many technical studies are completed, one of which is the engineering report or Project Technical Report (Attachment A). This engineering report provides the preliminary design information for the Gordon Water Line Project. The STA Board is required to approve the project, which is accomplished through the approval of the Project Technical Report. The Technical Advisory Committee (TAC) reviewed the Report and recommends the STA Board use this Report as a basis for the Project Approval. Once the STA Board considers certification of the Project, the STA Board would then consider approving the Project Technical Report and Gordon Water Line Project at its May Board Meeting.

Fiscal Impact:

The Gordon Water Line Relocation Project is funded with Bridge Toll funds.

Recommendation:

Approve the following:

1. Project Technical Report for the Gordon Water Line Relocation Project;
2. The Gordon Water Line Relocation Project; and
3. Authorize the Executive Director to advertise one or more construction contracts for the Gordon Water Line Relocation Project for a total amount not to exceed \$2.9 million, including construction management services.

Attachment:

- A. Project Technical Report for Gordon Water Line Relocation Project (The Gordon Water Line Relocation Project Technical Report has been provided to the STA Board members under separate cover. A copy may be obtained on STA's website at <http://www.sta.dst.ca.us> or by contacting the STA office at (707) 424-6075.)



DATE: May 2, 2010
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Agreements for Gordon Water Line Relocation Project

Background:

The Solano Transportation Authority (STA) is implementing the Gordon Water Line Relocation Project. The Gordon Water Line Relocation Project proposes the relocation of the existing 24-inch Gordon Water Line from its current position within the State Route (SR) 12 and Interstate 80 (I-80) corridors into Rockville Road. The relocated Gordon Water Line would maintain the Vallejo Lakes water system connection between the 24-inch Gordon Water Line running within Suisun Valley Road and the existing 14-inch Green Water Line running west of Green Valley Road.

Discussion:

Consistent with STA Board direction, staff has been proceeding with implementation of the Gordon Water Line Relocation Project. Several agreements need to be executed prior to awarding a construction contract for the Gordon Water Line Relocation Project, including agreements with the City of Vallejo, the United States Bureau of Reclamation (USBR) and the Solano Irrigation District (SID). Once STA has completed construction of the relocated Gordon Water Line, the City of Vallejo will become the owner/operator of the water line. In addition, as the Gordon Water Line is being relocated into Rockville Road, it will cross several existing facilities owned and operated by USBR and SID. Draft agreements have been prepared (Attachments A, B and C). Staff recommends the Board authorize the Executive Director to finalize and execute separate agreements between STA and the City of Vallejo, USBR and SID as required.

Fiscal Impact:

The Gordon Water Line Relocation Project is funded with Bridge Toll funds.

Recommendation:

Authorize the Executive Director to finalize and execute separate agreements between STA and the City of Vallejo, USBR and SID as required.

Attachments:

- A. STA and City of Vallejo Agreement
- B. STA and USBR Agreement
- C. STA and SID Agreement

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**SOLANO TRANSPORTATION AUTHORITY/CITY OF VALLEJO
UTILITY AGREEMENT**

That Solano Transportation Authority (hereinafter called "STA") proposes to replace a portion of the City of Vallejo's Gordon Water Main that conflicts with several STA sponsored highway projects.

The City of Vallejo, hereinafter called "VALLEJO," owns and maintains several water lines in the Cordelia area of Solano County and the City of Fairfield, including the 24-inch Gordon Water Main which lies north of SR 12 (Jameson Canyon) and the westbound off ramp from I-80 to SR12 and under Green Valley Road just north of I-80 (see Exhibit A).

To accommodate STA's projects, it is hereby mutually agreed that:

I. WORK TO BE DONE

STA shall design and construct a replacement for VALLEJO's 24-inch Gordon Water Main between 0.7 miles west of the Red Top Road/State Route 12/Jameson Canyon intersection in Solano County and Green Valley Road in the City of Fairfield with a new 12-inch Gordon Water Main in Rockville Road (Solano County), which will start east of Paseo Arboles and end at the Rockville/Suisun Valley Road intersection. After the installation of the 12-inch Gordon Water Main in Rockville Road, the existing 24-inch Gordon Water Main between 0.7 miles west of the Red Top Road/State Route 12/Jameson Canyon intersection in Solano County and Green Valley Road in the City of Fairfield (see Exhibit A) will be abandoned or removed, by STA, with two separate efforts. The initial abandonment/removal work will occur during construction of the approved project to widen SR12 Jameson Canyon Road, scheduled to begin in 2011. Additional abandonment/removal work will occur during construction of various phases of STA's proposed I-80/I-680/SR12 Interchange Project.

STA shall work with Vallejo to arrange for temporary water service from the City of Fairfield as both a backup during construction of the roadway projects and for planned outages of VALLEJO's water system during the construction of the new water mains.

VALLEJO shall :

- Review and approve STA's plans and specifications for the 12-inch Gordon Water Main relocation in Rockville Road before STA can advertise the project for construction.
- Provide water main sizing Provide location of Pressure Reducing Station and Construction details
- Provide Inspections of pipeline and equipment installation, operation of valves, & testing verification
- Obtain an Encroachment Permit from Solano County before accepting the completed water main.
- Accept ownership and maintenance of the constructed facilities
- Quitclaim easement(s) and relinquish facilities associated with the abandoned sections of the 24-inch Gordon Water Main on a schedule to be agreed upon between STA and VALLEJO.

II. LIABILITY FOR WORK

The portion of the 24-inch Gordon Water Main in conflict with the STA's projects was installed within easement(s) on private property which are now required for STA's projects and will be replaced by new facilities in Rockville Road at STA expense.

Any ongoing obligations of VALLEJO to provide water at no or reduced cost will remain the obligation of VALLEJO. Any cost to procure replacement water for property owners entitled to VALLEJO water shall be the sole responsibility of VALLEJO.

All operations and maintenance costs associated with the new 12-inch Gordon Water Main relocated into Rockville Road shall be the sole responsibility of VALLEJO.

In the event that temporary water service is needed from the City of Fairfield, VALLEJO shall be responsible for the "Outside City" water use charges per the City of Fairfield's published Utility Rates Table. STA shall be responsible for any per diem charges for temporary use of City of Fairfield water.

III. PERFORMANCE OF WORK

VALLEJO shall have access to all phases of the relocation work to be performed by STA, as described in Section I above, for the purpose of inspection to ensure that the work is in accordance with the specifications contained in the 12-inch Gordon Water Main relocation construction contract; however, all questions regarding the work being performed will be directed to STA's Resident Engineer for their evaluation and final disposition.

VALLEJO shall approve pipeline and equipment installation before opening valves to add the new sections of pipeline to VALLEJO's water system.

It is agreed that time is of the essence for this project. Both parties agree to do everything possible so that relocation of the 12-inch Gordon Water Main into Rockville Road can be completed during the summer and fall of 2010.

IV. PAYMENT FOR WORK

The STA shall pay the actual cost of VALLEJO'S work as herein described within 90 days after receipt of VALLEJO's itemized bill in quintuplicate signed by a responsible official of VALLEJO's organization and prepared on VALLEJO's letterhead, compiled on the basis of the actual cost and expense incurred and charged or allocated to said work in accordance with the uniform system of accounts as set forth in 48 CFR, Chapter 1, Part 31. Total estimated VALLEJO costs are \$ 50,000.00.

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

VALLEJO shall submit a final bill to the STA within 90 days after the completion of the work described in Section I above. If the STA has not received a final bill within 90 days after notification of completion of VALLEJO's work described in Section I of this Agreement, STA will provide written notification to VALLEJO of its intent to close its file within 30 days and VALLEJO hereby acknowledges, to the extent allowed by law, that all remaining costs will be deemed to have been abandoned.

The final billing shall be in the form of an itemized statement of the total costs charged to the project, and less any amounts covered by progress billings. However, the STA shall not pay final bills which exceed the estimated cost of this Agreement without documentation of the reason for the increase of said cost from the VALLEJO.

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

Detailed records from which the billing is compiled shall be retained by the VALLEJO for a period of three years from the date of the final payment and will be available for audit by STA or Metropolitan Transportation Commission (MTC) auditors. VALLEJO agrees to comply with Contract Cost Principles and Procedures as set forth in 48 CFR, Chapter 1, Part 31.

All costs accrued by VALLEJO after January 1, 2009, as a result of STA's request to review, study and/or prepare relocation plans and estimates for the project associated with this Agreement may be billed pursuant to the terms and conditions of this Agreement.

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

STA shall record a Notice of Completion in Solano County within 30 days of the completion of the work described herein and provide to the VALLEJO within 30 days of the recordation of the Notice of Completion a Bill of Sale (see Exhibit B) for the installed water facilities.

STA, at its own expense, will obtain an Encroachment Permit from Solano County on VALLEJO's behalf for the 12-inch Gordon Water Main relocation into Rockville Road.

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

SOLANO TRANSPORTATION AUTHORITY

CITY OF VALLEJO
A MUNICIPAL CORPORATION

By: _____
DARYL K. HALLS Date
Executive Director

By: _____
ROBERT F.D. ADAMS Date
Interim City Manager

APPROVAL AS TO FORM

Attest:

By: _____
CHARLES O. LAMOREE Date
STA Legal Counsel

AILEEN M. WEDDELL Date (City Seal)
Interim City Clerk

APPROVED AS TO CONTENT

GARY LEACH Date
Utilities Director

APPROVED AS TO FORM

FREDERICK G. SOLELY Date
City Attorney

EXHIBIT "A"

DRAFT

EXHIBIT "B"

DRAFT

City of Vallejo - Water Division

Bill of Sale

For valuable consideration, receipt of which is hereby acknowledged, the Solano Transportation Authority, hereinafter called, "STA," does hereby grant, transfer and convey to the City of Vallejo, hereinafter called "City," all of its right, title and interests in and to the water facilities as shown on the STA prepared and approved plans consisting of sheets attached hereto and made a part of this document marked exhibit "B." The transfer of water facilities shall include all water improvements, facilities and appurtenances shown on the said plans.

STA is the owner of said facilities and has the right and authority to transfer the same, that the facilities is free of all liens or encumbrances, and that the undersigned will, and does, hereby warrant and agree to defend the title of the City , its successors and assigns, against the claims of all third parties claiming to own the same or claiming any interest therein or encumbrance thereon.

STA warrants that all bills and taxes relating to the construction and installation of the water main and appurtenances have been paid in full and that there are no lawsuits pending involving this project. STA further warrants that the in the event any lawsuit is filed as a result of, or involving, this project, STA will undertake to defend the lawsuit and will accept responsibility for all costs of litigation, including costs on appeal and will hold City harmless on any judgment rendered against the City.

STA further warrants that all laws and ordinances respecting construction of the facilities have been complied with, and that the facilities are in proper working condition, order and repair and fit for purposes intended, for use as a water system adequate for the service intended and has been constructed in accordance with the conditions and standards of the City.

STA covenants and agrees with the City to replace, repair and correct any defect in work or materials in respect to the personal property subject to this Bill of Sale arising during a period of one (1) year from the date hereof, without cost to the City. STA shall further warrant the corrected work for one (1) year after acceptance of the corrected work by the City.

Date _____

BY _____
_____ (name)

Contract No. 10-LC-20-0264

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION

**CONSENT TO CONSTRUCT, OPERATE, AND
MAINTAIN A 12-INCH WATERLINE
ON RECLAMATION OWNED EASEMENT LAND**

**PUTAH SOUTH CANAL
SOLANO PROJECT, CALIFORNIA**

THIS CONSENT, given this _____ day of _____, 2010, pursuant to the Act of Congress approved June 17, 1902 (32 Stat. 388) and all acts amendatory thereof or supplemental thereto, by and between the **UNITED STATES OF AMERICA**, acting by and through its Bureau of Reclamation (“Reclamation”), Department of the Interior, herein styled the “United States,” represented by the officer executing this Consent, to the **Solano Transportation Authority**, hereinafter styled “STA.”

RECITALS

The United States has acquired certain easements and rights on lands within the Solano Project, for the purpose of construction, operation, and maintenance of the Putah South Canal and its appurtenances that run from Montecello Dam to the southeasterly end of the STA of Fairfield, terminating at Terminus Lake, and more specifically, the 78” Rockville Siphon, including an underground water pipeline, located near Milepost 30.02, hereinafter referred to as the “Structure,” a feature of the Solano Project, and;

The STA desires to use such easement for the purpose of construction, operation, and maintenance of a proposed 12-inch water pipeline located within a portion of Section 31, Township 5 North, Range 2 West, Mount Diablo Base and Meridian, to relocate the its Gordon Water Main; and

The United States has determined that such use is not, at this time, incompatible with the purpose for which the land was acquired and is now being administered.

CONSENT

The United States hereby consents to the STA’s construction, operation, and maintenance of a 12-inch water pipeline on, along, and across the easement lands of the United States as

shown on Exhibit "A," attached hereto and made a part hereof, subject to the conditions set forth herein.

1. This Consent shall become effective on the date hereinabove written. In accordance with 43 CFR 429.16, the STA shall pay to the United States all administrative fees including, but not limited to, engineering, environmental, and realty work associated with processing this Consent.

2. Each provision of this use authorization shall be interpreted in such a manner as to be valid under applicable law, but if any provision of this use authorization shall be deemed or determined by competent authority to be invalid or prohibited hereunder, such provision shall be ineffective and void only to the extent of such invalidity or prohibition, but shall not be deemed ineffective or invalid as to the remainder of such provision or any other remaining provisions, or of the use authorization as a whole.

3. This Consent shall be binding upon and inure to the benefit of the successors and assigns of the parties hereto; provided, however, that no assignment or transfer of any of the rights of the Grantee hereunder shall be made without the prior written consent of the United States, which consent will not be unreasonably withheld.

4. The STA and its contractors shall execute and maintain their work so as to avoid injury or damage to any person or property. All work shall be done in conformance with all Federal, State, and local health and safety regulations and laws.

5. In the event the STA is not the underlying fee owner, it shall be incumbent on the STA to secure permission of the underlying fee owner for approval to cross or use the United States' easement.

6. In the STA's exercise of such privileges as may herein be consented to, the STA shall:

(a) Construct its water pipeline in accordance with plans previously submitted to and approved by Reclamation, entitled:

_____, Sheet of _____. The STA shall provide the United States with a set of as-built drawings after completion of its construction.

(b) Operate and maintain said facilities in conformance with acceptable engineering standards, applicable Federal and State rules and regulations, and in such a manner as not to interfere with the rights and privileges of the United States.

(c) Be liable, at its own expense for any and all repairs to its water pipeline and/or Reclamation's Structure. Any damage caused to the Structure as a result of the installation of the water line must be repaired by the STA at no expense to Reclamation.

(d) Provide notification to the United States of STA's intent to abandon its water pipeline crossing at the Structure. Upon failure of STA to provide notification, the United States

may at its option, terminate/revoke any and/or all other rights granted by Reclamation to the STA.

(e) If upon abandonment of its water pipeline, the STA determines to remove the crossing, removal shall be conducted in such manner as to not interfere with operations and maintenance of the Structure.

7. This Consent may be revoked by the United States:

(a) If the STA exercise of the privileges consented herein become incompatible with the purpose or purposes for which the easement was acquired; or,

(b) Upon failure of the STA to comply with any of the provisions hereof.

8. In the event the STA transfers or disposes of all or a portion of its interest in the underlying land, all successors in interest or title shall assume responsibility for meeting and complying with all the terms and conditions of the Consent as herein stated. Upon disposal of its interest in the underlying land, the STA shall provide written notification to the United States and shall include all names of any successors in interest.

9. Reclamation shall not be liable for replacement of the STA's water pipeline and/or facilities in the event damage should occur as a result of normal operation and maintenance of the Structure or as a result of repairs to the Structure.

10. The STA hereby agrees to indemnify and hold harmless the United States, its employees, agents, and assigns from any loss or damage and from any liability on account of personal injury, property damage, or claims for personal injury or death arising out of the STA's activities under this Consent.

11. The STA shall provide and maintain in force proof of liability insurance, providing coverage for the indemnity obligations described in the preceding paragraph, with minimum limits of \$1,000,000 for each person and \$2,000,000 for each occurrence for bodily injury or death, and \$2,000,000 per occurrence of property damage or loss. Said policies shall name the United States, additional insured and shall provide that the coverage afforded thereby shall not be canceled or reduced without ten days prior notice to the United States. Before commencing activities for which this Consent is obtained, the Company shall provide a legible copy of a certificate of insurance evidencing such coverage.

12. The STA shall immediately provide a verbal notification to Reclamation's authorized official of the discovery of any and all antiquities or other objects of archaeological, cultural, historic, or scientific interest on permit premises. The STA shall forward a written report of its finding(s) to Reclamation's authorized official within forty-eight (48) hours. Objects under consideration include, but are not limited to, historic or prehistoric ruins, human remains, funerary objects, and artifacts discovered as a result of activities under this authorization. The STA shall cease activity in the area of the discovery, make a reasonable effort to protect such discovery, and wait for written approval from the authorized official before resuming the

activity. Protective and mitigative measures specified by Reclamation's authorized official shall be the responsibility of the STA.

13. The STA, its respective employees and agents agree as follows:

(a) The STA may not allow contamination or pollution of Federal lands, waters or facilities and for which the STA has the responsibility for care, operation, and maintenance by its employees or agents and shall take reasonable precautions to prevent such contamination or pollution by third parties. Substance causing contamination or pollution shall include but are not limited to hazardous materials, thermal pollution, refuse, garbage, sewage effluent, industrial waste, petroleum products, mine tailings, mineral salts, misused pesticides, pesticide containers, or any other pollutants.

(b) The STA shall comply with all applicable Federal, State, and local laws and regulations, and Reclamation policies and directives and standards, existing or hereafter enacted or promulgated, concerning any hazardous material that will be used, produced, transported, stored, or disposed of on or in Federal lands, waters or facilities.

(c) "Hazardous material" means any substance, pollutant, or contaminant listed as hazardous under the Comprehensive Environmental Response, Compensation, and Liability Act of 1980, as amended, 42 U.S.C. § 9601, et seq., and the regulations promulgated pursuant to that Act.

(d) Upon discovery of any event which may or does result in contamination or pollution of Federal lands, waters or facilities, the STA shall initiate any necessary emergency measures to protect health, safety and the environment and shall report such discovery and full details of the actions taken to the Contracting Officer. Reporting may be within a reasonable time period. A reasonable time period means within twenty-four (24) hours of the time of discovery if it is an emergency or by the first working day if it is a non-emergency. An emergency is any situation that requires immediate action to reduce or avoid endangering public health and safety or the environment.

(e) Violation of any of the provisions of this Article, as determined by the Contracting Officer, may constitute grounds for termination of this Consent. Such violations require immediate corrective action by the STA and shall make the STA liable for the cost of full and complete remediation and/or restoration of any Federal resources or facilities that are adversely affected as a result of the violation.

(f) The STA agrees to include the provisions contained in paragraphs (a) through (e) of this Article in any subcontract or third party contract it may enter into pursuant to this Consent.

(g) Reclamation agrees to provide information necessary for the STA, using reasonable diligence, to comply with the provisions of this Article.

14. The United States reserves the right of its officers, agents, and employees at all times to have unrestricted access and ingress to, passage over, and egress from all of said lands, to make

investigations of all kinds, dig test pits and drill test holes, to survey for and construct reclamation and irrigation works and other structures incident to Federal Reclamation Projects, or for any purpose whatsoever. Reclamation will make every reasonable effort to keep damages to a minimum.

15. The STA warrants that no person or agency has been employed or retained to solicit or secure this Consent upon an agreement or understanding for a commission, percentage, brokerage, or contingent fee, excepting bona fide employees or bona fide established agencies maintained by the STA for the purpose of securing business. For breach or violation of this warranty, the United States shall have the right to annul this agreement without liability or in its discretion to require the STA to pay, in addition to the permit price or consideration, the full amount of such commission, percentage, brokerage, or contingent fee.

16. No Member of Congress shall be admitted to any share or part of any contract or agreement made, entered into, or accepted by or on behalf of the United States, or to any benefit to arise thereupon.

IN WITNESS WHEREOF, this Consent is given as of the date first above written.

THE UNITED STATES OF AMERICA

By _____
Michael R. Finnegan
Area Manager

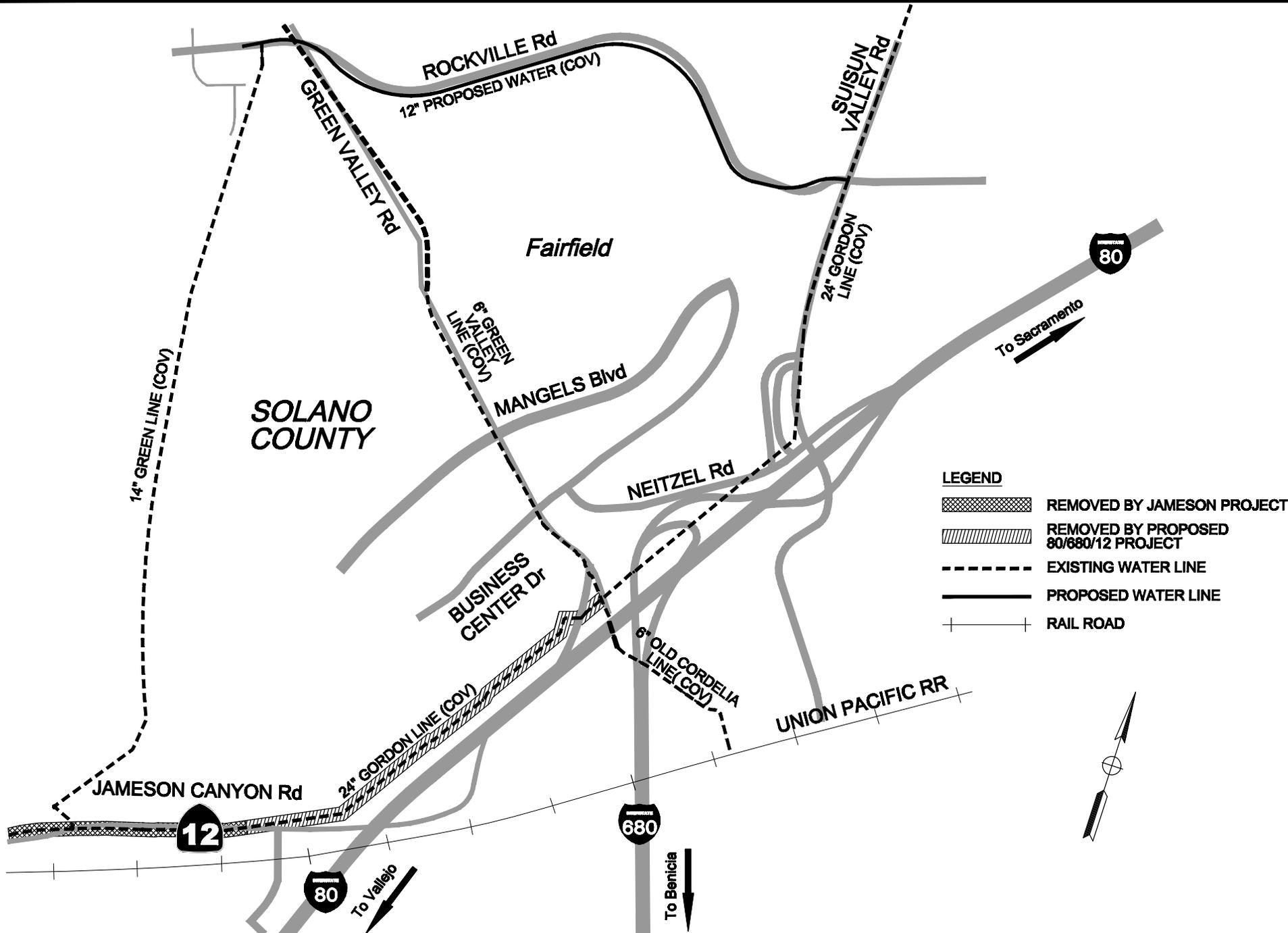
ACCEPTANCE:

STA and its authorized representatives, by signature below, agree to the terms and conditions above.

STA

By _____
Daryl Halls

Title: _____



LEGEND

-  REMOVED BY JAMESON PROJECT
-  REMOVED BY PROPOSED 80/680/12 PROJECT
-  EXISTING WATER LINE
-  PROPOSED WATER LINE
-  RAIL ROAD

STA/CITY OF VALLEJO AGREEMENT

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This Recording for the Public Benefit
Pursuant to the Provisions of
Government Code Section 6103
Solano Irrigation District

Recording Requested By and
When Recorded Return To:

SOLANO IRRIGATION DISTRICT
508 Elmira Road
Vacaville, California 95687

**AGREEMENT FOR PROTECTION OF FACILITIES
ROCKVILLE ROAD WATER MAIN RELOCATION PROJCTET
WITH SOLANO TRANSPORTATION AUTHORITY**

THIS AGREEMENT is entered into this ____ day of _____, 2010, by and between the **SOLANO IRRIGATION DISTRICT**, an irrigation district formed and existing under the laws of the State of California, hereinafter referred to as “District”, and **SOLANO TRANSPORTATION AUTHORITY**, hereinafter referred to as “**STA**”, who, for valuable consideration, receipt of which is hereby acknowledged, do agree as follows:

1.0 District hereby grants to STA the right to perform work, acts and to undertake the construction of the project described in Exhibit “A”, attached hereto, initialed by the parties and included herein as if set forth in full, upon and adjacent to the District’s existing facilities and right of way, including passing over such right of way with equipment and men. STA agrees to take all necessary steps and precautions, to protect the existing facilities of District, including the following:

1.1 STA shall be responsible for clearly marking the location and maintaining markers of the existing facilities during construction.

1.2 Forty-eight (48) hours prior to starting any construction work over or adjacent to District facilities, STA shall arrange for inspection by the District to confirm the location of and the means of protecting underground facilities which shall be

Attachment C

employed by the STA in addition to those specified in Exhibit “A”, if any.

- 1.3 Where it is necessary to operate heavy equipment within the District rights of way, precautions will be taken to avoid loading directly over existing pipelines, as specified in Exhibit “A” or as reasonably required.
- 2.0 STA agrees to hold District harmless and to defend and indemnify and pay to District any and all damages which may be suffered as a result of the action or inaction of STA, its agents, employees, representatives or independent contractors, or by third parties within the control or authority of STA as a direct or indirect result of the acts and access provided to STA herein. STA stipulates that the above precautions and conditions are not a warranty or representation by the District that such steps or acts are sufficient to protect the existing facilities from damage, and STA agrees that it will hire and employ such consultants and experts and take such other measures as shall be reasonably necessary to provide all necessary precautions and conditions in addition to those provided above which shall be required to protect the facilities of District from damage or destruction.
- 3.0 If any of the existing facilities of District shall be damaged or injured in any way during construction, STA agrees as follows:
 - 3.1 STA shall pay any and all such damage upon billing by District and, if a third party, independent contractor, agent or employee has directly caused such damage, STA’s obligation to District shall exist whether or not it collects said costs from any other person or entity actually causing such damage.
 - 3.2 If District shall find it necessary to devote staff time or to employ attorneys or consultants to determine the extent of such damage or to process or prepare the claim against STA or his agents, employees, independent contractors or any third party acting under STA, such costs shall be recoverable from STA if STA is liable

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for damage, whether or not legal action is commenced.

- 3.3 If legal action shall be commenced and the District shall prevail, District shall be entitled to reasonable attorney's fees and costs incurred, including the costs of consultants, engineers or expert witnesses incurred in preparing and/or presenting testimony, as well as the costs and expenses of District for time spent and expenses incurred in preparation for or an appearance at such legal proceeding.
- 4.0 If any damage or interference with District's facility shall occur, and be proximately caused by the acts of STA, its agents, employees, independent contractors or any third party, which third party's act is proximately caused by the work or project of STA and which third party is acting within the control or authority of STA, and such damage shall result in interference or disruption of water service by District, STA shall be fully responsible and shall pay all damages suffered by any water service customer of District to whom such service is interrupted, delayed, or interfered with in any way. STA shall defend and hold District harmless from any and all legal costs, expert witness costs and consultant costs incurred by District in defending itself from the claims of such water service customer, and further shall pay any and all damages which may be levied against District.
- 5.0 During the construction work over District facilities, District may elect to provide for the inspection of the work. Any inspection by District and failure to object or request changes in the work or materials shall not constitute a waiver of the rights or District under the terms of this Agreement. STA shall be solely responsible for providing that the work is performed in a workmanlike fashion according to Exhibit "A" and that the materials are in conformance with the approved plans and specifications and with the provisions of Exhibit "A".
- 6.0 STA agrees that in installing the facilities shown in Exhibit "A" and upon the area of

District's interest as described in Exhibit "B", attached hereto, initialed by the parties and

Protection of Facilities Agreement
Rockville Road Water Line – Pipeline Relocation Project

Attachment C

included herein as if set forth in full, that:

- 6.1 No landscaping shall be installed during construction which cannot be removed as a part of District's maintenance activities without the requirement that District replace the landscaping. STA and its successors shall, as an example, not permit the planting of permanent trees or shrubs or bushes, other than ground cover within the area normally utilized for access, inspection, repair or reconstruction work and shall provide that all irrigation systems for that landscaping are clear of such area of work. The planting of said landscaping shall not occur within six (6.00) feet on either side of the exterior of any existing pipelines owned, operated and/or maintained by District. This includes, but is not limited to the above described, trees, shrubbery or ground cover that would inhibit the visual detection of a pipeline leak.
- 6.2 STA shall not erect any temporary or permanent structures within the District's easement area without the express written permission from District. This includes, but is not limited to, out buildings, concrete walls and footings, concrete and/or asphalt curb and gutter, concrete slabs, retaining walls, steel ornamental fencing, wood and/or chain link fencing, concrete or asphalt pathways, walkways, driveways and/or roadways.
- 6.3 District shall not be responsible or held accountable for any damage and/or removal of temporary or permanent structures, landscaping and/or above ground improvements, erected, installed, or planted within the District's easement, including, without limitation, any removal and/or cracking of concrete or asphalt pathways, walkways, driveways and/or roadways located in the public use areas.
- 6.4 STA shall bear the costs of removal and/or replacement of any and all improvements installed by STA within the District's easement, which may

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interfere or make more burdensome the repair and replacement of District's facilities described and depicted in Exhibit "A".

- 7.0 This Agreement shall bind the executors, successors and assigns of each and every party hereto.
- 8.0 It is understood and agreed by the parties that District does not warrant, approve of or accept the construction of such facilities or the maintenance of such facilities shown on Exhibit "A" herein as an approval or acceptance of the safety, proper design or the physical character of such facilities, and STA agrees to pay any and all expenses, including attorney's fees, consultant costs, expert witness costs and all costs of Court incurred by District as a result of and arising from the existence of such facilities.
- 9.0 This Agreement is complete and entire and may not be altered except by a writing executed by each party hereto.
- 10.0 If it shall be necessary for either party hereto to commence legal action to enforce the terms and provisions of this Agreement, the prevailing party shall be entitled to reasonable attorney fees including the costs of experts and consultants employed in the preparation and/or presentation of evidence.
- 11.0 Time is of the essence in the performance of this Agreement, and of each and every term thereof.
- 12.0 This Agreement shall be recorded in the County of Solano, State of California.
- 13.0 A fee of \$50.00 is charged and payable upon execution of this Agreement for the processing of this Agreement. Expenses incurred after the date of execution of this

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Agreement will be paid by the STA within 30 days of billing.

- 14.0 If STA does not pay the sum billed by District within thirty (30) days of such billing, District shall be entitled to interest on such damages incurred at the rate of one and one-half percent (1½ %) per month.
- 15.0 If, under the terms of this Agreement, amounts of money are payable to either party, or performances are required by either party which require the incurrence of expense to another party because of a failure to perform by a party, interest on the defaulted amount shall be paid by the party failing to perform at the rate of interest published by the Bank of America, NT&SA, as its prime rate during such period plus three percent (3%) until the full amount is paid or reimbursed. Any amounts of money owed shall be deemed to be owed thirty (30) days from the date of mailing of a billing or request for payment.
- 16.0 No other warranties or guarantees are to be implied or have been agreed to by the parties other than those contained within this Agreement.
- 17.0 ARBITRATION. THE PARTIES AGREE THAT IF ANY DISPUTE SHOULD ARISE UNDER THE TERMS AND CONDITIONS OF THIS AGREEMENT, EACH PARTY WAIVES ANY RIGHT TO COMMENCE LEGAL ACTION OR ARBITRATION OTHER THAN AS PROVIDED UNDER THE TERMS OF THIS AGREEMENT, AND THIS AGREEMENT SHALL PROVIDE THE SOLE AND EXCLUSIVE REMEDY FOR RESOLUTION OF DISPUTES. ALL DISPUTES OR ISSUES SHALL BE FINALLY RESOLVED BY ARBITRATION HEREUNDER. SO LONG AS THE PARTIES ARE PROMPTLY COMPLYING WITH THE ARBITRATION PROCEDURE PROVIDED HEREIN, DISTRICT WILL NOT TERMINATE WATER SERVICE TO THE REAL PROPERTY DESCRIBED IN EXHIBIT "A" FROM A CLAIMED BREACH OF THIS AGREEMENT AND WILL NOT TERMINATE WATER SERVICE UNDER THE TERMS OF THIS AGREEMENT EXCEPT UPON THE FAILURE TO COMPLY WITH THE

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ARBITRATION PROCEDURE BY LANDOWNER OR UPON THE ARBITRATOR'S CONSENT TO AN ORDER TO DO SO. IF DISTRICT SHOULD TERMINATE WATER SERVICE FOR REASON OTHER THAN A CLAIMED VIOLATION OF THE TERMS OF THIS AGREEMENT, LANDOWNER SHALL RETAIN ITS RIGHT TO SEEK INJUNCTIVE RELIEF TO STAY SUCH ACTION UNTIL THE MERITS OF THE MATTER ARE RESOLVED IN THE APPROPRIATE LEGAL PROCEEDING AND THIS PROVISION SHALL NOT BAR SUCH REMEDY BEING SOUGHT BY LANDOWNER.

- 18.0 THE DETERMINATION OF THE ARBITRATOR WILL BE FINAL AND BINDING UPON EACH PARTY AND EACH PARTY SPECIFICALLY WAIVES ANY RIGHT TO CLAIM THAT THE ARBITRATOR HAS EXCEEDED THE SCOPE OF THE ARBITRATION, HAS DISREGARDED EVIDENCE OR PRINCIPLES OF LAW, AND FURTHER WAIVES ANY RIGHT TO DISCLAIM THE QUALIFICATION OR FUNCTION OF THE ARBITRATOR IN ANY MANNER OR FASHION.
- 19.0 APPOINTMENT OF THE ARBITRATOR SHALL BE MADE BY MUTUAL AGREEMENT OF THE PARTIES. IF THE PARTIES CANNOT AGREE UPON THE IDENTIFICATION OF THE ARBITRATOR WITHIN THIRTY (30) DAYS FROM THE MAILING OF THE OBJECTION, A PETITION FOR APPOINTMENT OF ARBITRATOR SHALL BE FILED WITH THE SUPERIOR COURT OF THE COUNTY OF SOLANO.
- 20.0 THE ARBITRATOR'S FEES AND FEES AND COSTS OF PETITIONING FOR THE APPOINTMENT OF THE ARBITRATOR SHALL BE PAID BY ONE OR BOTH PARTIES TO THE ARBITRATION IN ACCORDANCE WITH THE DETERMINATION OF THE ARBITRATOR AS TO THE FAIR APPORTIONMENT OF SUCH FEES AND COSTS. THE ARBITRATOR UPON RENDERING ITS AWARD SHALL DETERMINE THE PARTY THAT PREVAILED BASED UPON

Attachment C

WRITTEN STATEMENTS MADE BY EACH PARTY AT THE COMMENCEMENT OF THE ARBITRATION AS TO THE POSITION OF THE PARTIES AND THEIR ALTERNATIVES FOR SETTLING THE MATTER. A STATEMENT OF A PROPOSED SETTLEMENT SHALL NOT BE BINDING UPON ANY PARTY AND SHALL NOT BE CONSIDERED AS EVIDENCE BY THE ARBITRATOR EXCEPT TO THE EXTENT THAT THE ARBITRATOR UPON MAKING ITS SOLE AND INDEPENDENT DETERMINATION SHALL DETERMINE THE PARTY WHICH PREVAILED BASED UPON THE PROPOSALS FOR SETTLEMENT OF THE MATTER MADE BY EACH PARTY AND SHALL DETERMINE THAT THE NON-PREVAILING PARTY SHALL PAY SOME OR ALL OF THE COSTS OF ARBITRATION INCLUDING ANY COSTS INCURRED BY THE ARBITRATOR AND IN EMPLOYING EXPERTS TO ADVISE THE ARBITRATOR IN REGARD TO SPECIFIC SUBJECTS OR QUESTIONS. THE ARBITRATOR MAY FURTHER AWARD THE COST OF ATTORNEY'S FEES OR EXPERT WITNESSES CONSULTED OR EMPLOYED IN THE PREPARATION OR PRESENTATION OF EVIDENCE TO THE ARBITRATOR BY THE PREVAILING PARTY IF, IN THE ARBITRATOR'S DETERMINATION, THE POSITION OF THE NONPREVAILING PARTY WAS NOT REASONABLY TAKEN OR MAINTAINED OR WAS BASED UPON A FAILURE TO PROPERLY EXCHANGE OR COMMUNICATE INFORMATION WITH THE PREVAILING PARTY IN REGARD TO THE SUBJECT SUBMITTED TO ARBITRATION.

- 21.0 THE ARBITRATOR'S DETERMINATION MAY FURTHER PROVIDE FOR PROSPECTIVE ENFORCEMENT AND DIRECTIONS FOR THE PARTIES TO COMPLY WITH. UNDER SUCH CIRCUMSTANCES, THE ARBITRATOR'S AWARD SHALL BE BINDING UPON THE PARTIES AND SHALL BE UNDERTAKEN AND PERFORMED BY EACH OF THE PARTIES UNTIL SUCH TIME AS THE ARBITRATOR'S DIRECTIONS TO THE PARTY SHALL LAPSE BY THEIR TERM, OR THE ARBITRATOR SHALL NOTIFY THE PARTIES THAT

Attachment C

THOSE TERMS ARE NO LONGER IN FORCE OR EFFECT OR SHALL MODIFY
THOSE TERMS.

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IN WITNESS WHEREOF, the parties hereto have caused this agreement to be executed in duplicate by their respective officials thereunto duly authorized.

SOLANO TRANSPORTATION AUTHORITY:

Dated: _____ By: _____
Solano Transportation Authority

SOLANO IRRIGATION DISTRICT:

Dated: _____ By: _____
Robert Hansen, President of the
Board of Directors of the
Solano Irrigation District

Dated: _____ By: _____
David Mansfield, Secretary to the
Board of Directors of the
Solano Irrigation District

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DRAFT

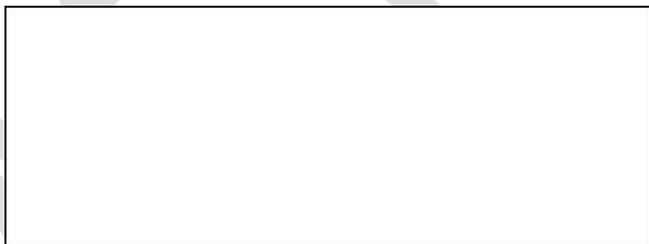
NOTARY ACKNOWLEDGMENTS

State of California)
County of Solano)

On _____, 2010, before me, _____, Notary Public, personally appeared _____, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the forgoing paragraph is true and correct.

WITNESS my hand and official seal.



_____, Notary Public

Commission Number: _____

Commissioned In: _____ County, State of California

Date Commission Expires: _____

Vendor ID Number: _____

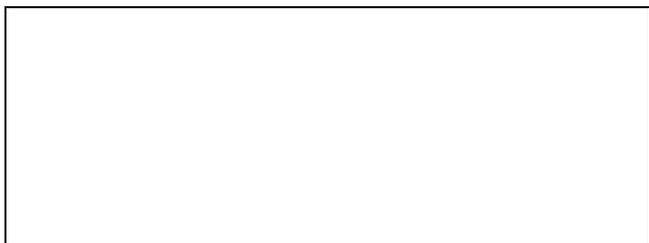
Phone Number: _____

State of California)
County of Solano)

On _____, 2010, before me, Frank Weber, Notary Public, personally appeared Robert Hansen and David M. Mansfield, who proved to me on the basis of satisfactory evidence to be the persons whose names are subscribed to the within instrument and acknowledged to me that they executed the same in their authorized capacities, and that by their signatures on the instrument the persons, or the entity upon behalf of which the persons acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the forgoing paragraph is true and correct.

WITNESS my hand and official seal.



Frank Weber, Notary Public

Commission Number: 1740813

Commissioned In: Solano County, State of California

Date Commission Expires: May 19, 2011

Attachment C

Vendor ID Number: NNA1
Phone Number: 707-455-4032

DRAFT

Exhibit “A”

The maps and plans entitled “City of Vallejo, Water Division, - Water Main Relocation Project, Rockville Road Water Main, Solano County, California, from Paseo Arboles to Suisun Valley Road, prepared by Mark Thomas & Company, Walnut Creek, CA, for Solano Transportation Authority.

DRAFT

Exhibit “B”

1. The District’s Lateral 56-D, a 6-inch ACP pipeline, is shown on Sheet P-1, of the maps and plans as described in Exhibit “A”. Said 6-inch pipeline lies parallel to and south of the proposed new 12-inch PVC, C-900 pipeline, between Station 13+50 and 15+62.4. Said new 12-inch pipeline will cross the District’s 6-inch pipeline at approximate Station 15+62.4.
2. The District’s Lateral 56-F, an 8-inch ACP pipeline, is shown on Sheet P-4, of the maps and plans as described in Exhibit “A”. Said new 12-inch PVC, C-900 pipeline will cross the District’s 8-inch pipeline at approximate Station 27+59.66.
3. The District’s 14-inch PVC pipeline is shown on Sheet P-4, of the maps and plans as described in Exhibit “A”. Said new 12-inch pipeline will cross the District’s 14-inch pipeline at approximate Station 29+21.75.
4. The District’s 14-inch PVC pipeline is shown on Sheet P-4, of the maps and plans as described in Exhibit “A”. Said new 12-inch pipeline will cross the District’s 1-inch waterline, the exact location is unknown, between approximate Station 29+21.75 and Station 30+27.84.
5. The District’s Lateral 56 Extension, a 4-inch PVC pipeline, is shown on Sheet P-7, of the maps and plans as described in Exhibit “A”. Said 4-inch pipeline lies parallel to and south of the proposed new 12-inch PVC, C-900 pipeline, between Station 59+50 and 63+73.1. Said new 12-inch pipeline will cross the District’s 4-inch pipeline (in 6-inch casing pipe) at approximate Station 63+73.1.
6. The District has a 4-inch pipeline off its Young Lateral A, is shown on Sheet P-15, of the maps and plans as described in Exhibit “A”. Said new 12-inch pipeline will cross the District’s 4-inch pipeline at approximate Station 150+24.3.
7. The USBR’s Putah South Canal, a 78-inch Concrete siphon, (maintained by the District) is shown on Sheet P-16, of the maps and plans as described in Exhibit “A”. Said new 12-inch pipeline will cross the USBR’s 78-inch siphon at approximate Station 162+94.

/// End of Agreement

4.0 MITIGATION MONITORING REPORTING PROGRAM

Impact #	Impact Statement	Mitigation Measures	Responsible Agency	Timing	Initials
4.1 Biological Resources					
BIO-1	Construction of the project could impact nesting habitat for Swainson's hawk and other migratory birds.	<p>Mitigation Measure BIO-1: Preconstruction Surveys-Nesting Raptors</p> <p>If construction work shall be performed during the general raptor (birds of prey) nesting season (March 1 through August 15) a preconstruction nesting survey for State and federally protected birds shall be conducted by a qualified biologist within 14 days prior to the start of construction. Preconstruction surveys will also be conducted for the Swainson's hawk as discussed in CDFG protocols.</p> <p>If active nests are found in areas that could be directly affected or subject to prolonged construction-related noise, a no-disturbance buffer zone shall be created around active nests during the breeding season or until a qualified biologist determines that all young have fledged. The size of the buffer zones and types of construction activities restricted within them will be determined through consultation with CDFG, taking into account factors such as the following:</p> <ul style="list-style-type: none"> • Noise and human disturbance levels at the project area at the time of the survey and the noise and disturbance expected during the construction activity; • Distance and amount of vegetation or other screening between the project areas and the nest; and 	Solano Transportation Authority (STA) in coordination with a qualified biologist	Prior to construction activities (including pruning/limited tree removal)	

4.0 Mitigation Monitoring Reporting Program

Impact #	Impact Statement	Mitigation Measures	Responsible Agency	Timing	Initials
		<p>determines that all young have fledged. The size of the buffer zones and types of construction activities restricted within them will be determined through consultation with CDFG, taking into account factors such as the following:</p> <ul style="list-style-type: none"> • Noise and human disturbance levels at the project area at the time of the survey and the noise and disturbance expected during the construction activity; • Distance and amount of vegetation or other screening between the project areas and the nest; and • Sensitivity of individual nesting species and behaviors of the nesting birds. <p>Limits of construction to avoid an active nest shall be established in the field with flagging, fencing, or other appropriate barrier, and construction personnel shall be instructed on the sensitivity of nest areas. The biologist shall serve as a construction monitor during those periods when construction activities would occur near active nest areas to ensure that no impacts to these nests occur.</p>			

4.2 Cultural Resources

CULT-1	Ground disturbing activities would impact known cultural resources (P-48-188 (CA-SOL-364)).	<p>Mitigation Measure CULT-1a: Construction Monitoring</p> <p>During project earth-moving activities within known historic resources, a total of three cultural resources monitors shall be present to direct the speed of the trench digging and grading, recover significant artifact materials, investigate and document encountered features, and reduce potentially destructive impacts to human remains. These monitors shall consist of two archaeologists (one archeologist examining the trench and another examining removed backdirt) and a single Native American monitor who will generally oversee the trench excavation and be on-hand to expedite notification procedures for the potential discovery of human remains (see Mitigation Measure CULT-1e).</p>	STA in coordination with cultural resource monitors	During trenching excavation activities within known historic resource areas	
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4.0 Mitigation Monitoring Reporting Program

Impact #	Impact Statement	Mitigation Measures	Responsible Agency	Timing	Initials
		<p>Mitigation Measure CULT-1b: Manual Excavation</p> <p>In order to minimize impact to historic resources, the archeologist recovery team appointed by the designated qualified archeologist shall conduct a hand excavation of a professionally justifiable sample of soil matrix within the proposed water line corridor. The soil shall be excavated in 10 centimeter increments, placed at the discretion of the archaeologists, and dry screened utilizing ¼- and ⅛-inch mesh. All discovered artifacts shall be sent to the designated qualified archeologist laboratory for processing and analysis (see Mitigation Measure CULT-1d). If an intact burial is discovered during excavation, the control unit will be closed and the burial removal process will begin (see Mitigation Measure CULT-1e).</p>	<p>STA in coordination with the designated qualified archeologist and the archeologist recovery team</p>	<p>Prior to construction activities within known historic resource areas</p>	
		<p>Mitigation Measure CULT-1c: Systematic Mechanical Excavation</p> <p>Within the area identified by the qualified archaeologist, a small backhoe with a straight-edged 2 to 3-foot bucket shall systematically clear prehistoric midden soils associated with CA-SOL-364 that are apparent in the trench corridor. A backhoe operator shall be recommended by the designated qualified archeologist. Systematic clearing will be limited to the areas near CA-SOL-364 that were identified as sensitive by the qualified archaeologist. The mechanical clearing shall take place after the 8 cubic meters of control units have been excavated (see Mitigation Measure CULT-1b).</p>	<p>STA in coordination with the designated qualified archeologist and backhoe operator</p>	<p>Prior to construction activities within known historic resource areas</p>	
		<p>Mitigation Measure CULT-1d: Discovery of Artifacts</p> <p>If features such as hearths, fire-cracked rock deposits, refuse pits, etc. are encountered during project construction, the portions of those features that would be directly impacted by construction shall be excavated by one of the archaeologists according to standard archaeological procedure. This will ensure that any scientific data that could contribute towards an understanding of the stated research questions will be recovered and documented.</p>	<p>STA in coordination with the designated qualified archeologist</p>	<p>During construction, as necessary</p>	

4.0 Mitigation Monitoring Reporting Program

Impact #	Impact Statement	Mitigation Measures	Responsible Agency	Timing	Initials
		<p>The designated qualified archeologist and/or Native American monitor may move the excavation machinery a safe distance from the find so that construction may proceed relatively unaffected by archaeological recovery efforts.</p> <p>Mitigation Measure CULT-1e: Discovery of Human Remains</p> <p>Any human remains discovered during construction monitoring shall be treated in accordance with California law and within an accord agreed to by the Native American monitor, the most likely descendant (MLD), and the archaeological recovery team. The following procedure listed below shall be followed as part the data recovery of human remains.</p> <ul style="list-style-type: none"> a) The Native American monitor shall be notified upon the discovery of human remains, and any ceremony the monitor deems necessary shall be carried out. b) Before excavation of the human remains begins, a tarp shall be erected over each burial area to keep direct sunlight off the remains to prevent bones from drying, cracking, and/or splintering. c) Burial removal is considered private by the Native Americans, as well as potentially distracting to passing motorists. As such, the project applicant and general contractor shall provide the materials and personnel needed to visually shield recovered resources from the general public. Steel plates shall be used to cover exposed burials, midden, or excavation units until the trench has been cleared and backfilled to appropriate safety standards. Solid (non-see through) fencing shall be provided around areas being hand-excavated or where burials are being removed. Concrete dividers (K rails) and road safety personnel shall also be 	<p>STA in coordination with the Native American monitor, the most likely descendant, and the archeological recovery team</p>	<p>During construction, as necessary</p>	

4.0 Mitigation Monitoring Reporting Program

Impact #	Impact Statement	Mitigation Measures	Responsible Agency	Timing	Initials
		<p>provided to keep the archaeological crew at a safe distance from roadway traffic.</p> <p>d) The archaeological recovery team shall make an on site determination on whether to use metal or wooden tools for excavation. The choice shall be dictated by a methodology which minimizes potential damage to the bones during excavation.</p> <p>e) During excavation, the burial areas may be frequently wet down with a fine spray of water to keep the soil from hardening. Bone fragments that come off each burial from contact with heavy equipment or during manual excavation shall be placed in a paper bag and kept with the burial. The excavation process shall include complete exposure of each element and any associated grave goods as best possible given the condition of each individual burial.</p> <p>f) If portions of a human remains discovery extend beyond the walls of a designated excavation unit for the project, then archaeologists shall excavate enough of the adjacent area to ensure complete recovery of the skeleton and any associated grave goods.</p> <p>g) After excavation is completed, the archaeological recovery team shall make a detailed scale drawing of each burial and a record photograph shall be taken.</p> <p>h) To insure against damage during burial removal and transportation, the archaeological recovery team shall conduct a brief in-field osteological analysis. Where possible, identification of skeletal elements present, age, sex, and any pathological or traumatic conditions visible, as well as records of</p>			

4.0 Mitigation Monitoring Reporting Program

Impact #	Impact Statement	Mitigation Measures	Responsible Agency	Timing	Initials
		<p>any bone measurements possible, shall be recorded, as well as burial position and orientation.</p> <p>i) Once each individual burial has been fully recorded, the remains shall be removed element by element and much of the remaining matrix shall be removed to minimize potential damage to the remains during transportation. Skeletal material shall be wrapped in paper and stored in cardboard boxes to allow slow and even drying of the elements. Pending agreement with the MLD, the remains shall be transported to an appropriate secure location where they will be stored in a secure, climate-controlled atmosphere until their laboratory analysis is completed or pending final disposition.</p>			
		<p>Mitigation Measure CULT-1f: Site Documentation and Reporting</p> <p>All documentation aspects of the data recovery project shall be conducted in accordance with guidance outlined in the State of California Office of Historic Preservation's Instructions for Recording Historical Resources (OHP 1995) and the Federal Secretary of the Interior's Standards and Guidelines for the Identification of Cultural Resources (48 CFR 44720-23). Written field documentation shall include unit and level excavation records, field supervisor's notes, and accompanying digital and print photography.</p> <p>Post-field documentation shall consist of the production of a draft detailed data recovery report to be submitted to the client and the MLD approximately 12 months following the completion of the construction monitoring phase of the archaeological investigations. The archeological investigations shall also include specialized studies analyzing faunal remains, lithic artifacts, shell ornaments, bone implements, etc. Some of these analyses are highly specialized and shall be conducted by recognized experts in their respective fields, as selected by the designated qualified</p>	<p>STA in coordination with the archeologists on the cultural resource team</p>	<p>Documentation to be recorded during construction activities, reports to be completed 12 months after the construction monitoring phase</p>	

4.0 Mitigation Monitoring Reporting Program

Impact #	Impact Statement	Mitigation Measures	Responsible Agency	Timing	Initials
		<p>archeologist. These sub-contractors shall perform their detailed analyses and provide separate reports that will be incorporated into the body of the data recovery report and/or attached as technical appendices.</p> <p>Once the completed draft report has been reviewed by client and the MLD and their input has been incorporated or otherwise taken into consideration, the designated qualified archeologist will provide final copies to the client, the MLD, and the California Historical Resources Information System.</p>			
CULT-2	Ground-disturbing activities could impact unknown subsurface archeological resources.	<p>Mitigation Measure CULT-2a: Require Protection Measures for Cultural Resources within the Excavation Contract.</p> <p>To ensure that inadvertently exposed cultural resources are protected throughout the excavation process, the project proponent shall develop project specifications regarding project procedures and requirements during and after the exposure of cultural resources in the General Conditions section of any excavation contract, consistent with the Archaeological and Cultural Monitoring Plan (see Mitigation Measure CULT-2c) and including the legal and/or regulatory implications of knowingly destroying unique archaeological resources, human remains, and other historic properties from the project area. Specifically Mitigation Measure CULT-2c shall include a Discovery Plan for Unanticipated Cultural Resources and a Native American Burial Plan to guide the evaluation, management and mitigation of any previously unknown significant subsurface cultural materials and skeletal remains inadvertently exposed by project's construction activities.</p>	STA in coordination with the project proponent	Prior to construction activities	

4.0 Mitigation Monitoring Reporting Program

Impact #	Impact Statement	Mitigation Measures	Responsible Agency	Timing	Initials
		<p>Mitigation Measure CULT-2b: Project Archaeologist Conducts Pre-Construction Meeting.</p> <p>The designated qualified archaeologist shall conduct a pre-construction meeting for construction personnel to discuss the sensitivity of archaeological resources potentially encountered during construction.</p>	STA in coordination with the designated qualified archeologist	Prior to construction activities	
		<p>Mitigation Measure CULT-2c: Develop and Implement an Archaeological and Cultural Monitoring Plan to Guide Construction Monitoring.</p> <p>The contractor shall develop and implement an Archaeological and Cultural Monitoring Plan (ACMP) that details the rationale and procedures to be followed during monitoring and unexpected discoveries. The ACMP shall include a Discovery Plan for Unanticipated Cultural Resources and a Native American Burial Plan to guide the evaluation, management and mitigation of any previously unknown significant subsurface cultural materials and skeletal remains inadvertently exposed by project's construction activities. Within the ACMP, the Discovery Plan shall also include the protocols for developing a find-specific Treatment Plan in the event of a significant discovery during construction in order to guide the removal, analysis, report requirements and future curation of the discovery. The implementation of any cultural resources conditions and/or protection measures mandated by any regulatory/permitting agencies shall be incorporated into the document as appropriate. The ACMP shall identify how the proposed ACMP would preserve the significant information of the archeological resource classes that the project are reasonably expected to contain. That is, the ACMP shall identify the scientific/historical research questions that are applicable to the expected resources, the data classes the resource(s) are expected to possess, and how the expected data classes would address the applicable research questions. Studies and reports resulting from excavations must be deposited with the California Historical Resources Regional Information Center.</p>	STA and Solano County in coordination with the contractor	Prior to construction activities	

4.0 Mitigation Monitoring Reporting Program

Impact #	Impact Statement	Mitigation Measures	Responsible Agency	Timing	Initials
CULT-3	Ground-disturbing activities could impact unknown human remains.	<p>Mitigation Measure CULT-3: Compliance with California law regarding the treatment of Native American human remains as contained in California Health and Safety Code §7050.5 and §7052 and California Public Resources Code §5097.</p> <p>California law recognizes the need to protect Native American human burials, skeletal remains, and items associated with Native American burials from vandalism and inadvertent destruction. The California Health and Safety Code requires that if human remains are found in any location other than a dedicated cemetery, work is to be halted in the immediate area, and the County coroner is to be notified to determine the nature of the remains. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or state lands (Health and Safety Code §7050.5[b]). If the coroner determines that the remains are those of a Native American interment, then the NAHC shall be consulted to identify the most likely descendants and the appropriate disposition of the remains.</p> <p>In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the steps listed below should be taken.</p> <ul style="list-style-type: none"> • There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the coroner of the County in which the remains are discovered is contacted to determine that no investigation of the cause of death is required; and • If the coroner determines the remains to be Native American: <ul style="list-style-type: none"> • the coroner shall contact the NAHC within 24 hours 	STA and Solano County in coordination with the cultural resource monitors and project contractor	During construction, as necessary	

4.0 Mitigation Monitoring Reporting Program

Impact #	Impact Statement	Mitigation Measures	Responsible Agency	Timing	Initials
		<ul style="list-style-type: none"> • the NAHC shall identify the person or persons it believes to be the MLD from the deceased Native American • the MLD may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98; or • Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance: <ul style="list-style-type: none"> • the NAHC is unable to identify a MLD or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission; • the descendant identified fails to make a recommendation; or • the landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the NAHC fails to provide measures acceptable to the landowner. 			

4.0 Mitigation Monitoring Reporting Program

Impact #	Impact Statement	Mitigation Measures	Responsible Agency	Timing	Initials
4.3 Other Resources					
HYDRO-1	Excavation of the trench to a depth between 5 and 7 feet deep would impact groundwater quality.	<p>Mitigation Measure HYDRO-1: Implement Pollution Control Standards</p> <p>If groundwater is encountered during trenching, the following Caltrans water pollution control standards would be implemented:</p> <ul style="list-style-type: none"> • At least 10 days before starting dewatering, submit a Dewatering and Discharge Plan to the County under Section 5-1.02, "Plans and Working Drawings," and "Water Pollution Control" of the Standard Specifications. Dewatering and Discharge Plan must include: <ul style="list-style-type: none"> • Title sheet and table of contents; • Description of dewatering and discharge activities detailing locations, quantity of water, equipment, and discharge point; • Estimated schedule for dewatering and discharge (start and end dates, intermittent or continuous); • Discharge alternatives such as dust control or percolation; • Visual monitoring procedures with inspection log; • Conduct dewatering activities under the Field Guide for Construction Dewatering; • Ensure that dewatering discharge does not cause erosion, scour, or sedimentary deposits that impact natural bedding materials; • Discharge water within project limits. If water cannot be discharged within project limits due to site constraints, dispose of it in the same way specified for material in 	STA and Solano County in coordination with the project contractor	Prior to and during dewatering construction activities	

4.0 Mitigation Monitoring Reporting Program

Impact #	Impact Statement	Mitigation Measures	Responsible Agency	Timing	Initials
		<p>Section 7-1.13, "Disposal of Material Outside the Highway Right of Way";</p> <ul style="list-style-type: none"> • Do not discharge storm water or non-storm water that has an odor, discoloration other than sediment, an oily sheen, or foam on the surface. Notify the Engineer immediately upon discovering any of those conditions; • Water Pollution Control (WPC) manager must inspect dewatering activities; <ul style="list-style-type: none"> • Daily when dewatering work occurs daily; • Weekly when dewatering work does not occur daily. 			

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DATE: May 3, 2010
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Approval of STA's Overall Work Plan (OWP) for Fiscal Years (FY)
2010-11 and 2011-12

Background:

Each year, the Solano Transportation Authority (STA) Board identifies and updates its priority projects. These projects provide the foundation for the STA's overall work plan for the forthcoming two fiscal years. In July 2002, the STA Board modified the adoption of its list of priority projects to coincide with the adoption of its two-year budget. This marked the first time the STA had adopted a two-year overall work plan. The most recently adopted STA Overall Work Plan (OWP) for FY 2009-10 and FY 2010-11 includes a list of 42 priority projects, plans and programs.

The State Budget crisis continues to overshadow transportation funding in California. Last year, the Governor and the State Legislature opted to zero out the State Transit Assistance Fund (STAF). In recent years, the State Transportation Improvement Program (STIP) has had little or no new funds to be programmed or allocated by the California Transportation Commission (CTC). This past year, the U.S. Congress continued to forestall a decision on the composition and scope of the federal authorization bill. All of these issues are having a direct impact on the STA's ability to fund elements of the Overall Work Program.

Despite the impacts of the current State fiscal crisis, the STA has continued to work productively with the County's seven cities, the County of Solano, Caltrans, MTC, the Capitol Corridors, and others to implement the priority plans, projects and programs identified in this OWP. The loss and/or delay of State funding is projected to particularly impact the STA's ability to plan for and conduct project development activities for priority projects. Over the past five years, the agency has dedicated a significant amount of time to analyzing and evaluating a range of transportation issues, obstacles, and options for improving Solano County's transportation system. The emphasis in the timeframe of 2000 to 2005 was to complete a variety of planning studies, including the Comprehensive Transportation Plan, initiating various corridor studies, and identifying a handful of priority projects to fund and advance into construction. The last five years, STA began to focus on project development activities include completing environmental documents, designing projects, and managing construction. In 2009, the STA's eight member agencies approved a modification to the STA's Joint Powers Agreement that updated the planning, project delivery and program management responsibilities of the agency, and specifically authorizes the STA to undertake right of way functions for specified priority projects, such as the North Connector, the Jepson Parkway, State Route (SR) 12 Jameson Canyon, and the I-80 Truck Scales Relocation Project. STA managed programs include Solano Napa Commuter Information (SNCI), Solano Safe Routes to

Schools, Solano Abandon Vehicles Abatement (AVA) Program, the Lifeline Program (targeted for lower income communities), and Transportation Planning and Land Use Solutions (T-Plus).

At the TAC meeting in March, staff provided a status of the current OWP and a draft of the proposed OWP for FY 2010-11 and 2011-12. This item was also presented to the STA Board on April 14, 2010 as an information item.

Discussion:

Attached is the STA's OWP for FY 2010-11 and 2011-12. From 2005 to the present, the STA has taken a more proactive role in advancing projects through a variety of project development activities,

PROJECT DELIVERY/ NEAR TERM CONSTRUCTION PROJECTS

Based on the Budget for FY 2009-10 and FY 2010-11, the following OWP projects are currently fully funded and are under construction or are projected to be under construction during the next two to three years.

- I-80 SHOPP Projects
- North Connector East Project
- SR 12 East Safety Projects – Suisun City to SR 113
- SR 12 Jameson Canyon Widening
- I-80 Eastbound Cordelia Truck Scales Relocation and Upgrade
- Travis AFB Access Improvements – South Gate
- SR 12 East Safety Projects – SR 113 to Rio Vista

Two of the highway related projects are being conducted in project development partnerships with Caltrans.

In addition, STA has two projects that it is continuing to advance through the project development process and is currently seeking funding for their specific phase, but the project may be impacted by any delay in the allocation of funds by the CTC. These projects are slated to begin construction in the next two to five years if they remain on schedule.

- Jepson Parkway Project – Vanden Segment
- Next phase of I-80/I-680/SR 12 Interchange

There are several projects that are currently in the project development phase with that phase currently funded so that work can continue, but the project is not fully funded and the STA is seeking additional future funds for construction.

- I-80/I-680/SR 12 Interchange – Environmental document for full interchange and design for next phase
- Express Lanes (HOT Lanes) – Preliminary Engineering for Initial Two Segments
- Fairgrounds Access Project – Environmental Document
- Travis AFB Access Improvements – North Gate
- SR 12/Church Road Improvements

Finally, there are several projects that are included in the OWP, but the initial or next phase of the project is not currently funded in the proposed two year budget.

- I-80 HOV Lanes Project –SR 37 to Carquinez Bridge
- I-80 HOV Lanes Project – Air Base Parkway to I-505
- Jepson Parkway – remaining phases
- North Connector – West Segment
- Peabody Road
- Park Blvd. Overcrossing

TRANSIT CENTERS

There are several priority transit centers that the STA has successfully pursued and obtained or programmed federal, state or regional funds for. Several of these projects are fully funded and are moving into the project development stage. The agency sponsor for each of these transit projects is one of the cities. Four of the projects were recipients of Regional Measure 2 funds for which the STA is the project sponsor, but the cities are delivering the projects.

Two of these projects have phases fully funded and are currently under construction.

- Vacaville Intermodal Station – Phase 1
- Vallejo Station – Transfer Station
- Vallejo Station – Phase A

Three additional projects have phases fully funded or nearly funded and expect to be under construction in two to five years.

- Fairfield Vacaville Rail Station – Phase 1
- Transit Center at Curtola/Lemon Street – Phase 1
- Benicia Park-and-Ride Lots

Several of these projects are initial phases of larger planned projects that are not fully funded. The larger, long range transit centers are as follows:

- Vallejo Station – Phase B
- Vacaville Intermodal Station – Phase 2
- Fairfield Transit Center
- Dixon Rail Station
- Transit Center at Curtola/Lemon Street – Phases 2 and 3

STA PLANNING ACTIVITIES

The following planning studies are underway and funded in the currently proposed budget:

- Regional Traffic Impact Fee (RTIF) Study
- Comprehensive Transportation Plan Update
- Implementation of Two Recommendations of Countywide Transit Consolidation Study – Benicia-Vallejo and Interregional Transit Service
- Community Based Transportation Planning (CBTP) – Fairfield East and Vacaville
- Rio Vista Bridge Study
- SR 12 Major Investment Study (MIS)

The update of the STA's Comprehensive Transportation Plan (CTP) is expected to be a large undertaking with a number of individual studies and plan updates grouped under the CTP. These include the following individual studies that are currently funded as part of the proposed budget:

- Safe Routes to Transit
- Countywide Bike Plan Update
- Countywide Pedestrian Plan Update
- Countywide TLC Update and Identification of Project Development Areas
- Safe Routes to Schools Plan Update – Increasing Number of Schools from 10 to 60
- Senior and Disabled Transportation Plan Update
- Solano Rail Crossings Study

The following plans are not currently funded in the proposed budget.

- SR 29 Major Investment Study
- Solano Water Passenger Service Study
- Intercity Transit Operations Plan
- Emergency Responders and Disaster Preparedness Study

STA serves as the lead agency for the following programs and each of these programs are funded in the currently proposed budget, but in several instances the funding for the program is short term.

- Safe Routes to School Program
- Abandoned Vehicle Abatement Program
- Congestion Management Program
- Countywide Traffic Model and Geographic Information System
- Transportation for Livable Communities (TLC) and T-Plus Programs
- Implementation of Countywide Bicycle Plan Priority Projects
- Countywide Pedestrian Plan and Implementation Plan
- Clean Air Fund Program and Monitoring
- STA Marketing/Public Information Program
- Paratransit Coordinating Council
- Intercity Transit Coordination
- Lifeline Program Management
- Solano Napa Commuter Information (SNCI)

Prior to the STA's development of its FY 2010-11 & 2011-12 budget, staff has agendized the development of the updated OWP for a recommendation by the TAC this month in preparation for adoption of the OWP at the May STA Board meeting. Adoption of the updated OWP will then guide the Board and staff in the development of the FY 2010-11 and 2011-12 Budget scheduled for consideration in June 2010.

At their board meeting of April 14, 2010, the STA Board unanimously approved a recommendation from the State Transportation Improvement Authority (STIA) Board regarding the additional evaluation of a series of seven new revenue options.

Specifically, this included adding to the OWP a Public Private Partnership Feasibility Study focused on several new and/or expanded transit centers. This item has been added to the recommended OWP since the last Board meeting.

At the April 28, 2010 Technical Advisory Committee (TAC), this proposed action received unanimous approval recommending the STA Board approval.

Recommendation:

Approve the STA's Fiscal Year (FY) 2010-11 and FY 2011-12 Overall Work Program (OWP) as specified in Attachment A.

Attachment:

- A. STA OWP for FY 2010-11 & FY 2011-12 (Amended by STA Board on April 14, 2010)

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STA Monitoring:	Project#	36 - 42

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2010-11	FY 2011-12	EST. PROJECT COST	DEPTLEAD STAFF
STA Lead - Projects	1.	<p><u>I-80/680/SR 12 Interchange</u></p> <ul style="list-style-type: none"> A. Interchange EIR/EIS <ul style="list-style-type: none"> ➤ Alt B and Alt C B. Breakout Logical Components <p><u>Status:</u> Administrative Draft EIR/EIS at Caltrans for review, expect circulation in May 2010. STA to identify next construction packet for construction. Detailed preliminary engineering and R/W activities to begin for next construction package. Project submitted to CTC for Prop 1B CMIA Savings of \$24M.</p> <p><u>Milestones:</u> Administrative Draft EIR/EIS submitted to Caltrans.</p> <p>Estimated Completion Date (ECD): Draft Environmental Document May 2010 Final Environmental Document Dec. 2010</p>	STA	\$9M TCRP \$50M RM2 \$50.7 M AB 1171 Current Shortfall in funding \$1B	X	X	\$9.6 M for EIR/EIS \$12 M Prelim Engineering \$1 B to 1.2 B (Capital Cost)	Projects Janet Adams
STA Lead - Projects	2.	<p><u>North Connector</u></p> <ul style="list-style-type: none"> A. East Segment (STA) B. Central Segment (Fairfield) C. West Segment (STA) <p><u>Status:</u> Advanced Construction package for Chadbourne signals completed 2009. Construction East End to open in fall 2010. STA to develop funding plan for West End with Fairfield and County.</p> <p><u>Milestones:</u> Phase 1 Construction Completed Phase 2 Construction Began ECD: Oct. 2010</p>	STA (East and West Segments) City of Fairfield (Central Segment)	\$3M TCRP (environmental) \$21.3M RM2/STIP East Section \$20M City of Fairfield \$1M County of Solano Central Segment Current Shortfall	X	X	\$2.7 M EIR \$81.6 M (Capital Cost)	Projects Janet Adams



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Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2010-11	FY 2011-12	EST. PROJECT COST	DEPTLEAD STAFF
				in funding \$32M West Section				
STA Lead - Projects	3.	<p><u>I-80 HOV Projects</u></p> <p>A. <u>Red Top to Air Base Parkway</u> –8.7 miles new HOV Lanes. COMPLETED</p> <p><u>Ramp Metering (HOV Lane Component)</u> PA/ED: 4/07 PS&E: 10/09 R/W: None Begin Construction: 6/2010</p> <p>B. <u>WB I-80 Carquinez Bridge to SR 29</u> – This project has a completed PSR approved by Caltrans. Project is currently unfunded (\$20M).</p> <p>C. <u>Redwood Parkway – Fairgrounds Drive Improvement Project</u>- STA, City and County to begin PA/ED by 6/2010.</p> <p>D. <u>Air Base Parkway to I-505</u> – See OWP Project #4</p> <p><u>Milestones:</u> The HOV Lanes completed from Red Top Road to Air Base Parkway.</p>	STA	<p>\$9 M RM 2 \$56 M CMIA \$15.4 M Fed Earmark</p> <p>Current Shortfall in funding \$20 M</p> <p>PSR – Fed Demo (\$1 M) Current Shortfall in funding \$85 M</p> <p>Current Shortfall in funding \$111 M</p>	X	X	<p>\$60 M (Capital Cost)</p> <p>\$20 M</p> <p>PSR \$1 M \$85 M (HOV Lanes)</p> <p>\$111 M (Capital Cost)</p>	Projects Janet Adams



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STA Lead – Projects	4.	Express Lanes (HOT Lanes) A. Convert Existing I-80 HOV Lanes to Express Lanes B. I-80 Air Base Pkwy to I-505 C. I-80 SR 29 to SR 4 D. I-80 SR 37 to SR 29 <u>Status:</u> STA obtained \$1.1M in RM 2 funds to initiate the Preliminary Engineering for conversion and new lanes from Air Base to 505. <u>Milestones:</u> \$1.1M Allocation from BATA. Project Manager hired. Consultants selected for first 2 priority segments.	STA PA/ED Design	Potential: Advance Bridge Tolls	X	X		Projects Janet Adams
STA Lead – Projects	5.	Jepson Parkway Project A. Vanden Rd. B. Leisure Town Rd C. Walters Rd <u>Status:</u> FEIR March 2009 Board, FEIS by Caltrans Spring 2010. STA and County working on funding agreement for Vanden Segment Design. STA to work with Partners to initiate design work. = <u>Milestones:</u> Draft Biological Opinion (BO) completed by US Fish and Wildlife Service. ECD: PA/ED: 6/09 PS&E: 12/11 R/W: 6/13 Beg Con: FY 2014-15 (Due to State Budget Crisis)	STA Partners: Vacaville Fairfield County Suisun City	STIP 2006 STIP Aug Fed Demo Local Current Shortfall in funding \$59 Regional \$98 Local	X	X	\$135 M (Capital Costs)	Projects Janet Adams



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STA Lead – Projects	6.	<p><u>State Route (SR) 12 East</u></p> <p>A. <u>SR 12/Church Road PSR</u></p> <p>a. STA Lead on PSR with completion, final summer 2010</p> <p>b. Initiate PA/ED for SR 12/ Church Rd. with 2010 SHOPP/STIP</p> <p>B. <u>Rio Vista Bridge Study</u></p> <p>a. STA Lead with draft study fall 2009, with study completed spring 2010</p> <p>C. \$46 M in rehabilitation improvements to begin construction in 2009 (Suisun City to SR 113)</p> <p>D. Shoulder widening near Rio Vista segment to begin construction in 2010</p> <p><u>Milestones:</u> Draft PSR for Church Road under review at Caltrans. Administrative Draft Bridge Study Report completed. Construction underway for the Rehabilitation Construction from Suisun City to SR 113. The funding program for the shoulder widening near Rio Vista segment programmed in the Caltrans 2010 SHOPP.</p>	STA	STA PSR Funds	X	X	\$ 2.5 M – (Capital Cost)	Projects Janet Adams
			STA	Rio Vista – Fed Earmark			\$ TBD – Capital Cost	
			CT	SHOPP			\$ 35 M – Capital Cost	
			CT	SHOPP				



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STA Lead Projects	7.	<p><u>I-80 EB Cordelia Truck Scales</u> New Truck Scales with STA lead in partnership with CHP and Caltrans.</p> <p><u>Status:</u> EIR/EA Final completed October 2009. The design and R/W activities are on-going. Construction planned to begin as early as 2011.</p> <p><u>Milestones:</u> The EIR/EA approved. 95% PS&E under development. Right-of-Way Acquisition initiated.</p> <p>ECD: PA/ED COMPLETED PS&E 12/10 R/W 6/11 Begin Con 6/11 End Con 12/13</p>	STA • PA/ED • Design Caltrans • R/W • Con	\$1.3 M RM 2 \$49.3 M Bridge Tolls \$49.3 M TCIF	X	X	\$100.9 M	Projects Janet Adams
STA Lead Studies	8.	<p><u>Private Public Partnerships (3P)</u> Feasibility Study to consider options for P3 within the County. Study to consider a range of options for this financing/delivery of capital projects.</p> <p><u>Status:</u> This Study was requested to be added by the STA Board on April 14, 2010. Scoping and partnerships for the Study will be the next steps.</p>	STA	\$150k STAF	X	X	\$150,000	Projects Janet Adams



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STA Lead – Studies	9.	<u>I-80 Corridor Management Policy(s)</u> This includes, but is not limited to ITS Ramp Metering Policy and Outreach tools, HOV Definition, and Visual Features (landscaping and aesthetic features) <u>Status/Milestones:</u> Study completed.	STA	\$250,000 SP&R \$62,500 STAF Local Match			N/A	Projects Sam Shelton
STA Lead – Studies	10.	<u>Regional Traffic Impact Fee (RTIF) Nexus Study</u> <ul style="list-style-type: none"> • Public Outreach • Technical Study • Options/Scenario <u>Status:</u> The Nexus Study has been initiated with on-going coordination with stakeholders and policy committee. Expect technical work to be completed in FY 2010-11. <u>Milestones:</u> The project evaluation criteria adopted and draft project list developed.	STA	PPM	X	X	\$300,000	Projects Sam Shelton
STA Lead – Studies	11.	<u>SR 113 Major Investment Study (MIS)</u> <u>Status:</u> Pursue SR 113 projects on SHOPP list; follow-up work with Dixon and Solano County regarding realignment options. <u>Milestones:</u> Study was adopted by the STA Board.	STA STA STA/Dixon	Funded – Partnership Planning Grant Joint STA/Dixon funding needed			\$315,000	Planning Robert Guerrero



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Category	Pro-ject #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2010-11	FY 2011-12	EST. PROJECT COST	DEPTLEAD STAFF
		<u>Status:</u> Developing project cost estimates, prioritized project list and implementing policies. Developing prioritized list of follow-up studies and plans, including: Alt Fuels Strategy Safe Routes to Transit plan Safe Routes to School Plan <u>Update approximately 66% complete.</u>				X		
STA Lead – Studies	13.	<u>Countywide Transit Consolidation Study</u> Implementation of recommended options A. Option 1: Benicia/Vallejo Transit Consolidation MOU developed and approved; B. Option 4c: Interregional express bus route consolidation pending <u>Status:</u> A. JPA and Business Plan under development; B. Option 4c FY 2010-11 evaluations will begin. <u>ECD:</u> Implementation of option 1 (Ben/Vjo consolidation) JPA Summer 2010; Option 4c – ongoing		STAF	X	X	\$100,000	Transit/Rideshare Elizabeth Richards



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STA Lead – Studies	14.	<p><u>Community Based Transportation Plan (CBTP)</u> A. Vacaville FY 2009-10; B. East Fairfield/TAFB FY 2010-11</p> <p><u>Milestones:</u> Vacaville CBTP RFP released and consultant selected; E Fairfield RFP to be released by Fall 2010.</p> <p><u>ECD</u> Vacaville study projected to be completed by Fall 2010; East Fairfield study to be completed by June 2011</p>	STA/MTC	MTC/CBTP STAF	X	X X	\$120,000	Transit/Rideshare Liz Niedziela
STA Lead – Programs	15.	<p><u>Solano Countywide Safe Routes to Schools (SR2S) Program</u> Status: 1. Education 2. Enforcement 3. Encouragement 4. Engineering 5. Funding of Program 6. Update of Plan</p> <p><u>Status:</u> Programs being initiated. Over \$1 million obtained to date. Three-Year Work Plan approved. STA to continue to seek additional grant funds. SR2S coordinators hired.</p> <p><u>Milestones:</u> - 28 Radar Speed Signs installed - 50-60 - Coordinator hired.</p>	STA	STP Planning Gas Tax ECMAQ TFCA Yolo/Solano BAAQMD	X	X	Total cost \$32 M Engineering \$1 M/year Encouragement, Education and Enforcement (29 schools out of 100 schools in Plan)	Projects Sam Shelton



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STA Lead – Programs	16.	<u>Abandoned and Vehicle Abatement Program</u> <u>Status:</u> Ongoing – 739 vehicles abated in the first 6 months of FY 2008-09.	STA	DMV	X	X	08/09 \$350,000 county wide distribution	Projects/Finance Susan Furtado
STA Lead – Programs	17.	<u>Congestion Management Program (CMP)</u> <u>Status:</u> Conduct 2011 CMP bi-annual update. <u>Milestones:</u> Adopted 2009 CMP.	STA	STP Planning	X	X Initiate in FY 10-11, Complete FY 11-12		Planning Robert Macaulay



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STA Lead – Programs	18.	<u>Countywide Traffic Model and Geographic Information System</u> A. Development of new (2030) model– B. Update 2000 and 2030 land uses and create 2010 projected increment C. Develop 2040 network, land uses and projections D. Maintenance of Model, including formalizing Model TAC and creation of Land use subcommittee E. Develop in-house modeling capacity <u>Status:</u> Model assumptions being updated to meet standard measures. Modeling software and hardware acquired; in-house training on-going. Improving model accuracy for Arterial streets; preparing for 2010 Census information. <u>Milestones:</u> New 2030 model created; new Model TAC and Model Land Use Committee created; on-call model consultant selected. ECD: On-going	STA/ NCTPA STA STA, NCTPA STA STA	STP-Planning NCTPA Funded by T-PLUS T-Plus	 X X	 X X X	 \$75,000 \$80,000 \$35,000 \$25,000	Planning/ Projects Robert Macaulay/ Robert Guerrero



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STA Lead – Programs	19.	<p><u>Development of STA’s Transportation for Livable Communities (TLC) Program and MTC’s Transportation Planning for Land Use Solutions (T-PLUS) Program</u></p> <p>A. TLC Corridor Studies</p> <ol style="list-style-type: none"> 1. Update Jepson Parkway TLC Plan. 2. STA funded design for FY 2008-09 and FY 2009-10 <p>B. County TLC Plan Update – Update and integrate Priority Development Area implementation plan</p> <p><u>Status:</u> Monitoring TLC Planning and Capital grants; update TLC Plan, Jepson Parkway plan. Program local TLC Block Grant funds for FY10-11 and 11-12; support cities obtaining PDA designations and receiving PDA funds.</p> <p><u>Milestones:</u> Adopted North Connector TLC Concept Plan and Rio Vista Waterfront Design Plan completed by city.</p>	STA	<p>Regional TLC CMAQ TE STP Planning</p> <p>T-PLUS</p> <p>T-PLUS</p>	X	X		<p>Planning Robert Guerrero</p> <p>Robert Macaulay/ Robert Guerrero</p> <p>Robert Guerrero/ Sara Woo</p>



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STA Lead – Programs	20.	<p><u>Implementation of Countywide Bicycle Plan Priority Projects</u></p> <p>A. Solano Bikeway Phase 2 McGary Road (Vallejo- Hiddenbrook to Fairfield) – funding agreement complete, construction in FY 09.</p> <p>B. Jepson Parkway Bikeway (next phase) – Roadway design to include TLC components.</p> <p>C. Benicia Bike Route: State Park/ I-780 – Funding plan complete, construction in FY 09</p> <p>D. Vacaville – Dixon Bike Route Phase 2 – Ongoing as funding is available</p> <p>E. Jameson Canyon path/trail study; funded and consultant selected; work underway (EDC fall 2010)</p> <p>F. North Connector TLC elements; Plan adopted, elements incorporated into Suisun Parkway segment. Incorporate elements into future West Segment design.</p> <p><u>Status:</u> A & C ready to build; B included in design. D building in phases; E underway; F partly under construction.</p> <p><u>Milestones:</u> Suisun City gap closure (Central Bikeway Project) completed; McGary Road and Rose Drive Overcrossing funded and ready to build.</p> <p>Update Solano Bicycle Master Plan; underway. EDC Fall 2010.</p> <p>ECD: Ongoing</p>	<p>City of Fairfield</p> <p>Vacaville/ Fairfield, County, STA</p> <p>City of Benicia</p> <p>Solano County STA</p> <p>County/STA /Fairfield</p> <p>STA/ NCTPA/ Ridge Trail</p> <p>STA/ Fairfield</p> <p>STA</p>	<p>TDA-Art 3 TLC STIP CMAQ Regional Bike/Ped. Program</p> <p>SR2S</p> <p>TDA Art 3/ Bay Ridge Trail (TBD)</p> <p>T-PLUS</p>	<p>X</p> <p>X</p> <p>X</p> <p>X</p> <p>X</p> <p>X</p>	<p></p> <p>X</p> <p></p> <p>X</p> <p></p>	<p>\$2-\$3 M</p> <p>\$3.2M</p> <p>\$543,000</p> <p>\$85,000</p>	<p>Planning Robert Guerrero Sara Woo</p>



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STA Lead – Programs	21.	<p><u>Countywide Pedestrian Plan and Implementation Plan</u></p> <p>A. Vacaville Creekwalk Extension B. SR 12 Jameson Canyon Trail Study C. Develop Ped Project Implementation Plan Update of Solano Pedestrian Master Plan; underway. EDC Fall 2010</p> <p><u>Status:</u> Vacaville Creekwalk ready for construction; Jameson Canyon Trail Study, Ped Plan update both underway, underway.</p> <p><u>Milestones:</u> Union/Main Street Ped Improvements completed; Old Town Cordelia Ped Improvements fully funded.</p> <p>ECD:</p>	<p>STA Solano County</p> <p>Vacaville Fairfield</p> <p>Fairfield</p> <p>STA County County</p>	<p>State TEA Bay Trails TDA-ART3</p> <p>Regional Bike/Ped Program RM 2 Safe Routes to Transit</p> <p>Bay Ridge Trail Grant (pending)</p>	<p>X</p> <p>X</p> <p>X</p>		<p>\$3-\$5M (Capital Cost)</p> <p>\$1 million</p> <p>\$100,000 Bay and Delta Trail Planning Grants TDA – Art 3</p>	<p>Planning Robert Guerrero Sara Woo</p>
STA Lead – Programs	22.	<p><u>Clean Air Fund Program and 3-Monitoring</u></p> <p>A. BAAQMD/TFCA B. YSAQMD</p> <p>Five year funding plan and project 3-Monitoring completed for BAAQMD; pending for YSAQMD</p> <p><u>Status:</u> Allocated annually</p>	<p>STA YSAQMD</p>	<p>TFCA Clean Air Funds</p>	<p>X</p>	<p>X</p>	<p>\$290,000 Annually (TFCA) \$260,000 CY2010 (YSAQMD Clean Air)</p>	<p>Planning Robert Guerrero</p>



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STA Lead – Programs	23.	<u>STA Marketing/Public Information Program</u> A. Website B. Events C. STATUS D. Project Fact Sheets and Public Outreach 1. I-80 STATUS E. Annual Awards Program F. Legislative Booklets and Lobby Trips G. Legislative Advocacy H. Annual report <u>Status:</u> Website being redesigned and moved to new host for 2010. Federal and state legislative trips occur annually. <u>Milestones:</u> Published 2008-09 Annual Report, STATUS, SR 12 STATUS, Rio Vista and Pave 80 flyers. 2009 Annual Awards held in Fairfield.	STA	TFCA Gas Tax Sponsors	X	X		Planning Jayne Bauer



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STA Lead – Programs	24.	<p><u>Paratransit Coordinating Council and Senior and Disabled Mobility programs</u></p> <p>A. Manage PCC committee</p> <p>B. Follow up to Senior Summit focused on transportation</p> <p>C. Coordinate implementation of new Senior and Disabled Transportation Advisory Committee</p> <p>D. Update Solano Senior and Disabled Transportation Plan</p> <p><u>Status:</u> New committee in formation for first meeting May 2010. Sr and Disabled Transportation Study to be completed by June 2011.</p> <p><u>Milestones:</u> PCC Work Plan was updated and includes making recommendations for 5310 funding, TDA claim review, additional outreach, and other items. Two Senior Summits coordinated and new Sr/Disabled Transportation brochure distributed; Senior and Disabled Study Update consultant selected.</p>	STA	TDA			\$100,000	Transit/Rideshare Liz Niedziela



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STA Monitoring:	Project#	36 - 42

Category	Pro - ject #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2010-11	FY 2011-12	EST. PROJECT COST	DEPTLEAD STAFF
STA Lead – Programs	25.	<p><u>Intercity Transit Coordination</u></p> <ul style="list-style-type: none"> A. Multi-year intercity funding agreement B. TDA Fund Coordination C. RM2 Transit Operating Fund Coordination D. Solano Express Intercity Transit Marketing E. Manage Intercity Transit Consortium F. Intercity Ridership Study G. Unmet Transit Needs Coordination & Phase-out plan <p><u>Status:</u> Intercity Transit Funding agreement updated. . Intercity Transit Ridership Study data collected; reports completed.</p> <p><u>Milestones:</u> Updated intercity transit funding agreements and cleared Unmet Transit Needs process. Rio Vista acted to remove itself from the Unmet Transit Needs process and use all TDA funds for transit. Worked with transit operators to update Intercity Transit Funding agreement</p>	A-F STA GMTC/STA	TDA	X X X X X X X	X X X X X X X		Transit/Rideshare Elizabeth Richards & Liz Niedziela
STA Lead – Programs	26.	<p><u>Lifeline Program Management</u></p> <ul style="list-style-type: none"> A. Call for Projects B. Project Selection C. Monitor Projects <p><u>Status:</u> Monitor projects selected in first and second call for projects State budget constraints slowing implementation of Lifeline projects.</p>	STA/MTC	TDA/STAF	X	X	\$15,000	Transit/Rideshare Liz Niedziela



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STA Monitoring:	Project#	36 - 42

Category	Pro-ject #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2010-11	FY 2011-12	EST. PROJECT COST	DEPTLEAD STAFF
STA Lead – Programs	27.	<p><u>Solano Napa Commuter Information (SNCI) Program</u></p> <p>A. Marketing SNCI Program B. Full Incentives Program C. Emergency Ride Home (ERH) Program D. Employer Commute Challenge E. Vanpool Program F. Coordination with Napa G. Campaigns/Events H. Commute Profile Study</p> <p><u>Status:</u> Implement Spring Bike to Work campaign and continue to deliver overall services to Solano and Napa employers and the general public. Commute Profile study to be completed June 2010.</p> <p><u>Milestones:</u> Implemented new vanpool incentive program in coordination with HOV lane openings; Third Commute Challenge completed with increased employer and employee participation, Staffed 38 events in the first six months of FY10; reprinted and distribution Bikelinks maps and other marketing materials.</p>	STA	MTC/RRP TFCA ECMAQ	X X X X X X X X	X X X X X X X X	\$500,000	Transit/Rideshare Judy Leaks



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Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2010-11	FY 2011-12	EST. PROJECT COST	DEPT LEAD STAFF
STA Co-Lead Projects	28.	<p><u>Travis Air Force Base Access Improvement Plan (North & South Gates)</u></p> <p>A. South Gate Access (priority) B. North Gate Access</p> <p><u>Status:</u> Travis AFB identified the South Gate as the priority gate for improvements. County lead working with STA, City of Suisun City, and Travis AFB for South Gate implementation. Funding agreement pending w/County/STA/Suisun City for South Gate. STA to seek additional federal funds for North Gate Improvements.</p> <p><u>Milestones:</u> County initiated Environmental Study.</p> <p>EDC (South Gate): PA/ED: 6/10 PS&E: 6/11 R/W: 12/12 Beg Con: 4/13</p>	<p>STA Funding lead</p> <p>County Implementing lead</p>	<p>\$3.2M Federal Earmark</p> <p>South Gate Fully Funded</p> <p>North Gate Funding Short Fall \$5 M</p>	X	X	<p>South Gate \$3M</p> <p>North Gate \$7.6 M</p>	Projects Janet Adams



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Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2010-11	FY 2011-12	EST. PROJECT COST	DEPTLEAD STAFF
STA Co-Lead Projects	29.	<p><u>SR 12 West (Jameson Canyon)</u> Build 4-lane hwy with concrete median barrier from SR 29 to I-80. Project will be built with 2 construction packages.</p> <p><u>Status:</u> 1-STA Lead for PS&E. 100% PS&E submitted to CT.STA to work with Caltrans and CT for construction allocation.</p> <p><u>Milestones:</u> 100% PS&E completed and Right-of-Way Acquisition initiated.</p> <p>ECD: PA/ED: 1/08 PS&E: COMPLETED R/W: 9/10 Begin Con 9/10</p>	Caltrans STA NCTPA	\$7 M TCRP \$74 M CMIA \$35.5 M RTIP \$12 M ITIP \$2.5 M STP \$6.4 M Fed Earmark			\$139 M	Projects Janet Adams NCTPA Caltrans
STA Co-Lead Plans	30.	<p><u>SR 29 MIS</u></p> <p><u>Status:</u> NCTPA seeking Partnership Planning Grant and MTC support. Target for FY 2011-12</p>	NCTPA	Unfunded – seeking Partnership Planning Grant and MTC funds		X	\$650,000	Planning Robert Macaulay
STA Co-Lead Plans	31.	<p><u>SR 12 MIS</u> Develop MIS for SR 12 corridor (I-80 to I-5); create Corridor Advisory Committee to steer MIS and implementation. Coordinate MIS with Rio Vista bridge study SACOG has not committed funds; all other funds secured.</p>	STA SJCOG, SACOG, MTC, Caltrans	STP PPM, SJCOG and SACOG funds Caltrans HQ funds	X	X	\$950,000	Planning Robert Macaulay



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Category	Pro - ject #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2010-11	FY 2011-12	EST. PROJECT COST	DEPTLEAD STAFF
STA Co-Lead Plans	32.	<p><u>Ten-Year Transit Capital Funding Plan</u></p> <p><u>Status:</u> 10-Year Transit Capital Plan and process for Major, Minor and fleet under development. Update and prioritize plan to maximize funding opportunities such as Prop 1b, Federal Economic Stimulus funds, earmarks, etc.</p>	STA	Prop 1B Transit Capital Federal Earmarks Fed ARRA	X	X		Transit/Rideshare Elizabeth Richards
STA Co-Lead Programs	33.	<p><u>Regional Measure 2 (RM 2) Implementation (Capital)</u></p> <p>A. Vallejo Station (Phase A to begin construction this FY) <u>Milestones:</u> Phase A construction bids opened. The Transfer Center began construction.</p> <p>B. Solano Intermodal Facilities (Fairfield Transit Center, Vacaville Intermodal Station (Phase 1), Curtola Park & Ride and Benicia Intermodal) <u>Milestones:</u> 1. Vacaville Phase 1 construction began in 2009. 2. Curtola, City hired PM, expect to begin PA/ED by 6/10. 3. Benicia is working with community during project development phase.</p> <p>C. Rail Improvements 1. Capital Corridor 2. Fairfield Vacaville Rail Station <u>Milestones:</u> Rail Station Fully funded Phase 1. Develop implementation plans with sponsors (Schedule and funding plan)</p>	STA Fairfield Vallejo Vacaville Benicia CCJPA MTC	RM 2	X	X	\$28 M \$20 M \$25 M	Projects Janet Adams Sam Shelton



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STA Co-Lead Programs	34.	<p><u>Solano Climate Action Program</u></p> <p><u>Status:</u></p> <ul style="list-style-type: none"> A. Conduct county-wide greenhouse gas emission inventory (spring/summer 2010) B. Develop STA-specific GHG emission inventory (Fall 2010) C. Develop and implement county-wide and agency-specific GHG reduction programs and projects, with 4Cs guidance <p><u>Milestone:</u> Funded development of Countywide Greenhouse Gas Inventory, City/County ICLEI Membership; adopted Climate Change Strategy.</p>	STA	YSAQMD BAAQMD TFCA Program Manager Funds	X	X	\$60,000 to initiate	Planning Robert Macaulay
STA Co-Lead Programs	35.	<p><u>SolanoExpress Route Management</u></p> <ul style="list-style-type: none"> A. Rt. 30/78/90 <ul style="list-style-type: none"> 1. Performance & Monitoring 2. Funding Agreement Update B. Countywide Intercity SolanoExpress Marketing & Capital Replacement C. Development of multi-year funding plan <p><u>Status:</u> STA will work with FAST on proposed service changes for Rt. 30/90 and Vallejo Transit regarding Rt. 78.</p> <p><u>Milestones:</u> Rt. 30/90 agreement update approved.</p>	STA	TDA RM2 Lifeline	X	X		Transit/Rideshare Elizabeth Richards Liz Niedziela



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STA Monitoring Projects	36.	<p><u>Benicia-Martinez Bridge Project</u></p> <p><u>Status:</u> New Bridge opened. Caltrans under design of landscaping at I-780/I-680 Interchange.</p> <p><u>Milestones:</u> New Bike/Ped Access opened. Landscaping at I-680/I-780 initiated/</p> <p>ECD: Existing bridge deck rehabilitation work underway. Existing bridge with new bike/pedestrian access COMPLETED.</p>	Caltrans	RM 1 RM 2	X		\$1.2 B	Projects Caltrans
STA Monitoring Projects	37.	<p><u>I-80 SHOPP Rehabilitation Projects</u></p> <p>A. <u>In Vallejo – Tennessee Street to American Canyon</u> – Rehab Rdwy (COMPLETED)</p> <p>B. <u>Near Vallejo – American Canyon to Green Valley Road</u> – Rehab Rdwy (COMPLETED)</p> <p>C. <u>Air Base to Leisure Town OC</u> – Rehab Rdwy (COMPLETED)</p> <p>D. <u>SR 12 East to Air Base</u> – Rehab Rdwy (Under Construction 2009)</p> <p>E. <u>Leisure Town OC</u> – SR 113 South Programmed in 2010 SHOPP for FY 2011-12</p>	Caltrans	SHOPP	X	X	\$124 M \$50 M	Projects Caltrans



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STA Monitoring Projects	38.	<p>Capitol Corridor Rail Stations/Service</p> <p><u>Milestones:</u> Fairfield/Vacaville station fully funded; design underway. Status: Individual Station Status:</p> <p>A. Fairfield/Vacaville Train Station: Construction anticipated 2013.</p> <p>B. Dixon: station building and first phase parking lot completed; Dixon, CCJPB and UPRR working to resolve rail/street issues. Dixon proceeding with pedestrian undercrossing, Parkway Blvd overcrossing</p> <p>C. Complete Solano Rail Crossing Inventory expected summer 2010.</p> <p>D. Update Solano Passenger Rail Station Plan; identify ultimate number and locations of rail stations.</p> <p>E. Conduct Napa/Solano Rail Feasibility Study:</p> <ul style="list-style-type: none"> • Identify right-of-way preservation needs • Implement action plan <p>ECD: Ongoing</p>	<p>City of Fairfield</p> <p>City of Dixon</p> <p>STA</p> <p>City of Benicia</p> <p>STA/ NCTPA</p>	<p>RM2 ADPE-STIP ITIP Local RTIP ECMAQ YSAQMD Clean Air Funds</p> <p>STP Planning, Vaca TDA, CCJPA</p> <p>MTC Rail Program</p>	X	X	<p>\$42 M FF/VV Station (Preliminary estimates for required track access and platform improvements.</p> <p>\$66,050</p>	<p>Planning Robert Macaulay Robert Guerrero</p>



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Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2010-11	FY 2011-12	EST. PROJECT COST	DEPTLEAD STAFF
STA Monitoring Projects	39.	<p><u>Baylink Ferry Support and Operational Funds</u></p> <p>A. Vallejo Station B. Maintenance Facility C. Ferry Service Transition Plan</p> <p><u>Status:</u> Monitor project schedule and phasing plan for Vallejo Station. Phases I and II of the Maintenance Facility are funded. STA is supporting Vallejo's efforts on WETA Transition Plan and implementation issues. Support Rt. 200 ferry complementary service and NCTPA VINE's new Ferry Feeder service.</p> <p><u>Milestones:</u> Bus Transfer Center groundbreaking and under construction; Vallejo Station Phase II to begin</p>	Vallejo	RTIP Fed Demo Fed Boat TCRP Fed RM2 RTIP Funding Plan TBD	X	X	\$65M \$10.8M \$0.5M	Transit/Rideshare Elizabeth Richards
STA Monitoring Programs	40.	<p><u>Monitor Delivery of Local Projects/Allocation of Funds</u></p> <p><u>Status:</u> Ongoing activity, STA developed tracking system for these projects and holds PDWG monthly meetings with local sponsors.</p> <p>ECD: Ongoing activity.</p>	STA	STIP-PPM STP/STIP Swap	X	X	N/A	Projects Sam Shelton



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Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2010-11	FY 2011-12	EST. PROJECT COST	DEPTLEAD STAFF
STA Monitoring Programs	41.	<u>Federal Economic Stimulus 3-Monitoring</u> Monitor delivery of committed projects. Prepare for possible Jobs for Main Street funding. <u>Milestones:</u> All Tier 1 and Tier 2 ARRA projects underway.	STA Member Agencies Implementing	Federal	X			Projects/Transit Sam Shelton Liz Niedziela
STA Monitoring Project	42.	<u>Peabody Road</u> Work with County to develop a funding strategy for improvements to the roadway in unincorporated County.	County	Unfunded				Projects

Completed Work FY 2009-10:

- North Connector Phase 1 Construction
- I-80 HOV Lanes (Red Top to Air Base Parkway)
- Jepson Parkway FEIR
- I-80 EB Cordelia Truck Scales FEIR/EA
- I-80/I-680/I-780 Highway Operations Study
- SR 12 Jameson Canyon PS&E
- I-80 Rehabilitation
- Benicia Martinez Bridge Bike/Ped Access
- SR 113 MIS – Adopted May 2009



DATE: May 3, 2010
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Intercity Transit Ridership Study

Background:

The seven major intercity transit routes that serve Solano County are operated by the two largest transit operators in the County: Fairfield and Suisun Transit (FAST) and Vallejo Transit (VT). Although operated by two transit operators, they are funded by contributions from six cities (Benicia, Dixon, Fairfield, Suisun City, Vacaville, and Vallejo) and the County of Solano, and Regional Measure 2 (RM 2) funds determined by the STA Board.

The STA has been working with local jurisdictions through the Intercity Transit Funding Working Group over the past several years and developed an ITF Agreement to stabilize the funding for these services. The Fiscal Year (FY) 2009-10 ITF Agreement is the fourth annual agreement that has been approved. The cost-sharing for each route is based on residence of the ridership (80%) and population share (20%). An initial ridership survey was conducted in the fall of 2006 and the agreements established that the ridership data will be updated every three years, thus a ridership survey needed to be conducted in the Fall of 2009.

The original ridership survey was extensive. To meet multiple needs other than just the ITF Agreement, the 2006 Ridership Survey consisted of a countywide on-board survey on all local and intercity routes as well as off and on counts. This was the first time this extensive data was captured simultaneously countywide.

With reduced transit funding available due to the recent State decision to eliminate State Transit Assistance Funds (STAF), the ITF Working Group discussed the approach for the 2009 Ridership Survey. The consensus was to proceed in the Fall of 2009 and reduce the scope to focus on the seven intercity routes to collect the ridership's residential data that is key to the ITF Agreement; the on-board survey was similar to the one used in 2006. The City of Vallejo requested that the survey also include the Baylink ferry/Rt. 200 to better understand the current riders in preparation for the transfer to the Water Emergency Transit Authority (WETA).

Discussion:

The consulting firm Quantum Market Research (QMR), who completed the first ridership survey, was selected by the STA Board to complete this study. The ridership data was collected in October and November 2009. Passengers on/off counts have been collected as well to assist in identifying productivity and compare across routes and systems. The

reports were presented to the TAC and Consortium for review. The Consortium requested some minor formatting edits be made and the changes have been made. With these edits being addressed, the Consortium and TAC recommended approval at their April 28, 2010 meetings.

Recommendation:

Approve the 2009 Intercity Transit Ridership Study Reports as shown in Attachments A, B, and C.

Attachments:

(The following attachments have been provided to the Board members under separate enclosure. Copies may be requested by contacting the STA at (707) 424-6075.)

- A. FAST Intercity Transit Ridership Study
- B. Vallejo Transit Intercity Transit Ridership Study
- C. Vallejo Baylink Ferry/Rt. 200 Ridership Study



DATE: April 30, 2010
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: 2030 Napa-Solano Travel Demand Model Update

Background:

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

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

In June 2008, the STA Board adopted the “Phase 2” version of the model; the Napa County Transportation and Planning Agency (NCTPA) subsequently took the same action. STA, NCTPA and their member agencies then began to use the model. One of the purpose for which STA proposed to use the model was analysis of projects for the proposed Regional Transportation Impact Fee (RTIF). Several STA member agencies expressed concern about the land use data in the model, and about the quality of model output. The RTIF traffic consultant, Fehr & Peers, produced statistical measures of the model output, and STA and Model Technical Advisory Committee (MTAC) members concluded that these measures showed the model needed additional work.

Discussion:

STA and MTAC members have been working for approximately 6 months to produce an improved model. The initial steps of the improvement work were:

- Identify the measures to be used to determine if the model is performing adequately.
- Identify key roadway segments to be used in measuring model performance.
- Obtain the most current traffic counts from member jurisdictions.
- Examine and explain trip generation rates, and identify unique land uses.
- Examine the model details for improperly coded road locations, capacity, speed limits, and Traffic Analysis Zone loading centroids.
- Identify “K” factors used to modify model output to more accurately reflect actual counts and, where possible, to eliminate K factor use.

The attached memo from Fehr & Peers, dated April 2, 2010, explains the steps taken by Fehr & Peers and the resultant model output (Attachment A). The Fehr & Peers memo notes that the 2008 model meets 3 of the 8 model validation criteria, but that the new model with the identified revisions meets 7 of the 8 model validation criteria (see Table 1 and Table 2 on Page 6 of the Fehr & Peers memo).

At its meeting of April 8, 2010, the MTAC reviewed the Fehr & Peers memo. The MTAC members expressed satisfaction with the transparency of the process and the amount of and response to member input. Regarding the one validation measure that the revised model does not meet (AM peak %RMSE), Fehr & Peers noted that this is not a Caltrans validation standard, and that many regional models are not able to meet this standard.

The MTAC voted unanimously to accept the staff recommendation that the STA TAC and Board adopt the Napa Solano Travel Demand Model with the revisions specified in the Fehr & Peers technical memorandum dated April 2, 2010, subject to the following amendments:

1. The segment of Peabody Road in the unincorporated County, between Foxboro Pkwy and Cement Hill Rd, would be added to roadway segment reports in order to include traffic data (count, calibrated and projected) for this segment;
2. Future use of the model for projects that use select link analysis or develop origin and destination projections, such as the RTIF, shall be reviewed by the MTAC for a determination that these projections are reasonable and defensible prior to public release of the information; and
3. Standard model industry practices of reasonableness shall be applied to project-specific uses of the model through model user agreements. Specifically, that where the calibrated base year model volumes differ from the actual road counts, the model user will consider whether adjustments to the model and/or the forecasts are appropriate, and if they are, explain and document the adjustments and the reasoning behind them.

On April 19, 2010, Fehr & Peers provided an updated technical memo, including the requested Peabody Road segment. The inclusion of the Peabody Road segment did not appreciably change the validation results of the model, and does show a substantial improvement in the accuracy of the model related to Peabody Road. STA staff provided the MTAC members with the revised technical memorandum, and has adjusted the recommended action to reflect the content of the new technical memorandum.

At its April 28, 2010 meeting, the STA Technical Advisory Committee (TAC) reviewed the proposed changes to the Napa-Solano Travel Demand Model. The TAC members unanimously recommend the STA Board adopt the updated Napa-Solano Travel Demand Model.

Fiscal Impact:

None

Recommendation:

Adopt the Napa Solano Travel Demand Model with the revisions specified in the Fehr & Peers technical memorandum dated April 19, 2010, subject to the following amendments:

1. Future use of the model for projects that use select link analysis or develop origin and destination projections, such as the RTIF, shall be reviewed by the MTAC for a determination that these projections are reasonable and defensible prior to public release of the information; and

2. Standard model industry practices of reasonableness shall be applied to project-specific uses of the model through model user agreements. Specifically, that where the calibrated base year model volumes differ from the actual road counts, the model user will consider whether adjustments to the model and/or the forecasts are appropriate, and if they are, explain and document the adjustments and the reasoning behind them.

Attachment:

- A. Fehr & Peers Technical Memorandum, dated April 19, 2010

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TECHNICAL MEMORANDUM

Date: April 19, 2010

To: Bob Macaulay, Robert Guerrero and Sam Shelton, STA

From: Mark Feldman, Francisco Martin and Julie Morgan, Fehr & Peers

Subject: Solano-Napa Model Update – 2010 Validation Summary

WC09-2657.01

This memo consolidates the comments expressed by members of the model TAC about the Solano-Napa Travel Demand Model, as well as some issues Fehr & Peers has discovered in our model review, and summarizes the modifications made to improve the model for use in the upcoming STA RTIF analysis. Finally, the memo includes a summary table of model validation results, comparing calibrated 2010 model volumes to recently-collected traffic counts on key facilities identified by the model TAC as being important for the Regional Transportation Impact Fee study. This memo is largely the same as the April 2 memo on the same subject, but it does now include a study segment on the unincorporated segment of Peabody Road as a result of discussion at the Model TAC meeting on April 8.

LIST OF MODEL ISSUES

Pulling together notes from the July 2009 meeting minutes and other correspondence, the comments expressed by members of the model TAC were summarized in the *Issues for Investigation* memo, dated December 14, 2009. That memo also identified actions Fehr & Peers could take to address these issues. A conference call with STA staff on January 12, 2010 clarified which of the issues still needed to be addressed. The call was summarized in a follow-up memo, dated January 13, 2010. The remaining issues can generally be described as follows:

1. Special generators needed to be accounted for.
2. Many of the model volumes showed large discrepancies compared to counts, including:
 - a. Volumes from eastern Solano County to Sacramento in the AM peak and in the reverse direction in the PM peak were too high, and volumes in the opposite directions (WB in the AM and EB in the PM) were too low.
 - b. I-505 volumes were too low
 - c. I-80 and I-680 volumes near the Carquinez and Benicia bridges were too high
 - d. SR-29 was significantly underestimated by the model in the SB direction in the AM, and in the NB direction in the PM
 - e. Several arterial roads in Fairfield, Vacaville and in the unincorporated parts of the county were significantly overestimated or underestimated by the model.

3. The model included a series of “K-factors,” constant factors used to scale all trips between specific county-level origin-destination pairs. These factors ranged between 0.45 and 8.0. Factors such as these have limited theoretical basis, and are generally derived for the purposes of ensuring that model volumes match counts; in an ideal situation, these types of factors would not be necessary.
4. Peak hour factors needed to be reviewed to ensure sufficiently accurate estimation of the proportion of daily trips that occur during the peak hours.
5. Several miscellaneous technical issues were discovered by Fehr & Peers, including:
 - a. The 2000 and 2010 models both used a network attribute called “Lanes.” There is an additional attribute called “Lanes_2010” which was not being used. We think it is likely that “Lanes_2010” reflects network changes expected to be in place by 2010 and was intended for use in the 2010 model.
 - b. Congested speeds on SR-84 south of West Sacramento were extremely slow, indicating that the model was assigning far too much traffic to this rural route than would reasonably be expected.
 - c. A number of road network issues in Fairfield were discovered and fixed in the efforts supporting the ongoing Fairfield Train Station Area Master Plan analysis.
 - d. Several additional network issues were discovered, including but not limited to:
 - i. Centroid connectors connected improperly to the roadways
 - ii. Incorrect configuration of interchanges
 - iii. Model speeds that are inconsistent with actual posted speeds
 - iv. Incorrect numbers of lanes on several facilities

ACTIONS TAKEN TO ADDRESS ISSUES

The following section describes the actions taken to address the issues summarized above.

Issue #1 – Special Generators

To address issue #1, the following land uses were converted to special generators:

- Anheuser-Busch Plant (TAZ #681)
- California Correctional Facility (TAZ #1126)
- Travis Air Force Base (TAZ #749)

Data on traffic generated from each of these facilities was obtained from STA and local agency staff, and was used to estimate the special generator trip generation to be used in the model.

Issue #2 – Model Volumes on Major Roadways

Taking a global approach with respect to model volumes, issue #2 was first addressed by updating the trip generation estimates for areas outside of Solano and Napa Counties. To create a model reflecting a more current base year than 2000, roadway counts from the past 3 years were collected. Year 2010 land use data within Solano and Napa Counties had already been developed during the most recent model update, but estimates of trips from the areas outside of Solano and Napa Counties were still being calculated with year 2000 regional data. Therefore, we updated the regional information using data from adjacent regional models. For the rest of the Bay Area counties, we used interpolated 2010 data taken directly from the trip generation output of the MTC regional model. For the Sacramento and San Joaquin areas, we used year 2005-06 trip end data from the SACMET and SJCOG travel demand models. We chose not to apply any growth factors to the SACMET or SJCOG data; given the recent economic downturn, it is unlikely that the current levels of trip generation in those areas are much higher than were experienced in 2005-06.

Trip ends for a very large zone that represents Lake County were also reviewed and it was determined that the total number of trips generated from that zone were too high compared to Census data, which was significantly affecting traffic volumes to the north of Solano County. The total number of trips entering and leaving Lake County were reduced by 50%.

During the course of making adjustments to the trip generation estimates, we discovered a technical issue with the model's trip generation and mode choice processes that resulted in reduced trip generation from some of the zones in San Joaquin County, as well as some zones in Solano and Napa counties that experienced residential growth between 2000 and 2010. We made modifications to two text files which serve as mode choice inputs in order to correct this issue.

Issue #3 – K-factors

Similar to trip generation outside of Solano and Napa counties, K-factors have a large effect on model traffic volumes, particularly on the major roadways. However, unlike the trip generation data, the K-factors have limited theoretical basis, as discussed above. Therefore, our methodology was to address issue #2 first, update the trip generation data and run the model without any K-factors, to see which of the original model's K-factors, if any, would still be needed.

The original model contained K-factors for more than 20 different county-to-county trip combinations. These K-factors were applied to all trips, and were calibrated to obtain the best possible match to counts. Although we were unable to eliminate K-factors entirely, we were able to limit them to a much smaller scale, mostly applied to home-based work trips only, and with some theoretical basis attached. Two types of K-factors remain in the model:

1. K-factors were applied to home-based work trips, based on how the model's county-to-county distribution of those trips compared with Census Journey-to-Work data. Combinations of Solano County and all possible other counties were studied, both for work trips from Solano County to other counties and vice versa. K-factors greater than 1 were applied if the model didn't distribute enough home-based work trips between the counties in question. Conversely, K-factors less than 1 were applied if the model assigned too many home-based work trips.

2. A K-factor of 0.75 was also applied to non-work trips produced in Solano County and attracted to the eastern counties (Sacramento, Sutter, Yuba, Yolo, El Dorado, Placer, and San Joaquin). This adjustment improved model gateway volumes on I-80 at the Yolo County line, validating much better to the existing counts.

Appendix A includes the full list of K-factor values that were applied to home-based work trips and non-work trips.

Issue #4 – Peak Hour Factors

Peak hour factors represent the percentage of daily traffic that occurs in the peak hours. Due to Solano County's considerable commute distance from both San Francisco and Sacramento, it was suspected that applying a set of peak hour factors based on MTC region-wide averages may result in peak hour traffic volumes that are somewhat overstated. Travelers in Solano County (as in other outlying suburban areas such as eastern Contra Costa County) tend to spread trips over a larger peak period than residents of closer-in areas in order to avoid some of the congestion; for instance, some travelers may start their morning trips quite early, and others may return to their homes after the standard afternoon "rush hour." Fehr & Peers reviewed Caltrans hourly counts on state facilities, and reviewed peak hour factors in other regional models, and made adjustments to the peak hour factors currently in the model.

Using a combination of the above sources and the resultant model volumes, we determined an optimal adjustment to be a 20% reduction in peak hour factors for all home-based work trips. In addition, a minor adjustment was made to increase peak hour factors for College and non-home-based trips to levels approximating those in the CCTA and ACCMA models.

Issue #5 - Miscellaneous Technical Issues

The following adjustments were made to address the other technical issues described above.

- Issue 5a: The script was updated to reference the network attribute "Lanes_2010", instead of the default "Lanes" attribute.
- Issue 5b: Speeds on some of the rural roads in western San Joaquin County were reduced, and the ferry link to Ryer Island was removed from the roadway network, to reduce vehicle traffic on SR-84. Part of this issue was also caused by inaccurate trip generation data from neighboring counties, which was fixed in Issue #2 above.
- Issue 5c: Network modifications made in the Fairfield Train Station Area Master Plan efforts were incorporated into the model. The complete list of these modifications is included in Appendix B.
- Issue 5d: A series of network modifications were made, which are listed in Appendix B.
- Several network edits were made in Fairfield during the model update process to aid the validation to roadway counts. The list of these is also provided in Appendix B.

2010 MODEL VALIDATION RESULTS

This section describes the validation criteria, initial model validation results, calibration, and resulting validation for the project study area.

Validation Criteria

In order for a model to be considered accurate and appropriate for use in traffic forecasting, it must replicate actual conditions to within a certain level of accuracy. Generally accepted validation standards are published in Travel Forecasting Guidelines (Caltrans, 1992). The following three Caltrans validation standards were used:

- The maximum desirable error allowed between the model volume and the actual count at individual locations varies based on the count volume, with larger deviations allowed for lower-volume counts. At least 75% of the links should deviate by less than the maximum desirable error.
- The sum of the model volumes on all links for which counts are available should be within 10% of the sum of the counts.
- The correlation coefficient, which estimates the correlation between the counts and the model volumes, should be at least 88%. The formula for correlation coefficient is

$$\frac{n \sum x_i y_i - \sum x_i \sum y_i}{\sqrt{n \sum x_i^2 - (\sum x_i)^2} \sqrt{n \sum y_i^2 - (\sum y_i)^2}}$$

where x represents model volumes, y represent counts, the 'i' subscripts refer to each individual link, and n is the total number of links in the validation.

In addition to the above standards, the model validation statistics also report the results of the % Root Mean Squared Error (%RMSE). This test is not specified in the validation guidelines, but is a statistic commonly used to describe model performance. The formula for %RMSE (with similar notation to the correlation coefficient formula above) is

$$\frac{\sqrt{\sum (x_i - y_i)^2 / n}}{\sum y_i / n}$$

It is generally desirable to have a %RMSE of less than 30% for regional travel models, although it is fairly common for more detailed, smaller-scale models to have somewhat higher %RMSE results.

Initial Model Validation

The as-received 2010 model estimates were validated against traffic counts at several roadways throughout Solano County. Recent traffic counts collected from the various jurisdictions in Solano County and from Caltrans most recent mainline database (2007) were used for the validation. The validation compared model error to maximum desirable error limits established by Caltrans on roadway segments.

Several of the validation locations are in rural areas, where traffic counts are relatively low. It is difficult for a travel demand model to predict counts on links with very low volumes, because

relatively small absolute errors translate into very large percentage errors. Thus, only counts from links with at least 100 peak hour vehicles have been included in the validation statistics. Table 1 summarizes the validation results from the model as it was initially received, before any of the network, trip generation or script changes were made. A table summarizing 2010 as-received model volumes to recent traffic counts is included in Appendix C for roadways that were identified as critical by the model TAC. A comparison of gateway volumes from the 2010 model and available traffic count data is included in Appendix E.

Table 1 Results of Initial 2010 Model Validation within Study Area			
Validation Item	Criterion for Acceptance	AM Model Results	PM Model Results
Model to Count Ratio	Between 0.9 and 1.1	1.16	1.07
% of Links Within Caltrans Standard Deviations	At Least 75%	59%	67%
Correlation Coefficient	Greater than 88%	95%	96%
%RMSE	30% or less	48%	37%
Source: Fehr & Peers, 2010. Note: Figures in bold indicated criteria are not met.			

Updated Model Validation

The model was calibrated and adjusted with the network, trip generation and script changes previously mentioned in this memorandum. Table 2 summarizes the validation results for the calibrated version of the model.

Table 2 Results of Calibrated 2010 Model Validation within Study Area			
Validation Item	Criterion for Acceptance	AM Model Results	PM Model Results
Model to Count Ratio	Between 0.9 and 1.1	1.03	0.96
% of Links Within Caltrans Standard Deviations	At Least 75%	80%	84%
Correlation Coefficient	Greater than 88%	96%	98%
%RMSE	30% or less	36%	25%
Source: Fehr & Peers, 2010. Note: Figures in bold indicated criteria are not met.			

As in Table 1, only counts on links with at least 100 vehicles were included. A table summarizing calibrated 2010 model volumes to recent traffic counts is included in Appendix D for roadways that were identified as critical by the model TAC. A comparison of gateway volumes from the calibrated 2010 model and available traffic count data is included in Appendix F.

As shown in Table 2, the calibrated 2010 model resulted in substantially improved results for all validation tests. 80 percent of the links' model volumes are now within Caltrans' defined acceptable range when compared to counts in the AM peak hour, and 84 percent in the PM peak hour. During the AM peak hour, three of the four validation tests met the criteria for acceptance. During the PM peak hour, all four validation tests met the criteria. Overall, the changes applied to the model resulted in significant improvements in the validation results for the roadways in Solano County that have been identified by the model TAC as being of importance for the Regional Transportation Impact Fee study.

Please let us know if there are any further questions.

Appendix A - 2010 Updated Model K-Factor Values			
Production County	Attraction County	Trip Type	K-Factor Value
Solano	Sacramento, Sutter, Yuba, Yolo, Placer, El Dorado, or San Joaquin	HBW	0.25
Sacramento, Sutter, Yuba, Yolo, Placer, El Dorado, or San Joaquin	Solano	HBW	1.8
San Francisco, San Mateo, Santa Clara, Alameda (except for Tri-Valley), Western Contra Costa	Solano	HBW	2.5
Solano	Central and Eastern Contra Costa, Tri-Valley	HBW	0.75
Central and Eastern Contra Costa, Tri-Valley	Solano	HBW	0.75
Napa, Sonoma, Marin	Solano	HBW	0.6
Solano	Sacramento, Sutter, Yuba, Yolo, Placer, El Dorado, or San Joaquin	Non-Work	0.75
Source: Fehr & Peers, 2010			

APPENDIX B – NETWORK ISSUES

Through our general model overview, Fehr & Peers has identified and corrected the following network issues.

Centroid Connector Loading

- Centroid connector improperly connects to intersection of California Drive/Peabody Road in Vacaville
- Centroid connector improperly connects to intersection of Leisure Town Road/Vanden Rd

Roadways and Interchanges

- The turn penalty file needs to be reviewed and expanded to include interchange-related turn restrictions
- The WB Air Base Pkwy off-ramp at Texas St is coded with the wrong direction
- Foxboro Pkwy incorrectly extends and connects to the intersection of Leisure Town Rd/Vanden Rd in Vacaville
- Manuel Campos Parkway extension between I-80 and Dickson Hill Road in Fairfield should be removed from the 2010 model because it is not yet constructed
- Vaca Valley Parkway extension between Gibson Canyon Road and Wrentham Drive in Vacaville should be removed from the 2010 model because it is not yet constructed
- Leisure Town Road/I-80 Interchange layout appears to be coded incorrectly in the model; the WB loop on-ramp and the EB diagonal on-ramp are missing
- Segment of Leisure Town Road between Vaca Valley Parkway and Midway Road has one link accidentally coded as a centroid connector
- Ascot Parkway extension to Columbus Parkway/Auto Mall Parkway is missing

Speeds

- SR-29 between American Canyon Road and SR-37 is coded with a speed of 40 MPH, but the posted speed limit is 50 MPH
- SR-37 between I-80 and SR-29 is coded with a speed of 60 MPH, but the posted speed limit is 65 MPH
- SR-12 east of Walters Road is coded with a speed of 50 MPH, but the posted speed limit is 55 MPH
- SR-12 between SR-29 and I-80 is coded with a speed of 50 MPH, but the posted speed limit is 55 MPH
- I-505 is coded with a speed of 60 MPH, but the posted speed limit is 70 MPH.

Lanes

- I-80 WB should be 4 lanes between Sonoma Blvd and the Carquinez Bridge Toll Plaza, though the model is coded with 3 lanes.
- I-80 EB should be 5 lanes between the SR 37 ramps
- I-80 EB/WB should be 5 lanes each direction between I-680 and SR-12 East, though the model is coded with 4 lanes per direction

- I-80 EB/WB should be 3 lanes each direction between Weber Road and Dixon Avenue, though the model is coded with 4 lanes per direction
- Number of lanes on ramps at the I-680/I-780 interchange need to be updated; some segments are coded with 1 lane, but now exist with 2 lanes
- Total number of lanes (mixed + HOV) along the Benicia-Martinez bridges needs to be confirmed
- Curtola Parkway between I-80 and Solano Avenue in Vallejo should be 2 lanes per direction, though the model was coded with 3 lanes per direction
- SR-29 between Valle Vista Avenue and SR-37 varies between 2 and 3 lanes per direction, model should be updated to reflect existing conditions
- SR-12 West (Jameson Canyon Road) exists as 2 lanes eastbound and 1 lane westbound between SR-29 and Lynch Road, model has 1 lane coded for the eastbound direction.
- Numbers of lanes on the ramps at the I-80/SR-37 interchange need to be updated for consistency with existing conditions

The following network modifications were made in the Fairfield Train Station Area Master Plan efforts, and have also been included in the updated 2010 model network.

- Clay Bank Road north of Air Base Parkway was reduced from a 4-lane to a 2-lane facility to reflect existing conditions.
- Lane attributes were updated for Dover Avenue between Cement Hill Rd and Air Base Pkwy. Some segments were coded with two lanes, but the capacity was only that of one lane (segments south of Atlantic Ave). For the segments between Cement Hill and Atlantic, the SB direction has one lane and the NB direction has two lanes.
- Connectors from TAZs 979 and 1074 were changed from being additional legs at the intersection of Vanden Road and Leisure Town Road to accessing the roads in between intersections.
- Connectors to the west of Walters Road between SR 12 and Pintail Drive were modified to better reflect existing roadway layout.
- An unnecessary connector from TAZ 753 to the intersection of Texas St and Dickson Hill Rd was removed.
- Walters Road was updated to be 4 lanes with a capacity of 900 veh/hr/ln between Air Base Parkway and SR 12
- The segment of Alamo Dr just east of Vanden Road was updated to be 1 lane per direction with a 900 veh/hr/ln capacity
- The segments of Dickson Hill Rd just east of N. Texas Street were updated to be 2 lanes per direction.
- The capacity along Vanden Road east of Peabody Road was updated to be 900 veh/ln/hr
- Lane attributes (lanes, capacity, capacity class) for Peabody Road between Air Base Parkway and Alamo Drive were inconsistent (i.e. # lanes didn't match capacity, capacity class for segments same as the capacity class as Air Base Pkwy, etc.)

- The capacity and speed along Peabody Road between Alamo Drive and Air Base Parkway were updated to be 45 mph and 900 veh/hr/ln. The speed on Peabody Road north of Alamo Drive was updated to be 35 mph.
 - Originally, the majority of Peabody Road was coded as having the same link class as an expressway. Peabody Rd does not operate as an expressway, therefore the link-class was updated to that of an arterial.
- The speed on Alamo Drive west of Peabody Road was updated to be 35 mph.
- Speeds on Clay Bank Road, Dover Avenue, Dickson Hill Road west of Pepper Tree Drive and Tabor Avenue west of Clay Bank Road were updated to be 35 mph
- The speed on Air Base Parkway west of Peabody Road was updated to be 50 mph
- Speeds on Huntington Drive and Tabor Avenue east of Clay Bank road were updated to be 40 mph
- Originally the segment of Walters Road (north of Air Base Parkway) was coded with 2 lanes and a capacity of 1400 veh/hr/ln. This was modified to contain two SB lanes and one NB lane, with a capacity of 900 veh/hr/ln.
- Originally the west-bound off-ramp of Air Base Parkway at N. Texas Street was incorrectly coded as an eastbound on-ramp. The link was updated to represent the correct direction of travel.
- Turning movements at the I-80/Air Base Parkway interchange were corrected. Originally the WB hook off-ramp sent trips WB on Air Base Parkway, and the WB diagonal off-ramp sent trips EB on Air Base Parkway. In reality, the WB hook off-ramp provides EB access, and the WB diagonal off-ramp provides WB access.

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Appendix C – 2010 Model As Received Validation at Study Links

Link Data				Volume Data				AM Peak Hour			PM Peak Hour		
Roadway Segment	Source for Counts	Year Counts Taken	Direction	AM Count	PM Count	AM Model	PM Model	Max Dev	Actual Dev	Within Acceptable Range?	Max Dev	Actual Dev	Within Acceptable Range?
Columbus Pkwy between Springs Rd and Georgia St	City of Vallejo	2008	NB	463	652	383	423	52%	-17%	Yes	44%	-35%	Yes
			SB	544	660	454	448	48%	-16%	Yes	44%	-32%	Yes
Columbus Pkwy NE of Ascot Pkwy	City of Vallejo	2008	NB	391	319	329	185	52%	-16%	Yes	58%	-42%	Yes
			SB	196	427	181	498	63%	-7%	Yes	52%	17%	Yes
Columbus Pkwy south of Georgia St	City of Vallejo	2008	NB	335	746	597	560	58%	78%	No	44%	-25%	Yes
			SB	606	551	605	649	48%	0%	Yes	48%	18%	Yes
Columbus Pkwy between St Johns Mine and N. Ascot	City of Vallejo	2008	WB	432	325	413	456	52%	-4%	Yes	58%	40%	Yes
			EB	258	414	603	661	58%	134%	No	52%	60%	No
Hillborn Rd north of Waterman Blvd.	Fairfield TS Project	2008	NB	544	748	325	646	48%	-40%	Yes	44%	-14%	Yes
			SB	1267	582	833	520	33%	-34%	No	48%	-11%	Yes
Mankas Corner Rd. between Abernathy Rd. and Ledgewood Rd.	Solano County	2008	WB	236	187	175	115	63%	-26%	Yes	63%	-39%	Yes
			EB	198	500	248	167	63%	25%	Yes	48%	-67%	No
Air Base Pkwy east of Peabody Rd.	Fairfield TS Project	2008	WB	393	2029	1672	1917	52%	325%	No	28%	-6%	Yes
			EB	1779	510	1729	1625	29%	-3%	Yes	48%	219%	No
Air Base Pkwy west of Peabody Rd	Fairfield TS Project	2008	WB	519	1619	1935	1881	48%	273%	No	30%	16%	Yes
			EB	1427	796	1629	1852	31%	14%	Yes	41%	133%	No
Air Base Pkwy east of Walters Rd	Fairfield TS Project	2008	WB	512	1508	1935	1881	48%	278%	No	30%	25%	Yes
			EB	1399	784	1629	1852	31%	16%	Yes	41%	136%	No
Air Base Pkwy west of Walters Rd	Fairfield TS Project	2008	WB	653	1258	1476	1575	44%	126%	No	33%	25%	Yes
			EB	1148	757	1424	1461	34%	24%	Yes	41%	93%	No
Air Base Pkwy east of Clay Bank Rd	Fairfield TS Project	2008	WB	710	1278	1476	1575	44%	108%	No	33%	23%	Yes
			EB	1113	842	1424	1461	36%	28%	Yes	41%	74%	No
Air Base Pkwy between	Fairfield	2008	WB	1508	1524	1989	1632	30%	32%	No	30%	7%	Yes

Appendix C – 2010 Model As Received Validation at Study Links

Link Data				Volume Data				AM Peak Hour			PM Peak Hour		
Roadway Segment	Source for Counts	Year Counts Taken	Direction	AM Count	PM Count	AM Model	PM Model	Max Dev	Actual Dev	Within Acceptable Range?	Max Dev	Actual Dev	Within Acceptable Range?
Clay Bank Rd and Dover Ave	TS Project		EB	1220	1390	1640	2018	34%	34%	No	31%	45%	No
Air Base Pkwy between Dover Rd and Texas St	Fairfield TS Project	2008	WB	2101	1930	2179	1420	28%	4%	Yes	28%	-26%	Yes
			EB	1263	1980	1861	2632	33%	47%	No	28%	33%	No
Air Base Pkwy between Texas St and Heath Dr	Fairfield TS Project	2008	WB	1976	1831	2613	1775	28%	32%	No	29%	-3%	Yes
			EB	1454	1992	1940	2705	31%	33%	No	28%	36%	No
Air Base Pkwy between Heath Dr and 1-80	Fairfield TS Project	2008	WB	2143	1848	2403	2005	27%	12%	Yes	29%	8%	Yes
			EB	1870	2476	2437	3079	29%	30%	No	26%	24%	Yes
Air Base Pkwy under 1-80	Fairfield TS Project	2008	WB	1894	1897	1989	1940	28%	5%	Yes	28%	2%	Yes
			EB	1486	1394	1434	1558	31%	-4%	Yes	31%	12%	Yes
Walters Rd south of Air Base Pkwy	Fairfield TS Project	2008	NB	979	710	655	695	38%	-33%	Yes	44%	-2%	Yes
			SB	500	973	708	840	48%	42%	Yes	38%	-14%	Yes
Walters Rd north of Tabor Ave	Fairfield TS Project	2008	NB	910	721	595	594	38%	-35%	Yes	44%	-18%	Yes
			SB	441	1024	631	761	52%	43%	Yes	36%	-26%	Yes
Walters Rd south of Tabor Ave	Fairfield TS Project	2008	NB	740	607	663	589	44%	-10%	Yes	48%	-3%	Yes
			SB	399	773	649	783	52%	63%	No	41%	1%	Yes
Walters Rd between Prosperity Ln and Pintail Dr	Fairfield TS Project	2008	NB	705	637	543	803	44%	-23%	Yes	44%	26%	Yes
			SB	413	750	917	626	52%	122%	No	41%	-17%	Yes
Walters Rd between Pintail Dr and Scandia Rd	Fairfield TS Project	2008	NB	658	597	384	794	44%	-42%	Yes	48%	33%	Yes
			SB	415	697	878	462	52%	112%	No	44%	-34%	Yes
Walters Rd north of SR-12	Fairfield TS	2008	NB	650	605	385	787	44%	-41%	Yes	48%	30%	Yes
			SB	422	680	877	458	52%	108%	No	44%	-33%	Yes

Appendix C – 2010 Model As Received Validation at Study Links

Link Data				Volume Data				AM Peak Hour			PM Peak Hour		
Roadway Segment	Source for Counts	Year Counts Taken	Direction	AM Count	PM Count	AM Model	PM Model	Max Dev	Actual Dev	Within Acceptable Range?	Max Dev	Actual Dev	Within Acceptable Range?
	Project												
Peabody Rd north of Air Base Pkwy	Fairfield TS Project	2008	NB	639	1241	797	1306	44%	25%	Yes	34%	5%	Yes
			SB	1117	545	1160	1042	36%	4%	Yes	48%	91%	No
Peabody Rd south of Huntington Dr	Fairfield TS Project	2008	NB	475	1124	771	1236	52%	62%	No	36%	10%	Yes
			SB	931	489	1080	1017	38%	16%	Yes	52%	108%	No
Peabody Rd north of Huntington Dr	Fairfield TS Project	2008	NB	666	1310	716	1392	44%	8%	Yes	33%	6%	Yes
			SB	947	664	1217	961	38%	29%	Yes	44%	45%	No
Peabody Rd south of Cement Hill Rd	Fairfield TS Project	2008	NB	778	1358	711	1370	41%	-9%	Yes	33%	1%	Yes
			SB	1306	713	1188	958	33%	-9%	Yes	44%	34%	Yes
Peabody Rd north of Cement Hill Rd	Fairfield TS Project	2008	NB	609	1069	621	1218	48%	2%	Yes	36%	14%	Yes
			SB	772	697	975	868	41%	26%	Yes	44%	24%	Yes
Peabody Rd south of Foxboro Pkwy	City of Vacaville	2008	NB	439	1167	746	1360	52%	70%	No	34%	17%	Yes
			SB	1108	590	1122	965	36%	1%	Yes	48%	64%	No
Peabody Rd south of California Dr	Fairfield TS Project	2008	NB	790	1229	1061	1236	41%	34%	Yes	34%	1%	Yes
			SB	788	923	1123	1104	41%	43%	No	38%	20%	Yes
Peabody Rd between California Dr and Alamo Dr	Fairfield TS Project	2008	NB	822	1200	1095	1303	41%	33%	Yes	34%	9%	Yes
			SB	822	979	1181	1091	41%	44%	No	38%	11%	Yes
Peabody Rd north of Alamo Dr	Fairfield TS Project	2008	NB	753	976	1428	1165	41%	90%	No	38%	19%	Yes
			SB	660	902	1092	1225	44%	65%	No	38%	36%	Yes
Vanden Rd south of Canon Rd	Fairfield TS Project	2008	NB	199	530	39	142	63%	-81%	No	48%	-73%	No
			SB	387	212	173	71	52%	-55%	No	63%	-66%	No
Vanden Rd north of Canon	Fairfield	2008	NB	230	865	261	367	63%	13%	Yes	41%	-58%	No

Appendix C – 2010 Model As Received Validation at Study Links

Link Data				Volume Data				AM Peak Hour			PM Peak Hour		
Roadway Segment	Source for Counts	Year Counts Taken	Direction	AM Count	PM Count	AM Model	PM Model	Max Dev	Actual Dev	Within Acceptable Range?	Max Dev	Actual Dev	Within Acceptable Range?
Rd	TS Project		SB	860	264	358	308	41%	-58%	No	58%	17%	Yes
Vanden Rd south of Leisure Town Rd	City of Vacaville	2008	NB	245	937	258	366	63%	5%	Yes	38%	-61%	No
			SB	995	322	354	307	38%	-64%	No	58%	-5%	Yes
Leisure Town Rd east of Vanden Rd	City of Vacaville	2009	NB	121	414	83	37	68%	-32%	Yes	52%	-91%	No
			SB	391	185	31	104	52%	-92%	No	63%	-44%	Yes
Leisure Town Rd south of Fry Rd	City of Vacaville	2009	NB	155	360	82	46	63%	-47%	Yes	58%	-87%	No
			SB	267	198	38	103	58%	-86%	No	63%	-48%	Yes
Leisure Town Rd between Fry Rd and Marshall Rd	City of Vacaville	2009	NB	341	525	356	111	58%	5%	Yes	48%	-79%	No
			SB	373	435	107	382	58%	-71%	No	52%	-12%	Yes
Leisure Town Rd north of Marshall Rd	City of Vacaville	2009	NB	441	495	501	153	52%	14%	Yes	52%	-69%	No
			SB	470	544	155	518	52%	-67%	No	48%	-5%	Yes
Leisure Town Rd south of Elmira Rd	City of Vacaville	2009	NB	590	577	588	168	48%	0%	Yes	48%	-71%	No
			SB	481	725	164	608	52%	-66%	No	44%	-16%	Yes
Leisure Town Rd north of Elmira Rd	City of Vacaville	2009	NB	683	639	619	155	44%	-9%	Yes	44%	-76%	No
			SB	495	812	160	682	52%	-68%	No	41%	-16%	Yes
Leisure Town Rd south of Ulatis Dr	City of Vacaville	2009	NB	577	656	542	200	48%	-6%	Yes	44%	-70%	No
			SB	444	640	221	565	52%	-50%	Yes	44%	-12%	Yes
Leisure Town Rd north of Hawkins Rd	City of Vacaville	2009	NB	628	576	552	171	44%	-12%	Yes	48%	-70%	No
			SB	417	679	169	563	52%	-59%	No	44%	-17%	Yes
Leisure Town Rd south of Sequoia Dr	City of Vacaville	2009	NB	615	532	613	177	48%	0%	Yes	48%	-67%	No
			SB	346	696	167	615	58%	-52%	Yes	44%	-12%	Yes
Leisure Town Rd north of Maple Rd	City of Vacaville	2009	NB	759	610	745	239	41%	-2%	Yes	48%	-61%	No
			SB	461	853	252	765	52%	-45%	Yes	41%	-10%	Yes
Leisure Town Rd south of Orange Dr	City of Vacaville	2009	NB	711	669	732	229	44%	3%	Yes	44%	-66%	No
			SB	398	828	249	741	52%	-38%	Yes	41%	-10%	Yes
Leisure Town Rd north of	City of	2009	NB	815	823	847	317	41%	4%	Yes	41%	-62%	No

Appendix C – 2010 Model As Received Validation at Study Links

Link Data				Volume Data				AM Peak Hour			PM Peak Hour		
Roadway Segment	Source for Counts	Year Counts Taken	Direction	AM Count	PM Count	AM Model	PM Model	Max Dev	Actual Dev	Within Acceptable Range?	Max Dev	Actual Dev	Within Acceptable Range?
Orange Dr	Vacaville		SB	552	1084	370	939	48%	-33%	Yes	36%	-13%	Yes
Midway Rd east of Meridian Rd	City of Vacaville	2009	WB	64	112	95	122	68%	48%	Yes	68%	9%	Yes
			EB	102	89	158	124	68%	54%	Yes	68%	39%	Yes
Midway Rd west of Meridian Rd	City of Vacaville	2009	WB	63	100	99	129	68%	57%	Yes	68%	29%	Yes
			EB	91	85	162	132	68%	79%	No	68%	55%	Yes
Midway Rd east of Leisure Town Rd	City of Vacaville	2009	WB	71	111	101	141	68%	42%	Yes	68%	27%	Yes
			EB	89	97	171	141	68%	92%	No	68%	45%	Yes
Midway Rd west of Leisure Town Rd	City of Vacaville	2009	WB	85	123	164	167	68%	93%	No	68%	36%	Yes
			EB	105	106	183	218	68%	74%	No	68%	105%	No
Midway Rd east of I-505	City of Vacaville	2009	WB	93	120	177	168	68%	91%	No	68%	40%	Yes
			EB	96	121	182	231	68%	90%	No	68%	91%	No
Waterman Blvd west of Hillborn Rd	Fairfield TS Project	2008	WB	1482	907	687	786	31%	-54%	No	38%	-13%	Yes
			EB	950	1126	853	840	38%	-10%	Yes	34%	-25%	Yes
Jameson Canyon Rd at Napa-Solano County Line	Caltrans	2007	WB	1110	1237	1432	1359	36%	29%	Yes	34%	10%	Yes
			EB	1158	1195	1517	1542	34%	31%	Yes	34%	29%	Yes
SR-12 between I-80 and Chadbourne Rd	80/680 Project	2003	WB	2310	1370	2794	1390	27%	21%	Yes	33%	1%	Yes
			EB	1250	1820	1124	2058	33%	-10%	Yes	29%	13%	Yes
SR-12 east of Walters Rd	Fairfield TS Project	2008	WB	499	440	776	620	52%	56%	No	52%	41%	Yes
			EB	294	571	465	743	58%	58%	No	48%	30%	Yes
SR-12 west of Walters Rd	Fairfield TS Project	2008	WB	739	773	1524	836	44%	106%	No	41%	8%	Yes
			EB	634	884	685	1322	44%	8%	Yes	38%	50%	No
SR-12 west of Walters Rd (also entered in rows 5-6)	Caltrans	2007	WB	938	714	1524	836	38%	63%	No	44%	17%	Yes
			EB	487	1044	685	1322	52%	41%	Yes	36%	27%	Yes
SR-12 east of SR-113	Caltrans	2007	WB	820	528	992	557	41%	21%	Yes	48%	5%	Yes
			EB	382	795	423	974	52%	11%	Yes	41%	23%	Yes

Appendix C – 2010 Model As Received Validation at Study Links

Link Data				Volume Data				AM Peak Hour			PM Peak Hour		
Roadway Segment	Source for Counts	Year Counts Taken	Direction	AM Count	PM Count	AM Model	PM Model	Max Dev	Actual Dev	Within Acceptable Range?	Max Dev	Actual Dev	Within Acceptable Range?
SR-12 west of SR-113	Caltrans	2007	WB	587	323	746	480	48%	27%	Yes	58%	49%	Yes
			EB	300	663	357	697	58%	19%	Yes	44%	5%	Yes
SR-37 east of Walnut Ave	Caltrans	2007	WB	1519	1037	1988	1168	30%	31%	No	36%	13%	Yes
			EB	1208	1614	1214	2203	34%	0%	Yes	30%	36%	No
SR-37 west of I-80	Caltrans	2007	WB	3062	3227	2964	2559	24%	-3%	Yes	24%	-21%	Yes
			EB	2818	3898	2597	3091	25%	-8%	Yes	22%	-21%	Yes
I-80 west of I-680	Caltrans	2007	EB	2743	3697	3426	6438	25%	25%	Yes	23%	74%	No
I-80 east of Leisure Town Rd, Vacaville	Caltrans	2007	EB	3233	4195	4723	3181	24%	46%	No	22%	-24%	No
I-80 east of Pedrick Rd, at Solano-Yolo County Line	Caltrans	2007	WB	4198	4493	2967	5344	22%	-29%	No	21%	19%	Yes
			EB	4103	4573	5352	3274	22%	30%	No	21%	-28%	No
I-80 between Red Top Rd Ramps	80/680 Project	2007	WB	3640	3350	5942	3860	23%	63%	No	24%	15%	Yes
			EB	3350	4540	3147	5489	24%	-6%	Yes	21%	21%	No
I-80 between I-680 Ramps	80/680 Project	2007	WB	4740	3770	6466	4198	21%	36%	No	22%	11%	Yes
			EB	3680	5320	3426	6474	23%	-7%	Yes	20%	22%	No
I-80 between Suisun Valley Rd and SR 12	80/680 Project	2007	WB	8340	6340	9874	6781	14%	18%	No	18%	7%	Yes
			EB	5570	8560	5299	8651	19%	-5%	Yes	14%	1%	Yes
I-80 between Travis Ramps	80/680 Project	2007	WB	6370	4710	7518	5240	18%	18%	No	21%	11%	Yes
			EB	3950	6340	4606	7136	22%	17%	Yes	18%	13%	Yes
I-680 between Lake Herman and Parish Rd	80/680 Project	2007	NB	1650	3100	1882	3277	29%	14%	Yes	24%	6%	Yes
			SB	2830	1830	3723	1867	25%	32%	No	29%	2%	Yes
SR-113 north of Route 12	Caltrans	2007	NB	217	206	256	80	63%	18%	Yes	63%	-61%	Yes
			SB	170	218	71	286	63%	-58%	Yes	63%	31%	Yes
SR-113 north of Cherry St, Dixon	Caltrans	2007	NB	358	305	68	45	58%	-81%	No	58%	-85%	No
			SB	423	360	36	136	52%	-92%	No	58%	-62%	No
SR-113 south of N Adams St, Dixon	Caltrans	2007	NB	471	466	255	181	52%	-46%	Yes	52%	-61%	No
			SB	294	426	255	181	58%	-14%	Yes	52%	-58%	No

Appendix C – 2010 Model As Received Validation at Study Links

Link Data				Volume Data				AM Peak Hour			PM Peak Hour		
Roadway Segment	Source for Counts	Year Counts Taken	Direction	AM Count	PM Count	AM Model	PM Model	Max Dev	Actual Dev	Within Acceptable Range?	Max Dev	Actual Dev	Within Acceptable Range?
SR-113 south of I-80	Caltrans	2007	NB	672	791	533	544	44%	-21%	Yes	41%	-31%	Yes
			SB	611	747	489	530	48%	-20%	Yes	44%	-29%	Yes
SR-113 just south of Vaughn Rd	City of Dixon	2009	NB	460	568	543	399	52%	18%	Yes	48%	-30%	Yes
			SB	389	619	353	546	52%	-9%	Yes	48%	-12%	Yes
SR-113 just north of Stratford Ave	City of Dixon	2009	NB	352	508	566	331	58%	61%	No	48%	-35%	Yes
			SB	307	462	295	573	58%	-4%	Yes	52%	24%	Yes
SR-113 south of A St.	City of Dixon	2009	NB	537	484	401	338	48%	-25%	Yes	52%	-30%	Yes
			SB	485	485	319	440	52%	-34%	Yes	52%	-9%	Yes
SR-113 north of County Fair Dr.	City of Dixon	2009	NB	343	318	68	45	58%	-80%	No	58%	-86%	No
			SB	358	284	36	136	58%	-90%	No	58%	-52%	Yes
SR-113 north of Parkway Blvd.	City of Dixon	2009	NB	236	453	83	58	63%	-65%	No	52%	-87%	No
			SB	281	234	51	150	58%	-82%	No	63%	-36%	Yes
SR-113 between Parkway Blvd. and Midway Rd.	City of Dixon	2009	NB	174	222	270	67	63%	55%	Yes	63%	-70%	No
			SB	223	126	55	293	63%	-75%	No	63%	132%	No
I-505 south of Midway Rd	Caltrans	2007	NB	703	1040	1189	1297	44%	69%	No	36%	25%	Yes
			SB	832	835	1181	1237	41%	42%	No	41%	48%	No
I-780 west of W 7th St, Benicia	Caltrans	2007	WB	1833	2559	2751	3323	29%	50%	No	26%	30%	No
			EB	2911	2203	3508	2860	24%	20%	Yes	27%	30%	No
I-780 west of W K St, Benicia	Caltrans	2007	WB	2682	2585	3183	3784	25%	19%	Yes	26%	46%	No
			EB	1836	2457	3672	3165	29%	100%	No	26%	29%	No
I-780 between Spruce St and Glen Cove Pkwy	Caltrans	2007	WB	2110	2977	3504	3166	28%	66%	No	24%	6%	Yes
			EB	2856	2156	2725	3563	25%	-5%	Yes	27%	65%	No
Abernathy Road north of Rockville Rd	North Connector Project EIR	2007	NB	463	652	42	233	68%	-48%	Yes	63%	2%	Yes
			SB	544	660	353	26	58%	11%	Yes	63%	-85%	No
Lake Herman Rd west of Sky Valley Rd *	Solano County	2008	WB	284	297	19	378	58%	37%	Yes	58%	55%	Yes
			EB			369	83						

Appendix C – 2010 Model As Received Validation at Study Links

Link Data				Volume Data				AM Peak Hour			PM Peak Hour		
Roadway Segment	Source for Counts	Year Counts Taken	Direction	AM Count	PM Count	AM Model	PM Model	Max Dev	Actual Dev	Within Acceptable Range?	Max Dev	Actual Dev	Within Acceptable Range?
Suisun Valley Rd between Rockville Rd and Morrison Ln *	Solano County	2009	NB	204	267	6	205	63%	77%	No	58%	6%	Yes
			SB			354	77						
Suisun Valley Rd between Williams Rd and Twin Sister Rd *	Solano County	2009	NB	249	482	37	316	63%	98%	No	52%	15%	Yes
			SB			457	239						
Cordelia Rd between I-680 and Bridgeport *	Solano County	2007	WB	557	995	606	315	48%	43%	Yes	38%	-9%	Yes
			EB			188	586						
Peabody Rd south of CSP	Solano County	2007	NB	1314	1600	746	1360	33%	42%	No	30%	45%	No
			SB			1122	965						

* These locations only have combined bi-directional counts (not separated by EB/WB or NB/SB)

Appendix D – Calibrated 2010 Model Validation at Study Links

Link Data				Volume Data				AM Peak Hour			PM Peak Hour		
Roadway Segment	Source for Counts	Year Counts Taken	Direction	AM Count	PM Count	AM Model	PM Model	Max Dev	Actual Dev	Within Acceptable Range?	Max Dev	Actual Dev	Within Acceptable Range?
Columbus Pkwy between Springs Rd and Georgia St	City of Vallejo	2008	NB	463	652	297	338	52%	-36%	Yes	44%	-48%	No
			SB	544	660	387	358	48%	-29%	Yes	44%	-46%	No
Columbus Pkwy NE of Ascot Pkwy	City of Vallejo	2008	NB	391	319	105	22	52%	-73%	No	58%	-93%	No
			SB	196	427	12	158	63%	-94%	No	52%	-63%	No
Columbus Pkwy south of Georgia St	City of Vallejo	2008	NB	335	746	512	450	58%	53%	Yes	44%	-40%	Yes
			SB	606	551	516	483	48%	-15%	Yes	48%	-12%	Yes
Columbus Pkwy between St Johns Mine and N. Ascot	City of Vallejo	2008	WB	432	325	156	206	52%	-64%	No	58%	-37%	Yes
			EB	258	414	149	152	58%	-42%	Yes	52%	-63%	No
Hillborn Rd north of Waterman Blvd.	Fairfield TS Project	2008	NB	544	748	300	448	48%	-45%	Yes	44%	-40%	Yes
			SB	1267	582	854	467	33%	-33%	No	48%	-20%	Yes
Mankas Corner Rd. between Abernathy Rd. and Ledgewood Rd.	Solano County	2008	WB	236	187	423	49	63%	79%	No	63%	-74%	No
			EB	198	500	247	221	63%	25%	Yes	48%	-56%	No
Air Base Pkwy east of Peabody Rd.	Fairfield TS Project	2008	WB	393	2029	429	2041	52%	9%	Yes	28%	1%	Yes
			EB	1779	510	1787	542	29%	0%	Yes	48%	6%	Yes
Air Base Pkwy west of Peabody Rd	Fairfield TS Project	2008	WB	519	1619	425	1669	48%	-18%	Yes	30%	3%	Yes
			EB	1427	796	1453	469	31%	2%	Yes	41%	-41%	Yes
Air Base Pkwy east of Walters Rd	Fairfield TS Project	2008	WB	512	1508	425	1669	48%	-17%	Yes	30%	11%	Yes
			EB	1399	784	1453	469	31%	4%	Yes	41%	-40%	Yes
Air Base Pkwy west of Walters Rd	Fairfield TS Project	2008	WB	653	1258	650	1612	44%	0%	Yes	33%	28%	Yes
			EB	1148	757	1488	646	34%	30%	Yes	41%	-15%	Yes
Air Base Pkwy east of Clay Bank Rd	Fairfield TS Project	2008	WB	710	1278	650	1612	44%	-8%	Yes	33%	26%	Yes
			EB	1113	842	1488	646	36%	34%	Yes	41%	-23%	Yes
Air Base Pkwy between	Fairfield	2008	WB	1508	1524	1411	1684	30%	-6%	Yes	30%	10%	Yes

Appendix D – Calibrated 2010 Model Validation at Study Links

Link Data				Volume Data				AM Peak Hour			PM Peak Hour		
Roadway Segment	Source for Counts	Year Counts Taken	Direction	AM Count	PM Count	AM Model	PM Model	Max Dev	Actual Dev	Within Acceptable Range?	Max Dev	Actual Dev	Within Acceptable Range?
Clay Bank Rd and Dover Ave	TS Project		EB	1220	1390	1629	1352	34%	33%	Yes	31%	-3%	Yes
Air Base Pkwy between Dover Rd and Texas St	Fairfield TS Project	2008	WB	2101	1930	2121	1727	28%	1%	Yes	28%	-11%	Yes
			EB	1263	1980	1788	2098	33%	42%	No	28%	6%	Yes
Air Base Pkwy between Texas St and Heath Dr	Fairfield TS Project	2008	WB	1976	1831	2148	1705	28%	9%	Yes	29%	-7%	Yes
			EB	1454	1992	1873	2284	31%	29%	Yes	28%	15%	Yes
Air Base Pkwy between Heath Dr and 1-80	Fairfield TS Project	2008	WB	2143	1848	2157	1826	27%	1%	Yes	29%	-1%	Yes
			EB	1870	2476	2256	2632	29%	21%	Yes	26%	6%	Yes
Air Base Pkwy under 1-80	Fairfield TS Project	2008	WB	1894	1897	1917	1854	28%	1%	Yes	28%	-2%	Yes
			EB	1486	1394	1385	1426	31%	-7%	Yes	31%	2%	Yes
Walters Rd south of Air Base Pkwy	Fairfield TS Project	2008	NB	979	710	660	359	38%	-33%	Yes	44%	-49%	No
			SB	500	973	339	756	48%	-32%	Yes	38%	-22%	Yes
Walters Rd north of Tabor Ave	Fairfield TS Project	2008	NB	910	721	596	304	38%	-35%	Yes	44%	-58%	No
			SB	441	1024	291	674	52%	-34%	Yes	36%	-34%	Yes
Walters Rd south of Tabor Ave	Fairfield TS Project	2008	NB	740	607	601	333	44%	-19%	Yes	48%	-45%	Yes
			SB	399	773	339	661	52%	-15%	Yes	41%	-15%	Yes
Walters Rd between Prosperity Ln and Pintail Dr	Fairfield TS Project	2008	NB	705	637	483	435	44%	-32%	Yes	44%	-32%	Yes
			SB	413	750	516	538	52%	25%	Yes	41%	-28%	Yes
Walters Rd between Pintail Dr and Scandia Rd	Fairfield TS Project	2008	NB	658	597	327	468	44%	-50%	No	48%	-22%	Yes
			SB	415	697	561	412	52%	35%	Yes	44%	-41%	Yes
Walters Rd north of SR-12	Fairfield TS	2008	NB	650	605	327	463	44%	-50%	No	48%	-23%	Yes
			SB	422	680	561	409	52%	33%	Yes	44%	-40%	Yes

Appendix D – Calibrated 2010 Model Validation at Study Links

Link Data				Volume Data				AM Peak Hour			PM Peak Hour		
Roadway Segment	Source for Counts	Year Counts Taken	Direction	AM Count	PM Count	AM Model	PM Model	Max Dev	Actual Dev	Within Acceptable Range?	Max Dev	Actual Dev	Within Acceptable Range?
	Project												
Peabody Rd north of Air Base Pkwy	Fairfield TS Project	2008	NB	639	1241	276	697	44%	-57%	No	34%	-44%	No
			SB	1117	545	606	400	36%	-46%	No	48%	-27%	Yes
Peabody Rd south of Huntington Dr	Fairfield TS Project	2008	NB	475	1124	271	625	52%	-43%	Yes	36%	-44%	No
			SB	931	489	521	389	38%	-44%	No	52%	-20%	Yes
Peabody Rd north of Huntington Dr	Fairfield TS Project	2008	NB	666	1310	589	981	44%	-12%	Yes	33%	-25%	Yes
			SB	947	664	962	709	38%	2%	Yes	44%	7%	Yes
Peabody Rd south of Cement Hill Rd	Fairfield TS Project	2008	NB	778	1358	595	943	41%	-24%	Yes	33%	-31%	Yes
			SB	1306	713	920	710	33%	-30%	Yes	44%	0%	Yes
Peabody Rd north of Cement Hill Rd	Fairfield TS Project	2008	NB	609	1069	455	765	48%	-25%	Yes	36%	-28%	Yes
			SB	772	697	695	555	41%	-10%	Yes	44%	-20%	Yes
Peabody Rd south of Foxboro Pkwy	City of Vacaville	2008	NB	439	1167	509	970	52%	16%	Yes	34%	-17%	Yes
			SB	1108	590	973	583	36%	-12%	Yes	48%	-1%	Yes
Peabody Rd south of California Dr	Fairfield TS Project	2008	NB	790	1229	769	918	41%	-3%	Yes	34%	-25%	Yes
			SB	788	923	939	800	41%	19%	Yes	38%	-13%	Yes
Peabody Rd between California Dr and Alamo Dr	Fairfield TS Project	2008	NB	822	1200	735	906	41%	-11%	Yes	34%	-24%	Yes
			SB	822	979	947	783	41%	15%	Yes	38%	-20%	Yes
Peabody Rd north of Alamo Dr	Fairfield TS Project	2008	NB	753	976	1165	886	41%	55%	No	38%	-9%	Yes
			SB	660	902	915	962	44%	39%	Yes	38%	7%	Yes
Vanden Rd south of Canon Rd	Fairfield TS Project	2008	NB	199	530	107	192	63%	-46%	Yes	48%	-64%	No
			SB	387	212	241	123	52%	-38%	Yes	63%	-42%	Yes
Vanden Rd north of Canon	Fairfield	2008	NB	230	865	152	521	63%	-34%	Yes	41%	-40%	Yes

Appendix D – Calibrated 2010 Model Validation at Study Links

Link Data				Volume Data				AM Peak Hour			PM Peak Hour		
Roadway Segment	Source for Counts	Year Counts Taken	Direction	AM Count	PM Count	AM Model	PM Model	Max Dev	Actual Dev	Within Acceptable Range?	Max Dev	Actual Dev	Within Acceptable Range?
Rd	TS Project		SB	860	264	541	180	41%	-37%	Yes	58%	-32%	Yes
Vanden Rd south of Leisure Town Rd	City of Vacaville	2008	NB	245	937	151	520	63%	-38%	Yes	38%	-45%	No
			SB	995	322	536	179	38%	-46%	No	58%	-44%	Yes
Leisure Town Rd east of Vanden Rd	City of Vacaville	2009	NB	121	414	129	275	68%	7%	Yes	52%	-34%	Yes
			SB	391	185	275	133	52%	-30%	Yes	63%	-28%	Yes
Leisure Town Rd south of Fry Rd	City of Vacaville	2009	NB	155	360	175	289	63%	13%	Yes	58%	-20%	Yes
			SB	267	198	290	170	58%	9%	Yes	63%	-14%	Yes
Leisure Town Rd between Fry Rd and Marshall Rd	City of Vacaville	2009	NB	341	525	420	383	58%	23%	Yes	48%	-27%	Yes
			SB	373	435	397	366	58%	6%	Yes	52%	-16%	Yes
Leisure Town Rd north of Marshall Rd	City of Vacaville	2009	NB	441	495	559	430	52%	27%	Yes	52%	-13%	Yes
			SB	470	544	459	464	52%	-2%	Yes	48%	-15%	Yes
Leisure Town Rd south of Elmira Rd	City of Vacaville	2009	NB	590	577	630	443	48%	7%	Yes	48%	-23%	Yes
			SB	481	725	468	524	52%	-3%	Yes	44%	-28%	Yes
Leisure Town Rd north of Elmira Rd	City of Vacaville	2009	NB	683	639	660	438	44%	-3%	Yes	44%	-31%	Yes
			SB	495	812	466	586	52%	-6%	Yes	41%	-28%	Yes
Leisure Town Rd south of Ulatis Dr	City of Vacaville	2009	NB	577	656	603	468	48%	4%	Yes	44%	-29%	Yes
			SB	444	640	511	529	52%	15%	Yes	44%	-17%	Yes
Leisure Town Rd north of Hawkins Rd	City of Vacaville	2009	NB	628	576	608	451	44%	-3%	Yes	48%	-22%	Yes
			SB	417	679	478	514	52%	15%	Yes	44%	-24%	Yes
Leisure Town Rd south of Sequoia Dr	City of Vacaville	2009	NB	615	532	654	452	48%	6%	Yes	48%	-15%	Yes
			SB	346	696	471	554	58%	36%	Yes	44%	-20%	Yes
Leisure Town Rd north of Maple Rd	City of Vacaville	2009	NB	759	610	761	510	41%	0%	Yes	48%	-16%	Yes
			SB	461	853	555	700	52%	20%	Yes	41%	-18%	Yes
Leisure Town Rd south of Orange Dr	City of Vacaville	2009	NB	711	669	752	544	44%	6%	Yes	44%	-19%	Yes
			SB	398	828	583	690	52%	47%	Yes	41%	-17%	Yes
Leisure Town Rd north of	City of	2009	NB	815	823	848	578	41%	4%	Yes	41%	-30%	Yes

Appendix D – Calibrated 2010 Model Validation at Study Links

Link Data				Volume Data				AM Peak Hour			PM Peak Hour		
Roadway Segment	Source for Counts	Year Counts Taken	Direction	AM Count	PM Count	AM Model	PM Model	Max Dev	Actual Dev	Within Acceptable Range?	Max Dev	Actual Dev	Within Acceptable Range?
Orange Dr	Vacaville		SB	552	1084	681	873	48%	23%	Yes	36%	-19%	Yes
Midway Rd east of Meridian Rd	City of Vacaville	2009	WB	64	112	116	108	68%	81%	No	68%	-4%	Yes
			EB	102	89	137	135	68%	35%	Yes	68%	51%	Yes
Midway Rd west of Meridian Rd	City of Vacaville	2009	WB	63	100	119	113	68%	89%	No	68%	13%	Yes
			EB	91	85	142	141	68%	56%	Yes	68%	65%	Yes
Midway Rd east of Leisure Town Rd	City of Vacaville	2009	WB	71	111	122	123	68%	71%	No	68%	11%	Yes
			EB	89	97	150	149	68%	68%	Yes	68%	54%	Yes
Midway Rd west of Leisure Town Rd	City of Vacaville	2009	WB	85	123	173	145	68%	104%	No	68%	17%	Yes
			EB	105	106	160	205	68%	52%	Yes	68%	94%	No
Midway Rd east of I-505	City of Vacaville	2009	WB	93	120	187	147	68%	101%	No	68%	23%	Yes
			EB	96	121	159	218	68%	66%	Yes	68%	80%	No
Waterman Blvd west of Hillborn Rd	Fairfield TS Project	2008	WB	1482	907	795	676	31%	-46%	No	38%	-26%	Yes
			EB	950	1126	870	745	38%	-8%	Yes	34%	-34%	Yes
Jameson Canyon Rd at Napa-Solano County Line	Caltrans	2007	WB	1110	1237	1557	1354	36%	40%	No	34%	9%	Yes
			EB	1158	1195	1522	1621	34%	31%	Yes	34%	36%	No
SR-12 between I-80 and Chadbourne Rd	80/680 Project	2003	WB	2310	1370	2806	1170	27%	21%	Yes	33%	-15%	Yes
			EB	1250	1820	951	2068	33%	-24%	Yes	29%	14%	Yes
SR-12 east of Walters Rd	Fairfield TS Project	2008	WB	499	440	573	576	52%	15%	Yes	52%	31%	Yes
			EB	294	571	354	721	58%	20%	Yes	48%	26%	Yes
SR-12 west of Walters Rd	Fairfield TS Project	2008	WB	739	773	1014	707	44%	37%	Yes	41%	-9%	Yes
			EB	634	884	529	931	44%	-17%	Yes	38%	5%	Yes
SR-12 west of Walters Rd (also entered in rows 5-6)	Caltrans	2007	WB	938	714	1014	707	38%	8%	Yes	44%	-1%	Yes
			EB	487	1044	529	931	52%	9%	Yes	36%	-11%	Yes
SR-12 east of SR-113	Caltrans	2007	WB	820	528	674	594	41%	-18%	Yes	48%	13%	Yes
			EB	382	795	303	918	52%	-21%	Yes	41%	16%	Yes

Appendix D – Calibrated 2010 Model Validation at Study Links

Link Data				Volume Data				AM Peak Hour			PM Peak Hour		
Roadway Segment	Source for Counts	Year Counts Taken	Direction	AM Count	PM Count	AM Model	PM Model	Max Dev	Actual Dev	Within Acceptable Range?	Max Dev	Actual Dev	Within Acceptable Range?
SR-12 west of SR-113	Caltrans	2007	WB	587	323	531	469	48%	-10%	Yes	58%	45%	Yes
			EB	300	663	268	658	58%	-11%	Yes	44%	-1%	Yes
SR-37 east of Walnut Ave	Caltrans	2007	WB	1519	1037	2304	1169	30%	52%	No	36%	13%	Yes
			EB	1208	1614	769	2165	34%	-36%	No	30%	34%	No
SR-37 west of I-80	Caltrans	2007	WB	3062	3227	3433	3253	24%	12%	Yes	24%	1%	Yes
			EB	2818	3898	2501	3213	25%	-11%	Yes	22%	-18%	Yes
I-80 west of I-680	Caltrans	2007	EB	2743	3697	3056	5732	25%	11%	Yes	23%	55%	No
I-80 east of Leisure Town Rd, Vacaville	Caltrans	2007	EB	3233	4195	3850	3719	24%	19%	Yes	22%	-11%	Yes
I-80 east of Pedrick Rd, at Solano-Yolo County Line	Caltrans	2007	WB	4198	4493	4338	4943	22%	3%	Yes	21%	10%	Yes
			EB	4103	4573	4455	4224	22%	9%	Yes	21%	-8%	Yes
I-80 between Red Top Rd Ramps	80/680 Project	2007	WB	3640	3350	5644	3241	23%	55%	No	24%	-3%	Yes
			EB	3350	4540	2638	4784	24%	-21%	Yes	21%	5%	Yes
I-80 between I-680 Ramps	80/680 Project	2007	WB	4740	3770	6248	3749	21%	32%	No	22%	-1%	Yes
			EB	3680	5320	3056	5732	23%	-17%	Yes	20%	8%	Yes
I-80 between Suisun Valley Rd and SR 12	80/680 Project	2007	WB	8340	6340	9784	6098	14%	17%	No	18%	-4%	Yes
			EB	5570	8560	4284	8160	19%	-23%	No	14%	-5%	Yes
I-80 between Travis Ramps	80/680 Project	2007	WB	6370	4710	7187	4738	18%	13%	Yes	21%	1%	Yes
			EB	3950	6340	3665	6709	22%	-7%	Yes	18%	6%	Yes
I-680 between Lake Herman and Parish Rd	80/680 Project	2007	NB	1650	3100	1169	3000	29%	-29%	Yes	24%	-3%	Yes
			SB	2830	1830	3110	1671	25%	10%	Yes	29%	-9%	Yes
SR-113 north of Route 12	Caltrans	2007	NB	217	206	149	129	63%	-31%	Yes	63%	-37%	Yes
			SB	170	218	38	266	63%	-78%	No	63%	22%	Yes
SR-113 north of Cherry St, Dixon	Caltrans	2007	NB	358	305	174	100	58%	-51%	Yes	58%	-67%	No
			SB	423	360	45	274	52%	-89%	No	58%	-24%	Yes
SR-113 south of N Adams St, Dixon	Caltrans	2007	NB	471	466	335	249	52%	-29%	Yes	52%	-47%	Yes
			SB	294	426	335	249	58%	14%	Yes	52%	-41%	Yes

Appendix D – Calibrated 2010 Model Validation at Study Links

Link Data				Volume Data				AM Peak Hour			PM Peak Hour		
Roadway Segment	Source for Counts	Year Counts Taken	Direction	AM Count	PM Count	AM Model	PM Model	Max Dev	Actual Dev	Within Acceptable Range?	Max Dev	Actual Dev	Within Acceptable Range?
SR-113 south of I-80	Caltrans	2007	NB	672	791	569	633	44%	-15%	Yes	41%	-20%	Yes
			SB	611	747	599	702	48%	-2%	Yes	44%	-6%	Yes
SR-113 just south of Vaughn Rd	City of Dixon	2009	NB	460	568	574	490	52%	25%	Yes	48%	-14%	Yes
			SB	389	619	442	650	52%	14%	Yes	48%	5%	Yes
SR-113 just north of Stratford Ave	City of Dixon	2009	NB	352	508	590	431	58%	68%	No	48%	-15%	Yes
			SB	307	462	380	656	58%	24%	Yes	52%	42%	Yes
SR-113 south of A St.	City of Dixon	2009	NB	537	484	460	347	48%	-14%	Yes	52%	-28%	Yes
			SB	485	485	315	522	52%	-35%	Yes	52%	8%	Yes
SR-113 north of County Fair Dr.	City of Dixon	2009	NB	343	318	174	100	58%	-49%	Yes	58%	-68%	No
			SB	358	284	45	274	58%	-87%	No	58%	-4%	Yes
SR-113 north of Parkway Blvd.	City of Dixon	2009	NB	236	453	187	110	63%	-21%	Yes	52%	-76%	No
			SB	281	234	58	284	58%	-79%	No	63%	21%	Yes
SR-113 between Parkway Blvd. and Midway Rd.	City of Dixon	2009	NB	174	222	181	128	63%	4%	Yes	63%	-43%	Yes
			SB	223	126	57	289	63%	-74%	No	63%	129%	No
I-505 south of Midway Rd	Caltrans	2007	NB	703	1040	1032	1065	44%	47%	No	36%	2%	Yes
			SB	832	835	895	1142	41%	8%	Yes	41%	37%	Yes
I-780 west of W 7th St, Benicia	Caltrans	2007	WB	1833	2559	2567	3312	29%	40%	No	26%	29%	No
			EB	2911	2203	3249	2526	24%	12%	Yes	27%	15%	Yes
I-780 west of W K St, Benicia	Caltrans	2007	WB	2682	2585	3006	3691	25%	12%	Yes	26%	43%	No
			EB	1836	2457	3311	2798	29%	80%	No	26%	14%	Yes
I-780 between Spruce St and Glen Cove Pkwy	Caltrans	2007	WB	2110	2977	3613	3176	28%	71%	No	24%	7%	Yes
			EB	2856	2156	2494	3376	25%	-13%	Yes	27%	57%	No
Abernathy Road north of Rockville Rd	North Connector Project EIR	2007	NB	463	652	297	338	52%	-36%	Yes	44%	-48%	No
			SB	544	660	387	358	48%	-29%	Yes	44%	-46%	No
Lake Herman Rd west of Sky Valley Rd *	Solano County	2008	WB	284	297	26	323	58%	-16%	Yes	27%	24%	Yes
			EB			213	46						

Appendix D – Calibrated 2010 Model Validation at Study Links

Link Data				Volume Data				AM Peak Hour			PM Peak Hour		
Roadway Segment	Source for Counts	Year Counts Taken	Direction	AM Count	PM Count	AM Model	PM Model	Max Dev	Actual Dev	Within Acceptable Range?	Max Dev	Actual Dev	Within Acceptable Range?
Suisun Valley Rd between Rockville Rd and Morrison Ln *	Solano County	2009	NB	204	267	12	155	63%	19%	Yes	27%	-5%	Yes
			SB			231	97						
Suisun Valley Rd between Williams Rd and Twin Sister Rd *	Solano County	2009	NB	249	482	326	200	63%	178%	No	27%	7%	Yes
			SB			366	314						
Cordelia Rd between I-680 and Bridgeport *	Solano County	2007	WB	557	995	357	291	48%	-12%	Yes	27%	-29%	No
			EB			135	412						
Peabody Rd south of CSP	Solano County	2007	NB	1314	1600	587	835	33%	7%	Yes	30%	-7%	Yes
			SB			816	650						

* These locations only have combined bi-directional counts (not separated by EB/WB or NB/SB)

Appendix E
As Received 2010 STA Model Gateway Volumes

Roadway Segment/Gateway	Direction	AM Volumes	AM Total	PM Volumes	PM Total	County Line
I-80 between SR-113 and Kidwell Rd	EB	5,012	7,758	3,247	8,586	Solano-Yolo
	WB	2,746		5,339		
I-505 between Allendale Rd and Grant Ave	NB	736	1,676	697	1,464	Solano-Yolo
	SB	940		767		
Suisun Valley Rd south of Wooden Valley Cross Rd	NB	37	512	359	590	Solano-Napa
	SB	475		231		
Jameson Canyon Rd (SR-12) west of Red Top Rd	EB	1,535	2,947	1,537	2,931	Solano-Napa
	WB	1,412		1,394		
SR-12 between SR-84 and SR-160	EB	725	1,526	848	1,787	Solano-San Joaquin
	WB	801		939		
I-680 along Benicia-Martinez Bridge	NB	4,240	10,793	5,833	10,064	Solano-Contra Costa
	SB	6,553		4,231		
I-80 along Carquinez Bridge	EB	3,092	11,069	6,669	10,538	Solano-Contra Costa
	WB	7,977		3,869		
SR-37 west of Walnut Ave	EB	1,062	2,857	1,925	3,189	Solano-Sonoma
	WB	1,795		1,264		
American Canyon Rd west of I-80	EB	315	642	450	943	Solano-Napa
	WB	327		493		
SR-29 between Mini Dr and Kimberly Dr	NB	1,507	3,541	2,327	4,007	Solano-Napa
	SB	2,034		1,680		

Source: Fehr & Peers, 2010

**Appendix E
Existing Count Volumes**

Roadway Segment/Gateway	Direction	AM Volumes	AM Total	PM Volumes	PM Total	County Line
I-80 between SR-113 and Kidwell Rd	EB	4,103	8,301	4,573	9,066	Solano-Yolo
	WB	4,198		4,493		
I-505 between Allendale Rd and Grant Ave	NB	441	949	752	1,382	Solano-Yolo
	SB	508		630		
Suisun Valley Rd south of Wooden Valley Cross Rd	NB	73	146	128	256	Solano-Napa
	SB	73		128		
Jameson Canyon Rd (SR-12) west of Red Top Rd	EB	1,158	2,268	1,195	2,432	Solano-Napa
	WB	1,110		1,237		
SR-12 between SR-84 and SR-160	EB	599	1,346	891	1,618	Solano-San Joaquin
	WB	747		727		
I-680 along Benicia-Martinez Bridge	NB	2,486	7,675	4,584	7,829	Solano-Contra Costa
	SB	5,189		3,245		
I-80 along Carquinez Bridge	EB	2,631	9,539	5,566	8,582	Solano-Contra Costa
	WB	6,908		3,016		
SR-37 west of Walnut Ave	EB	1,208	2,727	1,614	2,651	Solano-Sonoma
	WB	1,519		1,037		
American Canyon Rd west of I-80	EB	247	677	392	712	Solano-Napa
	WB	430		320		
SR-29 between Mini Dr and Kimberly Dr	NB	1,405	2,600	1,293	2,910	Solano-Napa
	SB	1,195		1,617		

Sources: Caltrans 2007 count data, MTC count data, and STA base year model

Appendix E
As Received 2010 STA Model to Existing Count Gateway Volume Difference

Roadway Segment/Gateway	Direction	AM Volumes	AM Total	PM Volumes	PM Total	County Line
I-80 between SR-113 and Kidwell Rd	EB	909 (22%)	-543 (-7%)	-1,326 (-29%)	-480 (-5%)	Solano-Yolo
	WB	-1,452 (-35%)		846 (19%)		
I-505 between Allendale Rd and Grant Ave	NB	295 (67%)	727 (77%)	-55 (-7%)	82 (6%)	Solano-Yolo
	SB	432 (85%)		137 (22%)		
Suisun Valley Rd south of Wooden Valley Cross Rd	NB	-36 (-49%)	366 (251%)	231 (180%)	334 (130%)	Solano-Napa
	SB	402 (551%)		103 (80%)		
Jameson Canyon Rd (SR-12) west of Red Top Rd	EB	377 (33%)	679 (30%)	342 (29%)	499 (21%)	Solano-Napa
	WB	302 (27%)		157 (13%)		
SR-12 between SR-84 and SR-160	EB	126 (21%)	180 (13%)	-43 (-5%)	169 (10%)	Solano-San Joaquin
	WB	54 (7%)		212 (29%)		
I-680 along Benicia-Martinez Bridge	NB	1,754 (71%)	3,118 (41%)	1,249 (27%)	2,235 (29%)	Solano-Contra Costa
	SB	1,364 (26%)		986 (30%)		
I-80 along Carquinez Bridge	EB	461 (18%)	1,530 (16%)	1,103 (20%)	1,956 (23%)	Solano-Contra Costa
	WB	1,069 (15%)		853 (28%)		
SR-37 west of Walnut Ave	EB	-146 (-12%)	130 (5%)	311 (19%)	538 (20%)	Solano-Sonoma
	WB	276 (18%)		227 (22%)		
American Canyon Rd west of I-80	EB	68 (28%)	-35 (-5%)	58 (15%)	231 (32%)	Solano-Napa
	WB	-103 (-24%)		173 (54%)		
SR-29 between Mini Dr and Kimberly Dr	NB	102 (7%)	941 (36%)	1,034 (80%)	1,097 (38%)	Solano-Napa
	SB	839 (70%)		63 (4%)		

Source: Fehr & Peers, 2010

**Appendix F
Calibrated 2010 STA Model Gateway Volumes**

Roadway Segment/Gateway	Direction	AM Volumes	AM Total	PM Volumes	PM Total	County Line
I-80 between SR-113 and Kidwell Rd	EB	4,453	8,799	4,290	9,234	Solano-Yolo
	WB	4,346		4,944		
I-505 between Allendale Rd and Grant Ave	NB	618	1,222	646	1,401	Solano-Yolo
	SB	604		755		
Suisun Valley Rd south of Wooden Valley Cross Rd	NB	326	692	200	514	Solano-Napa
	SB	366		314		
Jameson Canyon Rd (SR-12) west of Red Top Rd	EB	1,522	3,079	1,621	2,975	Solano-Napa
	WB	1,557		1,354		
SR-12 between SR-84 and SR-160	EB	541	1,178	884	1,623	Solano-San Joaquin
	WB	637		739		
I-680 along Benicia-Martinez Bridge	NB	3,012	8,994	6,028	9,325	Solano-Contra Costa
	SB	5,982		3,297		
I-80 along Carquinez Bridge	EB	2,372	9,536	6,211	9,111	Solano-Contra Costa
	WB	7,164		2,900		
SR-37 west of Walnut Ave	EB	669	2,923	2,037	3,181	Solano-Sonoma
	WB	2,254		1,144		
American Canyon Rd west of I-80	EB	266	856	322	609	Solano-Napa
	WB	590		287		
SR-29 between Mini Dr and Kimberly Dr	NB	2,814	4,625	2,358	4,358	Solano-Napa
	SB	1,811		2,000		

Source: Fehr & Peers, 2010

**Appendix F
Existing Count Volumes**

Roadway Segment/Gateway	Direction	AM Volumes	AM Total	PM Volumes	PM Total	County Line
I-80 between SR-113 and Kidwell Rd	EB	4,103	8,301	4,573	9,066	Solano-Yolo
	WB	4,198		4,493		
I-505 between Allendale Rd and Grant Ave	NB	441	949	752	1,382	Solano-Yolo
	SB	508		630		
Suisun Valley Rd south of Wooden Valley Cross Rd	NB	73	146	128	256	Solano-Napa
	SB	73		128		
Jameson Canyon Rd (SR-12) west of Red Top Rd	EB	1,158	2,268	1,195	2,432	Solano-Napa
	WB	1,110		1,237		
SR-12 between SR-84 and SR-160	EB	599	1,346	891	1,618	Solano-San Joaquin
	WB	747		727		
I-680 along Benicia-Martinez Bridge	NB	2,486	7,675	4,584	7,829	Solano-Contra Costa
	SB	5,189		3,245		
I-80 along Carquinez Bridge	EB	2,631	9,539	5,566	8,582	Solano-Contra Costa
	WB	6,908		3,016		
SR-37 west of Walnut Ave	EB	1,208	2,727	1,614	2,651	Solano-Sonoma
	WB	1,519		1,037		
American Canyon Rd west of I-80	EB	247	677	392	712	Solano-Napa
	WB	430		320		
SR-29 between Mini Dr and Kimberly Dr	NB	1,405	2,600	1,293	2,910	Solano-Napa
	SB	1,195		1,617		

Sources: Caltrans 2007 count data, MTC count data, and STA base year model

Appendix F
Calibrated 2010 STA Model to Existing Count Gateway Volume Difference

Roadway Segment/Gateway	Direction	AM Volumes	AM Total	PM Volumes	PM Total	County Line
I-80 between SR-113 and Kidwell Rd	EB	350 (9%)	498 (6%)	-283 (-6%)	168 (2%)	Solano-Yolo
	WB	148 (4%)		451 (10%)		
I-505 between Allendale Rd and Grant Ave	NB	177 (40%)	273 (29%)	-106 (-14%)	19 (1%)	Solano-Yolo
	SB	96 (19%)		125 (20%)		
Suisun Valley Rd south of Wooden Valley Cross Rd	NB	253 (347%)	546 (374%)	72 (56%)	258 (101%)	Solano-Napa
	SB	293 (401%)		186 (145%)		
Jameson Canyon Rd (SR-12) west of Red Top Rd	EB	364 (31%)	811 (36%)	426 (36%)	543 (22%)	Solano-Napa
	WB	447 (40%)		117 (9%)		
SR-12 between SR-84 and SR-160	EB	-58 (-10%)	-168 (-12%)	-7 (-1%)	5 (0%)	Solano-San Joaquin
	WB	-110 (-15%)		12 (2%)		
I-680 along Benicia-Martinez Bridge	NB	526 (21%)	1,319 (17%)	1,444 (32%)	1,496 (19%)	Solano-Contra Costa
	SB	793 (15%)		52 (2%)		
I-80 along Carquinez Bridge	EB	-259 (-10%)	-3 (0%)	645 (12%)	529 (6%)	Solano-Contra Costa
	WB	256 (4%)		-116 (-4%)		
SR-37 west of Walnut Ave	EB	-539 (-45%)	196 (7%)	423 (26%)	530 (20%)	Solano-Sonoma
	WB	735 (48%)		107 (10%)		
American Canyon Rd west of I-80	EB	19 (8%)	179 (26%)	-70 (-18%)	-103 (-14%)	Solano-Napa
	WB	160 (37%)		-33 (-10%)		
SR-29 between Mini Dr and Kimberly Dr	NB	1,409 (100%)	2,025 (78%)	1,065 (82%)	1,448 (50%)	Solano-Napa
	SB	616 (52%)		383 (24%)		

Source: Fehr & Peers, 2010



DATE: April 29, 2010
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update

Background:

STA staff monitors state and federal legislation pertaining to transportation and related issues. The STA Board-approved 2010 Legislative Priorities and Platform provides policy guidance on transportation legislation and activities during 2010. Attachment A is an updated STA legislative bill matrix. Attachments B and C are legislative updates from our state and federal legislative advocates, respectively.

Discussion:

State:

Assembly Member Eng introduced Assembly Bill (AB) 2620 (Attachment D) which would require an unspecified percentage of toll revenue generated by a toll facility on the state highway system be given to the state for highway maintenance projects. The bill was re-referred to the Assembly Committee on Appropriations April 27th. An analysis of the bill by this committee is included as Attachment E, as well as the Alameda Congestion Management Association's letter of opposition (Attachment F). Staff recommends an oppose position on AB 2620, based on Priority #6 of the 2010 STA Legislative Priorities and Platform:

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

Senator Ducheny introduced Senate Bill (SB) 409 (Attachment G), which places the High-Speed Rail Authority (HSRA) within the Business, Transportation and Housing Agency (BT&H), requires the five members appointed to the HSRA by the Governor be confirmed by the Senate, requires the HSRA submit an annual funding plan to the California Transportation Commission for approval, and requires BT&H to prepare a five-year Strategic Rail Connectivity plan. A bill analysis by the Senate Rules Committee (Attachment H), and a letter of "support with amendments" from Capitol Corridor (CCJPA), Attachment I, are included for information. CCJPA has requested that the Connectivity Plan be updated every 2 years and be incorporated into the State's Rail Plan. As a member agency of the CCJPA, staff recommends the STA take a similar position of "support with amendments."

Senator Steinberg introduced Senate Bill (SB) 1348 (Attachment J), which would require the California Transportation Commission (CTC) to follow the Administrative Procedures Act, establishing a clear and public process on how the CTC develops and adopts guidelines by specifying timelines and notification requirements. Attachment K is an analysis by the Senate Transportation and Housing Committee. Staff recommends a watch position on SB 1348.

Senator Wiggins introduced Senate Bill (SB) 1418 (Attachment L). Sponsored by the Metropolitan Transportation Commission (MTC), this bill would allow a \$1 increase in the state vehicle registration fee for freeway emergency services. Freeway call boxes could be reduced in number (since their usage has dropped dramatically due to the increased usage and availability of cell phones), and funds used to cover other services and support (such as changeable message signs, lighting for call boxes, support for traffic operations centers, freeway service patrols, etc.). An analysis by the Senate Transportation and Housing Committee is included as Attachment M. While the STA supports efficient use of funding for transportation-related services and programs, this bill has no voter approval requirement. Given Governor Schwarzenegger's track record of vetoing bills that increase fees without voter approval, the bill may not be signed by the Governor. A legislatively-mandated increase in the DMV fee could also overshadow a local voter-approval effort authorized by SB 83. Staff recommends a watch position on SB 1418.

Senator DeSaulnier introduced Senate Bill (SB) 1445 (Attachment N), which would increase the Vehicle Registration Fee by \$1 to fund the preparation of sustainable communities strategies related to the reduction of greenhouse gas emissions as mandated by AB 32 and SB 375. 98% of the total revenue (projected to be \$30 million annually statewide) would be returned to the metropolitan planning organizations, councils of governments, or transportation planning agencies based on the amount of the fees collected from registered motor vehicles in these jurisdictions. ABAG and MTC (the region covering the STA) would receive 19% of this revenue. This bill would not require voter approval, but would instead impose the new DMV \$1 fee by direct legislation. An analysis by the Senate Transportation and Housing Committee is included as Attachment O. While the STA supports increases of revenue for transportation-related programs, this bill proposes a fee hike which would not require voter approval that could overshadow a local voter-approval effort authorized by SB 83. Staff recommends a watch position on SB 1445.

Federal:

STA staff held transportation briefings this month (including project site tours) with staff of Congressman John Garamendi, Senator Barbara Boxer and Senator Dianne Feinstein. Staff provided a review of the STA Board's project priorities to fully inform the district staff on the projects submitted in the appropriations and authorization process.

Recommendation:

Approve the following positions:

- AB 2620 (Eng) - Oppose
- SB 409 (Ducheny) – Support with amendments
- SB 1348 (Steinberg) - Watch
- SB 1418 (Wiggins) - Watch
- SB 1445 (DeSaulnier) - Watch

Attachments:

- A. STA Legislative Matrix
- B. State Legislative Update – April (Shaw/Yoder/Antwih)
- C. Federal Legislative Update - April (Akin Gump)
- D. Assembly Bill (AB) 2620 - Eng
- E. AB 2620 Assembly Committee on Transportation Analysis
- F. AB 2620 Alameda CMA Letter of Opposition
- G. Senate Bill (SB) 409 – Ducheny

- H. SB 409 Senate Rules Committee Analysis
- I. SB 409 Capitol Corridor Letter of Support w/Amendment
- J. Senate Bill (SB) 1348 – Steinberg
- K. SB 1348 Senate Transportation and Housing Committee Analysis
- L. Senate Bill (SB) 1418 – Wiggins
- M. SB 1418 Senate Transportation and Housing Committee Analysis
- N. Senate Bill (SB) 1445 – DeSaulnier
- O. SB 1445 Senate Transportation and Housing Committee Analysis

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	LEGISLATIVE MATRIX 2009-2010 State and Federal Legislative Session May 6, 2010	Solano Transportation Authority One Harbor Center, Suite 130 Suisun City CA 94585-2427 Phone: 707-424-6075 Fax: 707-424-6074 http://www.solanolinks.com/programs.html#lp
	Solano Transportation Authority	

AB = Assembly Bill; ACA = Assembly Constitutional Amendment; ASM = Assembly; SB = Senate Bill; SCA = Senate Constitutional Amendment; SEN = Senate

STATE Legislation:

Bill Number/Topic	Location	Summary	Position
AB 744 Torrico (D) Transportation: Bay Area high-occupancy vehicle network.	SEN. APPR. SUSPENSE FILE 12/10/09 - (Corrected Dec. 10.) In committee: Held under submission.	This bill would authorize the Bay Area Toll Authority to acquire, construct, administer, and operate a value pricing high-occupancy vehicle network program on state highways within the geographic jurisdiction of the Metropolitan Transportation Commission, as specified. The bill would authorize capital expenditures for this program to be funded from program revenues, revenue bonds, and revenue derived from tolls on state-owned toll bridges within the geographic jurisdiction of MTC. Last Amended on 7/15/2009	Support
AB 2620 Eng D Transportation: toll facilities.	ASMBLY 4/27/10 - Re-referred to Com. on Approp.	Existing law provides that the Department of Transportation shall have full possession and control of the state highway system and associated property. Existing law provides for the development of high-occupancy toll lanes on the state highway system by regional transportation agencies under specified circumstances and specifies the use of toll revenues generated from these facilities. This bill would require an unspecified percentage of net toll revenues generated by a toll facility on the state highway system to be dedicated to maintenance, preservation, and rehabilitation of the state highway system, including funding of projects in the state highway operation and protection program. The most recent amendments clarify that current jurisdictions with HOT lane authority are exempted from the provisions of the bill. Last Amended on 4/26/2010	
SB 409 Ducheny D Passenger rail programs: strategic planning.	ASMBLY TRANS. 2/11/10 - To Com. on TRANS.	Existing law creates the Department of Transportation in the Business, Transportation and Housing Agency (BT&H), with various powers and duties relative to the intercity passenger rail program, among other transportation programs. Existing law creates in state government the High-Speed Rail Authority, with various powers and duties relative to development and implementation of a high-speed passenger train system. The authority has 9 members, 5 appointed by the Governor and 4 appointed by the Legislature. Existing law also creates in state government the California Transportation Commission (CTC), with various powers and duties relative to programming of transportation capital projects and assisting the Secretary of BT&H in formulating state transportation policies. This bill would: place the High-Speed Rail Authority within the BT&H; require the 5 members of the authority appointed by the Governor to be appointed with the advice and consent of the Senate; require authority to annually submit a funding plan to CTC for approval, identifying the need for investments during the fiscal year and the amount of bond sales necessary. This bill contains other related provisions.	

Bill Number/Topic	Location	Summary	Position
		Last Amended on 1/26/2010	
SB 1348 Steinberg D California Transportation Commission: guidelines.	SEN. Approp. 5/10/10 - Set for hearing	Existing law generally provides for programming and allocation of state and federal funds available for transportation capital improvement projects by the California Transportation Commission, pursuant to various requirements. Existing law authorizes the commission, in certain cases, to adopt guidelines relative to its programming and allocation policies and procedures. This bill would establish specified procedures that the commission would be required to utilize when it adopts guidelines pursuant to a statutory authorization or mandate that exempts the commission from the requirements of the Administrative Procedure Act. This bill contains other existing laws. Last Amended on 4/14/2010	
SB 1418 Wiggins D Transportation: motorist aid services.	SEN. Approp. 5/10/10 - Set for hearing	Makes a number of changes to state law governing service authorities for freeway emergencies. Specifically, the bill: Deletes the requirement that an authority operate and fund a system of call boxes. Requires an authority to spend its funds on implementation, maintenance, and operation of systems, projects, and programs to aid and assist motorists, including, but not limited to, a call box system, freeway service patrol, mobile roadside assistance systems, intelligent transportation systems, incident management programs and coordination, traveler information system programs, and support for traffic operation centers. Allows an authority to charge a fee of up to \$2 per vehicle in the county, in \$1 increments. Provides that an authority's amendment to its existing call box plan is deemed approved if Caltrans and CHP do not reject the amendment within 120 days of receipt. Allows the Bay Area's Metropolitan Transportation Commission (MTC), in counties where it functions as the authority, to place call boxes in parking or roadway areas in state and federal parks where telecommunication services are unavailable, provided that MTC and the park administrator agree. Limits the applicability of Americans with Disabilities Act (ADA) requirements to call boxes, as opposed to the entire motorist aid system. Last Amended on 4/26/10	
SB 1445 DeSaulnier D Planning.	SEN. Approp. 5/10/10 - Set for hearing	Existing law creates the Strategic Growth Council consisting of the Director of State Planning and Research, the Secretary of the Natural Resources Agency, the Secretary for Environmental Protection, the Secretary of Business, Transportation and Housing, the Secretary of California Health and Human Services, and one public member appointed by the Governor. Existing law specifies the powers and duties of the council with respect to identification and review of activities and programs of member agencies that may be coordinated to improve certain planning and resource objectives and associated matters, including provision of financial assistance to support the planning and development of sustainable communities. Existing law requires the council to report to the Legislature not later than July 1, 2010, and every year thereafter, on the financial assistance provided. This bill would instead provide for an initial reporting date of July 1, 2012. The bill would require the council to coordinate certain of its activities with the Planning Advisory and Assistance Council. This bill contains other related provisions and other existing laws. Last Amended on 4/26/2010	

FEDERAL Legislation:

Bill Number/Topic	Location	Summary	Position
<p><u>HR 2454</u> Waxman (D-CA) American Clean Energy and Security Act of 2009 <i>Safe Climate Act</i></p>	<p>7/7/2009: Read second time. Placed on Senate Legislative Calendar under General Orders. Calendar No. 97.</p>	<p>To create clean energy jobs, achieve energy independence, reduce global warming pollution and transition to a clean energy economy. This bill would reduce US emissions 17 percent by 2020 from 2005 levels, with no allowances to transit agencies and local governments. Large MPOs and states would need to develop plans establishing goals to progressively reduce transportation-related greenhouse gas emissions within 3 years of the bill’s enactment. Strategies include: efforts to increase public transportation (including commuter rail service and ridership); updates to zoning and other land use regulations and plans to coordinate transportation and land use planning; construction of bike and pedestrian pathways to support “complete streets” policy and telecommuting; adoption of pricing measures and parking policies; and intermodal freight system planning.</p>	<p>None</p>
<p><u>S 1156</u> Harkin (D-IA) Safe Routes to School Program Reauthorization Act</p>	<p>05/21/09 Referred to Senate committee; read twice and referred to Committee on Environment and Public Works.</p>	<p>This bill would provide \$600 million annually to fund the program. Likely to be included in the surface transportation reauthorization bill, it would fund infrastructure improvements (sidewalks, pathways, bike lanes, and safe crossings), as well as educational, law enforcement, and promotional efforts to make it safer for children to walk and bicycle to and from school. The bill would also expand eligibility to include high schools, allow funds to be used to improve bus stop safety and expand access in rural communities; improve project delivery and reduce overhead by addressing regulatory burdens; and authorize research and evaluation of the program.</p>	<p>None</p>

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SHAW/YODER/ANTWIH, inc.
 LEGISLATIVE ADVOCACY • ASSOCIATION MANAGEMENT

May 6, 2010

TO: Board Members, Solano Transportation Authority
 FROM: Gus Khouri, Legislative Advocate
 Shaw / Yoder / Antwih, Inc.

RE: STATE LEGISLATIVE UPDATE- BUDGET WORSENS

State Budget Update

State tax collections plummeted unexpectedly in April, wiping out months of steady gains (\$2.6 billion generated since January) that legislators hoped would ease their budget troubles and restore California's economy faster than experts predicted. Revenue for April, the biggest revenue month because it is when most Californians pay their taxes, lagged projections by nearly 30% —roughly \$3 billion, according to state officials.

Economists and finance officials are scurrying to analyze the data to determine what caused the April swoon. Some suspect it sprang from new laws that changed the rhythm of tax payments. It could also reflect the growth in unemployed residents eligible for refunds. The April collections came almost entirely from personal income taxes. Most corporate and sales taxes have not yet been reported. If they, too, come in below projections, the state's budget problem would grow worse.

Lawmakers face a deficit of \$18.6 billion — about 20% of general fund spending — with no easy options left for addressing it, as they have already cut state services severely and temporarily raised income, sales and vehicle taxes. The official number will be released on May 14th, when the Governor unveils his May Revision to the FY 10-11 budget.

Corporations announced higher profits, but the state's unemployment rate reached a new high in March, 12.6%. As result, Californians are paying fewer taxes and buying fewer goods, which depresses sales taxes.

To balance last year's budget, lawmakers tinkered heavily with the state tax code, speeding up the collection of taxes on businesses and individuals. One theory about the April revenue plunge is that those accelerated collections meant some taxes rolled into the Treasury months earlier.

While budget subcommittees convene, no action is expected to take place until at least the end of the June. Republicans have vowed not to vote for any budget solution that contains a tax. Democrats are faced with making cuts to education and health and human services. There are a few transportation related items that the legislature must consider including providing instruction for the allocation of the \$650 million of anticipated revenue to cities, counties, the STIP, and SHOPP from the gas tax swap for FY 10-11.

The Legislature's top two Democrats, Senate President Pro Tem Darrell Steinberg (D-Sacramento) and Assembly Speaker John A. Pérez (D-Los Angeles), were in Washington recently, requesting aid from congressional and Obama administration officials. Steinberg said before leaving that their goal was to gather federal commitments for \$3 billion to \$4 billion.

Redevelopment Funding At Risk

In April 2009, a Sacramento County Superior Court ruled that State raids of redevelopment funds are unconstitutional, invalidating a 2008 state budget bill to take \$350 million in redevelopment funds. Despite the clear unconstitutionality, just three months later legislators and the Governor approved budget bill ABx4-26 as part of the 2009 State budget which authorizes a devastating \$2.05 billion raid of local redevelopment funds, including \$1.7 billion in FY 2009-10 and another \$350 million in FY 2010-11. The California Redevelopment Association (CRA) and two of its member agencies filed a lawsuit on October 20, 2009, *CRA v. Genest*, to challenge the constitutionality of State raids of redevelopment funds.

On May 4th, the judge issued his decision on the CRA lawsuit against the state. CRA lost on all counts. The CRA board is considering whether they should file an appeal, a motion for a stay, etc. Payments would have to be made by May 10th if the court's decision is upheld.

This development may provide the legislature with an additional \$2 billion worth of solutions which would help insulate the transportation sector from addition cuts, but comes with the significant negative economic impact to local communities.

Bills of Interest

AB 2620 (Eng) dedicates an unspecified percentage of net toll revenues from future toll facilities on the state highway system for maintenance, preservation, and rehabilitation of the system (SHOPP). STA is opposed to the bill because the bill could impede the County's ability to implement HOT lanes. The bill also does not specify whether proceeds collect from toll facilities collected for SHOPP projects would spent in the corridor. The author is amenable to amending the bill to clarify that revenue generated within a corridor must spent in the corridor, existing toll facilities are exempted, and extend the effective date of the legislation on new facilities (perhaps 2013).

Status: This bill is currently in the Assembly Appropriations Committee.

SB 409 (Ducheny) places the High-Speed Rail Authority (HSRA) within the Business, Transportation and Housing Agency (BT&H), requires the five members appointed to the HSRA by the Governor be confirmed by the Senate, requires the HSRA submit an annual funding plan to the California Transportation Commission for approval, and requires BT&H to prepare a five-year Strategic Rail Connectivity plan.

Status: Assembly Transportation Committee

SB 1348 (Steinberg) provides a procedure for the California Transportation Commission (CTC) to adopt legislatively mandated policy guidelines.

Status: This bill is currently in the Senate Appropriations Committee.

SB 1418 (Wiggins) Makes a number of changes to state law governing service authorities for freeway emergencies. Specifically, the bill: Deletes the requirement that an authority operate and fund a system of call boxes. Requires an authority to spend its funds on implementation, maintenance, and operation of systems, projects, and programs to aid and assist motorists, including, but not limited to, a call box system, freeway service patrol, mobile roadside assistance systems, intelligent transportation systems, incident management programs and coordination, traveler information system programs, and support for traffic operation centers. An authority would be allowed to charge a fee of up to \$2 per vehicle in the county, in \$1 increments. Provides that an authority's amendment to its existing call box plan is deemed approved if Caltrans and CHP do not reject the amendment within 120 days of receipt. Allows the Bay Area's Metropolitan Transportation Commission (MTC), in counties where it functions as the authority, to place call boxes in parking or roadway areas in state and federal parks where telecommunication services are unavailable, provided that MTC and the park administrator agree. The bill also limits the applicability of Americans with Disabilities Act (ADA) requirements to call boxes, as opposed to the entire motorist aid system.

Status: This bill is set for hearing in the Senate Appropriations Committee on May 10th.

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AKIN GUMP
STRAUSS HAUER & FELD LLP
Attorneys at Law

MEMORANDUM

April 28, 2010

To: Solano Transportation Authority
From: Akin Gump Strauss Hauer & Feld LLP
Re: April Report

We have continued monitoring efforts in Congress to enact multiyear surface transportation legislation, the fiscal year 2011 appropriations process, and climate change legislation as well as potential grant opportunities.

SAFETEA-LU Reauthorization

The Senate Environment and Public Works Committee has completed hearings on the reauthorization of the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users Act (SAFETEA-LU)*, but has not set a date for marking-up the bill. The Senate Banking Committee, which has jurisdiction over the transit title, has been focused on financial reform legislation, which the Leadership is attempting to bring to the Senate floor. The Banking Committee is in the process of drafting the transit title, but has not scheduled any hearings or set a date for a mark-up. Under the recently enacted *HIRE Act*, Public Law No. 111-147, Congress has until December 31, 2010 to enact a multi-year program, or adopt another extension.

Fiscal Year 2011 Appropriations

Congress is considering different options for financing transportation projects, including expanded use of loans, loan guarantees, public private partnerships, private activity bonds and congestion pricing. At a hearing before the House Subcommittee on Highways and Transit on April 14, DOT Assistant Secretary for Budget and Chief Financial Officer Chris Bertram spoke in support of the Administration's budget request for \$4 billion in the fiscal year 2011 appropriations bill to finance the Administration's National Infrastructure Finance and Innovation Fund. The President's Budget proposed to capitalize the fund at \$25 billion over five years to support high-value projects of regional or national significance through a combination of loans, lines-of-credit and targeted grants. In response to questions from Members as to whether increased funding should be used for existing programs, such as the Transportation Infrastructure Finance and Innovation Act (TIFIA) or Grant Anticipation Revenue Vehicle (GARVEE) bonds, Bertram explained that the Administration's long term plans include expanding the Infrastructure Fund to incorporate existing loan and loan guarantee programs under a single program. The Fund would provide a one-stop source within DOT to design financing packages that would provide loans, loan guarantees or targeted grants for projects. Members of both political parties

Solano Transportation Authority
April 28, 2010
Page 2

expressed reservations about the proposal, arguing that the recommended funding levels would be insufficient to support national infrastructure needs.

Both the Senate and House Appropriations Committee are holding hearings on the fiscal year 2011 appropriations bills and have not announced a date for mark-up of the bills. Last year, the House considered and passed all 12 appropriations bills by the August recess. This year, there is speculation that the House may take up noncontroversial bills, such as Defense, Military Construction-Veterans Affairs and Homeland Security, but postpone action on bills likely to require further debate until after the November elections.

TIGER II Program

The Department of Transportation released its criteria for awarding \$600 million in infrastructure grants authorized in the Fiscal Year 2010 Appropriations Act (Public Law No. 111-117) on April 23. The grant program is similar, but not identical to the Transportation Investment Generating Economic Recovery (TIGER) program authorized under the American Recovery and Reinvestment Act, and is being referred to as TIGER II. Funds for the TIGER II program will be awarded on a competitive basis to projects that will have a significant impact on the nation, a metropolitan area or a region. Applicants must provide a 20 percent match, although DOT has said that it may favor projects that provide a greater non-federal match and are looking for funding to close the gap on a project. No more than 25 percent of the funds can be awarded to projects in any one state.

Under the notice, DOT can award up to \$35 million for planning and design work. In addition, DOT may combine the funds with an additional \$40 million in grants from the Department of Housing and Urban Development as part of the Administration's Partnership for Sustainable Communities. The joint solicitation is intended to encourage and reward more holistic planning efforts and to better align transportation, housing, economic development, and land use planning.

Applicants must submit a pre-application by July 16 and final applications are due on August 23. Applicants must have commenced NEPA before submitting the pre-application. There likely will be significant competition for the funding.

The Administration's initiative to promote sustainable and livable communities has received some criticism from senators and representatives from rural communities who place a high value on the investment in interstates and rural roads. Both Sen. Kit Bond (R-MO) and Rep. Tom Latham (R-IA), Ranking Minority Members of the Senate and House THUD Appropriations Subcommittees, has been critical of statements by DOT Secretary Ray LaHood stating that the needs of pedestrians and cyclists will be considered along with those of motorists as an important component for livable communities. Members have requested clarification on how the

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Page 3

Administration will implement the livable communities program in rural communities. This uncertainty may lead to an attempt to include language in the fiscal year 2011 appropriations bill instructing DOT regarding awards under the program.

Federal Transit Administration Grants

On April 13, the Federal Transit Administration issued its Notice of Funding Availability for its Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER) and Clean Fuels Grant programs. There is \$81.2 million available for the Clean Fuel program and \$75 million available for the TIGGER program. The Clean Fuel Bus applications are due on June 14 and the TIGGER applications are due on August 11. Matt Welbes, the Executive Director of the FTA, mentioned these programs during our meeting in D.C. The notice states that they are looking for the most innovative proposals. FTA will issue a notice of funding availability for its bus and bus facilities program shortly. We have learned from FTA that the next solicitation will focus on state of good repair, including replacing buses that exceed their useful life and rehabilitating facilities.

Climate Change

A provision has been dropped from the latest version of the Senate's climate change bill that would have established a fee linked to the carbon content of fuel to control emissions from the transportation sector. The proposal would have directed revenue from the fee to reduce the impact of the bill on consumers and industry.

The bill is a compromise proposal, drafted by Senators John Kerry (D-MA), Joseph Lieberman (D-CT) and Lindsey Graham (R-SC). Sen. Graham opposed the fee as a tax on gasoline. A coalition from the transportation industry, including the American Trucking Association (ATA), the American Association of State and Highway Transportation Officials (AASHTO), the American Highway Users Alliance, and the AFL-CIO Transportation Trades Department, also objected to the fee out of concern that it would prevent an increase to the gasoline tax in the next surface transportation bill. They argued that Congress should retain the long-standing principle of dedicating revenue derived from transportation motor fuels to improving the nation's highway and public transportation systems.

Under the latest version of the bill, the "linked fee" has been abandoned. Instead, oil companies would be issued "pollution allowances." To blunt accusations that the provision constitutes a gas tax increase, the Congressional Budget Office would issue a document stating the allowances do not constitute a tax. All revenue from the sale of diesel oil fuel allowances would be dedicated to the Highway Trust Fund.

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April 28, 2010
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The fate of the bill remains uncertain. The legislation was expected to follow the financial reform legislation to the Senate floor. However, Majority Leader Harry Reid (D-NV) pulled it from the Senate agenda in favor of consideration of an immigration bill. Sen. Graham has objected to the change in priority and threatened to withdraw his support from the climate bill.

AMENDED IN ASSEMBLY APRIL 26, 2010

AMENDED IN ASSEMBLY APRIL 8, 2010

CALIFORNIA LEGISLATURE—2009—10 REGULAR SESSION

ASSEMBLY BILL

No. 2620

Introduced by Assembly Member Eng

February 19, 2010

An act to add Section 149.05 to the Streets and Highways Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 2620, as amended, Eng. Transportation: toll facilities.

Existing law provides that the Department of Transportation shall have full possession and control of the state highway system and associated property. Existing law provides for the development of high-occupancy toll lanes on the state highway system by regional transportation agencies under specified circumstances and specifies the use of toll revenues generated from these facilities.

This bill would require an unspecified percentage of net toll revenues generated by ~~a toll facility~~ *certain toll facilities* on the state highway system *developed on and after January 1, 2011*, to be dedicated to maintenance, preservation, and rehabilitation of the state highway system, including funding of projects in the state highway operation and protection program. The bill would also make legislative findings and declarations in that regard.

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

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

1 SECTION 1. The Legislature finds and declares all of the
2 following:

3 (a) The level of funding available for maintenance, preservation,
4 and rehabilitation of the state highway system is straining the
5 ability to meet ~~rehabilitation~~ *rehabilitation* and preservation needs
6 of the system.

7 (b) Rehabilitation and reconstruction needs on the state highway
8 system are increasing as the infrastructure ages.

9 (c) The continued increase in vehicle travel and goods movement
10 contributes to an increased rate of pavement and bridge
11 deterioration, new accident concentration locations, and increasing
12 hours of traffic congestion.

13 (d) Continued underfunding of maintenance, preservation, and
14 rehabilitation needs delays projects and increases the cost when
15 the work is eventually undertaken.

16 (e) Transportation agencies are increasingly interested in
17 developing tolled facilities on the state highway system, a
18 state-owned asset.

19 (f) At least a portion of the proceeds from tolled facilities should
20 be directed to maintenance, preservation, and rehabilitation of the
21 state highway system, which serves as a backbone to those
22 facilities.

23 SEC. 2. Section 149.05 is added to the Streets and Highways
24 Code, to read:

25 149.05. Notwithstanding any other provision of law, ____
26 percent of net toll revenues generated by a toll facility on the state
27 highway system shall be dedicated to maintenance, preservation,
28 and rehabilitation of the state highway system, including funding
29 of projects in the state highway operation and protection program.
30 This section shall ~~only~~ apply to toll facilities developed on and
31 after January 1, 2011, that are the subject of a cooperative
32 agreement between the department and another public agency
33 entered into on and after that date, *but shall not apply to toll*
34 *facilities developed pursuant to Sections 149.1, 149.3, 149.4, 149.5,*
35 *149.6, 149.8, or 149.9.* The cooperative agreement between the
36 department and the other public agency shall provide for the
37 payment of these revenues to the department for deposit in the
38 State Highway Account. Those revenues shall be subject to

1 appropriation by the Legislature for purposes consistent with this
2 section.

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BILL ANALYSIS

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Page 1

Date of Hearing: April 19, 2010

ASSEMBLY COMMITTEE ON TRANSPORTATION
Bonnie Lowenthal, Chair
AB 2620 (Eng) - As Amended: April 26, 2010

SUBJECT : State highways: toll facilities

SUMMARY : Dedicates an unspecified percentage of net toll revenues from future toll facilities on the state highway system for maintenance, preservation, and rehabilitation of the system. Specifically, this bill :

- 1) Make legislative findings and declarations regarding the decreasing level of available funding for maintenance, preservation, and rehabilitation of the state highway system and the increasing needs in these areas.
- 2) Provides that an unspecified percentage of net toll revenues generated by future toll facilities on the state highway system are to be dedicated to maintenance, preservation, and rehabilitation of the system.
- 3) Applies these provisions to toll facilities developed on and after January 1, 2011, that are subject to a cooperative agreement between the California Department of Transportation (Caltrans) and another public agency entered into on or after that date but exempts specific, previously authorized toll facilities from the bill's provisions.

EXISTING LAW:

- 4) Authorizes various specific transportation agencies and/or joint powers agencies to conduct value-pricing high-occupancy toll lane programs in specific state highway system corridors.
- 5) Authorizes regional transportation agencies or Caltrans to enter into public-private partnership agreements for transportation projects, under specific conditions and until January 2, 2017.
- 6) Authorizes Caltrans and other public agencies to enter into agreements to develop toll facilities in order to increase the construction of new capacity or improvements for the state

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Page 2

transportation system consistent with specified goals.

- 7) Requires Caltrans to prepare a State Highway Operation and Protection Program (SHOPP) identifying major capital improvements that are needed to preserve and protect the state highway system; limits SHOPP projects to, among other things, those projects that do not add capacity to the system.

FISCAL EFFECT: Unknown but will result in increased revenues for maintenance and rehabilitation activities on the state highway system, to the extent that new toll facilities are developed.

COMMENTS: Regional transportation agencies are generally responsible for making improvements within the urban areas of the state highway system. Increasingly, these regional transportation agencies are considering developing toll facilities on the state highway system as a means of funding transportation improvements in the corridor and in the region. Several such toll facilities have already been authorized in statute and others are being considered.

Despite the role of the regional transportation agencies in making improvements to the state highway system, Caltrans is the owner-operator of the system. Any improvements made to the system have to have Caltrans' approval, typically via a cooperative agreement, and have to be constructed consistent with Caltrans' design standards. Further, Caltrans is responsible for the maintenance and operation of the system—costs for which are soaring as the system ages well beyond its design life. Caltrans is also legally responsible for the state highway system and assumes related tort liabilities.

According to the author, the intent of AB 2620 is to increase the amount of money available for use in SHOPP. The SHOPP is a four-year program of projects developed to reduce collisions, restore major damage, preserve bridges, preserve the roadway and roadside, enhance mobility, and preserve other transportation facilities related to the state highway system.

In February 2010, the California Transportation Commission adopted the \$6.75 billion, four-year 2010 SHOPP. This SHOPP has less funding compared to the 2008 SHOPP. The capacity to add new projects has been reduced primarily due to the reduction of

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Page 3

available funding. Further, the escalation of construction costs continues to erode the buying power of the limited funding that is available. The decline of available funding for the SHOPP together with the following items continues to strain the ability to meet rehabilitation and preservation needs on the state highway system:

- 8) The continuing increase in vehicle travel and goods movement contribute to an increasing rate of pavement and bridge deterioration, new traffic collision concentration locations, and increasing hours of traffic congestion.
- 9) The continued under-funding of preservation and rehabilitation delays needed projects and ultimately increases the cost when projects are undertaken.

AB 2620 acknowledges that the backbone of regions' plans for developing and operating toll facilities is the state highway system—a state asset. As such, it directs some portion of the revenues derived from the toll facilities to Caltrans to preserve and maintain the system. The author indicates that, at this point, the amount of the percentage is still undecided as talks continue with Caltrans and regional transportation authorities to determine an equitable percentage of the toll proceeds that should be directed to the SHOPP.

This bill does not apply to HOT lane facilities already authorized in San Diego, Alameda, Santa Clara, Riverside, and Los Angeles counties.

Previous legislation : SB 1422 (Ridley-Thomas) Chapter 547, Statutes of 2008 authorized a value-pricing and transit development demonstration program involving high-occupancy toll (HOT) lanes to be conducted, administered, developed, and operated on State Highway Route 110 and Interstate 10 in Los Angeles County by the Los Angeles County Metropolitan Transportation Authority.

AB 1954 (Jeffries) Chapter 421, Statutes of 2008 authorized a value-pricing and transit program involving HOT lanes to be developed and operated on State Highway Route 15 in Riverside County by the Riverside County Transportation Commission.

AB 2032 (Dutra) Chapter 418, Statutes of 2004 authorized the San Diego Association of Governments, the Sunol Smart Carpool Lane

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Page 4

Joint Powers Authority, the Santa Clara Valley Transportation Authority, and the Alameda County Congestion Management Agency to undertake value-pricing programs involving various HOT lanes under the jurisdiction of these agencies.

REGISTERED SUPPORT / OPPOSITION :

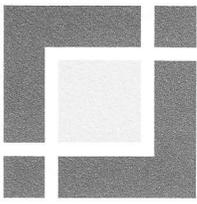
Support

Professional Engineers in California Government

Opposition

Alameda County Congestion Management Agency

Analysis Prepared by : Janet Dawson / TRANS. / (916) 319-2093



April 15, 2010

Assemblywoman Bonnie Lowenthal, Chair
Assembly Committee on Transportation
State Capital, Room 5158
Sacramento, CA 95814

RE: AB 2620 (Eng): Transportation: Toll Facilities – **OPPOSE**
Assembly Committee on Transportation – April 19, 2010

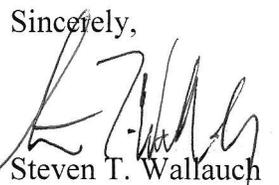
Dear Assemblywoman Lowenthal:

On behalf of the Alameda County Congestion Management Agency (ACCMA), I urge you to vote “NO” on AB 2620 (Eng). This measure would require an unspecified percentage of toll revenue be allocated to the state.

Existing law authorizes the construction and operation of two high occupancy toll (HOT) lanes in Alameda County. Streets & Highways Code Section 149.5 requires Alameda County to enter into a cooperative agreement with Caltrans regarding each party’s responsibilities. This includes the use of toll revenue to reimburse Caltrans for expenses and it addresses the use of toll revenue for maintenance projects. AB 2620 would direct an unspecified percentage to of these toll revenues to the State Highway Account without consideration of the needs within the corridor or consultation with the administering agency. Negotiation of the cooperative agreement is the most appropriate means of allocating these responsibilities, not an arbitrary percentage in statute.

AB 2620 also raises nexus issues of using toll revenue for projects outside the corridor. The bill allows for these toll revenues to be used for any project on the state highway system. A key component in existing law is the requirement that all toll revenue must be spent within the corridor. Even net toll revenue must be used for projects within the corridor. Using toll revenue for projects in another part of the state undermines the credibility of these projects with motorists.

The ACCMA agrees that the state must develop a long term stable funding stream to build and maintain the state highway system. However, diverting toll revenue from HOT lanes is not appropriate. Therefore, on behalf of the ACCMA, I urge you to vote “NO” on AB 2620.

Sincerely,

Steven T. Wallauch
Legislative Advocate

Cc: Members and consultant to the Assembly Committee on Transportation
Assemblyman Mike Eng
Dennis Fay, Executive Director, ACCMA

AMENDED IN SENATE JANUARY 26, 2010

AMENDED IN SENATE MAY 21, 2009

SENATE BILL**No. 409**

Introduced by Senator Ducheny
(Coauthor: Assembly Member Torres)

February 26, 2009

~~An act to add Part 5.1 (commencing with Section 14460) to Division 3 of Title 2 of the Government Code, and to amend Section 185020 of, and to repeal Section 185024 of, the Public Utilities Code, relating to transportation.~~ *An act to amend Section 13975 of, and to add Chapter 2 (commencing with Section 13985) to Part 4.5 of Division 3 of Title 2 of, the Government Code, and to amend Section 185020 of, and to add Section 185025 to, the Public Utilities Code, relating to transportation.*

LEGISLATIVE COUNSEL'S DIGEST

SB 409, as amended, Ducheny. ~~Department of Railroads. Passenger rail programs: strategic planning.~~

Existing law creates the Department of Transportation in the Business, Transportation and Housing Agency, with various powers and duties relative to the intercity passenger rail program, among other transportation programs. Existing law creates in state government the High-Speed Rail Authority, with various powers and duties relative to development and implementation of a high-speed passenger train system. The authority has 9 members, 5 appointed by the Governor and 4 appointed by the Legislature. Existing law also creates in state government the California Transportation Commission, with various powers and duties relative to programming of transportation capital projects and assisting the Secretary of Business, Transportation and Housing in formulating state transportation policies.

This bill would place the High-Speed Rail Authority within the Business, Transportation and Housing Agency. The bill would require the 5 members of the authority appointed by the Governor to be appointed with the advice and consent of the Senate. The bill would require the authority to annually submit a funding plan to the California Transportation Commission for approval, identifying the need for investments during the fiscal year and the amount of bond sales necessary to accommodate those investments.

This bill would require the Business, Transportation and Housing Agency to prepare a 5-year Strategic Rail Connectivity Plan for the state, the focus of which would be to identify, with a statewide emphasis, opportunities for passenger rail system improvements and linkages. The plan would be required to include desirable linkages and feeder opportunities between high-speed and conventional intercity rail, commuter rail, and rail transit, and to identify the coordination in planning and the capital investments necessary in that regard. The plan would also be required to identify future right-of-way needs of passenger rail lines in connection with state and local highway system improvements in order to accommodate future rail system improvements. The plan would be developed in consultation with transportation planning agencies and the agencies and entities responsible for the various rail and highway systems. The plan would initially be submitted to the California Transportation Commission for approval on September 1, 2011, and every 5 years thereafter. Upon approval of the plan, the commission, for each transportation project subject to commission approval and implicated by the plan, would be required to make a determination that the project is consistent with the plan. The bill would also provide that the commission, for good cause, may approve a project that is not consistent with the plan, subject to a waiver granted by the Secretary of Business, Transportation and Housing.

~~Existing law creates the Department of Transportation in the Business, Transportation and Housing Agency, with various powers and duties relative to the intercity rail passenger program, among other transportation programs. Existing law creates the High-Speed Rail Authority, with various powers and duties relative to development and implementation of a high-speed passenger train system. Existing law creates the Public Utilities Commission, with various powers and duties relative to railroads, among other responsibilities.~~

~~This bill would create the Department of Railroads in the Business, Transportation and Housing Agency, and create the positions of director~~

~~and deputy director within the department, to be appointed by the Governor, as specified. The director would be subject to Senate confirmation. The bill would transfer to the department responsibility for various state railroad programs currently administered by the above-referenced agencies. The bill would specify new duties of the department relative to an analysis of the state's freight rail transportation system. The bill would provide that the department shall be the only state agency eligible to apply for and receive grant and loan funds from the federal government for intercity rail, high-speed rail, or freight rail purposes. The bill would require the Secretary of Business, Transportation and Housing to convene a joint task force cochaired by the Director of Transportation, the Director of Railroads, and a representative of the Public Utilities Commission for the purpose of resolving issues relative to overlapping jurisdiction of the agencies.~~

~~Existing law provides for the Governor to appoint 5 members of the High-Speed Rail Authority. Existing law provides for the authority to elect a chairperson from among its members and to appoint an executive director.~~

~~This bill would revise these provisions by requiring one of these appointees to be the Director of Railroads, who would be subject to Senate confirmation. The Director of Railroads would serve as the chairperson of the authority. The bill would reconstitute the authority as a division of the Department of Railroads, with the chief of the division to be nominated by the Director of Railroads and approved by the authority, and would delete the provision for an executive director.~~

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

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

- 1 SECTION 1. Section 13975 of the Government Code is
- 2 amended to read:
- 3 13975. The Business and Transportation Agency in state
- 4 government is hereby renamed the Business, Transportation and
- 5 Housing Agency. The agency consists of the State Department of
- 6 Alcoholic Beverage Control, the Department of the California
- 7 Highway Patrol, the Department of Corporations, the Department
- 8 of Housing and Community Development, the Department of
- 9 Motor Vehicles, the Department of Real Estate, the Department
- 10 of Transportation, *the High-Speed Rail Authority*, the Department

1 of Financial Institutions, the Department of Managed Health Care,
 2 and the Board of Pilot Commissioners for the Bays of San
 3 Francisco, San Pablo, and Suisun; and the California Housing
 4 Finance Agency is also located within the Business, Transportation
 5 and Housing Agency, as specified in Division 31 (commencing
 6 with Section 50000) of the Health and Safety Code.

7 *SEC. 2. Chapter 2 (commencing with Section 13985) is added*
 8 *to Part 4.5 of Division 3 of Title 2 of the Government Code, to*
 9 *read:*

10
 11 *CHAPTER 2. STRATEGIC RAIL CONNECTIVITY PLAN*
 12

13 *13985. (a) The agency shall be responsible for preparation*
 14 *of a five-year Strategic Rail Connectivity Plan for the state. The*
 15 *focus of the strategic plan shall be to identify, with a statewide*
 16 *emphasis, those opportunities for passenger rail system*
 17 *improvements and linkages that otherwise are likely to be missed,*
 18 *or assigned a relative lower priority, by implementing agencies*
 19 *because of the natural focus of those agencies on the specific rail*
 20 *systems under their respective jurisdictions. In that regard, the*
 21 *strategic plan shall include desirable linkages and feeder*
 22 *opportunities between various passenger rail services, including*
 23 *high-speed and conventional intercity rail, commuter rail, and rail*
 24 *transit, where the various services are the responsibility of different*
 25 *implementing and operating agencies. The strategic plan shall*
 26 *identify the coordination in planning and capital investments*
 27 *necessary to maximize the opportunities for each of those services*
 28 *in providing a cohesive, connected, and easy-to-use system for*
 29 *Californians consisting of all of those services, rather than a*
 30 *cumbersome set of unlinked individual rail services. The strategic*
 31 *plan shall also identify future right-of-way needs of passenger rail*
 32 *lines in connection with state and local highway system*
 33 *improvements in order to accommodate future rail system*
 34 *improvements as those highway improvements proceed to*
 35 *implementation, with the objective of avoiding lost opportunities*
 36 *by failure to reserve right-of-way capacity for future rail*
 37 *improvements. The strategic plan may also include other matters*
 38 *that offer similar opportunities for statewide coordination,*
 39 *including the efficient movement of goods.*

1 (b) *The strategic plan shall be developed in consultation with*
2 *transportation planning agencies and agencies and entities*
3 *responsible for the various rail and highway systems. The strategic*
4 *plan shall be submitted to the California Transportation*
5 *Commission for approval on September 1, 2011, and every five*
6 *years thereafter on September 1. Amendments to an approved*
7 *strategic plan may be developed and presented to the commission*
8 *for approval in the same manner during each five-year period.*

9 (c) *Upon approval of the strategic plan, the commission, for*
10 *each transportation project subject to commission approval and*
11 *implicated by the strategic plan, shall make a determination that*
12 *the project is consistent with the strategic plan. The commission*
13 *may approve a project that is not consistent with the strategic plan*
14 *for good cause, subject to a waiver granted by the secretary.*

15 *SEC. 3. Section 185020 of the Public Utilities Code is amended*
16 *to read:*

17 185020. (a) ~~There is in state government a the Business,~~
18 *Transportation and Housing Agency the High-Speed Rail*
19 *Authority.*

20 (b) (1) *The authority is composed of nine members as follows:*

21 (A) *Five members appointed by the Governor with the advice*
22 *and consent of the Senate.*

23 (B) *Two members appointed by the Senate Committee on Rules.*

24 (C) *Two members appointed by the Speaker of the Assembly.*

25 (2) *For the purposes of making appointments to the authority,*
26 *the Governor, the Senate Committee on Rules, and the Speaker of*
27 *the Assembly shall take into consideration geographical diversity*
28 *to ensure that all regions of the state are adequately represented.*

29 (c) *Except as provided in subdivision (d), and until their*
30 *successors are appointed, members of the authority shall hold*
31 *office for terms of four years. A vacancy shall be filled by the*
32 *appointing power making the original appointment, by appointing*
33 *a member to serve the remainder of the term.*

34 (d) (1) *On and after January 1, 2001, the terms of all persons*
35 *who are then members of the authority shall expire, but those*
36 *members may continue to serve until they are reappointed or until*
37 *their successors are appointed. In order to provide for evenly*
38 *staggered terms, persons appointed or reappointed to the authority*
39 *after January 1, 2001, shall be appointed to initial terms to expire*
40 *as follows:*

1 (A) Of the five persons appointed by the Governor, one shall
2 be appointed to a term which expires on December 31, 2002, one
3 shall be appointed to a term which expires on December 31, 2003,
4 one shall be appointed to a term which expires on December 31,
5 2004, and two shall be appointed to terms which expires on
6 December 31, 2005.

7 (B) Of the two persons appointed by the Senate Committee on
8 Rules, one shall be appointed to a term which expires on December
9 31, 2002, and one shall be appointed to a term which expires on
10 December 31, 2004.

11 (C) Of the two persons appointed by the Speaker of the
12 Assembly, one shall be appointed to a term which expires on
13 December 31, 2003, and one shall be appointed to a term which
14 expires on December 31, 2005.

15 (2) Following expiration of each of the initial terms provided
16 for in this subdivision, the term shall expire every four years
17 thereafter on December 31.

18 (e) Members of the authority are subject to the Political Reform
19 Act of 1974 (Title 9 (commencing with Section 81000)).

20 (f) From among its members, the authority shall elect a
21 chairperson, who shall preside at all meetings of the authority, and
22 a vice chairperson to preside in the absence of the chairperson.
23 The chairperson shall serve a term of one year.

24 (g) Five members of the authority constitute a quorum for taking
25 any action by the authority.

26 *SEC. 4. Section 185025 is added to the Public Utilities Code,*
27 *to read:*

28 *185025. The authority shall submit an annual funding plan to*
29 *the California Transportation Commission for approval. Among*
30 *other things, the funding plan shall identify the need for investments*
31 *during the fiscal year to which it applies, and the amount of bond*
32 *sales necessary to accommodate those investments.*

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All matter omitted in this version of the bill appears in the bill as amended in the Senate, May 21, 2009. (JR11)

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BILL ANALYSIS

SENATE RULES COMMITTEE	SB 409
Office of Senate Floor Analyses	
1020 N Street, Suite 524	
(916) 651-1520 Fax: (916)	
327-4478	

THIRD READING

Bill No: SB 409
Author: Ducheny (D)
Amended: 1/26/10
Vote: 21

PRIOR VOTES NOT RELEVANT

SUBJECT : High-Speed Rail Authority

SOURCE : Author

DIGEST : This bill places the High-Speed Rail Authority (HSRA) within the Business, Transportation and Housing Agency (BT&H), requires the five members appointed to the HSRA by the Governor be confirmed by the Senate, requires the HSRA submit an annual funding plan to the California Transportation Commission for approval, and requires BT&H to prepare a five-year Strategic Rail Connectivity plan.

Senate Floor Amendments of 1/26/10 delete the prior content of the bill, which created a Department of Railroads in the BT&H, and instead add the current language.

ANALYSIS :

Existing law:

1. Creates the Department of Transportation (Caltrans) in the BT&H. An undersecretary of the BT&H is required to oversee Caltrans matters.

CONTINUED

2. Creates within Caltrans a division of rail, which is responsible for the development of a comprehensive rail passenger system and the preparation of the rail passenger development plan.
3. Requires capital expenditures for intercity rail projects funded from the state's Public Transit Account to be included in the State Transportation Improvement Program, which is a five-year state transportation capital outlay program, adopted every two-years by the California Transportation Commission (CTC).
4. Authorizes that the state rail program be funded from the Public Transit Account for state operations and from the State Highway Account for the grade separation program and the grade crossing program.
5. Authorizes \$400 million for rail capital programs from Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, and \$190 million for capital programs from 2008's Proposition 1A, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century.
6. Establishes the HSRA, which is governed by five members appointed by the Governor, two members appointed by the Senate Rules Committee, and two members appointed by the Speaker of the Assembly.

This bill:

1. Incorporates the HSRA into BT&H.
2. Requires Senate confirmation of the Governor's five appointees to the HSRA.
3. Requires the HSRA to submit an annual funding plan to the CTC for approval. The plan shall include investments to be made during the upcoming fiscal year and the amount of bond sales necessary to finance the investments.
4. Makes BT&H responsible for the preparation of a

Strategic Rail Connectivity plan. The purpose of the Strategic Rail Connectivity plan is to identify opportunities for passenger rail system improvements that ensure there are linkages between the proposed high-speed rail system and the conventional intercity and commuter rail services in the state. The strategic plan shall be submitted to the CTC for approval on September 1, 2011, and every five years thereafter. When allocating passenger rail funds, the CTC shall insure that the projects are consistent with the adopted Strategic Rail Connectivity plan.

Background

In 1996, the California High-Speed Rail Authority was created with responsibility for planning, constructing, and operating a high-speed train system serving California's major metropolitan areas. With passage of Proposition 1A, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, the HSRA is responsible for developing high-speed rail service between Anaheim-Los Angeles-Bakersfield-San Jose-San Francisco. This service is to be developed as a public-private partnership, with private, state, and federal funding. Proposition 1A specified that the service cannot rely upon state, federal, or local operating subsidies.

Related Legislation

SB 455 (Lowenthal) requires the Governor's appointees to the HSRA to be subject to Senate confirmation, establishes criteria for selecting high-speed rail projects, and provides the HSRA with eminent domain authority similar to the authority assigned to Caltrans and the Department of Water Resources.

AB 1375 (Galgiani) creates a Department of High-Speed Rail to manage and implement the high-speed rail program described in Proposition 1A and other statutes. The management of this department is overseen by the governing board of the HSRA.

FISCAL EFFECT : Appropriation: No Fiscal Com.: Yes
Local: No

Unknown.

JJA:mw 1/27/10 Senate Floor Analyses

SUPPORT/OPPOSITION: NONE RECEIVED

**** END ****



March 25, 2010

The Honorable Denise Ducheny
State Capitol
Sacramento, CA 95814

RE: SB 409 Passenger Rail Strategic Plans – REQUESTED AMENDMENTS

Dear Senator Ducheny:

On behalf of the Capitol Corridor Joint Powers Authority (CCJPA), I am seeking **AMENDMENTS** to your bill, SB 409, so the CCJPA can provide its **SUPPORT** of this bill.

As the managing agency for the state-supported Capitol Corridor (Auburn/ Sacramento-Oakland/San Francisco-San Jose) intercity passenger rail (IPR) service, the CCJPA is vitally interested in ensuring passenger rail and transit services that are well coordinated, which will result in enhanced passenger convenience resulting in increased ridership for ALL services. Some examples at the CCJPA are:

- Capitol Corridor passengers receive a free “Transit Transfer” from the conductor that allows the passenger free access to all transit agencies that serve our train stations;
- The CCJPA and BART have a joint phone information center where operators provide trip planning, schedule and fare information, and service advisories; and
- Passenger train schedules in Northern California are coordinated and integrated to maximize passenger convenience and transfers and efficiently allocate available track capacity.

While the CCJPA does not have a position on the organizational location of the California High Speed Rail Authority (CHSRA) in SB 409, the CCJPA concurs with the idea of having the California Business Transportation and Housing Agency (BTH) prepare a statewide 5-Year Strategic Rail Connectivity Plan (updated every 5 years) especially with all the planned interfaces between the State's IPR services and High Speed Train (HST) system. This plan will provide guidance and a path forward to ensure a balanced approach in the State's applications for federal High Speed/Intercity Passenger Rail (HSIPR) capital grants. The linkage between the conventional IPR services and the HST system must be developed to be seamless and coordinated to ensure a positive passenger experience, which in turn will generate customer loyalty and ridership retention.

The CCJPA, however, is seeking changes to SB 409 in order to make the Connectivity Plan an element of the state's comprehensive planning and programming process. We are requesting that the term of the connectivity plan be maintained at 5 years but that the Plan be updated every 2 years to be synchronized with the biennial State Transportation Improvement Program (STIP) and also be incorporated into the State's Rail Plan. As both the STIP and State Rail Plan are updated every 2 years, it makes sense for the Connectivity Plan to be updated every 2 years as well, which will allow the flexibility for projects in the connectivity plan to pursue the FRA HSIPR capital grants.

To that end, the CCJPA is seeking the aforementioned amendments to SB 409, which will ensure CCJPA support for the bill.

Thank you for your consideration of our request.

Sincerely,

David B. Kutrosky
Managing Director

cc: CCJPA Board of Directors

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AMENDED IN SENATE APRIL 14, 2010

SENATE BILL

No. 1348

Introduced by Senator Steinberg

February 19, 2010

An act to add Section ~~14516~~ 14521.5 to the Government Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 1348, as amended, Steinberg. California Transportation Commission: guidelines.

Existing law generally provides for programming and allocation of state and federal funds available for transportation capital improvement projects by the California Transportation Commission, pursuant to various requirements. Existing law authorizes the commission, in certain cases, to adopt guidelines relative to its programming and allocation policies and procedures.

~~Existing law generally requires regulations adopted by state agencies to be reviewed and approved by the Office of Administrative Law pursuant to the Administrative Procedure Act. A regulation is required to be consistent with the statute to which it pertains. Existing law provides that no state agency may issue, utilize, enforce, or attempt to enforce any guideline that is a regulation, as defined, unless the guideline has been adopted as a regulation.~~

~~This bill would provide that guidelines adopted by the commission shall have no force or effect unless adopted as regulations pursuant to the Administrative Procedure Act.~~

Existing law, the Administrative Procedure Act, generally governs the procedure for the adoption, amendment, or repeal of regulations by state agencies and for the review of those regulatory actions by the

Office of Administrative Law. Existing law, in certain instances, exempts state agencies from these requirements.

This bill would establish specified procedures that the commission would be required to utilize when it adopts guidelines pursuant to a statutory authorization or mandate that exempts the commission from the requirements of the Administrative Procedure Act.

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

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

- 1 SECTION 1. *The Legislature finds and declares all of the*
- 2 *following:*
- 3 (a) *From time to time, the Legislature has authorized the*
- 4 *California Transportation Commission to adopt guidelines for the*
- 5 *development and administration of statutorily created*
- 6 *transportation programs.*
- 7 (b) *Examples of the legislative authorization described in*
- 8 *subdivision (a) include, but are not limited to, the authority for*
- 9 *guidelines for the administration of transportation programs*
- 10 *funded by the Highway Safety, Traffic Reduction, Air Quality, and*
- 11 *Port Security Bond Act of 2006 (Chapter 12.49 (commencing with*
- 12 *Section 8879.20) of Division 1 of Title 2 of the Government Code),*
- 13 *including the Corridor Mobility Improvement Account (CMIA)*
- 14 *and the Highway-Railroad Crossing Safety Account.*
- 15 (c) *In 2009, the commission also adopted program guidelines*
- 16 *for the implementation of the public-private partnership authority*
- 17 *the Legislature granted to the Department of Transportation*
- 18 *(Caltrans) and to regional transportation planning agencies*
- 19 *pursuant to Section 143 of the Streets and Highways Code.*
- 20 (d) *The Legislature has exempted program guidelines adopted*
- 21 *by the commission from the Administrative Procedure Act (Chapter*
- 22 *3.5 (commencing with Section 11340) of Part 1 of Division 3 of*
- 23 *Title 2 of the Government Code) so that the commission may adopt*
- 24 *guidelines quickly and may amend adopted guidelines in response*
- 25 *to quickly changing circumstances.*
- 26 (e) *On some occasions, the commission’s process for adopting*
- 27 *program guidelines has lacked transparency and has not provided*
- 28 *the public with ample opportunity to fully review and comment on*
- 29 *proposed guidelines.*

1 (f) To ensure the commission’s process for the adoption of
2 program guidelines is understandable, predictable, and
3 transparent, and to ensure the commission’s process provides
4 ample opportunity for public review and comment on proposed
5 guidelines, it is necessary to place into statute a process for the
6 adoption of program guidelines by the commission.

7 SEC. 2. Section 14521.5 is added to the Government Code, to
8 read:

9 14521.5. (a) Notwithstanding any other law, in instances where
10 the commission adopts guidelines pursuant to a statutory
11 authorization or mandate and the adoption of the guidelines is
12 exempted from the rulemaking provisions of the Administrative
13 Procedure Act (Chapter 3.5 (commencing with Section 11340) of
14 Part 1), the commission shall adopt guidelines using the procedures
15 established pursuant to this section.

16 (b) The commission’s general counsel shall review the proposed
17 guidelines for matters such as necessity, authority, clarity,
18 consistency, reference, and nonduplication, and recommend any
19 proposed action to the commissioners. For purposes of this section,
20 “necessity,” “authority,” “clarity,” “consistency,” “reference,”
21 and “nonduplication” shall each have the same meaning as defined
22 in Section 11349.

23 (c) A program or policy guideline adopted by the commission
24 shall be adopted by a majority vote of the commission at a public
25 hearing. The public shall be provided the opportunity at the
26 hearing to comment on the proposed or draft guideline prior to a
27 vote of the commission on the pending matter.

28 (d) The proposed or draft guideline shall be sent, at least 30
29 days prior to the public hearing required pursuant to subdivision
30 (c), to any person who has requested notices of the meetings of
31 the commission and shall be available to the public in electronic
32 format. The proposed or draft guideline shall include notice of the
33 right of the public to comment orally or in writing on the proposed
34 or draft guideline either prior to or during the public hearing.

35 (e) The commission shall maintain a guideline adoption file
36 containing the public notice, public comments, and minutes of the
37 public hearing, including the action taken by the commission.

38 (f) The guideline adoption file shall contain a summary of each
39 objection or recommendation made and an explanation of how
40 the proposed guideline was changed to accommodate each

1 *objection or recommendation, or the reason or reasons for making*
2 *no change.*

3 *(g) The commission shall include in its annual report to the*
4 *Legislature, required pursuant to Section 14535, a summary of its*
5 *activities related to the adoption of program or policy guidelines*
6 *during the previous calendar year, including, but not limited to,*
7 *a summary of the proposed guidelines considered by the*
8 *commission, a description of the actions taken by the commission,*
9 *and the votes of the commission on matters it considered.*

10 SECTION 1. Section 14516 is added to the Government Code,
11 to read:

12 ~~14516. Guidelines adopted by the commission shall have no~~
13 ~~force or effect unless adopted as regulations pursuant to the~~
14 ~~Administrative Procedure Act (Chapter 3.5 (commencing with~~
15 ~~Section 11340) of Part 1).~~

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BILL ANALYSIS

SENATE TRANSPORTATION & HOUSING COMMITTEE
SENATOR ALAN LOWENTHAL, CHAIRMAN

BILL NO: SB 1348
AUTHOR: steinberg
VERSION: 4/14/10
FISCAL: YES

Analysis by: Art Bauer
Hearing date: April 20, 2010

SUBJECT:

California Transportation Commission guidelines

DESCRIPTION:

This bill provides a procedure for the California Transportation Commission (CTC) to adopt legislatively mandated policy guidelines.

ANALYSIS:

Established in 1978, the CTC provides a single venue for addressing transportation development and funding issues in the state. The CTC consists of eleven voting members and two non-voting ex-officio members. Of the eleven voting members, the governor appoints nine, the Senate Rules Committee appoints one, and the Speaker of the Assembly appoints one. The two ex-officio non-voting members are the chairs of the transportation policy committees in each house. The CTC programs and allocates funds for the construction of highway, passenger rail, and transit improvements throughout California.

Existing law authorizes the CTC to adopt policy guidelines for various transportation programs, but provides little direction on how the adoption process should proceed. Among the programs for which the CTC adopts guidelines are the the State Transportation Improvement Program (STIP) and regional transportation planning process. The passage of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B) mandated the issuance of several new guidelines such as the Corridor Mobility Improvement Account (CMIA), State Route 99 Corridor Program, the Trade Corridors Improvement Fund, the Public Transportation Modernization, Improvement, and Service Enhancement Account and the Highway-Railroad Crossing Safety Account.

□

SB 1348 (STEINBERG)

Page 2

This bill :

- 1) Requires the CTC's counsel to review proposed guidelines for necessity, authority, consistency, reference, and nonduplication.
- 2) Stipulates that the words "necessity," "authority," "clarity," "consistency," "reference," and "nonduplication" shall have the same meaning as defined by Section 11349 of the Government Code, which establishes definitions for these terms for purposes of rule making pursuant to the Administrative Procedures Act (APA).
- 3) Requires that proposed policy guidelines must be adopted by a majority vote of the commissioners at a public hearing in which members of the public have had an opportunity to testify prior to the vote on the proposed policy guidelines.
- 4) Requires the CTC to send, at least thirty days prior to the public hearing, a notice of the hearing to anyone who has requested it. The notice shall be available to the public in an electronic format as well.
- 5) Requires the CTC to maintain a guideline adoption file containing the public notice, public comments, and minutes of the public hearing, including the action taken by the CTC. In addition, the adoption file shall contain a summary of each objection or recommendation made with an explanation of how the proposed guideline was changed to accommodate each objection or recommendation, or the reason for no change.
- 6) Requires the CTC to include in its annual report to the Legislature a summary of the adoption of policy guidelines during the previous calendar year, including a summary of the proposed guidelines the CTC considered, commission, a description of the action the CTC took, and the commissioners' votes on guidelines considered.

COMMENTS:

□

SB 1348 (STEINBERG)

Page 3

- 1) Purpose . With the increase in the number of policy guidelines that the CTC is adopting, this legislation is intended to systematize the process CTC uses to adopt policy guidelines under its purview and to increase the transparency of the process.
- 2) Policy guidelines vs. regulations . Policy guidelines and regulations are two very distinct administrative tools to manage state programs. Regulations are adopted according to the terms and conditions of APA. According to counsel, numerous court decisions have ruled that administrative regulations are an extension of a statute and carry the weight of law. Policy guidelines, even when mandated by a statute, are an elaboration of policy and do not have the weight of law. Typically, the guidelines are adopted through a relatively informal process compared to regulations. To be sure, this bill will add structure, discipline, and transparency to the process for adopting guidelines, but it does not invoke the APA. In fact, the CTC was able to quickly adopt guidelines for implementing the various programs included in Proposition 1B, which benefited the public through the acceleration of project funding. The agility of the CTC would have been impossible to achieve had regulations been required instead of guidelines.
- 3) Definitions reference the Administrative Procedures Act . This bill identifies specific terms to guide the CTC's counsel when reviewing proposed guidelines, including "necessity", "authority", and "consistency". This uses the definition of these terms found in the APA, but the cross reference does not convert the guidelines to draft regulations subject to the APA.
- 4) Suggested amendment . The committee may wish to consider amending this bill to require the CTC to maintain the adoption file of the guidelines be maintained on the CTC's website to ensure ease of accessibility by the public. A second amendment that committee may wish to consider is requiring that hearing notices be published forty-five rather than thirty days in advance of the CTC meeting in which the adoption of the guidelines are to occur. This will allow local and regional agencies to more easily include on the agenda of regularly schedule meetings a discussion of the draft guidelines.

□

SB 1348 (STEINBERG)

Page 4

POSITIONS: (Communicated to the Committee before noon on
Wednesday,
April 14, 2010)

SUPPORT: Professional engineers in California Government

OPPOSED: None received.

AMENDED IN SENATE APRIL 26, 2010

SENATE BILL**No. 1418**

Introduced by Senator WigginsFebruary 19, 2010

An act to amend Sections 2550, 2551, 2555, and 2557 of the Streets and Highways Code, relating to highways.

LEGISLATIVE COUNSEL'S DIGEST

SB 1418, as amended, Wiggins. Transportation: motorist aid services.

Existing law authorizes the establishment of a service authority for freeway emergencies in any county if the board of supervisors of the county and the city councils of a majority of the cities within the county adopt resolutions providing for the establishment of the service authority. Existing law authorizes the Metropolitan Transportation Commission to function as the service authority for freeway emergencies in the San Francisco Bay area counties upon adoption of a resolution, as specified. Existing law authorizes a service authority to impose a fee of \$1 per year on vehicles registered in the counties served by the service authority. Existing law requires moneys received by a service authority to be used for the implementation, maintenance, and operation of a motorist aid system of call boxes and authorizes moneys received by a service authority in excess of what is needed for that system to be used for additional motorist aid services, including, among other things, changeable message signs and lighting for call boxes. Existing law requires any plan or amendment to a plan for a motorist aid system of call boxes for any state highway route to be approved by the Department of Transportation and the Department of the California Highway Patrol.

This bill would authorize those service authorities to be established for freeway and expressway services, instead of only freeway

emergencies, and would ~~delete~~ *revise* the provisions authorizing ~~only~~ excess moneys to be used for additional motorist aid services ~~and would instead~~ *to authorize those* moneys ~~from the service authority fee on vehicles~~ to be used for the implementation, maintenance, and operation of systems, projects, and programs to aid and assist motorists, including, among other things, ~~a call box system~~, freeway service patrol, mobile roadside assistance systems, intelligent transportation systems, and traveler information systems. The bill would authorize the Metropolitan Transportation Commission to place call boxes to assist motorists ~~a~~ in specified parking or roadway areas in mutually agreed upon state and federal parks. The bill would authorize a service authority to impose a fee of up to \$2 per year on vehicles registered in the counties served by the service authority. The bill would provide that any amendment to an existing plan for a motorist aid network of call boxes adopted by a service authority shall be deemed to be approved by the Department of Transportation and the Department of the California Highway Patrol unless rejected within 120 days of receipt of the amendment.

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

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

1 SECTION 1. Section 2550 of the Streets and Highways Code
2 is amended to read:

3 2550. The Legislature declares that its intent in enacting this
4 chapter is to encourage *the placement of call boxes and the*
5 *provision of services* that directly aid motorists along the California
6 freeway and expressway system. However, it is not intended that
7 any services provided be considered an emergency system.

8 SEC. 2. Section 2551 of the Streets and Highways Code is
9 amended to read:

10 2551. (a) A service authority for freeways and expressways
11 may be established in any county if the board of supervisors of the
12 county and the city councils of a majority of the cities within the
13 county having a majority of the population of cities within the
14 county adopt resolutions providing for the establishment of the
15 authority.

16 (b) The resolutions may designate the county transportation
17 commission for the county, created pursuant to Division 12
18 (commencing with Section 130000) of the Public Utilities Code

1 or council of governments formed pursuant to Chapter 5
2 (commencing with Section 6500) of Division 7 of Title 1 of the
3 Government Code, as the service authority for freeways and
4 expressways. The powers of a commission or council of
5 governments so designated are limited to those of the service
6 authority.

7 (c) (1) The Metropolitan Transportation Commission may
8 function as the service authority for freeways and expressways in
9 any or all of the Counties of Santa Clara, San Mateo, Alameda,
10 Contra Costa, Marin, Solano, Sonoma, Napa, and the City and
11 County of San Francisco upon adoption of a resolution by the
12 commission to act as a service authority and upon ratification of
13 the commission’s resolution in a particular county by the board of
14 supervisors of the city and county or by the board of supervisors
15 of the county and by the city councils of the cities within the county
16 having a majority of the population of the cities within the county.

17 (2) The Metropolitan Transportation Commission may also
18 exercise, as the service authority in any of those counties, the power
19 to strategically place call boxes to assist motorists in parking or
20 roadway areas in mutually agreed upon state and federal parks
21 where telecommunication services are not available.

22 (d) (1) The Sacramento Area Council of Governments may
23 function as the service authority for freeways and expressways in
24 any or all of the Counties of Sacramento, Yolo, Yuba, Sutter, and
25 San Joaquin, or any other county that is not within another
26 multicounty service authority, upon adoption of a resolution by
27 the council to act as a service authority and upon ratification of
28 the resolution in a particular county by the board of supervisors
29 of the county and by the city councils of the cities within the county
30 having a majority of the population of the cities within the county.

31 (2) The Sacramento Area Council of Governments may also
32 exercise, as a service authority, in any of those counties, the powers
33 specified in Section 891.5 pertaining to call boxes on class 1
34 bikeways.

35 (e) As used in this chapter, “authority” and “service authority”
36 mean a service authority for freeways and expressways created
37 pursuant to this chapter.

38 SEC. 3. Section 2555 of the Streets and Highways Code is
39 amended to read:

1 2555. An authority may impose a fee of up to two dollars (\$2)
2 per year, in one dollar (\$1) increments, on vehicles registered in
3 the county pursuant to Section 9250.10 of the Vehicle Code.

4 SEC. 4. Section 2557 of the Streets and Highways Code is
5 amended to read:

6 2557. (a) Except as provided in subdivision (c), the moneys
7 received by each authority pursuant to subdivision (b) of Section
8 9250.10 of the Vehicle Code shall be used for the implementation,
9 maintenance, and operation of *a motorist aid system of call boxes*
10 *on the portions of the state freeway and expressway system, the*
11 *county expressway system, the unincorporated county roads in*
12 *that county, and the state highway routes that connect segments*
13 *of these systems, that are located within the county in which the*
14 *authority is established. Any money received that exceeds the*
15 *amount needed for full implementation and ongoing costs to*
16 *maintain and operate the motorist aid system of call boxes may*
17 *be used for the implementation, maintenance, and operation of*
18 *systems, projects, and programs to aid and assist motorists,*
19 *including, but not limited to, a call box system, freeway service*
20 *patrol, mobile roadside assistance systems, intelligent transportation*
21 *systems, incident management programs and coordination, traveler*
22 *information system programs, and support for traffic operation*
23 *centers, including the lease or lease-purchase of facilities and*
24 *equipment for the system, project, or program on the portions of*
25 *the state freeway and expressway system and a county expressway*
26 *system, and the unincorporated county roads in that county, and*
27 *on state highway routes that connect segments of these systems,*
28 *which are located within the county in which the authority is*
29 *established.*

30 (b) An authority or any other public entity may construct and
31 maintain, and lease or lease-purchase on terms and conditions it
32 deems appropriate, the facilities of a motorist aid system, project,
33 or program or it may contract with a private person or entity to do
34 so.

35 (c) If leases or lease-purchase agreements are entered into
36 pursuant to subdivision (a), or if revenue bonds are issued and sold
37 pursuant to Section 2558, the moneys received by each authority
38 pursuant to subdivision (b) of Section 9250.10 of the Vehicle Code
39 shall be used to the extent necessary to make lease payments or to
40 pay the principal of, and interest on, the amount of bonded

1 indebtedness outstanding, as the case may be. Facilities and
2 equipment acquired through the expenditure of proceeds from the
3 sale of those bonds shall have a useful life at least equal to the
4 term of the bonds.

5 (d) The Department of Transportation and the Department of
6 the California Highway Patrol shall each review and approve plans
7 for implementation of a motorist aid network of call boxes
8 proposed for any state highway route and shall be reimbursed by
9 the service authority for all costs incurred due to review and
10 approval of the plan. Any amendment to an existing plan for a
11 motorist aid network of call boxes adopted by an authority for any
12 state highway route shall, prior to implementation, be submitted
13 to the Department of Transportation and the Department of the
14 California Highway Patrol for review and approval and shall not
15 be implemented until so reviewed and approved. The authority
16 shall reimburse each department for the costs of that review. Any
17 amendment to an existing plan for a motorist aid network of call
18 boxes adopted by an authority shall be deemed to be approved by
19 the Department of Transportation and the Department of the
20 California Highway Patrol unless otherwise rejected within 120
21 days of receipt of the amendment.

22 (e) An authority may develop policies for the retention of
23 records, including, but not limited to, authority operations,
24 contracts, and programs, and the length of the retention period.

25 (f) A motorist aid ~~call box network~~ *system* constructed,
26 maintained, or operated pursuant to this section shall meet the
27 applicable standards of Title II of the Americans with Disabilities
28 Act of 1990 (Public Law 101-336) and federal regulations adopted
29 pursuant thereto.

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BILL ANALYSIS

SENATE TRANSPORTATION & HOUSING COMMITTEE
SENATOR ALAN LOWENTHAL, CHAIRMAN

2/19/2010

Analysis by: Mark Stivers

Hearing date: April 20, 2010

BILL NO: sb 1418

AUTHOR: wiggins

VERSION:

FISCAL: yes

SUBJECT:

Highway call boxes and motorist aid services

DESCRIPTION:

This bill makes a number of changes to the statute governing service authorities for freeway emergencies.

ANALYSIS:

Under current law, a county board of supervisors and the city councils of a majority of the cities having a majority of the population of cities within the county may establish a service authority for freeway emergencies. In the larger regions, the regional transportation agency may function as the service authority for any member county whose board of supervisors and majority of cities so authorize.

A service authority for freeway emergencies may impose a fee of \$1 per year on vehicles registered in the county. The authority must use these funds for the implementation, maintenance, and operation of a system of call boxes on freeways, expressways, unincorporated county roads, and state highway routes that connect these roads. The Department of Transportation (Caltrans) and the California Highway Patrol (CHP) must each review and approve plans for implementation of a system of call boxes proposed for any state highway route and receive reimbursement from the service authority for all costs incurred due to review and approval of the plan.

If the funds from the \$1 vehicle registration fee exceed the

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amount needed to implement, maintain, and operate the call box system, the authority may use the excess funds to provide additional motorist aid services or support, including, but not limited to:

- Changeable message signs.
- Lighting for call boxes.
- Support for traffic operations centers.
- Freeway service patrols.

This bill makes a number of changes to state law governing service authorities for freeway emergencies. Specifically, the bill:

- Deletes the requirement that an authority operate and fund a system of call boxes.

- Requires an authority to spend its funds on implementation, maintenance, and operation of systems, projects, and programs to aid and assist motorists, including, but not limited to, a call box system, freeway service patrol, mobile roadside assistance systems, intelligent transportation systems, incident management programs and coordination, traveler information system programs, and support for traffic operation centers.

- Allows an authority to charge a fee of up to \$2 per vehicle in the county, in \$1 increments.

- Provides that an authority's amendment to its existing call box plan is deemed approved if Caltrans and CHP do not reject the amendment within 120 days of receipt.

- Allows the Bay Area's Metropolitan Transportation Commission (MTC), in counties where it functions as the authority, to place call boxes in parking or roadway areas in state and federal parks where telecommunication services are unavailable, provided that MTC and the park administrator agree.

- Limits the applicability of Americans with Disabilities Act (ADA) requirements to call boxes, as opposed to the entire motorist aid system.

COMMENTS:

1. Purpose of the bill . According to the author, demands on service authority programs have increased due to additional congestion and changing technologies, and the existing \$1 service authority fee no longer provides sufficient funding for authorities to a maintain existing successful programs,

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address increasing demand for motorist aid services, and take advantage of new technologies to reach a more diverse customer base. Moreover, service authorities have limited authority to implement a broader range of motorist aid services to meet evolving needs. This bill seeks to address these problems by allowing a \$2 fee per vehicle and by providing more flexibility on what services an authority may fund.

In addition, the author is interested in making it easier to install call boxes at state and federal park facilities. Over the past few years, a number of drowning and other accidents have occurred at state beaches along the Sonoma Coast where pay phones have been removed and there is no cell coverage. Had call boxes been available, witnesses could have called in the emergency, and emergency crews could have arrived much sooner. This bill makes clear that MTC may install and operate call boxes at such remote parks.

2.Allows increased fees and funding . The current authorization for a service authority to charge a \$1 fee on each vehicle registered in the county has existed unchanged since 1986. A 1986 dollar is now worth fifty-one cents. Allowing services authorities to increase fees to \$2 per vehicle will add an incremental cost to the registration of a vehicle but provide additional revenue to maintain and improve services to motorists.

3.Allows the elimination of call boxes without state input . While this bill allows an authority to maintain call boxes, it makes call boxes only one of many different types of motorist aid services an authority may choose to offer. In essence, then, this bill removes the requirement that a service authority operate and maintain a system of call boxes before operating other services. This change would make it easier for service authorities to eliminate call boxes.

Under current law, an authority may, with the approval of Caltrans and the CHP, amend its call box plan to reduce the number of call boxes it operates. The authority, however, must fully fund the call box plan before funding other services. By giving authorities the flexibility not to fund their own call box plan, this bill effectively allows authorities to reduce the number of or eliminate call boxes without having to amend its plan with state approval.

As cell phone use increases, the use of call boxes has

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diminished. MTC provided committee staff with a chart demonstrating that the annual total of call box calls in the Bay Area has fallen from a high of 216,000 in 1996 to 29,000 in 2009, an 87% decrease, while the number of call boxes declined only 27% during that same time period. Nonetheless, 29,000 persons in the Bay Area alone represents a large number of callers that did not have access to a cell phone in their time of need. Given that service authorities may already amend their call box plans with state approval to reduce the number of call boxes, the committee may wish to consider maintaining the requirement for service authorities to operate and maintain those call boxes that remain in the plan before offering other services.

4.ADA language . This bill includes a provision that applies federal ADA requirements only to a call box network and not to any other portion of a motorist aid system. First, the state cannot create an exemption to federal law. Second, while it is likely that ADA would not be relevant to some parts of a motorist aid system (for example, traveler information systems), there may be other portions of a system to which ADA should apply to ensure access for all users. The committee may wish to consider removing this change from the bill.

5.Arguments in opposition . Opponents argue that motorists are already overburdened with hidden vehicle fees and should not be subjected to further increases in the cost of vehicle ownership unless they elect to tax themselves.

POSITIONS: (Communicated to the Committee before noon on
Wednesday,
April 14, 2010)

SUPPORT: Metropolitan Transportation Commission (sponsor)
California State Association of Counties

OPPOSED: California New Car Dealers Association

AMENDED IN SENATE APRIL 26, 2010
AMENDED IN SENATE APRIL 13, 2010
AMENDED IN SENATE MARCH 24, 2010

SENATE BILL

No. 1445

Introduced by Senator DeSaulnier

February 19, 2010

An act to amend Section 65040.6 of, and to add Section 65080.6 to, the Government Code, to amend Section 75125 of the Public Resources Code, and to add Section 9250.20 to the Vehicle Code, relating to planning.

LEGISLATIVE COUNSEL'S DIGEST

SB 1445, as amended, DeSaulnier. Planning.

(1) Existing law creates the Strategic Growth Council consisting of the Director of State Planning and Research, the Secretary of the Natural Resources Agency, the Secretary for Environmental Protection, the Secretary of Business, Transportation and Housing, the Secretary of California Health and Human Services, and one public member appointed by the Governor. Existing law specifies the powers and duties of the council with respect to identification and review of activities and programs of member agencies that may be coordinated to improve certain planning and resource objectives and associated matters, including provision of financial assistance to support the planning and development of sustainable communities. Existing law requires the council to report to the Legislature not later than July 1, 2010, and every year thereafter, on the financial assistance provided.

This bill would instead provide for an initial reporting date of July 1, 2012. The bill would require the council to coordinate certain of its activities with the Planning Advisory and Assistance Council.

(2) Existing law creates the Planning Advisory and Assistance Council in the Office of Planning and Research in the Governor's office, with a specified membership appointed by the Director of State Planning and Research consisting of representatives of cities, counties, each regional planning districts, and Indian tribes and bands, from persons nominated by those entities. Existing law requires the council to provide advice on certain planning matters, including the preparation of state long-range goals and policies, and evaluation of the planning functions of various state agencies.

This bill would delete the reference to regional planning districts and instead require 7 of the council's members to be appointed from the governing boards of specified regional planning organizations. The bill would also provide for the appointment of one member each from the California Transportation Commission, the State Air Resources Board, the State Energy Conservation and Development Commission, the Speaker of the Assembly, and the Senate Committee on Rules. The bill would expand the duties of the council by requiring it to work with the Strategic Growth Council and various regional and local agencies to facilitate the implementation of regional blueprint plans, and to develop and propose recommendations to the Strategic Growth Council and certain state agencies in order to facilitate coordination between regional blueprint plans, state growth and infrastructure plans, and programs that facilitate the implementation of regional blueprint plans. The bill would also require reports by the council to the Legislature on specified matters.

(3) Existing law requires certain transportation planning activities by designated regional transportation planning agencies, including development of a regional transportation plan. Certain of these agencies are designated under federal law as metropolitan planning organizations. Existing law requires metropolitan planning organizations to adopt a sustainable communities strategy, subject to specified requirements, as part of a regional transportation plan, which is to be designed to achieve certain targets established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region.

This bill would increase the registration fee imposed by the state on the registration of each vehicle by \$1, and require the Department of

Motor Vehicles, *after deducting its administrative costs*, to distribute 1% of the net revenues from the fee increase to the Planning Advisory and Assistance Council. The remaining net revenues would be distributed to designated transportation planning agencies based on the number of vehicles registered within the jurisdiction of each agency. The bill would require the transportation planning agencies to use the funds solely to develop and implement a sustainable communities strategy, a regional blueprint plan, or a rural transportation plan element in order to identify land use strategies to reduce the use of motor vehicles and to carry out transportation-related activities in the strategy, plan, or plan element and, in the case of an agency preparing a regional blueprint plan, to provide grants to cities, counties, and congestion management agencies for planning and projects related to implementation of the plan. The bill would also provide for sharing of available revenues between various agencies, as specified.

(4) The bill would also make legislative findings and declarations.

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

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

1 SECTION 1. The Legislature finds and declares as follows:

2 (a) Uncoordinated and unplanned growth together with a lack
 3 of common goals to effect the public’s interest in the conservation
 4 and wise use of our lands pose a threat to the environment,
 5 sustainable economic development, and the health, safety, and
 6 high quality of life enjoyed by residents of this state.

7 (b) The enactment of Senate Bill 375 of the 2007–08 Regular
 8 Session (Chapter 728 of the Statutes of 2008) and the establishment
 9 of requirements for regional transportation plans to address
 10 greenhouse gases can only be successfully implemented if regional
 11 and local governments have the tools they need to collaboratively
 12 plan for the type of growth that can achieve these goals, and if that
 13 collaborative planning is coordinated with the efforts of the
 14 Governor’s Strategic Growth Council and other state agencies as
 15 required by the enactment of Senate Bill 732 of the 2007–08
 16 Regular Session (Chapter 729 of the Statutes of 2008).

17 (c) The successful development of sustainable communities
 18 strategies as part of regional transportation plans and
 19 implementation of those strategies by the amendment of city and

1 county general and specific plans will result in significantly
2 reduced vehicle travel. The reduced travel will reduce greenhouse
3 gas emissions and air pollution and provide environmental benefits
4 that mitigate the adverse impacts associated with vehicle use. The
5 resulting reduction in traffic congestion provides a user benefit to
6 all vehicle owners which is at least equal in value to a fee of two
7 dollars (\$2) per vehicle annually.

8 (d) Cooperation between regional and local governments and
9 air districts is essential to the achievement of the greenhouse gas
10 emission reductions envisioned in regional transportation plans.

11 (e) Therefore, it is in the public interest that state residents,
12 communities, local governments, air districts, and the private sector
13 cooperate and coordinate with one another in comprehensive,
14 sustainable land use planning.

15 (f) It is the intent of the Legislature to update the duties and
16 composition of the Planning Advisory and Assistance Council to
17 assist in the state's land use planning processes by providing
18 funding to support the development and implementation for
19 regional blueprints and related planning and to work with state
20 agencies providing funding for resource protection and local
21 infrastructure to facilitate coordination between state planning and
22 funding decisions and regional blueprints.

23 SEC. 2. Section 65040.6 of the Government Code is amended
24 to read:

25 65040.6. (a) The Planning Advisory and Assistance Council
26 is hereby created within the office, the membership of which shall
27 be as follows: three city representatives; three county
28 representatives; seven representatives of regional planning
29 organizations; one member of the State Air Resources Board; one
30 member of the California Transportation Commission; one member
31 of the State Energy Resources Conservation and Development
32 Commission; one member appointed by the Speaker of the
33 Assembly; one member appointed by the Senate Committee on
34 Rules; and one representative of Indian tribes and bands which
35 have reservations or rancherias within California. The city and
36 county representatives appointed pursuant to this subdivision shall
37 be selected by the director from nominees submitted by the League
38 of California Cities and by the California State Association of
39 Counties. Representatives of regional planning organizations
40 appointed pursuant to this subdivision shall be selected by the

1 director from nominees submitted by the regional planning
2 organizations set forth in paragraphs (1) to (5), inclusive, of
3 subdivision (b) and from nominees submitted by the California
4 Association of Councils of Governments for the representatives
5 set forth in paragraphs (6) and (7) of subdivision (b). The
6 representative of Indian tribes and bands shall be a member of one
7 tribe or band, and shall be selected by the director.

8 Appointment to the advisory council shall be for a term of two
9 years, provided that the members of the first council shall classify
10 themselves by lot so that one-half shall serve an initial term of one
11 year and one-half shall serve an initial term of two years. Vacancies
12 shall be filled in the same manner provided for the original
13 appointment.

14 (b) Seven of the council's members shall be from the governing
15 body of each of the following:

16 (1) The Southern California Association of Governments.

17 (2) The Metropolitan Transportation Commission or the
18 Association of Bay Area Governments. The person appointed to
19 the council pursuant to this paragraph shall be a member of the
20 governing body for both the Metropolitan Transportation
21 Commission and the Association of Bay Area Governments.

22 (3) The San Diego Association of Governments.

23 (4) The Sacramento Area Council of Governments.

24 (5) The San Joaquin Valley Regional Policy Council.

25 (6) A metropolitan planning organization or council of
26 governments that is not identified in paragraphs (1) to (5),
27 inclusive.

28 (7) A regional transportation planning agency, as defined in
29 Section 65080, that is neither a metropolitan planning organization
30 nor a council of governments.

31 (c) The council shall provide such advice as may be necessary
32 to assist the office in discharging the requirements of Sections
33 65040 to 65040.4, inclusive. In particular, the council shall:

34 (1) Assist the office in the preparation of the state long-range
35 goals and policies, in the manner specified in subdivision (a) of
36 Section 65040.

37 (2) Evaluate the planning functions of the various state agencies
38 involved in planning, in the manner specified in subdivision (c)
39 of Section 65040.

1 (3) Make appropriate decisions and provide such advice and
2 assistance as may be required by federal statute or regulation in
3 connection with any federal program administered by the office.

4 (4) Work with the Strategic Growth Council, created pursuant
5 to Section 75121 of the Public Resources Code, regional agencies,
6 such as metropolitan planning organizations or councils of
7 governments, and with cities and counties to facilitate the
8 implementation of regional blueprint plans.

9 (5) Develop and propose recommendations to the Strategic
10 Growth Council, created pursuant to Section 75121 of the Public
11 Resources Code, the Department of General Services, the State
12 Allocation Board, the Department of Housing and Community
13 Development, the Department of Transportation, the California
14 Transportation Commission, and any other state agencies that
15 affect land use, housing, or transportation in order to facilitate
16 coordination between regional blueprint plans, state growth and
17 infrastructure funding plans, and programs that facilitate the
18 implementation of regional blueprint plans.

19 (6) Receive reports, including, but not limited to, a copy of the
20 five-year infrastructure plan described in Section 13102.

21 (7) Report to the Legislature, in consultation and coordination
22 with the Strategic Growth Council, created pursuant to Section
23 75121 of the Public Resources Code, on the manner in which state
24 agencies are implementing the requirements of Chapter 1016 of
25 the Statutes of 2002.

26 (8) Report to the Legislature on regional performance measures,
27 evaluating the progress of each region of the state in improving
28 results for its residents in employment, environmental protection,
29 education, housing, mobility, and other criteria as determined by
30 the council. The council shall provide the Legislature with updates
31 to the report periodically, as the council determines is required.

32 (d) The council shall meet on call of the director of the office,
33 who shall convene at least two council meetings during each year.

34 (e) Council members shall serve without compensation, but
35 they may be reimbursed for actual expenses incurred in connection
36 with their duties.

37 SEC. 3. Section 65080.6 is added to the Government Code, to
38 read:

39 65080.6. (a) All revenue received pursuant to Section 9250.20
40 of the Vehicle Code shall be used by the metropolitan planning

1 organization, the council of governments, or a county transportation
2 planning agency solely to develop and implement a sustainable
3 communities strategy, a regional blueprint plan, or a rural
4 transportation plan element that is consistent with the guidelines
5 developed by the Department of Transportation for regional
6 blueprints, in order to identify land use strategies to reduce the use
7 of motor vehicles in its jurisdiction and carry out applicable
8 transportation-related activities in the strategy, plan, or plan
9 element, and thereby to achieve the greenhouse gas emission
10 reduction target as specified in Section 65080, and to provide
11 grants to cities, counties, cities and counties, and congestion
12 management agencies for planning and projects related to the
13 implementation of a regional blueprint plan.

14 (b) A metropolitan planning organization that is jointly preparing
15 a sustainable communities strategy with a council of governments
16 shall share all revenue it receives and expend that revenue in
17 accordance with an agreement between the two agencies.

18 (c) The Southern California Association of Governments
19 (SCAG) shall distribute a share of revenues received pursuant to
20 Section 9250.20 of the Vehicle Code to a county transportation
21 commission or subregional council of governments that has elected
22 to prepare a subregional sustainable communities strategy pursuant
23 to Section 65080. The share of each eligible agency shall be
24 computed after deducting from total revenues available to SCAG
25 pursuant to Section 9520.20 of the Vehicle Code the costs incurred
26 by SCAG for preparing the regionwide sustainable communities
27 strategy pursuant to Section 65080, and then, with respect to those
28 remaining revenues, allocating the revenues based on the amount
29 of fees collected from motor vehicles registered within the
30 jurisdiction of each eligible agency.

31 (d) The metropolitan planning organization, the council of
32 governments, or a county transportation commission and a
33 subregional council of governments jointly preparing a subregional
34 sustainable communities strategy, may, pursuant to an agreement
35 with the local air quality management district that has responsibility
36 over the jurisdiction, share revenues received pursuant to this
37 section with the local air quality management district.

38 (e) All revenue received by the local air quality management
39 district pursuant to subdivision (d) shall be used to assist local and
40 regional governments in reducing greenhouse gas emissions.

1 Appropriate assistance includes, but is not limited to, all of the
2 following:

3 (1) Assistance in the development of a subregional sustainable
4 communities strategy.

5 (2) Assistance in the development of local greenhouse gas
6 emission inventories.

7 (3) Assistance in the development of greenhouse gas emission
8 reduction strategies in general plans.

9 (4) Development of and assistance with CEQA guidelines and
10 review of greenhouse gas emissions in CEQA analyses.

11 (5) Consultation and development of local climate action plans.

12 (6) Project-specific consultation work to reduce greenhouse gas
13 emissions from local transportation and land use decisions.

14 (f) For purposes of this section, a sustainable communities
15 strategy and an alternative planning strategy shall both be
16 considered to be a regional blueprint plan.

17 SEC. 4. Section 75125 of the Public Resources Code is
18 amended to read:

19 75125. The council shall do all of the following:

20 (a) Identify and review activities and funding programs of
21 member state agencies that may be coordinated to improve air and
22 water quality, improve natural resource protection, increase the
23 availability of affordable housing, improve transportation, meet
24 the goals of the California Global Warming Solutions Act of 2006
25 (Division 25.5 (commencing with Section 38500) of the Health
26 and Safety Code), encourage sustainable land use planning, and
27 revitalize urban and community centers in a sustainable manner.
28 At a minimum, the council shall review and comment on the
29 five-year infrastructure plan developed pursuant to Article 2
30 (commencing with Section 13100) of Chapter 2 of Part 3 of
31 Division 3 of the Government Code and the State Environmental
32 Goals and Policy Report developed pursuant to Section 65041 of
33 the Government Code.

34 (b) Recommend policies and investment strategies and priorities
35 to the Governor, the Legislature, and to appropriate state agencies
36 to encourage the development of sustainable communities, such
37 as those communities that promote equity, strengthen the economy,
38 protect the environment, and promote public health and safety,
39 consistent with subdivisions (a) and (c) of Section 75065.

1 (c) Provide, fund, and distribute data and information to local
2 governments and regional agencies that will assist in developing
3 and planning sustainable communities.

4 (d) Manage and award grants and loans to support the planning
5 and development of sustainable communities, pursuant to Sections
6 75127, 75128, and 75129. To implement this subdivision, the
7 council may do all of the following:

8 (1) Develop guidelines for awarding financial assistance,
9 including criteria for eligibility and additional consideration.

10 (2) Develop criteria for determining the amount of financial
11 assistance to be awarded. The council shall award a revolving loan
12 to an applicant for a planning project, unless the council determines
13 that the applicant lacks the fiscal capacity to carry out the project
14 without a grant. The council may establish criteria that would allow
15 the applicant to illustrate an ongoing commitment of financial
16 resources to ensure the completion of the proposed plan or project.

17 (3) Provide for payments of interest on loans made pursuant to
18 this article. The rate of interest shall not exceed the rate earned by
19 the Pooled Money Investment Board.

20 (4) Provide for the time period for repaying a loan made
21 pursuant to this article.

22 (5) Provide for the recovery of funds from an applicant that fails
23 to complete the project for which financial assistance was awarded.
24 The council shall direct the Controller to recover funds by any
25 available means.

26 (6) Provide technical assistance for application preparation.

27 (7) Designate a state agency or department to administer
28 technical and financial assistance programs for the disbursing of
29 grants and loans to support the planning and development of
30 sustainable communities, pursuant to Sections 75127, 75128, and
31 75129.

32 (e) In making recommendations pursuant to subdivisions (a)
33 and (b) and in providing data and information pursuant to
34 subdivision (c), the council shall consult with and coordinate its
35 recommendations with the Planning Advisory and Assistance
36 Council created pursuant to Section 65040.6 of the Government
37 Code.

38 (f) No later than July 1, 2012, and every year thereafter, provide
39 a report to the Legislature that shall include, but is not limited to,
40 all of the following:

- 1 (1) A list of applicants for financial assistance.
- 2 (2) Identification of which applications were approved.
- 3 (3) The amounts awarded for each approved application.
- 4 (4) The remaining balance of available funds.
- 5 (5) A report on the proposed or ongoing management of each
- 6 funded project.
- 7 (6) Any additional minimum requirements and priorities for a
- 8 project or plan proposed in a grant or loan application developed
- 9 and adopted by the council pursuant to subdivision (c) of Section
- 10 75126.

11 SEC. 5. Section 9250.20 is added to the Vehicle Code, to read:

12 9250.20. (a) Effective July 1, 2011, the fee imposed by Section

13 9250 shall be increased by an additional one dollar (\$1).

14 (b) ~~After deducting the costs incurred pursuant to subdivision~~

15 ~~(d), 1 percent of all revenues received from the additional fee~~

16 ~~imposed pursuant to this section shall be transmitted its~~

17 ~~administrative costs, the department shall transmit 1 percent of~~

18 ~~the net revenues received from the additional fee imposed pursuant~~

19 ~~to this section to the Planning Advisory and Assistance Council~~

20 ~~to perform the functions specified in subdivision (c) of Section~~

21 ~~65040.6 of the Government Code.~~

22 (c) The department shall distribute the remaining revenues from

23 the fee increase to metropolitan planning organizations, councils

24 of governments outside of metropolitan planning organizations,

25 and transportation planning agencies in areas outside of

26 metropolitan planning organizations or councils of governments

27 in accordance with Section 65080.6 of the Government Code,

28 based upon the amount of fees collected from motor vehicles

29 registered within each jurisdiction.

30 ~~(d) The department may annually expend for its costs not more~~

31 ~~than the following percentages of the fees collected pursuant to~~

32 ~~subdivision (a):~~

33 ~~(1) Two percent during the first year after the increased fee is~~

34 ~~imposed.~~

35 ~~(2) One percent during any subsequent year.~~

O

BILL ANALYSIS

SENATE TRANSPORTATION & HOUSING COMMITTEE BILL NO: SB 1445
 SENATOR ALAN LOWENTHAL, CHAIRMAN AUTHOR: desaulnier
 VERSION: 4/13/10
 Analysis by: Carrie Cornwell FISCAL: yes
 Hearing date: April 20, 2010

SUBJECT:

Land use planning

DESCRIPTION:

This bill increases by \$1 the fee to register a vehicle to pay for regional land use planning activities. This bill also makes changes to the membership and duties of the Office of Planning and Research's Planning Advisory and Assistance Council.

ANALYSIS:

Fees on vehicle registrations to fund blueprint planning

Existing law prohibits a person from driving, moving, or parking on the highway or in a public parking facility a motor vehicle unless it is registered with the Department of Motor Vehicles (DMV). Existing law establishes a basic vehicle registration fee of \$34, plus a \$22 surcharge for additional personnel for the California Highway Patrol, and authorizes local agencies to impose separate vehicle registration fee surcharges in their respective jurisdictions for a variety of special programs, including:

- \$1 for service authorities for freeway emergencies;
- \$1 for deterring and prosecuting vehicle theft;
- up to \$7 for air quality programs;
- \$1 for removing abandoned vehicles; and
- \$1 for fingerprint identification programs.

Existing law permits local agencies to form joint powers agencies (JPAs). Cities and counties in regions have exercised this authority to form JPAs called councils of government (COGs)

to implement regional planning activities required under state law, including regional housing needs assessments and regional transportation plans. COGs generally serve as federally recognized metropolitan planning organizations (MPOs) for transportation planning purposes, although there are exceptions. For example, in the nine-county San Francisco Bay region, the Association of Bay Area Governments (ABAG) is the COG that prepares the regional housing needs assessment, but the Metropolitan Transportation Commission (MTC) is the region's MPO. Rural counties of the state are generally outside of an MPO, and their county transportation planning agencies typically develop required transportation plans.

SB 375 (Steinberg), Chapter 728, Statutes of 2008, required the Air Resources Board (ARB), by September 30, 2010, to provide each region that has a metropolitan planning organization (MPO) with a greenhouse gas emission reduction target for the automobile and light truck sector for 2020 and 2035, respectively. Each MPO, in turn, is required to include within its regional transportation plan (RTP) a sustainable communities strategy (SCS) designed to achieve the ARB targets for greenhouse gas emission reduction. If the SCS does not achieve the reduction target, the MPO must prepare also an alternative planning strategy. SB 375 provided that in the Southern California Association of Governments' region, a subregional entity may prepare a subregional SCS.

This bill :

- 1)Increases, effective July 1, 2011, the vehicle registration fee by \$1 to \$35 annually.
- 2)Limits DMV to expend for administrative purposes not more than two percent of the new vehicle registration revenues collected on its costs in the first year the increased fee is in effect and not more than one percent each year thereafter.
- 3)Directs one percent of the new vehicle registration revenues collected to the Planning Advisory and Assistance Council.
- 4)Directs the remainder of the new revenues to each MPO, COG, or a county transportation planning agency based on the number vehicles registered there to:
 - i) fund the development and implementation of an SCS, a regional blueprint plan, or a rural transportation plan

element consistent with Caltrans' guidelines for regional blueprints in order to identify land use strategies to achieve the greenhouse gas emission reduction targets under SB 375; and

- ii) provide grants to local agencies for planning and projects to implement a regional blueprint.

The Southern California Association of Governments, after deducting its own costs of preparing its SCS, must distribute funds its receives to subregional jurisdictions that have elected to prepare a subregional SCS. A regional agency may share revenues with the local air quality management district to assist in reducing greenhouse gas emissions.

Planning Advisory and Assistance Council (PAAC)

Existing law establishes the Office of Planning and Research (OPR) within the governor's office as the state's comprehensive planning agency, responsible for helping local and regional officials with land use planning. State law charges OPR with coordinating state agencies' planning activities, including directing OPR to prepare every four years a State Environmental Goals and Policies Report, a 20- to 30-year look ahead at state growth and development.

Existing law creates the Planning Advisory and Assistance Council (PAAC) to assist OPR in various land-use planning related activities, including development of the State Environmental Goals and Policies Report. OPR's Director appoints the PAAC members, which must include:

- Three city representatives, nominated by the League of California Cities

- Three county representatives, nominated by the California State Association of Counties

- One representative from each of the regional planning districts designated by OPR

- One representative of Indian tribes with reservations in California

SB 732 (Steinberg), Chapter 729, Statutes of 2008 created the Strategic Growth Council, consisting of:

- Director of OPR
- Secretary of the Natural Resources Agency

Secretary of the Environmental Protection Agency
 Secretary of the Business, Transportation and Housing
 Agency
 Secretary of the California Health and Human Services
 Agency
 A public member, appointed by the Governor

The Strategic Growth Council coordinates the activities and funding programs of its member state agencies to improve air and water quality, improve natural resources protection, increase the availability of affordable housing, improve transportation, meet the state's greenhouse gas emission goals, encourage sustainable land use planning, and revitalize urban and community centers. The council must recommend policies to the governor, state agencies, and the Legislature to encourage the development of sustainable communities and provide local governments and regional agencies with data to assist in planning sustainable communities.

This bill :

1.Changes the PAAC's membership to be:

Three city representatives, nominated by the League of California Cities
 Three county representatives, nominated by the California State Association of Counties
 Seven representatives of specified regional planning organizations
 One member of the State Air Resources Board
 One member of the California Transportation Commission
 One member of the California Energy Commission
 One member appointed by the Speaker of the Assembly
 One member appointed by the Senate Rules Committee
 One representative of Indian tribes with reservations in California

1.Assigns the PAAC five new duties, as follows:

- i) Work with the Strategic Growth Council to facilitate the implementation of regional blueprint projects.
- ii) Facilitate coordination between regional blueprint plans and state growth and infrastructure funding plans by developing recommendations to specified state agencies.
- iii) Receive reports, including the state's five-year infrastructure plan.

- iv) Report to the Legislature on how state agencies implement the state's planning priorities.
- v) Report to the Legislature on regional performance measures that evaluate each region based on the PAAC's criteria for improving the regions' employment, environmental protection, education, housing, and mobility.

2. Directs the Strategic Growth Council in performing its duties to consult with the PAAC and delays for two years, until 2012, the due date of the council's first annual report to the Legislature on financial awards it makes to support sustainable planning activities.

COMMENTS:

1. Purpose . The author notes that SB 375 requires that each MPO develop an SCS reflecting preferred land uses as part of its regional transportation plan. The SCS will build on regional blueprints already being prepared in these regions. Proponents note that the state has provided few resources to implement SB 375 and its required regional transportation plans that will address greenhouse gas emissions. Regional and local governments need resources for strategic planning and opportunities for coordination with state agencies. The author introduced this bill to provide those resources and the opportunity for greater coordination. Specifically, this bill will impose an increase in the vehicle \$1 registration fee on all vehicles to fund development and implementation of sustainable communities strategies or regional plans. This bill will allow the Planning and Advisory and Assistance Council to coordinate state investments with these regional plans.

2. Arguments in opposition . The California New Car Dealers Association states that California motorists are already overburdened with hidden vehicle fees. In addition to the annual Vehicle License Fee (VLF), which last year increased from 0.65 percent to 1.15 percent of a vehicle's value, and annual \$34 vehicle registration fees, vehicle owners are also subject to "add-on" fees: \$1-7 annual air quality district fee, \$20 smog abatement fee for vehicles six model-years old or newer, \$1 annual abandoned vehicle trust fee, \$22 annual CHP fee; \$1 annual freeway call box fee; \$1 annual theft deterrence fee; \$1 annual fingerprint identification fee; and, the \$1.75 per tire California tire fee. The dealers believe there is no reason to further increase the cost of vehicle

ownership in California.

3.Limits on DMV's cost recovery . This bill limits the amount of money that DMV may recover for imposing this bill's registration fee increase and distributing the revenues derived as the bill prescribes to two percent of those revenues in the first year and one percent in each year thereafter. While these may be sufficient funds for these purposes, it is typical and more appropriate to limit DMV to its actual costs for serving as a revenue collection agency rather than to burden the Motor Vehicle Account, which receives vehicle registration fees to fund both DMV and the California Highway Patrol. The author or the committee may wish to consider an amendment to delete the bill's limits on the costs that DMV can recovery for implementing the bill and instead limit DMV to recovering its actual costs of implementation.

4.Last year's bill vetoed . This bill is similar to SB 406 (DeSaulnier) of 2009, which would have authorized regions to impose a surcharge on vehicles registered within their jurisdictions to pay for regional land use planning activities; it also made the same changes as this bill does to the membership and duties of the Office of Planning and Research's Planning Advisory and Assistance Council. That bill passed the Transportation and Housing Committee by a 6 to 4 on April 28, 2009. The governor vetoed that bill because it authorized regional planning agencies to impose a surcharge on motor vehicle registrations within their jurisdictions without voter approval. This bill imposes an increase in the statewide vehicle registration fee in an attempt to address the governor's concern.

5.Committee of second referral . The Rules Committee referred this bill to the Local Government Committee and to the Transportation and Housing Committee. This bill passed that committee on April 7, 2010 by a 3 to 2 vote. The Local Government Committee's analysis and hearing of the bill dealt primarily with the provisions of the bill related to the Planning Advisory and Assistance Council, leaving the vehicle registration surcharge provisions for review in this committee.

RELATED LEGISLATION

SB 406 (DeSaulnier) would have authorized regions to impose a

surcharge on vehicle registrations to pay for regional land use planning activities and would have made changes to the membership and duties of the Office of Planning and Research's Planning Advisory and Assistance Council. Vetoed.

POSITIONS: (Communicated to the Committee before noon on Wednesday, April 14, 2010)

SUPPORT: California Association of Councils of Governments (sponsor)
Association of Bay Area Governments

OPPOSED: California New Car Dealers Association



DATE: May 3, 2010
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Senior, Elderly and Disabled Transportation Advisory Committee Status

Background:

The Solano Transportation Authority (STA) works on a wide spectrum of transportation issues. These include mobility for senior citizens and disabled persons. In 2009, two countywide Senior Summits were held. They were well attended with nearly 150 individuals participating at each event. The purpose of the first event was to receive public comment on transportation issues concerning seniors and the disabled. The second summit focused on beginning projects and a process to address the issues that had been raised. At both summits, there was interest expressed and concerns raised about how to continue the dialogue and partnerships' exhibited at the two summits.

Discussion:

In December 2009, the STA Board took action to form a new STA Board Advisory Committee consisting of a variety of stakeholders in the senior, disabled, transportation, and medical communities. The Committee's purpose would be to provide a countywide forum for coordination and funding of senior and disabled transportation services (Attachment A).

Since that time, STA and County staff have been working to recruit membership for this committee of about two dozen individuals from a cross-section of the County's transportation, seniors and disabled services and STA Board appointees. An initial meeting date and time have been set for Tuesday, May 18th at 1:30p.m. at the Solano County Government Center. Transit operators will be represented on the agenda by Consortium Chair Jeff Matheson.

An update on the status of the membership and draft agenda will be presented at the Board meeting.

Recommendation:

Informational

Attachment:

- A. Committee Membership (as of May 3, 2010)

STATUS of MEMBERSHIP

(May 3, 2010)

**Advisory Committee
for
Solano Seniors, Elderly and Disabled**

MEMBERSHIP:		
Transit Operators	Benicia Breeze Dixon Read-Ride Fairfield and Suisun Transit Rio Vista Delta Breeze Vacaville City Coach Vallejo Transit	Melissa Bryan Jeff Matheson George Fink John Andoh Brian McLean Jeanine Wooley
County of Solano	Health and Social Services Transportation	Natasha Hamilton Matt Tuggle
Non-Profit	Faith in Action Area Agency on Aging	Robert Fuentes Leanne Martinsen
Paratransit Coordinating Council Representative		Jamie Johnson
Senior Coalition		Rochelle Sherlock
Solano Community College		Judy Nash
Medical Providers	Kaiser North Bay Sutter Solano Dialysis Center Skilled Nursing Facility	Vacant Heather Barlow Vacant Vacant Vacant
STA	Staff 2 Board Member Liaisons	Liz Niedziela Supervisor Spering Vacant
Members at Large (Eight) One appointed by each Mayor and one by the Board of Supervisors:	County of Solano Benicia Dixon Fairfield Rio Vista Suisun City Vacaville Vallejo	Tracee Stacy Ellen Kolowich Susan Rotchy Jane Kibbey James L. Eckhardt Vacant Katheryn Tuberty Vacant



DATE: April 30, 2010
TO: STA Board
FROM: Sam Shelton, Project Manager
RE: 2011 Transportation Improvement Program (TIP)

Background:

The federally required Transportation Improvement Program (TIP) is a comprehensive listing of all Bay Area surface transportation projects that are to receive federal funding, are subject to a federally required action, or are considered regionally significant for air quality conformity purposes. The TIP covers the four-year period from FY 2008-09 through FY 2011-12. The Metropolitan Transportation Commission (MTC) is required to prepare and adopt an updated TIP every two years.

The 2009 TIP was adopted by MTC on May 28, 2008 and approved by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) on November 17, 2008. It is valid through November 17, 2012. Therefore, it is time to develop a new TIP. The 2011 TIP will cover the four-year period of FY 2010-11 through FY 2013-14.

As the Congestion Management Agency (CMA) for Solano County, TIP development and modifications must first be approved by the STA Board prior to MTC review and programming of projects into the TIP.

Discussion:

Project sponsors will work with STA staff to draft project delivery and funding information, due to MTC in June. Between April and early May, STA staff will finalize project information with project sponsors to prepare the 2011 TIP for MTC. This process will involve a rigorous review of the “reality of funding” for current TIP listed projects. The TIP is a programming document, listing projects with “real funding” as compared to a planning document or funding strategy that considers potentially funding projects with uncertain projected funding sources.

In comparison to prior TIPs, MTC now requires “justification of the sources of funds for those funds programmed in the TIP with “Other local funds” in excess of two million dollars.” This will involve showing MTC that a local jurisdiction has taken formal action on committing large amounts of local funds for a project, such as the approval of a local Capital Improvement Program or Resolution of Local Support specifying the approved use of funds over \$2M.

Also, projects must be listed with sufficient funding shown in MTC’s T-2035, MTC’s Regional Transportation Plan, prior to consideration for programming in the TIP.

Projects recommended for Cycle 1 Block Grant funds will be part of the 2011 TIP development process. Cycle 1 Block Grants include projects for Local Streets and Roads, Regional Bicycle Projects, Transportation for Livable Communities, and Safe Routes to School Programs. Below is a timeline of how the 2011 TIP Development Process overlaps with programming Block Grant projects.

2011 TIP Development Schedule of Tasks and Committee Actions:

- May 15: STA Staff Finalizes Project Information with Project Sponsors
- May 27, 28: STA TAC & PDWG, Recommends 2011 TIP for submittal to MTC & Draft Block Grant Project Recommendations
- June 9: STA Board Approves 2011 TIP for submittal to MTC & Draft Block Grant Project Recommendations
- June 15: STA Staff submits Draft Block Grant Project Recommendations
- June 17: STA Staff submits 2011 TIP to MTC for review
- June 29, 30: STA TAC & PDWG, Recommends Final Block Grant Projects for 2011 TIP programming
- July 9: STA Board Adopts Block Grant Projects for 2011 TIP programming
- July 17: STA staff & Project Sponsors enter final project information online for 2011 TIP development
- July 30: STA staff submits Final Block Grant Projects to MTC

Project sponsors will be able to begin project development activities for Block Grant projects once MTC publishes the Draft 2011 TIP on August 6, 2010 (e.g., field reviews, DBE approval, NEPA compliance, etc.).

Additional details and guidance from MTC regarding the 2011 TIP development and Block Grant project programming are attached (Attachments A & B).

Recommendation:

Informational.

Attachments:

- A. Primer on 2011 TIP Development and Draft Schedule, 04-19-10
- B. 2011 TIP Programming Instructions for CMAs Block Grant and Safe Routes to School Programs, 04-19-10



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COMMISSION

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Memorandum

TO: Programming and Delivery Working Group

DATE: April 19, 2010

FR: Sri Srinivasan, Programming and Allocations Section

RE: Primer on 2011 TIP Development and Draft Schedule

The federally required Transportation Improvement Program or TIP, is a comprehensive listing of all Bay Area surface transportation projects that are to receive federal funding or are subject to a federally required action, or are considered regionally significant for air quality conformity purposes, during the four-year period from FY 2008-09 through FY 2011-12. MTC is required to prepare and adopt an updated TIP every two years. The 2009 TIP was adopted by the Commission on May 28, 2008 and approved by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) on November 17, 2008. It is valid through November 17, 2012. Therefore, it is time to develop a new TIP. The 2011 TIP will cover the four-year period of FY 2010-11 through FY 2013-14.

Because it takes several months to prepare a new TIP, the 2009 Transportation Improvement Program (TIP) is set to go into a lockdown on May 28, 2010. This is necessary to provide the time necessary to conduct the required Air Quality conformity analysis and determination, provide sufficient time for public participation, provide sufficient time for Caltrans, FHWA and FTA review and approval, and to ensure the data is consistent as we move from the current 2009 TIP to the new updated 2011 TIP. This memo is a primer on the TIP development process. The draft schedule is attached (Attachment 1).

The 2011 TIP will be developed using FMS. If members of your staff would like additional training in using FMS, please contact us as soon as possible and we will arrange a training session.

Developing the 2011 TIP entails reviewing of all your current TIP projects, and informing us of:

1. Which projects are completed and should be archived (this process should have been completed by October, 2009 but for agencies that have not reviewed the projects thus far; please do so at this point.)
2. Which projects need to be continued into the new TIP;
3. Which transit funds programmed in the prior year and not yet included in a FTA grant, need to be carried over into the first year of the TIP (this applies to transit projects only);
4. Any changes to existing projects (scope, funding, contact person, phase change, schedule delays etc);

5. Any new projects or project phases that have to be in the new TIP and must go through the air quality conformity analysis; and
6. Updated project costs. Federal regulations require that the project listings reflect the latest estimates of the total project cost including all local funds, and costs of each phase. All costs must be escalated to the year of expenditure.
7. Justification of the sources of funds for those funds programmed in the TIP with “Other local funds” in excess of two million dollars
8. Ensuring that the RTP Long Range Plan funds (RTP-LRP) funds are not programmed within the four-year TIP period (FY2010-11 through FY13-14)

For the new TIP to be federally approved, the TIP has to be a conforming TIP. Air Quality (AQ) conformity refers to a set of federal regulations that require metropolitan planning organizations such as MTC to assess the impact of the projects in the TIP on the region’s air quality. Hence lists of any new non-exempt projects or new non-exempt project phases (such as the addition of the ROW or CON phase) have to be submitted to MTC before the deadline of **Friday, March 19, 2010**. This deadline is for new non-exempt AQ projects not in the current 2009 TIP, but will need to be in the 2011 TIP.

The information needed (Template is attached as attachment 2) for the new AQ non-exempt project or project phases is a listing with the project description (the description has to be detailed enough to conduct AQ analysis); project cost and year of implementation (when it will open to the public) etc. Kindly fill out one form per project and submit to the Congestion Management Agency (CMA). CMAs are then requested to compile all the projects and send it electronically. Once the air quality analysis has been completed by MTC, sponsors are requested to enter the information into the TIP using FMS.

CMAs are advised to coordinate the timely project review by counties and cities within their jurisdiction. As a reminder, cities and counties do not have submittal rights in the FMS application, as such CMAs are required to submit projects on behalf of the cities and counties. Transit operators can access the system directly.

To reduce the need of future TIP Amendments, CMAs, transit operators and project sponsors need to ensure that all entries are complete and correct before submitting them. Do not “submit” a project until you are sure that the review of that project is completed. You can “save and exit” the project and return to complete and submit it at a later date.

Projects will be available for review starting **Friday, June 4, 2010**. Please complete the process as soon as possible, **BUT NO LATER THAN 5:00 PM on Thursday June 17, 2010**.

The Draft 2011 TIP and the draft air quality conformity analysis will be released for public review on Friday August 6, 2010, with a public hearing scheduled for Wednesday, September 8, 2010. In order to accommodate this schedule, **no edits will be accepted after Thursday June 17, 2010**.

The listing for each project available for your review will show how the project currently appears in our 2009 TIP including any pending amendment versions. All fields in the application are editable. Please make revisions only where necessary.

You can look at all the details of the project using the project detail report in FMS. Attachment 3 is a step-by-step tutorial on the process of generating the “Project Detail Report.”

Once you are ready to begin project the review and edit process (**After Friday, June 4, 2010, and before Thursday June 17, 2010**), you should follow the following steps:

1. Go to the FMS site;
2. Sign in and click on the “Universal Application” tab;
3. Choose “Resume In-process Application” - this will allow you to see the latest version of all your projects in an editable format; and
4. Begin your project review.

Please focus your review on the following elements (Attachment 4 shows a process flowchart of the TIP clean up):

- Are the projects properly described in the TIP? - Review project name and project description to ensure that the name, limits and scope are accurate. Kindly use the examples shown on the right hand as sample format
- Are the dollar amounts, fund sources and programming years correct? - In most cases, particularly for federal and state funding, the fund sources and amounts should not be changed, since they reflect official MTC programming actions.

Please revise local fund sources and amounts to reflect total project costs or updated total project costs. For local funds that are greater than \$2 million, kindly attach a resolution of local support.

For FTA funds, if the funds are currently programmed prior to FY2010-11 and they have not been included in a grant, use the carryover field to indicate to us that the funds need to be carried over into the new TIP. This applies to FTA funds only. The carryover field **should not** be used for non-FTA funds.

All projects must show the total cost for the project as described in the TIP listing, including any costs outside the four-year period of the TIP. Any funds outside the four-year TIP period (beyond FY 2013-14) that are not yet committed should be coded with the RTP-LRP fund code (as long as it is specified in the Regional Transportation Plan (RTP)). Additionally, there should not be any RTP-LRP within the four years of the TIP. (The data clean up to address RTP-LRP within the four-year TIP period should have been completed as of 12/31/2009.)

All costs must be escalated to the year of expenditure and please ensure that the total project cost in the TIP does not exceed the cost shown in the RTP.

- Is the appropriate RTP ID being used? Some projects have changed from the T-2030 RTP to the T-2035 RTP, and the reference to the T-2035 RTP may need to be updated. In addition kindly ensure that the project description in the TIP is consistent with that of the RTP description.

- Are all funded phases reflected in the project listing? As part of the regulations requiring that project listings show the total project costs, federal guidance requires that all funded phases be reflected accurately in the project listing. If a project listing does not show any

amount programmed for a phase, (e.g. ENV, PE, PS&E, ROW or CON) a formal TIP amendment and perhaps a new conformity analysis would be required to amend such a phase into the TIP if necessary in the future. Therefore, you must show all project phases (even if funded with local resources) in your project listings if they are not listed already.

Funds for a project phase must be listed in the same year, which is the year of allocation/obligation for that phase (e.g. ENV, PS&E, PE, ROW or Con). Exceptions are for pre-approved corridor projects (as listed in the RTP), annual ongoing service/operations projects (such as the Spare the Air Program), multi-year program of projects (such a various streets and roads rehabilitation, or bus rehabilitation/replacement programs), or projects with multiple segments (in which case the project description must include a statement noting the number of segments such as “segments 1 through 3”).

- Should the project be included in the 2011 TIP or can the project be archived? Are any projects completed, fully obligated (FHWA projects) or in an approved or pending FTA grant? Are any projects listed more than once?

If all federal or state funding for the project have been awarded, obligated or the project has been completed, or if all project funding is prior to FY2010-11 and if no further federal action is anticipated for the project, the project can be archived and removed from the TIP. This is important, as completed projects must be reported to FHWA, and the list we provide is the list of ‘Archived’ projects.

If the project is not yet completed and you would like it to be included in the new 2011 TIP for informational purposes, even though all funds are in prior year (before FY 2010-11) place a check in the “No, project is not complete” box, and use the “submit” button.

In addition, you are requested to justify the need for retaining these projects in the TIP. For projects with delay in phases etc, sponsors are requested to update the project delivery milestones; update the phase years in the funding and point out projects (via email) that will cross the AQ analysis year of FY2014-15.

- Should the Carryover Field be checked? For FTA funds programmed prior to FY2010-11 that have been obligated or included in an approved FTA grant, the carryover field does not need to be used.

Please enter Carryover to FY2010-11 if:

1. The funds are in a pending FTA grant; or
2. If the funds have been transferred to FTA from FHWA but have not been included in a FTA grant; or
3. If the funds are a prior year FTA earmark not yet obligated or included in a grant.

Do not use the Carryover Field for non-FTA funds.

- The project listings show the latest version of the project including pending amendments. Please check your projects to ensure that pending amendments are shown correctly.
- Is the project on schedule? Have there been any delays? Sponsors are requested to review the project delivery milestones as well the years the various phases are programmed in the TIP. If there is a schedule delay and the phase goes beyond the analysis year of FY2014-15, please notify MTC via email, by **March 19, 2010**. This is especially important for AQ non-exempt projects.
- Review the location information entered as part of the TIP. This information is helpful when your legislator asks us for the information.
- In addition to federally funded projects, the TIP must also include regionally significant locally funded projects.

Review your agency's capital improvement program for FY 2010-11 through FY 2013-14 to determine if your locally funded projects must be included in the TIP. A locally funded project is considered regionally significant if it impacts air quality in the Bay Area or if it will require any federal agency action. For example, addition of an interchange to the interstate system, that is capacity increasing or a project that requires federal permits would need to be shown in the TIP. (Additional information regarding regionally significant locally funded projects is provided in Attachment 5.)

To propose a new regionally significant project, go to the "Universal Application" tab of FMS and propose a new project for each of your new regionally significant projects, so we can include them in the TIP. If these projects impact Air Quality, they are due to MTC by Friday March 19, 2010.

5. After your review, update the contact information section located at the end of each project listing and submit the project to MTC for review and inclusion into the 2011 TIP.

If you have any funding specific question(s) please contact the following MTC staff persons:

FHWA Funds including: STP/CMAQ, FHWA Earmarks	Craig Goldblatt	(510) 817-5837
FTA Funds including: Section 5307/5309/AB664, FTA Earmarks	Glen Tepke	(510) 817-5781
State and Regional Funds including: STIP/TE, TCRP, CMIA, RM2 – Highway	Kenneth Kao	(510) 817-5768
Proposition 1B – TLSP and TCIF	Carolyn Clevenger	(510) 817-5736
RM2 – Transit	Shruti Hari	(510)-817-5960
Proposition 1B – PTIMSEA and SLPP	Kenneth Folan	(510) 817-5804
2009 TIP Development and Fund Management System (FMS)	Sri Srinivasan	(510) 817-5793

We appreciate your help updating the TIP. Time spent now getting the TIP entries correct will save time in the future by minimizing additional changes, preventing additional air quality conformity analyses, and avoiding potential project delivery delays. Thank you for your prompt attention to this request.

Attachment 1: Draft TIP Development Schedule

Attachment 2: Template for submitting new AQ non- exempt projects to be added to the TIP

Attachment 3: Step-by-step tutorial on the process of generating the "Project Detail Report."

Attachment 4: Process flowchart for TIP Data Clean-up

Attachment 5: Definition of regionally significant projects

J:\PROJECT\Funding\TIP\TIP Development\2011 TIP\2011 TIP Development Guide.doc

2011 TIP	
Metropolitan Transportation Commission	
Transportation Improvement Program (TIP)	
Attachment 1: Draft 2011 TIP Development Schedule	
Revised January 21, 2010	
Monday, February 01, 2010	Call for new non-exempt projects not listed in the TIP that need to be included in the 2011 TIP
Wednesday, March 31, 2010	Last day to submit new projects for current TIP for the last 2009 Formal TIP Amendment
Friday, March 19, 2010	Deadline for list of new non-exempt projects not in current TIP to be included in 2011 TIP
Wednesday, April 21, 2010	Review of New Non-Exempt 2009 TIP project list and conformity approach by AQCTF
Wednesday, April 28, 2010	Start coding 2009 TIP projects into networks
Wednesday, May 05, 2010	Final 2009 formal TIP Amendment released for public comment
Friday, May 28, 2010	Last day to submit changes to current TIP for final 2009 TIP Administrative Action
Friday, May 28, 2010	TIP Locked Down – No more changes to 2009 TIP – Start of 2011 TIP Development
Friday, June 04, 2010	Start of review and update by project sponsors and CMAs
Thursday, June 17, 2010	Completion of project review by sponsors and CMAs
Monday, June 21, 2010	Start of review of revised TIP listings by MTC Program Managers
Wednesday, June 30, 2010	Completion of project listing review by MTC Program Managers
Wednesday, June 30, 2010	Complete forecasting/regional emissions analysis
Friday, July 09, 2010	Completion of project review by TIP Administrator
Wednesday, July 14, 2010	PAC Meeting – authorize public hearing and release Draft 2009 TIP & AQ Conformity
Wednesday, July 14, 2010	All elements for 2011 TIP to be completed in final draft form
Late July, 2010	Review of Admin. Draft Conformity Analysis by AQCTF
Friday, August 06, 2010	Begin of Public Review Period for 2011 TIP and Conformity Analysis
Wednesday, September 08, 2010	Public Hearing on Draft TIP and AQ Conformity Analysis – Sep. PAC Meeting
Friday, September 10, 2010	End of Public Review Period for Draft TIP and Conformity Analysis
Friday, September 17, 2010	Review response to comments / Final AQ Conformity report by AQCTF
Friday, October 01, 2010	Final Draft 2011 TIP & AQ Conformity complete / Response to comments available (Copy sent to Caltrans)
Wednesday, October 06, 2010	Final 2011 TIP posted on the website as well as the PAC Packet posting (no changes after that)
Friday, October 08, 2010	Caltrans Begin Public Review and Comment on Draft FSTIP
Wednesday, October 13, 2010	PAC review of Final 2011 TIP and Final Conformity analysis and referral to Commission
Wednesday, October 27, 2010	Final 2011 TIP and Final Air Quality Conformity analysis approved by Commission
Friday, October 29, 2010	Commission approved 2011 TIP submitted to Caltrans / AQ Conformity Analysis submitted to FHWA/FTA
Sunday, November 14, 2010	Final 2011 FSTIP and AQ Due to FHWA/FTA
Tuesday, December 14, 2010	Final 2011 TIP approved by FHWA and FTA



**METROPOLITAN
TRANSPORTATION
COMMISSION**

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WEB www.mtc.ca.gov

Memorandum

TO: Programming and Delivery Working Group

DATE: April 19, 2010

FR: Craig Goldblatt

W. I.

RE: 2011 TIP Programming Instructions for CMAs Block Grant and Safe Routes to School Programs

Now that the congestion management agencies have submitted their Strategic Plans to MTC, the next steps involve the CMA selection of projects for three programs under the block grant: Regional Bicycle Program, County TLC Program, and Local Streets and Roads Rehabilitation Program (as well as the Eastern Solano County CMAQ Program for Solano County); and the County Safe Routes to School Program. Pending the development of the 2011 TIP, revisions are no longer available to add projects to the 2009 TIP. Therefore, projects are to be added as part of the 2011 TIP development process. Detailed steps to program projects in the TIP follow and are outlined in the schedule (Attachment A):

As a reminder please note the following key eligibility criteria for the CMA block grant programs:

- Pavement projects programmed in the LSR rehabilitation program must be on the Federal-aid Classification System.
- Projects programmed in the Regional Bicycle Program must be a capital project resulting in additional bicycle route mileage and be located on the Regional Bicycle network. If not on the network, the project needs to meet the network eligibility criteria, and the sponsor needs to petition to have the project added.
- Projects programmed in the County TLC Program must be within a planned or potential priority development area (PDA)

Step 1— Submit Project Selection

A grouped listing approach for the TIP will be used, similar to the one used for the proposal for the Jobs for Main Street Bill, which will be inserted into the Draft 2011 TIP. This will facilitate programming of projects during the development of the 2011 TIP, provide maximum flexibility during the public comment period for the Draft 2011 TIP, and allow for immediate administrative modifications upon the approval of the TIP in December if necessary.

MTC will issue a grouped listing spreadsheet with tabs for each of the programs. A template will be provided in a few weeks. After selecting projects, the CMA is to complete the spreadsheet and submit it to Craig Goldblatt (cgoldb@mtc.ca.gov). To create block grant listings in the draft 2011 TIP, facilitate review of projects for eligibility and have a back-up project list for the grouped listing in the Draft 2011 TIP when it is released to the public, CMAs must send draft project listings (of final if available) to MTC by June 15, 2010. By June 15, the assumption is that the project selection process will have been substantially completed and that the only step remaining is CMA board approval in July.

By July 30, 2010 CMAs must submit to MTC a final block grant and SR2S program by 1) updating and highlighting changes on the spreadsheet for the block grant program and 2) providing a detailed SR2S workscope, approach, and schedule. The final spreadsheet submittal should not be substantially different from

the draft submittal; because MTC staff may only make minor changes during the Draft 2011 TIP public comment period. Expected refinements to the program through this final submittal will reflect any board adjustments including those as a result of MTC Regional TLC awards which will take place in July, as well.

As a starting point, core programs' STP/CMAQ funds will need to be programmed in the TIP and deliver (obligate) 50% of their funds in each of the FY 2010-11 and FY 2011-12 years. However; a program may potentially deviate from this 50-50 percent split, depending on whether any other project can be advanced to use the obligation authority (OA), based on other Cycle 1 program requests. Within the block grant programs, CMAs have the flexibility to make this split in a combined fashion for the County TLC and Regional Bicycle programs, which both use CMAQ. Furthermore during the summer MTC staff will work with all program managers and CMAs to develop an OA delivery plan based on programming requests prior to the start of Federal Fiscal year 2010-11 (October 1, 2010). Ultimately, all Cycle 1 projects must be delivered (funds obligated) by April 30, 2012.

Step 2—Request Resolution of Local Support from Project Sponsors

Project sponsors are required to adopt a resolution of local support approved by the project sponsor/ implementing agency's governing board or council. A template for the resolution of local support can be downloaded from the MTC website using the following link: http://www.mtc.ca.gov/funding/STPCMAQ/STP_CMAQ_LocalSupportReso.doc

The resolutions should be submitted to CMAs in a PDF format no later than September 15. CMAs in turn will submit resolutions to MTC as directed under step 3 below.

Step 3—Entry of projects into MTC's Fund Management System (FMS)

Once the 2011 TIP is approved, the grouped listings will be split out into individual projects in the TIP to facilitate better project tracking and reporting through the Fund Management System (FMS). After the FMS is made accessible to the outside on October 1st, sponsors/CMAs will submit these block grant projects as individual projects via FMS, due no later than October 31, 2010.

At the same time, project sponsors/CMAs will upload the resolution of local support into the FMS application. This is done by attaching a PDF version of the adopted resolution to the project record in FMS. Sponsors of projects that have previously received STP/CMAQ or State Improvement Program (STIP) funds may rely on the prior Resolution of local support prepared for the same project, provided that the project scope remains unchanged.

Step 4—Obligation Deadlines and Opportunities to Modify Projects

Funds designated for each project phase will be available for obligation in the fiscal year in which the funds are programmed in the Transportation Improvement Program (TIP). It is therefore very important that projects be ready to proceed in the year programmed. For example, a project that is assigned funds in FY 2010-11 is required to obligate by April 30, 2011. Obligation is defined FHWA's authorization of the funds or FHWA's transfer of funds to Federal Transit Administration (FTA). For specific details on the regional project delivery policy (MTC Resolution No. 3606), its deadlines, project substitutions and other requirements refer to http://www.mtc.ca.gov/funding/delivery/MTC_Res_3606.pdf It is the responsibility of the implementing agency at the time of programming, to ensure the regional, state and federal deadlines and provisions of the regional project delivery policy can be met.

The next key project delivery deadlines for funding in FY 2010-11 (federal fiscal year starting October 1, 2010) are submittal of authorization request to Caltrans by February 1, 2011 and obligation by April 30, 2011. Note that any activities involving reimbursable costs must wait until the federal approval of the 2011 TIP in mid-December and the subsequent issuance of the E-76. However, other non-reimbursable project development activities may continue such as field reviews, DBE approval, NEPA compliance, etc. Project sponsors are urged to begin working with Caltrans as soon as possible starting in early August once the Draft 2011 TIP is published, so the project has the maximum time available to meet project delivery deadlines.

Subsequent to the CMA submittal of projects for inclusion in the Draft 2011 TIP, if changes to a project or any project substitution is needed, the next opportunity will be through a 2011 TIP administrative modification in December 2010; so that changes to the block grant projects will be able to be made quickly once the 2011 TIP is approved. Requests are due by December 1. In the coming months a TIP Revision schedule will be made available outlining the schedule for subsequent revision opportunities to the 2011 TIP.

Staff Contacts

If you have any questions about the programming process for the CMA Block Grants and the SR2S programs, please contact us:

General Cycle 1 Programming Requirements and CMA Block Grant Administration

Project Selection: Local Streets and Roads Shortfall Program, Eastern Solano County CMAQ Program, and Safe Routes to School Program

Craig Goldblatt cgoldblatt@mtc.ca.gov (510) 817-5837

Project Selection: Pavement Management System and Federal-Aid Classification System Requirements

Sui Tan stan@mtc.ca.gov (510) 817-5844

Project Selection: Regional Bicycle Program

Sean Co sco@mtc.ca.gov (510) 817-5748

**Project Selection: County Transportation for Livable Communities Program
Priority Development Areas**

Doug Johnson djohnson@mtc.ca.gov (510) 817-5846

TIP Revisions and the Online FMS Application Process

Sri Srinivasan ssrinivasan@mtc.ca.gov (510) 817-5793

Attachment A: CMA Block Grant and Safe Routes to School Grant Programming Schedule

Deadlines	Actions
May 28, 2010	Last day to submit changes to current TIP for final 2009 TIP Administrative Action. (new projects not permitted)
June 15, 2010	Submit draft project lists to MTC using template provided. Projects will be subsequently added to Draft 2011 TIP Update allowing Caltrans to begin field reviews and other non-reimbursable activities.
July 30, 2010	Submit final project lists to MTC
September 15, 2010	Project Sponsors submit resolutions of local support to CMAs
October 1 – 30, 2010	Submit projects through FMS to MTC and upload resolutions of local support
October 27, 2010	Final 2011 TIP Approved by Commission
December 1, 2010	Deadline to submit changes to projects for the first administrative modification after the 2011 TIP approval.
December 14, 2010	Anticipated FHWA/FTA approval of the 2011 TIP. Projects programmed in FY 2011 may be granted E-76s
February 1, 2011 ^a	Obligation/ FTA transfer request submittal to Caltrans for projects programmed in FY 2011
April 30, 2011 ^a	Obligation/ Transfer to FTA for projects programmed in FY 2011
May 1, 2011 ^a	Unobligated funds are available to other regions/projects on first-come first-serve basis until obligation authority runs out. Projects programmed in FY 2012 may be advanced at sponsor's request
August 30, 2011 ^a	One month prior to end of federal fiscal year - OA no longer available. Unobligated funds lost to projects programmed in FY 2011

Notes:

^a Obligation information pertains to projects funded in FY 2011. For projects funded in FY 2012, delay deadlines by one year. Refer to Resolution 3606 for a complete list of project delivery deadlines and requirements.

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DATE: April 30, 2010
TO: STA Board
FROM: Sam Shelton, Project Manager
RE: STA Safe Routes to School (SR2S) Update

Background:

The Solano Transportation Authority (STA) began the development of its Safe Routes to School (SR2S) Program in 2005, in response to the growing childhood obesity epidemic, student travel safety concerns, growing air pollution, and traffic congestion near schools in Solano County. The program works to encourage more students to walk and bike to school by identifying a balance of traffic calming and safety engineering projects, student education & safety training, encouragement contests & events, and enforcement coordination with police. The program also strives to increase interagency cooperation to continue to plan and implement SR2S projects with all local agencies.

In March 2009, the STA Board approved the current 3-Year SR2S Advisory Committee Work Plan, which reflects the SR2S Plan's priority programs and projects and the SR2S Plan's goals, as adopted by the STA Board in 2007 and 2008. The Board also adopted the FY 2008-09 program activities, including the 10 schools involved and the lead staff in charge of the events.

On October 14, 2009, the STA Board approved the FY 2009-10 SR2S Program Work Plan, which includes the delivery of 28 radar speed signs and the facilitation of safety assemblies, Walk & Roll prize events, bicycle rodeos for 60 schools, and walking audit & planning events for 20 to 30 additional schools. In June 2009, the STA Board authorized STA staff to enter into service agreements for SR2S Program and Safety Coordinator services. In January 2010, STA staff executed an agreement with Solano County Department of Public Health to provide both services for 2 years.

Discussion:

Between the months of February and May, the SR2S Spring 2010 Program will support up to 20 schools with about 60 total education and encouragement events and materials (Attachment A). Recently, the STA has purchased a Bicycle Rodeo Trailer for use at Bicycle Rodeo events to teach students bicycle travel safety. This trailer will be loaded with rodeo obstacles, bicycle tune-up equipment, prizes & incentives, and a fleet of 20 bicycles for students to use. Bicycles will also be prizes at these events. The trailer will be wrapped with STA SR2S logos and funding partner logos as part of the SR2S Program's marketing efforts.

Engineering project funds for SR2S projects will be evaluated by the SR2S Advisory Committee on May 20, 2010. MTC has programmed up to \$942,000 in Cycle 1 for SR2S Programs and Projects in Solano County (Attachment B). Funding recommendation drafts are due to MTC by June 15 and will follow STA staff's schedule for the development of the 2011 Transportation Improvement Program (TIP) (see STA TAC Item VIII.C, "2011 Transportation Improvement Program"). Preliminarily, the SR2S Advisory Committee has recommended that about half of this funding be used for the STA's SR2S Education and Encouragement Program.

Caltrans has also recently released a Call for Projects for about \$24M in Cycle 9 State SR2S grants for engineering projects. STA staff is working with local agencies to develop grant applications by the July 15, 2010 deadline. In addition, MTC also has a Regional SR2S Innovative Grant Call for Projects for four \$500,000 demonstration SR2S projects (Attachment C). In May and June, the SR2S Advisory Committee will consider grant proposals for this demonstration grant.

Recommendation:

Informational.

Attachments:

- A. Spring 2010 Safe Routes to School Events, 04-20-10.
- B. Climate Change Initiatives Program Overview, 12-16-09
- C. Safe Routes To School Creative Grants Program, 04-19-10

**Solano Transportation Authority, Safe Routes to School Program
Fiscal Year 2009-2010 Education and Encouragement Events, 2-22-10**

District	School	Staff Contacts	Coordination Meeting #1	Coordination Meeting #2	Assembly	Bicycle Safety Course	W & R Events	Walking Audits	Evening Planning Events
Benicia	Benicia High School	Gary Jensen							
Benicia	Benicia Middle School	Bill Light	3/26/2010			5/14/2010			
Benicia	Matthew Turner Elementary School	Barbara Sanders	email 3/10/2010			5/12/2010	5/13/2010		
Benicia	Robert Semple Elementary School	Gary Dias	3/4/2010						
Dixon	Anderson Elementary	Amy Blakey	3/17/2010		Kinder 3/31/2010	4/15/2010 12:30-2:45pm	5/12/2010		
Dixon	Anderson Elementary	Amy Blakey	3/17/2010		Grade 1-3 4/1/2010 1-2 pm				
Dixon	Anderson Elementary	Amy Blakey	3/17/2010		Grade 4-6 4/1/2010 2-2:45				
FSUSD	Anna Kyle	David Mariano	2/17/2010		5-17-10 @ 8:45 & 9:30		5/19/2010		
FSUSD	Armijo High	Eric Tretten							
FSUSD	Crescent Elementary School	Stephanie Wheeler	3/25/2010	5/4/2010					
FSUSD	Crystal Middle School	Dave Marshall							
FSUSD	Dan O. Root	Jodie Phan			3-4-10 Phone Conversation				
FSUSD	David Weir Elementary School	Martha Lacy	2/17/2010		5-13-10 @ 1:30 & 2:10	5-20-10 @ 3:30	5/19/2010		
FSUSD	E. Ruth Sheldon	Lauran Hawker	2/18/2010		NA	NA	NA		
FSUSD	Fairfield High School	Mark Roberts							
FSUSD	Laurel Creek	Bill Stockman			Called 3-16-10 to Busy with STAR Testing call back in late May to June to discuss	NA	NA	NA	
FSUSD	Rodriguez High	Amy Gillespie - Oss							
FSUSD	Suisun Elementary	Richard Yee	2-8-10 E-Mail			5-28-10 3:00 pm?			
River Delta	D.H. White Elementary	Joe Galindo	4/7/2010	5/3/2010					
River Delta	Riverview Middle	Pierre Laleau							
Travis	Cambridge Elementary School	Connie Green-Ownby	2/9/2010		5-24-10 @ 9:00 & 9:45	5-25-10 @ 3:00	5-28-10 @ 8:30		
Travis	Foxboro Elementary School	Lisa Eckhoff	2/9/2010		5-25-10 @ 9:00 & 10:00	5-26-10 @ 1:35	5-28-10 @ 8:30		
Travis	Center Elementary	Patricia Zitah	2/9/2010		5-11-10 @ 8:45 & 9:30	5-12-10 @ 5 pm			
Travis	Vanden High School	Stephen Liles							
Vacaville	Alamo Elementary	Kimberley Forrest	4/7/2010		5-18-10, 9-9:45 10-10:45				
Vacaville	Callison Elementary	Alison Gardner	4/7/2010						
Vacaville	Cooper Elementary School	David Robertson	4/7/2010						
Vacaville	Edwin Markham Elementary	Manolo Garcia	2/17/2010		5/19/2010 @ ??	5-27-10 @ 3:30	6-3-10 @ 8:00		
Vacaville	Eugene Padan Elementary	Sylvia Rodriguez							
Vacaville	Hemlock Elementary	Luci Del Rio	4/7/2010		5-7-10, 1-1:45 2-245				
Vacaville	Jepson Middle School	Kelley Birch			NA	NA	NA		
Vacaville	Sierra Vista Elementary	Eldridge Glover							
Vacaville	Will C. Wood High School	Chris Strong			NA	NA	NA		
Vallejo	Dan Mini Elementary	Denise Hawke	3/19/2010	4/22/2010					
Vallejo	Franklin Middle School	Michael David	3/19/2010	NA					
Vallejo	Springstowne MS (Hogan?)	Jocelyn Hendrix	3/19/2010	NA					
Vallejo	Steffan Manor Elementary	Dennis Gulbransen	3/19/2010	4/22/2010					
Vallejo	Widenmann Elementary	Alexa Hauser	3/19/2010	4/22/2010					

Attachment B: Climate Change Initiatives Program Overview

Climate Initiatives (\$80 million)

The Cycle 1 program has four primary elements: 1) Public Education / Outreach; 2) Safe Routes to Schools; 3) Innovative Grants; and 4) Climate Action Program Evaluation. Within the total program amount, \$3 million is also proposed to fund CMAQ eligible projects in Eastern Solano County per an agreement that covers the Sacramento Air Basin. The table below presents the program components and grant amounts, followed by program descriptions:

Cycle 1 Climate Initiatives Program Components and Funding (million \$s)		
Program Components	Cycle 1 Program	%
	80	100%
Eastern Solano CMAQ	3	
Public Education / Outreach	10	13%
Safe Routes to Schools	17	23%
Innovative Grants	31	
	SFgo*	15
		60%
Climate Action Program Evaluation	4	5%
Total	80	100%

*Assumes SFgo partly funded in first cycle (\$15M) and partly in second cycle (\$5M)

Eastern Solano CMAQ Program (\$3 million): These CMAQ funds come to MTC by way of the Sacramento Metropolitan Air Quality Management District's air basin which overlaps with the MTC region in Eastern Solano County. The Solano Transportation Authority will select projects in consultation with MTC and the Sacramento Air District per the existing memorandum of understanding.

Public Education / Outreach (\$10 million): The objective of this program is to develop a regional campaign to reduce greenhouse gas emissions, influence the public to make transportation choices to reduce these emissions, and evaluate the effectiveness of strategies used. The following specific tasks are included:

- Launch a branded, Bay Area climate campaign in 2011;
- Develop tools to encourage smart driving or other emission reduction strategies; and
- Support school and youth programs to train the next generation.

This program will be further developed by MTC staff in cooperation with the Bay Area Air Quality Management District.

Safe Routes to Schools (\$17 million): This element further implements Safe Routes to Schools (SR2S) programs region-wide with the overall goal of significantly reducing emissions related to school-related travel. It also increases the ability of Bay Area jurisdictions to compete for state and federal SR2S infrastructure grants. Within the SR2S program, \$15 million is distributed among the nine Bay Area counties based on K-12 school enrollment. An additional \$2 million would be available on a competitive basis to one or more counties to expand implementation of creative school-related emission reduction strategies and to determine their effectiveness and potential replication throughout the Bay Area. Appendix A-5 details the county distribution.

Innovative Grant Program (\$46 million - \$31 million competitive and \$15 million for SFgo): The purpose of Innovative Grant Program is to fund a smaller number of higher-cost/higher-impact/innovative projects on a broader geographic scale (i.e., citywide or countywide). The Innovative Grant Program would achieve two basic objectives:

- Test the effectiveness of three strategies that have high potential for reducing emissions, but have not been sufficiently tested for replication on a larger scale throughout the Bay Area. Included in this category are: 1) Parking management/innovative pricing policies; 2) Acceleration of efforts to shift to cleaner, low GHG vehicles; and 3) Transportation demand management strategies.
- Generate more Bay Area innovation and engage local communities by funding up to five major transportation-related projects that expand or combine strategies to measurably reduce emissions and showcase results at specific locations to increase understanding about whether these strategies result in cost-effective emission reduction and, if successful, how the results could be replicated elsewhere. Included in this category are: 1) Initiatives defined in locally-adopted Climate Action Plans or plan equivalent; or 2) Expansion of other innovative ideas that have yet to be fully evaluated as to their cost-effectiveness

This program is regionally competitive, giving higher priority to projects that are located in priority development areas (PDAs) and projects that offer contributions from other sources to leverage the CMAQ investment and build partnerships. The process for soliciting projects includes regional workshops, an abbreviated request for interest, and a more involved request for project proposals from projects deemed most promising from the request for interest review.

The staff proposal continues to include \$20 million for the SFgo project as a component of the Climate Initiatives Program but recommends that the funding be split over the two cycles (\$15 million in Cycle 1 and \$5 million in Cycle 2) to provide more funding for the competitive innovative grant program. Should additional “anticipated” revenues become available, staff proposes to accelerate the remaining \$5 million for SFGo. Further, if SFgo receives \$5 million in other discretionary funding during Cycle 1, \$5 million will revert to the Innovative Grant program. SFgo would support implementation of one of the region's Small Starts priorities - Van Ness Avenue BRT -- by upgrading the network communications infrastructure to install transit signal priority. The SFgo project includes traffic signal controllers linked by fiber-optic interconnect conduit and related communications systems to enable transit signal priority and optimize signal timings on Van Ness Muni routes and vehicles on crossing routes.

Climate Action Program Evaluation: The evaluation element is intended to serve a twofold purpose: 1) provide additional data for ongoing evaluation efforts that estimate project/program greenhouse gas emission impacts, including co-benefits for other criteria pollutants; and 2) assess the overall effectiveness of projects and programs funded by the Climate Action Program, including public education/outreach, SR2S, and innovative grants.

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**New Act Cycle 1 STP/CMAQ
Safe Routes To School
December 16, 2009**

(thousands \$)

Estimated Cost of Program	Total School Enrollment (K-12) ¹		Total Annual Funding	Cycle 1 Total Funding
	Attendance	%		
Innovative Approaches				
	TBD	TBD	\$667	\$2,000
Innovative Approaches SubTotal	TBD	TBD	\$667	\$2,000
Supplemental School Roll-out			\$5,000	\$15,000
Alameda	239,163	21%	\$1,073	\$3,220
Contra Costa	183,230	16%	\$822	\$2,467
Marin	35,260	3%	\$158	\$475
Napa	23,406	2%	\$105	\$315
San Francisco	80,177	7%	\$360	\$1,079
San Mateo	106,160	10%	\$476	\$1,429
Santa Clara	300,064	27%	\$1,346	\$4,039
Solano	69,972	6%	\$314	\$942
Sonoma	76,836	7%	\$345	\$1,034
Supplemental School Roll-out SubTotal	1,114,268	100%	\$5,000	\$15,000
Safe Routes To School Grand Total			\$5,667	\$17,000

Notes:

1) Figures from the California Department of Education's website for FY 2008-09 and include both public and private schools

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SAFE ROUTES TO SCHOOL CREATIVE GRANTS PROGRAM

GOALS & OBJECTIVES

The Safe Routes to School (SR2S) Creative Grants Program seeks to fund roughly four projects with promising, novel approaches that can further best practices in the SR2S field. These projects would serve as models which can be replicated across the Bay Area region and clearly demonstrate the effectiveness of strategies to reduce greenhouse gases related to school related trips.

To achieve the goals of the SR2S Creative Grants Program, projects selected for funding should achieve as many of the following objectives as possible:

- Measurably reduce emissions of GHG and criteria pollutants;
- Have the greatest potential to be replicated by other Bay Area schools; and
- Pilot new, innovative strategies that further best practices in the SR2S field; and
- Remove a substantial barrier – technical, financial, policy or political – that impedes successful implementation of a new strategy

PROJECT REQUIREMENTS

Projects must meet the following minimum requirements in order to be considered eligible for grant funding:

- Provide a clear connection between transportation and air quality improvement, focusing on innovative ways to reduce GHG and yield co-benefits for reducing criteria pollutants emissions from transportation sources;
- Serve as a model project for replication in other school districts in the region, if successful;
- Include at least one of the 5 E's (engineering, evaluation, education, encouragement, and enforcement) of the Safe Routes to School Program);
- Any infrastructure project must be implemented within a two-mile radius of a school;
- Clearly demonstrate the ability to fully implement activities funded by the grant within two years of executing the funding agreement;
- Describe a methodology for project evaluation;
- If the project sponsor has previously been awarded state or federal SR2S program grants, demonstrate that the project sponsor has expended these funds in a timely fashion.

GRANT FUNDING

Grant size starts at \$500,000. Applicants are required to provide a match from a non-federal fund source not less than 11.47 percent of the total project cost.

ELIGIBLE APPLICANTS

Public agencies (with agreements in place to receive federal-aid funding) are eligible applicants. Non-profit 501(c)(3) organizations, businesses and community organizations may also apply if they partner with a public agency that is willing to sponsor the project. In such cases, if a grant is awarded, the public agency will be the grant recipient and can subcontract with the

business/organization to implement the project. The public agency is responsible for carrying out all requirements and obligations associated with the use of federal funds. The public agency is also accountable for implementing and delivering the project. Successful grant recipients will work with Caltrans to meet federal-aid requirements in order to receive federal funds for the project. In addition, they are required to provide for regular and timely reporting of activities and results to MTC.

APPLICATION AND EVALUATION PROCESS

The SR2S Creative Grant Program will follow a two-step application and evaluation process that will be overseen by an evaluation committee of staff from MTC, BAAQMD, Association of Bay Area Governments and Bay Conservation and Development Commission, and other evaluators as appropriate.

Step One: All interested applicants must submit a Letter of Interest that includes the following components (total of 3 page maximum):

- Identify the project title, name of applicant, project manager, and contact information;
- Describe the proposed project. Explain how this project is innovative and addresses one or more of the five “E’s” of the Safe Routes to School framework that are applicable to the project (engineering, evaluation, education, encouragement, and enforcement);
- Explain how the project will measurably reduce greenhouse gas emissions as well as yield co-benefits in reducing criteria pollutant emissions;
- Describe how this project will further best practices in the SR2S field significantly adding to the knowledge base;
- Describe how the project can be replicated at a larger scale; and
- Identify the amount of grant funding requested and the local match source.

Step Two: The evaluation committee will review all Letters of Interest and contact applicants, as needed, for additional information, clarification, and/or modification. The evaluation committee will then identify a small number of projects that show the most promise and invite these applicants to submit a more formal proposal for further evaluation including:

- a. **Project Description:** Identify the project title, name of applicant, project manager, and contact information. Explain the purpose and need for the project, state the specific goals and objectives of the project and explain how they help to advance the goals and objectives set for this grant program, describe the collaboration required to carry out the scope of work and the actions that will be undertaken to achieve the objectives. Describe the results anticipated from this project.
- b. **Scope of Work and Schedule:** Detail the actions/tasks, work products, estimated completion dates and key partners.
- c. **Response to Questions from Evaluation Committee:** Provide a detailed response to questions posed by the evaluation committee as a result of its review of the Letter of Interest for this project.
- d. **Approach to Project Evaluation:** Describe a possible approach to how the project could be evaluated. Provide as much information as available about the “target population” for the greenhouse gas reductions, such as the number of people potentially affected by project (students, school employees, parents, etc.); existing

- trip length or mode share, trip costs (parking or other), etc. (see Bay Area Climate Initiatives Program summary for more details on program evaluation)
- e. **Project Cost and Funding:** Describe the major resources needed for this project (e.g., staff, consultant, equipment, materials, etc.). Provide a detailed budget that shows total project and cost breakdown for each major task/action, including a cost estimate for the project evaluation. Provide a funding table that identifies the amount of grant funds requested, amount of local match, and funding source for local match. Identify any cost sharing by multiple partners.

The evaluation committee will qualitatively evaluate proposals using a high, medium, and low rating against the following evaluation criteria:

- Level of Innovation
- Potential for Replication at a Larger Scale
- Quality of the Proposal
- Potential for Greenhouse Gas Emission Reductions
- Cost Effectiveness
- Percent Local Match

Upon the completion of the evaluation process, the evaluation committee will recommend a program of projects for grant funding to MTC's Commission. The Commission will review the program of projects and approve the grant awards.

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DATE: May 03, 2010
TO: STA Board
FROM: Sara Woo, Planning Assistant
RE: Funding Opportunities Summary

Discussion:

Below is a list of funding opportunities that will be available to STA member agencies during the next few months. Attachment A provides further details for each program. Please distribute this information to the appropriate departments within your jurisdiction.

	FUND SOURCE	AMOUNT AVAILABLE	APPLICATION DEADLINE
1.	TIGER Grants for Surface Transportation	\$1.5 billion is available nationwide through September 30, 2011 for the Secretary of Transportation to make grants on a competitive basis	N/A ¹
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately \$10 million	Application Due On First-Come, First-Served Basis
3.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately \$20 million	Application Due On First-Come, First Served Basis
4.	MTC Innovative Grants Program*	Up to \$31 million	Letters of Interest Due June 1, 2010
5.	MTC Safe Routes to School Creative Grants Program*	Up to \$2 million	Letters of Interest Due June 1, 2010
6.	Caltrans State-legislated Safe Routes to School (SR2S) Program	Up to \$450,000	July 15, 2010

*New funding opportunity

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Detailed Funding Opportunities Summary

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

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

Fund Source	Application/Program Contact Person**	Application Deadline/Eligibility	Amount Available	Program Description	Additional Information
TIGER Grants for Surface Transportation	All questions must be submitted via e-mail to: TigerTeam@dot.gov Mr. Leslie T. Rogers Regional Administrator U.S. Department of Transportation Region 9 (415) 744-3133	N/A ¹ Eligible Project Sponsors: Public Transportation Agencies	\$1.5 billion is available nationwide through September 30, 2011 for the Secretary of Transportation to make grants on a competitive basis for capital investments in surface transportation infrastructure projects.	This program will provide grants to public transportation agencies for capital investments that will assist in surface transportation and infrastructure projects	Eligible projects: highway or bridge projects, public transit projects, passenger and freight rail transportation projects, and port infrastructure investments. http://www.dot.gov/recovery/ost/
Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (415) 749-4961 gbailey@airquality.org	Application Due On First-Come, First-Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approximately \$10 million	The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.	Eligible Projects: install particulate traps, replace older heavy-duty engines with newer and cleaner engines and add a particulate trap, purchase new vehicles or equipment, replace heavy-duty equipment with electric equipment, install electric idling-reduction equipment http://www.airquality.org/mobile/movererp/index.shtml

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

*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.

Fund Source	Application/Program Contact Person**	Application Deadline/Eligibility	Amount Available	Program Description	Additional Information
Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Anthony Fournier Bay Area Air Quality Management District (415) 749-4961 afournier@baaqmd.gov	Application Due On First-Come, First Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approximately \$20 million	Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment, and other sources of pollution providing early or extra emission reductions.	Eligible Projects: cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines http://www.baaqmd.gov/Divisions/Strategic-Incentives/Carl-Moyer-Program.aspx
Innovative Grants Program*	Craig Goldblatt MTC (510) 817-5837 cgoldblatt@mtc.ca.gov	Deadline for Letters of Interest Due June 1 @ 4pm Eligible Applicants: Public agencies	Up to \$31 million	The program funds approximately a dozen high-impact innovative projects with the greatest potential to reduce greenhouse gas emissions and to be replicated on a larger-scale around the region.	Eligible Projects: connections to transportation and air quality improvements, parking management and pricing policies, cleaner vehicles, transportation demand management project
Safe Routes to School Creative Grants Program*	Craig Goldblatt MTC (510) 817-5837 cgoldblatt@mtc.ca.gov	Deadline for Letters of Interest Due June 1 @ 4pm Eligible Applicants: Public agencies	Up to \$2 million	The program funds approximately four creative school-related emission reduction strategies and determines their effectiveness and potential replication around the region.	Eligible Projects: Pilot programs, innovative strategies to further best practices, projects that reduce substantial technical, financial, or political barriers

*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.

Fund Source	Application/Program Contact Person**	Application Deadline/Eligibility	Amount Available	Program Description	Additional Information
Caltrans State-legislated Safe Routes to School (SR2S) Program	Sylvia Fung Caltrans (510) 286-5226 sylvia_fung@dot.ca.gov	July 15, 2010 Eligible Applicants: City and County agencies only	Up to \$450,000; 10% local match for a total project cost of \$500,000	The program is for reducing injuries and fatalities through capital projects that improve safety for children in grades K-12 who walk or bicycle to school.	Eligible Projects: Capital projects must fall under the broad categories of pedestrian facilities, traffic calming measures, installation of traffic control devices, construction of bicycle facilities and public outreach/education/enforcement. Up to 10% of the construction cost can fund an education/encouragement/enforcement element.

*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.

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DATE: May 3, 2010
TO: STA Board
FROM: Johanna Masiclat, Clerk of the Board
RE: STA Board Meeting Schedule for Calendar Year 2010

Discussion:

Below is the STA Board meeting schedule for Calendar Year 2010.

Fiscal Impact:

None.

Recommendation:

Informational.

DATE	TIME	LOCATION	STATUS
May 12, 2010	6:00 p.m.	Suisun City Hall	Confirmed
June 9, 2010	6:00 p.m.	Suisun City Hall	Confirmed
July 14, 2010	6:00 p.m.	Suisun City Hall	Confirmed
No Meeting in August			
Sept. 8, 2010	6:00 p.m.	Suisun City Hall	Confirmed
October 13, 2010	6:00 p.m.	Suisun City Hall	Confirmed
Nov. 10, 2010, 13th STA Annual Awards Ceremony	6:00 p.m.	TBD, Suisun City	Confirmed
Dec. 8, 2010	6:00 p.m.	Suisun City Hall	Confirmed

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