



SOLANO TRANSPORTATION AUTHORITY
BOARD MEETING AGENDA

5:45 p.m., Closed Session
6:00 p.m., Regular Meeting
September 8, 2010
Suisun City Hall Council Chambers
701 Civic Center Drive
Suisun City, CA 94585

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

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

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

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

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

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

ITEM

BOARD/STAFF PERSON

I. CLOSED SESSION

A. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION

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

(5:45 – 6:00 p.m.)

STA BOARD MEMBERS

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

STA BOARD ALTERNATES

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

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

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

IV. APPROVAL OF AGENDA

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

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

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

- 1. MTC Report – Clipper (Transit Card) Program Presentation** Andrew Fremier
Melanie Crotty
- 2. Caltrans Report – I-80 and SR 12** Doanh Nguyen
- 3. STA Directors Reports:**
 - A. Planning** Robert Macaulay
 - B. Projects** Janet Adams
 - C. Transit and Rideshare** Elizabeth Richards

VIII. CONSENT CALENDAR

Recommendation:

Approve the following consent items in one motion.

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

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

A. STA Board Special Meeting Minutes of August 5, 2010 Johanna Masiclat

Recommendation:

Approve STA Board Special Meeting Minutes of August 5, 2010.

Pg. 5

B. Review Technical Advisory Committee (TAC) Draft Minutes for the Meeting of August 25, 2010 Johanna Masiclat

Recommendation:

Receive and file.

Pg. 9

- C. Solano Napa Commuter Information (SNCI) Fiscal Year (FY) 2010-11 Work Program** Judy Leaks
Recommendation:
Approve the Solano Napa Commuter Information Work Program for FY 2010-11.
Pg. 15
- D. Fiscal Year (FY) 2010-11 Transportation Development Act (TDA) Matrix – September 2010** Elizabeth Richards
Recommendation:
Approve the FY 2010-11 TDA Matrix – September 2010 as shown in Attachment A for the City of Dixon.
Pg. 19
- E. Interim Transit Management Services Contract with the City of Dixon** Elizabeth Richards
Recommendation:
Authorize the Executive Director to enter into an agreement with the City of Dixon to provide interim Transit Management Services for the Scope of Work as specified in Attachment A.
Pg. 23
- F. Contract Amendment for the Solano Senior and Disabled Transportation Study** Elizabeth Richards
Recommendation:
Authorize the Executive Director to execute an amendment to the Nelson/Nygaard agreement for the Senior and Disabled Transportation Study in an amount not-to-exceed \$40,000 per Attachment A.
Pg. 25
- G. Appointment of Paratransit Coordinating Council (PCC) Member** Liz Niedziela
Recommendation:
Appoint Shannon Nelson as a Member at Large representative to the PCC for a 3-year term.
Pg. 27
- H. Contract Amendment for the Napa-Solano Travel Demand Model** Robert Macaulay
Recommendation:
Authorize the STA Executive Director to execute a contract amendment with Fehr & Peers for update of the Napa-Solano Travel Demand Model for an amount of \$6,400.
Pg. 29

- I. Contract Amendment for State Legislative Advocacy Services** Jayne Bauer
Recommendation:
Authorize the Executive Director to execute Amendment #1 to the State Lobbying Consultant Services Agreement between the Solano Transportation Authority and Shaw/Yoder/Antwih, Inc. for specified state legislative advocacy services between October 1, 2010 and September 30, 2012 for an annual amount not to exceed \$46,500.
Pg. 31
- J. Assignment of Contract Performance for the Gordon Water Line (Rockville Road Water Main) Relocation Project** Janet Adams
Recommendation:
Approve the following:
 - 1. Assignment of the Gordon Water Line (Rockville Road Water Main) Relocation Project from North Bay Construction to Ghilotti Construction Company; and*
 - 2. Authorize the Executive Director to sign the Assignment Agreement.*
Pg. 35
- K. Contract Amendment for Project Management Services for the I-80/I-680/State Route (SR) 12 Interchange Complex** Janet Adams
Recommendation:
Authorize the Executive Director to execute a contract amendment with PDMG in the amount of \$460,000 for Project Management services through June 30, 2012 for the I-80/I-680/SR 12 Interchange Complex projects.
Pg. 41
- L. Contract Amendment for Project Management Services for the State Route (SR) 12 East Projects** Janet Adams
Recommendation:
Authorize the Executive Director to execute a contract amendment with CCI in the amount of \$100,000 for Project Management services for an additional 2-year term for State Route 12 East Projects.
Pg. 43
- M. I-80 Express Lanes Project Implementation** Janet Adams
Recommendation:
Approve the attached Resolution 2010-14 and Funding Allocation Request from the Metropolitan Transportation Commission (MTC) for \$300,000 for PA/ED for the I-80 Express Lanes Project.
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IX. ACTION FINANCIAL ITEMS

- A. Greenhouse Gas Emission Inventory Contract and Sustainable Communities Strategy Update** Robert Macaulay
Recommendation:
Authorize the Executive Director to enter into a contract with AECOM for \$65,900 to conduct a greenhouse gas inventory as specified in Attachment B.
(6:25 – 6:30 p.m.)
Pg. 67
- B. Bay Area Air Quality Management District Regional Transportation Fund for Clean Air (TFCA) Fund Application** Robert Guerrero
Recommendation:
Approve the following:
- 1. A BAAQMD Regional TFCA Grant submittal for the Solano-Napa SR 12 Corridor Transit Service; and*
 - 2. A local match of \$44,445 from STAF funds.*
- (6:30 – 6:35 p.m.)
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X. ACTION NON-FINANCIAL ITEMS

- A. State Route (SR) 12 Rio Vista Preliminary Bridge Study** Janet Adams
Recommendation:
Adopt the State Route 12/Rio Vista Preliminary Bridge Study.
(6:35 – 6:45 p.m.)
Pg. 109
- B. Concurrence with Caltrans Corridor System Management Plans (CSMP) for SR 29, I-80, and I-505** Robert Macaulay
Recommendation:
Approve the following:
- 1. Authorize the Executive Director to sign the SR 29 Corridor Plan as specified in Attachment A;*
 - 2. Authorize the Executive Director to sign the I-505 Corridor Plan as specified in Attachment B;*
 - 3. Authorize the Executive Director to sign the I-80 Corridor Plan as specified in Attachment C; and*
 - 4. The comments to the SR 29 Corridor Plan, I-505 Corridor Plan, and I-505 Corridor Plan as specified in Attachment D.*
- (6:45 – 6:55 p.m.)
Pg. 121
- C. Commute Profile 2010 Study – Solano and Napa Counties** Elizabeth Richards
Recommendation:
Approve the Commute Profile 2010 Study – Solano and Napa Counties.
(6:55 – 7:00 p.m.)
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**D. Solano County Transit Joint Powers Agreement (JPA) –
Consolidation of Benicia and Vallejo Transit Services**

Daryl K. Halls
Elizabeth Richards

Recommendation:

Approve STA entering into a JPA with the Cities of Benicia and Vallejo to form Solano County Transit contingent upon the Benicia and Vallejo City Councils approving the establishment of the SolTrans JPA and the conditions specified in Attachment F.

(7:00 – 7:15 p.m.)

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XI. INFORMATIONAL – NO DISCUSSION

**A. Solano Napa Commuter Information (SNCI) Program
Fiscal Year (FY) 2009-10 Year-End Report**

Judy Leaks

Informational

Pg. 211

B. 2011 Transportation Improvement Program (TIP) Update

Sam Shelton

Informational

Pg. 217

C. Legislative Update

Jayne Bauer

Informational

Pg. 285

D. Funding Opportunities Summary

Sara Woo

Informational

Pg. 301

E. STA Board Meeting Schedule for 2010

Johanna Masielat

Informational

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XII. BOARD MEMBERS COMMENTS

XIII. ADJOURNMENT

The next regular meeting of the STA Board is scheduled for **Wednesday, October 13, 2010, 6:00 p.m., Suisun City Hall Council Chambers.**

MEMORANDUM

DATE: September 1, 2010
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – September 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.

MTC Presentation on Clipper – Regional Transit Card *

Staff from the Metropolitan Transportation Commission (MTC) has been invited to provide an information presentation and status of the regional roll out of Clipper, the name associated with a proposed regional transit card. Formerly known as Translink, the concept of Clipper is one transit card that can be utilized on each of the Bay Area's transit systems. The Clipper ticketing system has begun its implementation on several transit systems, but has not yet made its way to Solano County. A meeting involving MTC, Solano County's transit operators and STA was held to discuss the potential for early implementation of the Clipper system to Solano County's multiple, small transit operators.

Rio Vista Bridge Study *

On June 9, 2010, the STA Board authorized the public release of the draft Rio Vista Bridge Study for public comment. The Study was funded through a federal earmark provided to the City of Rio Vista by Congressman Dan Lundgren. Due to the regional nature of the Study, STA was requested to serve as the agency lead. The study evaluated multiple alternatives and has identified a set of alternatives to be evaluated in more detail in the next potential phase, initiation of an environmental document and to help guide the SR 12 Major Investment Study, which is currently underway. A summary of the five comments letters received on the draft Study has been provided.

Sustainable Communities Strategy (SCS) Update *

Recently, the MTC adopted an advisory position to the California Air Resources Board (CARB) in regards to the regional Greenhouse Gas (GHG) Targets for the nine county Bay Area, setting the targets at 7% for 2020 and 15% for 2035. Concurrently, MTC and the Association of Bay Area Governments (ABAG) have been over the past year developing a Sustainable Communities Strategy. STA staff is participating in several committees on the subject and February 10, 2010, the STA Board did adopted an initial transportation strategy for Solano County to participate in the region's development of a SCS in an effort to achieve the subsequent regional GHG target. STA is also working with the County of Solano and six of the seven cities to develop an emission inventory that is being coordinated through the City County Coordinating Council. The City of Benicia has already developed a Climate Action Plan.

Solano County Transit Joint Powers Agreement *

Last year, the STA Board recommended the consolidation of the Benicia Breeze and Vallejo Transit into one transit system. This was one of several recommendations to emerge following the conclusion of an 18-month long Countywide Transit Consolidation Study. The STA has worked with members of the city council and staff from both agencies through a Memorandum of Understanding (MOU) to develop a draft Joint Powers Agreement (JPA) and transition plan. The STA has been recommended to be a partner with the Cities of Benicia and Vallejo in the formation of the new transit JPA, to be called Solano County Transit (SolTrans). At the July 2010 Board meeting, the item was tabled at the request of STA staff in response to some last minute issues pertaining to the JPA and proposed transition plan that were raised by Vallejo's legal counsel and finance staff. These issues have been reviewed and responded to by the consultant team for the study and by STA legal counsel. Staff is recommending the STA Board authorize joining the SolTrans JPA and approval of the transition plan merging Benicia and Vallejo's transit systems subject to several conditions being addressed that will protect the financial and operational integrity of the proposed new transit JPA.

2010 Solano Commute Challenge Off to Promising Start

A record number of Solano County employers are participating in the 4th Annual Solano Commute Challenge. A total of 46 employers have registered to participate eclipsing last year's record total of 43. As of August 31st, 531 of their employees have signed up to take transit, ride a bike, vanpool or walk to work during the three month long Commute Challenge.

Commute Profile for Solano and Napa *

Earlier this year, the STA, in partnership with Napa County Transportation and Planning Agency, commissioned a Commute Profile survey of Solano and Napa residents. The purpose was to assess the issues, obstacles and priorities of residents as they travel both within and outside the county. A summary will be provided at the meeting.

Attachment:

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

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

SCVTA	Santa Clara Valley Transportation Authority
SFCTA	San Francisco County Transportation Authority
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
YCTD	Yolo County Transit District
YSAQMD	Yolo/Solano Air Quality Management District
ZEV	Zero Emission Vehicle



SOLANO TRANSPORTATION AUTHORITY
Board Minutes for Special Meeting of
August 5, 2010

I. CALL TO ORDER

Chair Sanchez called the regular meeting to order at 4:00 p.m. A quorum was confirmed.

MEMBERS

PRESENT: 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
Arrived the meeting at 4:09 p.m. Osby Davis City of Vallejo
Jim Spering County of Solano

STAFF

PRESENT: Daryl K. Halls Executive Director
Bernadette Curry Deputy Legal Counsel
Janet Adams Deputy Executive Director/Director of Projects
Elizabeth Richards Director of Transit and Rideshare Services
Jayne Bauer Marketing and Legislative Program Manager
Susan Furtado Accountant and Administrative Services Manager
Robert Guerrero Senior Planner

ALSO

PRESENT: **In Alphabetical Order by Last Name:**
Dennis Allen Member of the Public
Roderick Blizzard Member of the Public
Terry Bowen Gray-Bowen, Inc.
Colleen Britton Member of the Public
Sally Chaney Member of the Public
Bob Charboneau Member of the Public
Lawrence Clement Member of the Public
Ken Cook Member of the Public
Shirley Cook Member of the Public
F.D. Crutchfield Member of the Public

Lloyd Dashner	Member of the Public
Christine Ducoing	Member of the Public
Barry Eberling	The Daily Republic
Alex Evans	EMC Research, Inc.
Rod Ferroggiaro	Member of the Public
Robert Fuentes	Member of the Public, Faith in Action
Mike Gomez	Member of the Public
George Gwynn Jr.	Member of the Public
Kurt Hahn	Member of the Public
Earl Heal	Member of the Public
Mike Hudson	Councilmember, City of Suisun City and STA Board Alternate Member
Denis Jackson	MV Transportation
Dan Kasperson	City of Suisun City
Jeff Knight	Member of the Public
Jeff Knowles	City of Vacaville
Wayne Lewis	City of Suisun City
Alysa Majer	City of Suisun City
Joe Martinez	Member of the Public
Rod Moresco	City of Vacaville
Casey Nesbit	Member of the Public
Shirlee Pierce	Member of the Public
Don Pippo	Member of the Public
Joey Porte	Member of the Public
Gary Price	Member of the Public
Mike Roberts	City of Benicia
Lauren Rolf	Member of the Public
Patricia Stonsby	Member of the Public
Raymond Streib	Member of the Public
Paul Wiese	County of Solano
Eric Zell	Zell & Associates, Inc.

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 Batchelor, the STA Board unanimously approved the agenda.

IV. OPPORTUNITY FOR PUBLIC COMMENT

George Gwynn commented on higher taxes.

V. CONSENT CALENDAR

On a motion by Board Member Patterson, and a second by Board Member Vick, the STA Board approved Consent Calendar Items A.

A. STA Board Meeting Minutes of July 14, 2010

Recommendation:

Approve STA Board Meeting Minutes of July 14, 2010.

VI. ACTION – NON FINANCIAL ITEMS

A. Adoption of Vehicle Registration Fee (VRF) Expenditure Plan – Transportation Improvement Plan

Daryl Halls outlined the proposed allocation plan for the three initial VRF Expenditure Plan categories: 1) Repair and Maintenance of Local Streets and Roads, 2) Safe Routes to School, and 3) Senior and Disabled Mobility. He indicated that staff is seeking direction from the STA Board on the programmatic expenditure section of the plan. He added that the decision to approve the resolution and finding of fact placing the VRF expenditure plan on the ballot is a separate action.

Recommendation:

Approve the Solano Transportation Authority Vehicle Registration Fee Expenditure Plan as specified in Attachment D.

On a motion by Board Member Spring, and a second by Board Member Patterson, the STA Board approved the recommendation. The vote was 6 to 2 with no votes from Board Member Augustine and Board Chair Sanchez.

Public Hearing to Consider Adoption of Resolution Submitting the Solano county Transportation Improvement Measure and the Required Findings of Fact

Recommendation:

Conduct a public hearing to consider:

1. Approval of the Solano County Transportation Improvement Measure and the Required Findings demonstrating the relationship of benefit to fee payers and consistency with Regional and Local Transportation Plans.

Then:

2. Approve Resolution No. 2010-14 calling for a Special Election on November 2, 2010 to submit the Solano County Transportation Improvement Measure to the voters of Solano County.

Chairman Sanchez opened the Public Hearing at 4:20 p.m.

1. Shirley Pierce *opposed* placing on the ballot.
2. F.D. Crutchfield *opposed* placing on the ballot.
3. Ken Cook *opposed* placing on the ballot.
4. Shirley Cook *opposed* placing on the ballot.
5. Rod Ferroggiaro *opposed* placing on the ballot.
6. Earl Heal *opposed* placing on the ballot.
7. Bob Charboneau *opposed* placing on the ballot.
8. Patricia Stonsby *opposed* placing on the ballot.
9. Sally Chaney *opposed* placing on the ballot.
10. Joey Porte *opposed* placing on the ballot.
11. Casey Nesbit *opposed* placing on the ballot.
12. Jeff Knight *opposed* placing on the ballot.
13. Robert Fuentes *supported* placing on the ballot.
14. Gary Price *opposed* placing on the ballot.
15. Dennis Allen *opposed* placing on the ballot.

16. Llyod Dashner *opposed* placing on the ballot.
17. Kurt Hahn *opposed* placing on the ballot.
18. Roderick Blizzard *opposed* placing on the ballot.
19. Lauren Rolf *supported* placing on the ballot.
20. Don Pippo *opposed* placing on the ballot.
21. Susan Rotchy *supported* placing on the ballot (Submitted by fax.)
22. Colleen Britton *opposed* placing on the ballot.
23. Raymond Streib *opposed* placing on the ballot.
24. George Gwynn *opposed* placing on the ballot.
25. Mike Gomez *opposed* placing on the ballot.
26. Mike Hudson *opposed* placing on the ballot.
27. Joe Martinez *opposed* placing on the ballot.

Chairman Sanchez closed the Public Hearing at 6:00 p.m.

After further discussion by the STA Board, a motion was made by Board Member Spering and seconded by Board Member Patterson to approve Resolution No. 2010-14. The motion failed due to lack of majority vote representing a majority of the population in the county. The vote was 5 to 3 (5 ayes (Vice Chair Price and Board Members Batchelor, Patterson, Spering, and Vick) representing a population percentage of 42.1% and 3 nays (Chair Sanchez and Board Members Augustine and Davis) representing a population percentage of 57.9%).

VII. BOARD MEMBER COMMENTS

VIII. ADJOURNMENT

The meeting was adjourned at 6:25 p.m. The next regular meeting of the STA Board is scheduled for **Wednesday, September 8, 2010, 6:00 p.m., Suisun City Hall Council Chambers.**

Attested by:



Johanna Masielat
Clerk of the Board

Date



TECHNICAL ADVISORY COMMITTEE
DRAFT Minutes for the meeting of
August 25, 2010

I. CALL TO ORDER

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

Present:

TAC Members Present:

Melissa Morton	City of Benicia
Royce Cunningham	City of Dixon
George Hicks	City of Fairfield
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
Robert Macaulay	STA
Elizabeth Richards	STA
Jayne Bauer	STA
Robert Guerrero	STA
Sam Shelton	STA
Sara Woo	STA
Johanna Masielat	STA

Others Present:

(In Alphabetical Order by Last Name)

Erik Alm	Caltrans District 4
Jake Armstrong	County of Solano
Derik Calhoun	MV Transportation
Cliff Covey	County of Solano
Denis Jackson	MV Transportation
Mike Jones	Caltrans District 4
Jeff Knowles	City of Vacaville
MJ Lanni	City of Vallejo
Alysa Majer	City of Suisun City
Cameron Oakes	Caltrans District 4
Mike Roberts	City of Benicia
Matthew 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 with the exception to move Agenda Item VII.C, Solano Project Mapper & Management Webtools Scope of Work to VIII.A.

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: None presented.

MTC: None presented.

STA: Janet Adams commented that the Interchange Draft Environmental document is out for public comment and comment period closes October 11th. The North Connector Ribbon Cutting has been scheduled for October.

V. CONSENT CALENDAR

On a motion by Gary Leach, and a second by Melissa Morton, the STA TAC approved Consent Calendar Items A (adding Wayne Lewis as “Present” on the June 30th Meeting Minutes) and C. At the request of Paul Wiese, Item B was pulled for discussion.

A. Minutes of the TAC Meeting of June 30, 2010

Recommendation:

Approve TAC Meeting Minutes of June 30, 2010.

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

Recommendation:

Forward a recommendation to the STA Board to approve the FY 2010-11 TDA Matrix – September 2010 as shown in Attachment A for the City of Dixon.

C. Solano Napa Commuter Information (SNCI) Fiscal Year (FY) 2010-11 Work Program

Recommendation:

Forward a recommendation to the STA Board to approve the Solano Napa Commuter Information Work Program for FY 2010-11.

On a motion by Gary Leach, and a second by Paul Wiese, the STA TAC approved Consent Calendar Item B.

VI. ACTION FINANCIAL ITEMS

A. Bay Area Air Quality Management District Regional Transportation Fund for Clean Air (TFCA) Fund Application

Robert Guerrero reviewed the grant request proposed by STA staff for \$400,000 to operate a shuttle service between Solano County and Napa County along State Route (SR) 12 Jameson Canyon. He added that staff is recommending that \$44,445 from State Transit Assistance Funds (STAF) be used to match the Regional TFCA funds to fulfill the local grant match requirement.

Royce Cunningham asked what the local match (STAF) funding would otherwise have been used for if it wasn't used as a local match for this grant source. Robert Guerrero responded the STA Board had previously approved these funds for a similar grant local match. Elizabeth Richards further added that the STAF funding is specifically for these types of transit projects and if not spent as the local match, the funds would go toward STAF previously identified priorities.

Paul Wiese asked what the plan would be after the grant funding ran out? Robert Guerrero responded that we would use countywide transit funds if the transit service would continue as part of the Express Bus funding agreement and/or seek grant funds to continue. In addition, STA would discuss with Napa County to participate as a funding partner.

Dan Kasperson asked what the frequency of the transit service would be? Robert Guerrero responded two hours, Monday through Friday.

Melissa Morton asked what is Napa's current contribution for this grant? Robert Guerrero responded staff time.

Recommendation:

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

1. A BAAQMD Regional TFCA Grant submittal for the Solano-Napa SR 12 Corridor Transit Service; and
2. A local match of \$44,445 from STAF funds.

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

VII. ACTION NON-FINANCIAL ITEMS

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

Janet Adams reviewed the comment letters received from Caltrans District 4 and District 10, City of Rio Vista, Sacramento and Solano Counties. She also indicated that staff recommends the topic of funding of the bridge be evaluated in more detail as part of a follow-up evaluation once the SR 12 Major Investment Study (MIS) is concluded.

Recommendation:

Forward a recommendation to the STA Board to adopt the State Route 12/Rio Vista Preliminary Bridge Study.

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

B. At the recommendation of STA staff, this item was tabled.

C. This item was moved to Agenda Item VIII.A

Solano Project Mapper & Management Webtools Scope of Work

Sam Shelton reviewed the Scope of Work with the County of Solano Geographic Information Systems (GIS) department, who will be contributing \$6,000 as the local match for the project. He added that the STA plans to enter into a Cooperative Work Agreement to complete this work in partnership with Solano PDWG members.

D. Caltrans Corridor System Management Plans (CSMP) for SR 29, I-80, and I-505

Robert Macaulay reviewed the consolidated comments to the SR 29 Corridor Plan (CP), I-505 CP, and I-80 CSMP.

After discussion, the STA TAC made additional comments and requested staff and Caltrans incorporate the changes to the SR 29 Corridor Plan (CP), I-505 CP, and I-80 CP.

Recommendation:

Forward a recommendation to the STA Board to:

1. Approve the comments to the SR 29 CP, the I-505 CP and the I-80 CSMP in Attachments D, E, and F; and
2. Authorize the Executive Director to sign the SR 29 CP, the I-505 CP and the I-80 CSMP.

On a motion by Paul Wiese, and a second by Rod Moresco, the STA TAC approved the recommendation with the amendment to include additional changes to the SR 29 Corridor Plan (CP), I-505 CP, and I-80 CP.

E. Sustainable Communities Strategy Update

Robert Macaulay reviewed Solano County's application for a Strategic Growth Council planning grant to fund the Climate Action Plan (CAP). He indicated that if awarded to the County, the funding provided by STA for Greenhouse Gases (GHG).

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to send a letter to the California Department of Conservation supporting Solano County's application for a Strategic Growth Council planning grant.

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

VIII. INFORMATIONAL

A. 2011 Transportation Improvement Program (TIP) Update

Sam Shelton announced that MTC has released the Draft 2011 Transportation Improvement Program (TIP) and Draft Transportation-Air Quality Conformity Analysis for a 30-day public comment period. Mr. Shelton added that the comment period started Friday, August 6, 2010 and ends on Friday, September 10, 2010 at 5:00 p.m. and stated that written comments may be submitted to MTC's Public Information Office.

B. Development of STA Project Delivery Policy

Sam Shelton requested the TAC to consider developing STA project delivery policies. The policy's goal is to project transportation funding for Solano County projects from being lost to other agencies due to project sponsors failing to meet project delivery deadlines set by MTC, Caltrans, and FHWA.

C. Legislative Update

Jayne Bauer provided State and federal legislation updates to transportation and related issues.

NO DISCUSSION

D. Solano Napa Commuter Information (SNCI) Program Fiscal Year (FY) 2009-10 Year-End Report

E. Funding Opportunities Summary

F. STA Board Special Meeting Highlights of August 5, 2010

G. STA Board and Advisory Committee Meeting Schedule for 2010

IX. ADJOURNMENT

The meeting was adjourned at 3:15 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, September 29, 2010.**

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DATE: August 30, 2010
TO: STA Board
FROM: Judy Leaks, Program Manager/Analyst
RE: Solano Napa Commuter Information (SNCI) Fiscal Year (FY) 2010-11 Work Program

Background/ Discussion:

The Solano Napa Commuter Information (SNCI) program has been in existence in Solano County since 1979. It began as a part of a statewide network of rideshare programs funded primarily by Caltrans. Originally, it was called Solano Commuter Information (SCI) and was part of Solano County. In 2000, the SCI Program was transferred to STA and two years later the program's name was changed to reflect the rideshare services being provided to Napa County. SNCI is currently funded by the Metropolitan Transportation Commission (MTC) and STA, through Bay Area Air Quality Management District (BAAQMD), Eastern Congestion Mitigation Air Quality (ECMAQ) and Yolo Solano Air Quality Management District (YSAQMD) funds for the purpose of managing countywide and regional rideshare programs in Napa and Solano Counties and providing air quality improvements through trip reduction.

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

The FY 2010-11 SNCI Work Program includes the following ten (10) major elements:

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

Within these ten (10) elements, this year SNCI will focus on the following:

- Act as the Resource Center for Senior and Disabled Transportation.
- Support the City of Benicia's Climate Action Plan implementation.
- Support the Countywide Climate Action Plans for the Cities of Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, Vallejo, and the County of Solano once they are completed.
- Assist Solano Community College District to provide transportation options to staff and students on all campuses.

- Complete the revision of SNCI's page of the STA's website to be more interactive and include helpful information to commuters, travelers, vanpool drivers and employers.
- Partner with Solano EDC and large employers.
- Market SNCI's web address www.commuterinfo.net.
- Increase the marketing and support for vanpools at Travis Air Force Base.

The proposed SNCI FY 2010-11 Work Program is provided in Attachment A.

Fiscal Impact:

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

Recommendation:

Approve the Solano Napa Commuter Information Work Program for FY 2010-11 as shown in Attachment A.

Attachment:

- A. Solano Napa Commuter Information Work (SNCI) Program FY 2010-11

**Solano Napa Commuter Information (SNCI)
Work Program
FY 2010-11**

1. **Customer Service**: Provide the general public with high quality, personalized rideshare, transit, and other non-drive alone trip planning through teleservices, internet and through other means. Continue to incorporate regional customer service tools such as 511 and 511.org. Act as resource center for Senior and Disabled transportation.
2. **Employer Program**: Outreach can be a resource for Solano and Napa employers for commuter alternative information including setting up internal rideshare programs. SNCI will maximize these key channels of reaching local employees. Develop an online communication package for employers that can be used to inform employees about commute alternatives via the internet/intranet. SNCI will continue to concentrate efforts with large employers through distribution of materials, events, major promotions, surveying, and other means. Coordinate efforts with Solano Economic Development Corporation (EDC), chambers of commerce, and other business organizations.
3. **Vanpool Program**: Form 20 vanpools and handle the support for all vanpools coming to or leaving Solano and Napa counties. Increase marketing to recruit vanpool drivers. Increase the marketing and support for vanpools at Travis Air Force Base.
4. **Incentives**: Evaluate, update and promote SNCI's commuter incentives. Continue to develop, administer, and broaden the outreach of carpool, vanpool, bicycle, and transit through employee incentive programs.
5. **Emergency Ride Home**: Broaden outreach and marketing of the emergency ride home program to Solano County and Napa County employers.
6. **SNCI Awareness Campaign**: Develop and implement a campaign that includes messages in print, radio, on-line and other mediums to increase general awareness of SNCI and SNCI's non-drive alone services in Solano and Napa counties. Complete the revision of SNCI's portion of the STA's website to be more interactive and include helpful information to commuters, travelers, vanpool drivers and employers. Market SNCI's web address www.commuterinfo.net. Leverage the current concern for climate change to direct commuters to SNCI's web site or 800 phone number.
7. **California Bike to Work/Bike to School Campaign**: Take the lead in coordinating the regional 2011 Bike to Work campaign in Solano and Napa counties. Coordinate with State, regional, and local organizers to promote bicycling locally. Include working with school districts to promote safety and bicycling to school.
8. **Solano Commute Challenge**: Conduct an employer campaign that encourages employers and employees in Solano County to compete against one another in the use of commute alternatives to driving alone. This campaign includes an incentive element and enlists the support of local Chambers of Commerce.

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

10. **Partnerships**: Coordinate with outside agencies to support and advance the use of non-drive alone modes of travel in all segments of the community. This would include assisting local jurisdictions and non-profits implementing projects identified through Community Based Transportation Plans and other efforts. Support the City of Benicia's Climate Action Plan implementation. Assist Solano Community College District to provide transportation options to staff and students on all campuses.



DATE: August 30, 2010
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Fiscal Year (FY) 2010-11 Transportation Development Act (TDA) Matrix –
September 2010

Background:

The Transportation Development Act (TDA) of 1971 was intended to ensure a continuing statewide commitment to public transportation. TDA statute imposes a one-quarter-cent tax on retail sales within each county for this purpose. Proceeds are returned to the Cities and County based upon the amount of taxes collected in the county as a whole, and are apportioned within the county based on population. To obtain TDA funds, local jurisdictions must submit requests to regional transportation agencies that review the claims for consistency with TDA requirements. Solano County transit agencies submit TDA claims to the Metropolitan Transportation Commission (MTC), the Regional Transportation Planning Agency (RTPA) for the nine-county Bay Area.

The FY 2010-11 TDA fund estimate, approved in February 2010, is shown on the TDA matrix (Attachment A) and the estimated carryover was calculated in June 2010. MTC is required to use County Auditor estimates for TDA revenues. TDA is generated from a percentage of countywide sales tax and distributed to local jurisdictions based on population share. Given the economic downturn, sales tax and TDA revenues have decreased and will remain suppressed until the economy improves. Staff reemphasizes that these TDA figures are revenue *estimates*. With the existing fiscal uncertainty, the TDA amounts are not guaranteed and should not be 100% claimed to avoid fiscal difficulties if the actual revenues are lower than the projections.

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

Discussion:

The TDA matrix is now being updated to include the City of Dixon (Dixon Redit-Ride) TDA claim. The City of Dixon is claiming a total of \$290,439 for transit operations and capital. The City of Dixon has also used its TDA funds to contribute to countywide intercity transit service, countywide transit planning, and the intercity Americans with Disabilities Act (ADA) taxi program. The City of Dixon claim is consistent with the TDA matrix.

The TDA matrix also reflects two modifications made by the City of Vallejo and the County of Solano since the matrix was last approved. The amount of TDA Vallejo claimed for fixed-route and paratransit/taxi operations has increased thus reducing the TDA balance remaining substantially. The County of Solano modified their County TDA claim based on year-end TDA carryover amounts that were approved by MTC in July. Subsequent to the August TAC meeting and with clarification of TDA funds available to the County in FY 2011-12, the County increased the amount it is claiming for transit coordination and streets and roads by \$72,000. With the modification, the County remains consistent with the TDA matrix.

At the August 25, 2010 meeting, the STA TAC reviewed and recommended approval of the TDA matrix.

Outstanding TDA claims for FY 2010-11 remain from the Cities of Benicia, Fairfield/Suisun City, and Rio Vista.

Fiscal Impact:

No impact to STA Budget.

Recommendation:

Approve the FY 2010-11 TDA Matrix – September 2010 as shown in Attachment A for the City of Dixon.

Attachment:

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

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DATE: August 31, 2010
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Interim Transit Management Services Contract with the City of Dixon

Background/Discussion:

The City of Dixon operates transit service and contributes to various transit services and efforts throughout the county. Readi-Ride is Dixon's locally operated general public dial-a-ride service that operates within the city limits. In 2009 service was expanded for American for Disabilities (ADA) passengers to travel to the neighboring cities of Vacaville and Davis on demand. Dixon has also contributed to intercity fixed-route and paratransit transit services as well as the new ADA countywide intercity taxi program.

Transit has been managed by the Public Works and Community Services Director and is operated by City staff. However, this Director, Jeff Matheson, recently left the City of Dixon and the position is not being immediately filled. The STA was approached by the City of Dixon to assist the City of Dixon with transit funding and operations issues in the interim.

STA staff has the expertise to assist the City of Dixon with the requested services. These include coordinating with Dixon's Transit Coordinator to collect operational data to ensure State and Federal grant requirements are met, coordinate with funding partners, assist Transit Coordinator review service plans and operational issues as they arise, seek and secure funding for future operations, train new staff when they are hired and assist as needed. The proposed Scope of Work is shown on Attachment A. STA staff time is projected to spend an average of 2-4 hours a week to support the City of Dixon for an initial six months. The agreement includes an additional 6 months option. Dixon will provide staff to represent the City of Dixon at STA's Intercity Transit Consortium.

Fiscal Impact:

For the initial six months of services, the STA may receive up to \$10,192 in revenue from the City of Dixon for services rendered. This revenue represents an actual reimbursement of STA staff costs to provide the service. This will be added to the mid-year STA budget.

Recommendation:

Authorize the Executive Director to enter into an agreement with the City of Dixon to provide interim Transit Management Services for the Scope of Work as specified in Attachment A.

Attachment:

- A. Draft Scope of Work

SCOPE OF WORK

- I. STA agrees to provide the following services:
 - A. Assistance with Dixon Redit-Ride monthly and annual reporting for various transit funding grants the City has for the operation of its transit system and assistance with seeking funding for future operations;
 - B. Administrative support for City's Transit Coordinator in reviewing service plans and operational issues that may arise;
 - C. Meeting with the City's Transit Coordinator to review weekly operations, monthly reports, and to ensure reporting to Caltrans is completed for FTA grants; and
 - D. Training new City staff on transit funding once the new staff is identified.

- II. STA will provide such services as needed with an estimated level of support of 2 - 4 hours per week.

- III. City may extend this Contract for an additional period, not to exceed 6 months, by written notice to STA.



DATE: August 31, 2010
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Contract Amendment for the Solano Senior and Disabled
Transportation Study

Background:

The STA's initial Comprehensive Transportation Plan (CTP) Transit Element, which was adopted by the STA Board May 2002, recommended further study to focus on new or updated senior and disabled transportation services. The purpose of the study was to develop a concept or vision for future senior and disabled service through extensive public outreach, data collection, projected service demand, and projected funding needed for service providers. The current Senior and Disabled Transportation Study was completed and approved by the STA Board in June 2004.

The CTP is currently being updated. Transportation services for seniors and the disabled have changed, and will continue to evolve, since the completion of the last Senior and Disabled Transportation Study six years ago. The large public response to the two Senior Summits held in 2009 further indicates it is an increasingly important transportation mobility issue and the STA Board has authorized the initiation of an update.

Discussion:

The proposed update to the Senior and Disabled Transportation Study will provide implementation recommendations that may be incorporated into or provide direction to:

1. The update of the Transit Element of the CTP;
2. Solano County transit providers' short- and long-range transit plans;
3. Identifying new funding revenues for Senior and Disabled transit services and setting priorities for service once these funding sources are identified; and
4. Provide direction to the STA, the County Board of Supervisors, and others, for coordinating senior and disabled transportation services in the county.

Public input and involvement during this study effort is a key component. The input already collected from the June and October 2009 Senior Summits will help support this Study. These events have also identified an extensive list of stakeholders including public, private and non-profit organizations that will be invited to participate in identifying the needs and prioritizing solutions as they relate to Senior and Disabled Transportation. The momentum of the Senior Summits was maintained with the establishment of a new STA Committee: Solano Senior and Disabled Transportation Advisory Committee which began meeting in May 2010.

Earlier this year the STA Board approved releasing a Request for Proposals to conduct this Study. A consultant was selected (Nelson/Nygaard) who has begun work. The

consultant attended the first Committee meeting that was held in May 2010 and is expected to further engage the Committee throughout the project schedule. The Study is due to be completed by June 2011.

As the project has progressed, it has become apparent that more data concerning Solano seniors who are not disabled could be collected by utilizing additional expertise by local senior advocates through more in-depth outreach. Additional resources to accomplish this are needed. With the increased availability of State Transit Assistance Funds (STAF) in the past few months, \$40,000 is available to add to the existing contract to conduct more extensive senior outreach.

Fiscal Impact:

The Senior and Disabled Transportation Study update will be funded with State Transit Assistance Funds-Northern Counties/Solano and is in the Fiscal Year (FY) 2010-11 Budget.

Recommendation:

Authorize the Executive Director to execute an amendment to the Nelson/Nygaard agreement for the Senior and Disabled Transportation Study in an amount not-to-exceed \$40,000 per Attachment A.



DATE: August 26, 2010
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Appointment of Paratransit Coordinating Council (PCC) Member

Background:

The Solano Transportation Authority's (STA) Paratransit Coordination Council (PCC) By-Laws stipulates that there are 11 members on the PCC. Many of the positions are to be filled by specific types of organizations or transit riders. At the PCC's July meeting, there were three (3) vacancies: one (1) for Transit User, one (1) for Social Service Provider, and one (1) for Member at Large.

Discussion:

Shannon Nelson is a disabled resident of Vacaville and he is employed by the City of Vacaville as an American Disability Act (ADA) Coordinator. As an ADA Coordinator, he coordinates ADA compliance for city owned facilities and programs, conducts employee sensitivity training, provides oversight for advisory committees and implements the City's ADA Transition Plan.

Mr. Nelson submitted an interest form to serve on the PCC as Members at Large (Attachment A). At the July 2010 PCC meeting, the PCC unanimously approved to forward a recommendation to the STA Board to appoint Mr. Nelson to the Paratransit Coordinating Council for a Member at Large position.

Recommendation:

Appoint Shannon Nelson as a Member at Large representative to the PCC for a 3-year term.

Attachment:

- A. Paratransit Coordinating Council Interest Form submitted by Shannon Nelson

MAY - 7 2010

SOLANO TRANSPORTATION AUTHORITY

what is the paratransit coordinating council?

The Solano Paratransit Coordinating Council (PCC), is a citizen's advisory committee to the Solano Transportation Authority that represents the seniors and disabled residents of Solano County. The members of the PCC are volunteers from the local community and local social service agencies. The PCC provides input and guidance on the development and implementation of transportation programs to serve the senior and disabled community. They also make policy and funding recommendations to the Solano Transportation Authority and the Metropolitan Transportation Commission.

Some specific functions may include:

- Advising policy-makers about the allocation of resources, services, and funding necessary to meet demand for resources, services, and funding necessary to meet demand for paratransit services.
- Reviewing applications for paratransit funding and making recommendations on funding guidelines and amounts.
- Participating in the development of plans to increase and improve paratransit and other mobility services and programs for seniors and the disabled in Solano County.
- Educating the community, persons with disabilities and seniors, Solano County transit agencies, the STA, and PCC members about paratransit needs, fixed-route accessibility, and other mobility needs and services of seniors and the disabled.

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paratransit coordinating council interest **STA**
Solano Transportation Authority

CONTACT INFORMATION

name Shannon Nelson
 street address 650 Merchant ST.
 city, state, zip Vacaville CA 95688
 home phone 592-0464 work phone 449-5409
 email address snelson@cityofvacaville.com

I WOULD LIKE TO FILL THE FOLLOWING POSITION

transit user (3)
 member-at-large (2)
 public agency (2)
 social service provider (4)

LETTER OF INTENT/INTEREST TO SERVE ON THE STA'S PARATRANSIT COORDINATING COUNCIL

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

As the City of Vacaville's ADA Coordinator and a disabled resident, I believe my personal and professional skills will help make the STA Para Transit Coordinating Council increasingly effective.

AGREEMENT AND SIGNATURE

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

name (printed) Shannon Nelson
 signature Shannon Nelson date _____



DATE: August 25, 2010
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Contract Amendment for the Napa-Solano Travel Demand Model

Background:

The Napa-Solano Travel Demand Model was updated in 2007 and 2008 to allow better projections of not only traffic behavior, but also transit and rideshare assumptions and the presence of High Occupancy Vehicle lanes. Based upon feedback received from the planning staffs of the cities and the County in late 2008, a review of base year (2000), current year (2009), and projected year (2030) land uses were updated in early 2009. Once the land use files were updated, the modelers and public works representatives on the Model Technical Advisory Committee (MTAC) reviewed the model output and agreed that additional calibration work was needed to allow the model to be reliably used for projecting traffic on key arterial roadways. STA had a contract with Fehr & Peers to conduct modeling work for the Regional Transportation Impact Fee (RTIF), and amended that contract for the performance of the model calibration. The amount of the contract was \$35,000.

Discussion:

Fehr & Peers conducted the majority of the required work between September 2009 and May 2010. The MTAC asked for more details on model output than the original contract anticipated, including trip origin and destination data. In addition, Fehr & Peers developed a guide for the use of the updated model, so that other agencies and consultants could use the model with minimal assistance. Fehr & Peers has provided STA staff a scope of work (Attachment A) for the tasks needed to complete the model calibration.

STA staff asked Fehr & Peers to complete the work as soon as possible, in order to allow the model to be ready to support further project analysis for the update of the County Transportation Plan and RTIF. Fehr & Peers has now completed all of the work needed to update the model. STA has a separate contract with Cambridge Systematics for on-going model maintenance, staff support and consultant services.

Fiscal Impact:

The final work needed to complete the update work was \$6,400. The source of funding is Transportation and Land Use (TPLUS) funds from Metropolitan Transportation Commission (MTC), since the model is a key tool in preliminary review of smart growth land use and transportation investments; and the RTIF modeling work.

Recommendation:

Authorize the STA Executive Director to execute a contract amendment with Fehr & Peers for update of the Napa-Solano Travel Demand Model for an amount of \$6,400.

Attachment:

- A. Fehr & Peers Scope of Work dated May 4, 210

MEMORANDUM

Date: May 4, 2010

To: Bob Macaulay, STA

From: Julie Morgan, Fehr & Peers

Subject: Cost Estimate for Additional Model Update Work

WC09-2657

As you are aware, we have been working to update and calibrate the STA regional travel demand model. Our efforts have included a thorough review of the model and its available documentation, identification of issues or inaccuracies (which were documented in a memo to you dated December 14, 2009 and discussed in a conference call on January 12), incorporation of the changes documented in the memo and discussed in the conference call, and testing of the validation results for the list of roadways identified by STA as being important for the RTIF.

During the incorporation of model input changes in late January and early February, we encountered technical issues with the model's trip generation and mode choice processes, which resulted in some zones having their trips zeroed out and not assigned to the road network. We discussed this issue with you by phone, and documented it in an email message on February 3. Diagnosing and correcting that issue required extra time and effort beyond our original expectations.

We also conducted a series of model validation runs; one of the primary objectives was to determine the necessity of including k-factors. We have determined that it is necessary to include some k-factors in the model in order to reach reasonable validation thresholds, but the number and magnitude of the k-factors is substantially reduced compared to the earlier version of the model. These results were presented to the Model TAC in April.

A summary of our additional effort includes:

Correcting trip generation and mode choice procedure	\$3,500
Conducting additional tests of different k-factor sets	\$1,000
Incorporating changes made in 2010 model into 2030 model	\$1,100
Updating model use instructions and assembling 2010 and 2030 model files into a set that can be distributed to others	\$800
Total	\$6,400

Please contact me if you have any questions.



DATE: August 27, 2010
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Contract Amendment for State Legislative Advocacy Services

Background:

Each year, the STA Board reviews and adopts a legislative platform and a list of legislative priorities for both the State and Federal level. The STA contracts with both a State and Federal lobbying firm to help secure State and Federal funding for STA's priority projects and to monitor legislation affecting transportation.

Discussion:

On September 10, 2008, the STA entered into an agreement with Shaw/Yoder/Antwih, Inc. (SYA) for state advocacy/lobbying services. The current agreement expires on September 30, 2010.

The firm of Shaw/Yoder/Antwih, Inc. consists of Josh Shaw, Paul Yoder and Andrew Antwih, partners in the firm. Gus Khouri provides the STA day to day contact for legislative support. SYA also provides lobbying services for the County of Solano.

Historically, SYA's lobbying efforts on behalf of the STA have proven effective and productive. In addition to successfully advocating for State funding and helping STA secure passage of legislation important to transportation in Solano County, SYA serves as a communication conduit for the STA Board and staff with Solano County's four state legislators, key transportation and budget committees in both the Assembly and the Senate and with the California Transportation Commission (CTC), Caltrans and the Business, Transportation and Housing (BT&H) Agency. At the request of the STA Executive Committee, SYA communicates with the Executive Committee on a quarterly basis and provides periodic presentations to the STA Board, in addition to the monthly written communications with the STA Board and weekly contact with staff.

The firm of Shaw/Yoder/Antwih, Inc. has continued to provide the STA with high caliber representation in Sacramento for an affordable price. The following list summarizes their accomplishments during their most recent two-year agreement period.

- Lobbied to protect and provide additional funding for highway, local streets and roads, and transit through the "gas tax swap" package that was enacted by the legislature (AB 6 and 9, Chapter 11 and 12 respectively, Statutes of 2009-10 Eighth Extraordinary Session).
- Helped secure \$24 million from the Proposition 1B Corridor Mobility Improvement Account savings from the I-80 HOV Lanes project to be programmed to the I-80/I-680/SR 12 Interchange.

- Lobbied and staffed **AB 1219 (Evans)** which authorizes the Solano Transportation Authority to file a claim for Transportation Development Act revenue. This bill, which was part of STA's 2009 State Legislative Program, was signed into law.
- Lobbied and helped defeat **AB 2620 (Eng)**, which would have diverted funding accrued from a high-occupancy toll lane facility and dedicated those revenues to fund the State Highway Operations and Protection Program (SHOPP) or projects outside of the corridor in which the funding was generated.
- Lobbied and modified **SB 716 (Wolk)**, Chapter 609, Statutes of 2009, to allow for additional funding for farm worker vanpools without compromising existing funding for local transportation.
- Lobbied for passage of **SB 83 (Hancock)** which authorizes a countywide transportation planning agency to impose, upon a majority vote of the electorate, an annual fee of up to \$10 on motor vehicles registered in a county for transportation-related programs and projects.

Staff has been satisfied with the services provided by Shaw/Yoder/Antwih, Inc., and specifically with the good working relationship STA has established with Gus Khouri, the STA's primary advocate. The current agreement expires September 30, 2010. Staff is confident that the STA will continue to be well-served by SYA. Staff recommends approval of a contract amendment for a two-year agreement for state legislative advocacy services as outlined in the Scope of Work (Attachment A) between the STA and Shaw/Yoder/Antwih, Inc. through September 30, 2012 for an amount not-to-exceed \$46,500 annually.

Fiscal Impact:

The fiscal impact of this agreement is incorporated in STA's Fiscal Year (FY) 2010-11 and FY 2011-12 budgets, with funding provided by agency member contributions.

Recommendation:

Authorize the Executive Director to execute a contract amendment to the State Lobbying Consultant Services Agreement with Shaw/Yoder/Antwih, Inc. for a 2-year term in an amount not-to-exceed \$46,500 annually.

Attachment:

- A. 2010-2012 Scope of Work for State Legislative Advocacy Services

State Legislative Advocacy Services
2010-2012 Scope of Work
October 1, 2010 through September 30, 2012

The scope of work is a general guide to the work the Solano Transportation Authority (STA) expects to be performed by the state lobbyist, and is not a complete listing of all services that may be required.

1. Research and monitor transportation legislation that directly or indirectly affects STA and provide guidance as appropriate.
2. Research funding categories to identify alternative funding opportunities in support of STA's projects.
3. Consistently inform STA about relevant activities in the State arena.
4. Advise STA of the political and financial feasibility of the legislative platform and develop appropriate strategies in consultation with STA staff.
5. Submit monthly written updates to STA staff concerning progress of pertinent legislation.
6. Travel to Suisun City as needed, with a minimum of two visits per year to meet with staff and make brief presentations to the STA Board. Participate frequently via teleconference with staff and the STA Executive Committee.
7. Participate in the crafting of itineraries and facilitating of meetings with delegation for STA's annual trips to Sacramento. It is anticipated that at least six STA Board and staff members will travel to Sacramento in February or March of each year to lobby the State delegation directly in support of STA's projects.
8. Prepare draft support/opposition letters, letters of request for assistance, all other materials needed to ensure the success of STA's goals and objectives.
9. Work closely with STA to develop a specific plan for face-to-face lobbying activities.
10. Represent STA in Sacramento in terms of communicating STA's legislative platform to the appropriate elected representatives, key Committee members, state agencies and other entities as needed.
11. Establish and maintain effective and positive relationships with the Northern California legislative delegation to keep those offices focused regarding STA's agenda.

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DATE: August 26, 2010
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Assignment of Contract Performance for the Gordon Water Line
(Rockville Road Water Main) Relocation Project

Background:

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

Bids were received and opened on June 7, 2010 at the STA office at One Harbor Center, Suite 130, Suisun City, CA. The STA awarded the contract to North Bay Construction in the amount of \$1,540,067.00. Work on the project began on July 26, 2010 and is currently proceeding.

Discussion:

On June 18, 2010, it was announced that Ghilotti Construction Company had merged with North Bay Construction, Inc. through an asset sale of North Bay Construction. As a result of this merger, operations between these companies are being combined, and assignment of existing contracts from North Bay Construction to Ghilotti Construction is being implemented. Accordingly, the Contractor submitted an Assignment of Contract Performance Request (Attachment A) to STA on July 7, 2010. As part of this request, the Contractor's surety has consented to the assignment. This request has been reviewed by STA Deputy Legal Council and STA staff and both are in concurrence with this Assignment.

Fiscal Impact:

There is no fiscal impact as a result of this Assignment as the current contract provisions and bid price will remain in effect.

Recommendation:

Approve the following:

1. Assignment of the Gordon Water Line (Rockville Road Water Main) Relocation Project from North Bay Construction to Ghilotti Construction Company; and
2. Authorize the Executive Director to sign the Assignment Agreement.

Attachment:

- A. Assignment of Contract Performance Request

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CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

STATE OF CALIFORNIA

County of SONOMA }

On 7/9/10 before me, CHERYL GRIGGS, NOTARY PUBLIC
Date Here Insert Name and Title of the Officer

personally appeared PAUL RAMATICI
Name(s) of Signer(s)

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 foregoing paragraph is true and correct.

Witness my hand and official seal.

Signature *Cheryl Griggs*
Signature of Notary Public



Place Notary Seal Above

OPTIONAL

Though the information below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent removal and reattachment of this form to another document.

Description of Attached Document

Title or Type of Document: _____

Document Date: _____ Number of Pages: _____

Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: _____

- Individual
- Corporate Officer — Title(s): _____
- Partner — Limited General
- Attorney in Fact
- Trustee
- Guardian or Conservator
- Other: _____

RIGHT THUMBPRINT OF SIGNER

Top of thumb here

Signer Is Representing: _____

Signer's Name: _____

- Individual
- Corporate Officer — Title(s): _____
- Partner — Limited General
- Attorney in Fact
- Trustee
- Guardian or Conservator
- Other: _____

RIGHT THUMBPRINT OF SIGNER

Top of thumb here

Signer Is Representing: _____



POWER OF ATTORNEY

Farmington Casualty Company
Fidelity and Guaranty Insurance Company
Fidelity and Guaranty Insurance Underwriters, Inc.
St. Paul Fire and Marine Insurance Company
St. Paul Guardian Insurance Company

St. Paul Mercury Insurance Company
Travelers Casualty and Surety Company
Travelers Casualty and Surety Company of America
United States Fidelity and Guaranty Company

Attorney-In Fact No. 222165

Certificate No. 003506613

KNOW ALL MEN BY THESE PRESENTS: That St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company and St. Paul Mercury Insurance Company are corporations duly organized under the laws of the State of Minnesota, that Farmington Casualty Company, Travelers Casualty and Surety Company, and Travelers Casualty and Surety Company of America are corporations duly organized under the laws of the State of Connecticut, that United States Fidelity and Guaranty Company is a corporation duly organized under the laws of the State of Maryland, that Fidelity and Guaranty Insurance Company is a corporation duly organized under the laws of the State of Iowa, and that Fidelity and Guaranty Insurance Underwriters, Inc., is a corporation duly organized under the laws of the State of Wisconsin (herein collectively called the "Companies"), and that the Companies do hereby make, constitute and appoint

Paul Ramatici, Cheryl Griggs, and Thomas Griffith

of the City of Petaluma, State of California, their true and lawful Attorney(s)-in-Fact, each in their separate capacity if more than one is named above, to sign, execute, seal and acknowledge any and all bonds, recognizances, conditional undertakings and other writings obligatory in the nature thereof on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed and their corporate seals to be hereto affixed, this 23rd day of February, 2010.

Farmington Casualty Company
Fidelity and Guaranty Insurance Company
Fidelity and Guaranty Insurance Underwriters, Inc.
St. Paul Fire and Marine Insurance Company
St. Paul Guardian Insurance Company

St. Paul Mercury Insurance Company
Travelers Casualty and Surety Company
Travelers Casualty and Surety Company of America
United States Fidelity and Guaranty Company



State of Connecticut
City of Hartford ss.

By: [Signature]
George W. Thompson, Senior Vice President

On this the 23rd day of February, 2010, before me personally appeared George W. Thompson, who acknowledged himself to be the Senior Vice President of Farmington Casualty Company, Fidelity and Guaranty Insurance Company, Fidelity and Guaranty Insurance Underwriters, Inc., St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

In Witness Whereof, I hereunto set my hand and official seal.
My Commission expires the 30th day of June, 2011.



[Signature]
Marie C. Tetreault, Notary Public

This Power of Attorney is granted under and by the authority of the following resolutions adopted by the Boards of Directors of Farmington Casualty Company, Fidelity and Guaranty Insurance Company, Fidelity and Guaranty Insurance Underwriters, Inc., St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company, which resolutions are now in full force and effect, reading as follows:

RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President, any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary may appoint Attorneys-in-Fact and Agents to act for and on behalf of the Company and may give such appointee such authority as his or her certificate of authority may prescribe to sign with the Company's name and seal with the Company's seal bonds, recognizances, contracts of indemnity, and other writings obligatory in the nature of a bond, recognizance, or conditional undertaking, and any of said officers or the Board of Directors at any time may remove any such appointee and revoke the power given him or her; and it is

FURTHER RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President may delegate all or any part of the foregoing authority to one or more officers or employees of this Company, provided that each such delegation is in writing and a copy thereof is filed in the office of the Secretary; and it is

FURTHER RESOLVED, that any bond, recognizance, contract of indemnity, or writing obligatory in the nature of a bond, recognizance, or conditional undertaking shall be valid and binding upon the Company when (a) signed by the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary and duly attested and sealed with the Company's seal by a Secretary or Assistant Secretary; or (b) duly executed (under seal, if required) by one or more Attorneys-in-Fact and Agents pursuant to the power prescribed in his or her certificate or their certificates of authority or by one or more Company officers pursuant to a written delegation of authority; and it is

FURTHER RESOLVED, that the signature of each of the following officers: President, any Executive Vice President, any Senior Vice President, any Vice President, any Assistant Vice President, any Secretary, any Assistant Secretary, and the seal of the Company may be affixed by facsimile to any Power of Attorney or to any certificate relating thereto appointing Resident Vice Presidents, Resident Assistant Secretaries or Attorneys-in-Fact for purposes only of executing and attesting bonds and undertakings and other writings obligatory in the nature thereof, and any such Power of Attorney or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by such facsimile signature and facsimile seal shall be valid and binding on the Company in the future with respect to any bond or understanding to which it is attached.

I, Kori M. Johanson, the undersigned, Assistant Secretary, of Farmington Casualty Company, Fidelity and Guaranty Insurance Company, Fidelity and Guaranty Insurance Underwriters, Inc., St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which is in full force and effect and has not been revoked.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 9TH day of JULY, 20 10.

WARNING: THIS POWER OF ATTORNEY IS INVALID WITHOUT THE RED BORDER


Kori M. Johanson, Assistant Secretary



To verify the authenticity of this Power of Attorney, call 1-800-421-3880 or contact us at www.travelersbond.com. Please refer to the Attorney-In-Fact number, the above-named individuals and the details of the bond to which the power is attached.



DATE: August 30, 2010
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Contract Amendment for Project Management Services for the I-80/I-680/State Route (SR) 12 Interchange Complex

Background:

Since 2001, STA staff has been working with project consultants, Caltrans and the Federal Highway Administration (FHWA) to complete improvements to the I-80/I-680/SR 12 Interchange Complex. PDM Group Inc. (PDMG) has been providing project management services for the I-80/I-680/SR 12 Interchange Project since 2001, when STA started managing the I-80/I-680/SR 12 Interchange Complex improvements.

In order to advance improvements to the Interchange in a timely fashion, four separate projects, with independent utility, have been identified as follows:

- I-80 High Occupancy Vehicle (HOV) Lanes Project
- North Connector Project
- I-80 Eastbound Cordelia Truck Scales Relocation Project
- I-80/I-680/SR 12 Interchange Project

The current status of each of these projects is discussed below.

Discussion:

Since the inception of the Corridor Study/Major Investment Study (MIS), PDMG has done a good job of managing this complex project and moving it forward to completion. Under the guidance of Dale Dennis, the PDMG Project Manager, two fundamental and critical studies have been completed, the Corridor Study/MIS (completed July 2004) and the Truck Scales Study (completed in February 2005). These studies have guided the development of improvements in the interchange complex and helped facilitate the support of Caltrans for advancing these projects. Mr. Dennis also provided project management services for all four independent projects identified above. A brief status of each project is presented below:

I-80 HOV Lanes Project - The environmental document was completed in April 2007, final design was completed in January 2008, and the new lanes were opened to the public in late 2009.

North Connector Project - The environmental document was completed in May 2008, final design and right-of-way acquisition was completed in June 2009, and the new eastern section of the project is scheduled to open to the public in late October 2010.

I-80 Eastbound Cordelia Truck Scales Relocation Project - The environmental document was completed in October 2009, with final design and right-of-way acquisition scheduled to be completed by spring 2011, with construction to begin in the summer 2011.

I-80/I-680/SR 12 Interchange Project - The Draft Environmental Document (DED) for the I-80/I-680/SR 12 Interchange was circulated on August 9, 2010, with an anticipated Notice of Determination planned to be completed by December 2010 and a Record of Decision by February 2011.

Again, PDMG continues to do a good job of managing these four projects associated with this critical and complex Interchange. Current contract funds are not sufficient for PDMG to continue to manage all of the I-80/I-680/SR 12 Interchange Complex projects discussed above. As such, STA staff recommends amending the PDMG contract for an additional amount of \$460,000 and extending the term of the contract to June 30, 2012.

Fiscal Impact:

The proposed contract amendment for PDMG is for \$460,000 for work through June 2012 and will be funded with Regional Measure 2 (RM 2) funds dedicated to the Interchange Complex.

Recommendation:

Authorize the Executive Director to execute a contract amendment with PDMG in the amount of \$460,000 for Project Management services through June 30, 2012 for the I-80/I-680/SR 12 Interchange Complex projects.



DATE: August 30, 2010
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: Contract Amendment for Project Management Services for the State Route (SR) 12 East Projects

Background:

In December 2007, the STA Board approved the STA issuing a Request for Proposal (RFP) for Project Management Services for the following SR 12 East projects: SR 12 Median Barrier Project Study Report (PSR); SR 12 Church Road Project Study Report (PSR); the SR 12/Rio Vista Preliminary Bridge Study and the SR 12 Major Investment & Corridor Study (MIS) Update. In February 2008, STA executed a contract with Cordoba Consulting Inc. in the amount of \$120,000 to provide project management services for the SR 12 East projects. Since that time the SR 12/Church Road Project Study Report has been completed and the SR 12 /Rio Vista Preliminary Bridge Study is expected to be completed in September. The SR 12 Median Barrier Project Study Report has been put on hold pending the completion of the SR 12 MIS.

Discussion:

The SR 12 Major Investment & Corridor Study Update just recently started. The update from I-80 in Solano County to I-5 in San Joaquin County is being performed in partnership with Caltrans (Districts 3, 4 and 10), the Metropolitan Transportation Commission (MTC), Sacramento Council of Governments (SACOG) and San Joaquin Council of Governments (SJCOG).

Over the last two years Eric Cordoba, from Cordoba Consulting Inc. (CCI) has performed effective project management services working cooperatively with all affected stakeholders and regulatory agency staff in delivering the SR 12 East projects. Extensive continued project management services are required to ensure timely preparation and completion of the SR 12 Major Investment & Corridor Study Update. To continue with these services with a focus on the MIS, the existing project management contract needs to be amended in order to continue the needed services of a dedicated Project Manager to manage all the work along SR 12. Utilizing the same consultant for these Project Management services for this effort will result in improved efficiencies, cost effectiveness, project familiarity, and coordination. A \$100,000 contract amendment with an additional term of 2 years is recommended.

Fiscal Impact:

The estimated cost for an additional 2-year term of the Project Management contract is \$100,000, which will be funded from already allocated State Transportation Improvement Program (STIP) Planning, Programming and Monitoring (PPM) funds.

Recommendation:

Authorize the Executive Director to execute a contract amendment with CCI in the amount of \$100,000 for Project Management services for an additional 2-year term for State Route 12 East Projects.

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DATE: August 29, 2010
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: I-80 Express Lanes Project Implementation

Background:

Over the past several months, STA staff has been working in partnership with the Metropolitan Transportation Commission (MTC) and Caltrans to implement the I-80 Express Lanes Project (Red Top Road to I-505). STA is taking the lead in moving forward with the environmental clearance and preliminary engineering for this I-80 Express Lanes Project. As part of this effort, STA has retained two consultant teams, PBS&J and HDR Engineering to perform these services. Environmental clearance for the I-80 Express Lanes would be completed with one document, with phased implementation, since the portion from Red Top Road to Airbase Parkway will be a conversion of existing High Occupancy Vehicle (HOV) Lanes to Express Lanes and the portion from Airbase Parkway to I-505 will be newly constructed Express Lanes.

In order to move forward with the environmental clearance and preliminary engineering for the I-80 Express Lanes, an initial Regional Measure 2 (RM 2) funding allocation of \$1.1 million was previously approved by MTC from RM 2 funds dedicated to the I-80/I-680/ State Route (SR) 12 Interchange Complex.

Discussion:

The PBS&J and the HDR teams are on board and the work on the environmental document and preliminary engineering phase is moving forward on schedule. The next important activity will be to secure accurate mapping data required for the preliminary engineering effort.

In order to move forward with mapping for the Project Approval/Environmental Document (PA/ED) phase for the I-80 Express Lanes, STA staff is now recommending an additional RM 2 funding allocation of \$300,000 from funds dedicated to the I-80/I-680/SR 12 Interchange Complex.

As a condition of the RM 2 funding allocation request, STA is required to adopt the attached resolution (Attachment A) which indicates that STA approves the Initial Project Report (IPR) for RM 2 Project 7 and cash flow plan. In addition, the resolution provides authorization to its Executive Director, or his designee, to submit an allocation request to MTC for RM 2 funds for PA/ED for the I-80 Express Lanes Project.

Fiscal Impact:

The \$300,000 allocation request is from the RM 2 funds dedicated to the Interchange Complex.

Recommendation:

Approve the attached Resolution 2010-14 and Funding Allocation Request from the Metropolitan Transportation Commission (MTC) for \$300,000 for PA/ED for the I-80 Express Lanes Project.

Attachment:

- A. STA Resolution 2010-14

**SOLANO TRANSPORTATION AUTHORITY
RESOLUTION No. 2010-14**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
AUTHORIZING THE FUNDING ALLOCATION REQUEST FOR REGIONAL
MEASURE 2 FUNDS FROM THE METROPOLITAN TRANSPORTATION
COMMISSION FOR THE I-80/I-680/SR 12 INTERCHANGE PROJECT**

WHEREAS, SB 916 (Chapter 715, Statutes 2004), commonly referred as Regional Measure 2, identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 2 funds, pursuant to Streets and Highways Code Section 30914(c) and (d); and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 2 funding; and

WHEREAS, allocations to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 2 Policy and Procedures; and

WHEREAS, Solano Transportation Authority is an eligible sponsor of transportation project(s) in Regional Measure 2, Regional Traffic Relief Plan funds; and

WHEREAS, the Solano I-80/I-680 Corridor Improvements is eligible for consideration in the Regional Traffic Relief Plan of Regional Measure 2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

WHEREAS, the Regional Measure 2 allocation request, attached hereto in the Initial Project Report and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which Solano Transportation Authority is requesting that MTC allocate Regional Measure 2 funds; and

RESOLVED, that Solano Transportation Authority, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 2 Policy Guidance (MTC Resolution No. 3636); and be it further

RESOLVED, that Solano Transportation Authority certifies that the project is consistent with the Regional Transportation Plan (RTP).

RESOLVED, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project.

RESOLVED, that Solano Transportation Authority approves the updated Initial Project Report, attached to this resolution; and be it further

RESOLVED, that Solano Transportation Authority approves the cash flow plan, attached to this resolution; and be it further

RESOLVED, that Solano Transportation Authority has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the updated Initial Project Report, attached to this resolution; and be it further

RESOLVED, that Solano Transportation Authority is an eligible sponsor of projects in the Regional Measure 2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914(c); and be it further

RESOLVED, that Solano Transportation Authority is authorized to submit an application for Regional Measure 2 funds for Solano I-80/I-680 Corridor Improvements in accordance with California Streets and Highways Code 30914(c); and be it further

RESOLVED, that there is no legal impediment to Solano Transportation Authority making allocation requests for Regional Measure 2 (RM 2) funds; and be it further

RESOLVED, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of Solano Transportation Authority to deliver such project; and be it further

RESOLVED that Solano Transportation Authority indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of Solano Transportation Authority, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM 2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM 2 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

RESOLVED, that Solano Transportation Authority shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

RESOLVED, that assets purchased with RM 2 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased,

which shall be paid back to MTC in the same proportion that Regional Measure 2 funds were originally used; and be it further

RESOLVED, that Solano Transportation Authority shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 2 Toll Revenues; and be it further

RESOLVED, that Solano Transportation Authority authorizes its Executive Director, or his/her designee, to execute and submit an allocation request to MTC for Regional Measure 2 funds in the amount of \$300,000.00 for PA/ED for the I-80 Express Lanes project (Red Top Road to I-505), purposes and amounts included in the project application attached to this resolution; and be it further

RESOLVED, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the Solano Transportation Authority application referenced herein.

Pete Sanchez, Chair
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed and adopted by said Authority at the regular meeting thereof held this day of September 8, 2010.

Daryl K. Halls, Executive Director
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 8th day of September, 2010 by the following vote:

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

Attest: _____
Johanna Masiclat
Clerk of the Board

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Regional Measure 2 Initial Project Report (IPR)

Project Title:

Solano County Corridor Improvements near Interstate 80/Interstate 680 Interchange

RM2 Project No.

7

Allocation History:

	MTC Approval Date	Amount	Phase
#1:	January 2006	\$5,975,000	PA/ED (I-80 HOV Lanes and North Connector)
#2	September 2006	\$1,000,000	PA/ED (I-80 HOV Lanes)
#3	February 2007	\$6,525,000	Final Design (I-80 HOV Lanes) and Construction for Advanced Package (Green Valley Bridge Widening)
#3A		<\$ 78>	Rescission - Reduction in Allocation #3
#4	October 2007	\$8,300,000	PA/ED for I-80/I-680/SR12 Interchange (\$5.2 million being transferred to I-80 EB Truck Scales)
#5	May 2008	\$10,300,000	Final Design, R/W Acquisition, and Advanced Construction Package for N. Connector Project
#6	October 2008	\$5,200,000	PA/ED for I-80 EB Cordelia Truck Scales Relocation
#7	January 2009	\$18,204,000	Construction for the N. Connector Project
#7A		<\$3,004,007>	Rescission - Reduction in Allocation #7
#8	April 2009	\$19,700,000	Design and ROW Acquisition for the I-80 Eastbound Truck Scales Project
#9	June 2009	\$1,100,000	Preliminary Engineering for the I-80 Express Lanes
#10	July 2009	\$1,000,000	PA/ED for I-80 EB Cordelia Truck Scales Relocation
#11	September 2009	\$5,200,000	PA/ED for I-80/I-680/SR12 Interchange

Regional Measure 2 – INITIAL PROJECT REPORT

#12	February 2010	\$2,900,000	Utility Relocation for I-80/I-680/SR12 Interchange

Total: \$82,399,915

Current Allocation Request:

IPR Revision Date	Amount Being Requested	Phase Requested
September 2010	\$ 300,000	PA/ED for the I-80 Express Lanes

I. OVERALL PROJECT INFORMATION

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

Solano Transportation Authority is the project sponsor and implementing agency.

Project Purpose

The I-80/I-680/SR-12 Interchange experiences traffic congestion due to San Francisco Bay Area commuter traffic, regional traffic using the interstate system, and recreational traffic traveling between the San Francisco Bay Area and Lake Tahoe. The objectives of the proposed project are to alleviate congestion, improve safety, and provide for existing and proposed traffic demand by upgrading the capacity of the freeway, including Express Lanes or HOT Lanes and completing a local roadway system that will provide local travelers alternatives to using the freeways for local trips.

Express Lanes or HOT lanes require single-occupant vehicles to pay a toll that varies based on demand, called congestion pricing. The tolls change throughout the day according to real-time traffic conditions to manage the number of cars in the lanes and keep them free of congestion, even during rush hour. The concept is an expansion of HOV lanes and an effort to maximize their efficiency in moving vehicles. HOV lanes are designed to promote vehicle sharing and use of public transport by creating areas of lower road use as an incentive, but they have been criticized because some are underused. The Express Lanes or HOT lanes provide a mobility option for single occupant vehicles to provide reliable travel at a variable price. Drivers who do not utilize the lane can also benefit from having it fully utilized, thus taking more traffic out of the mixed flow lanes, in contrast to the sometimes underutilized HOV lanes. By linking together disconnected HOV networks, Express Lanes can allow public transportation vehicles (such as buses) and carpools more reliability to get to destinations on time.

Regional Measure 2 – INITIAL PROJECT REPORT

Project Description (please provide details, expand box as necessary)

The I-80/I-680/State Route (SR) 12 Interchange Project proposes improvements to address traffic operations and congestion in the existing interchange complex, which is located in Solano County. Alternatives being considered in the Environmental Impact Report (EIR) may include the following components: modification of existing interchanges, adding freeway lanes, constructing new interchanges, auxiliary lanes, high-occupancy vehicle (HOV) lanes and frontage roads within and adjacent to existing freeway rights of way, and constructing a direct connector roadway from I-680 to SR 12 East, southeast of the existing interchange. Alternatives will include options for reconfiguration of the existing truck scales within the project area to improve ingress and egress of the truck traffic. The Project will also include the PA/ED for the Express Lanes or HOT Lanes thru Fairfield and Vacaville.

Project Graphics to be sent electronically with This Application

Impediments to Project Completion

The major impediment to accomplish the project completion will be the securing of funds to complete the interchange improvements. However, there are deliverable phases of this project that are serviceable, provide independent utility and have logical termini. Some of these phases (as discussed below) can be delivered by currently identified fund sources.

The STA is expending TCRP funds and RM2 funds for the preparation of five environmental documents for the I-80/I-680/SR 12 Interchange (I/C) improvements.

The STA is currently delivering the I-80 HOV Lanes Project, the North Connector Project, and the I-80 Eastbound Truck Scales Relocation Project, and the I-80 Express Lanes as independent projects. Caltrans and the FHWA have concurred with this approach. The balance of the I-80/I-680/SR12 I/C improvements are being evaluated under a fifth and separate environmental document, with the expectation that the balance of the I/C improvements will need to be constructed with multiple construction packages.

Operability

The North Connector Project will be owned and operated by local jurisdictions, as it is off the State Highway system. Caltrans will be responsible for owning and operating the mainline I/C and Truck Scale improvements.

Regional Measure 2 – INITIAL PROJECT REPORT

II. PROJECT PHASE DESCRIPTION and STATUS

Environmental –

Does NEPA Apply: Yes No

As mentioned above, the project will need to be constructed with multiple construction packages. All three alternatives identified in the Corridor Study/Major Investment Study include a North Connector that connects SR 12 (W) with SR 12 (E), I-80 HOV Lanes and the I-80 Eastbound (EB) Truck Scales Relocation, and the I-80 Express Lanes. As a result, STA is currently proceeding with five environmental documents simultaneously, one for the North Connector Project (CEQA only - COMPLETED), one for the I-80 HOV Lanes Project (COMPLETED), one for the I-80 Eastbound (EB) Truck Scales Relocation (COMPLETED), one for the I-80 Express Lanes and one for the I-80/I-680/SR12 Interchange.

North Connector Project - (Abernathy to Green Valley Road) – The Environmental Impact Report (EIR) for the North Connector was certified in May 2008 (COMPLETED). This project will be implemented in phases. The first phase will extend from Abernathy to Suisun Creek and will be funded with RM2 funds.

I-80 HOV Lanes Project (Red Top Road to Airbase Parkway) - The environmental document for the I-80 HOV Lanes Project is an Initial Study/Mitigated Negative Declaration (IS/MND) for CEQA and a Category Exclusion (CE) for NEPA. The final CEQA document was approved in February 2007 and the final NEPA document was approved in April 2007 (COMPLETED).

I-80 Eastbound (EB) Truck Scales Relocation - The environmental document for the I-80 Eastbound Truck Scales Relocation is an EIR/EA. The final EIR/EA was approved in October 2009 (COMPLETED).

I-80 Express Lanes Project (Red Top Road to I-505) - Environmental clearance for the I-80 Express Lanes will be completed in one document, with phased implementation, since the portion from Red Top Road to Airbase Parkway will be a conversion of HOV Lanes to Express Lanes and the portion from Airbase Parkway to I-505 will be newly constructed lanes.

I-80/I-680/SR12 Interchange Project -The environmental document for the balance of the I-80/I-680/SR12 I/C Project is currently being prepared and will be an EIR/EIS. The document will evaluate the entire project (excluding the North Connector, the I-80 HOV Lanes, the I-80 EB Truck Scales, and the I-80 Express Lanes), but a Record of Decision can only be issued for a fundable phase. A Notice of Determination (NOD) will be approved for the entire project. The Draft EIR/EIS was circulated in August 2010 with the Final EIR/EIS scheduled for approval in the February/March 2011 time frame.

Design –

Final Design for the I-80 HOV Lanes was completed in January 2008, with the exception of the Advanced Construction Package for the Green Valley Bridge Widening and the Ramp Metering component. Final Design for the Green Valley Bridge Widening was completed in spring 2007 and Final Design for the Ramp Metering component was completed in October 2009. Final Design for the North Connector project was started in May 2008 and completed in March 2009. Final Design for the I-80 EB Truck Scales is underway and expected to be completed in fall 2010. Detailed preliminary engineering for I-80/I-680/SR12 Interchange project started in late 2008.

Regional Measure 2 – INITIAL PROJECT REPORT

Right-of-Way Activities / Acquisition –

Right-of-way activities for the North Connector started in May 2008 and is proceeding well. Since the I-80 HOV Lanes is being constructed in the median, no right-of-way acquisition was needed for the I-80 HOV Lanes Project. Right-of-way activities for the I-80 EB Truck Scales are underway. Right-of-way activities for the I-80/I-680/SR12 Interchange are expected to start in the February/March 2011 time frame.

Construction / Vehicle Acquisition -

Construction has been completed for the Advanced Construction Package – Green Valley Bridge Widening and the I-80 HOV Lanes (with the exception of the Ramp Metering work, which is expected to be completed in fall 2011). Construction of the North Connector started in July 2009 and is expected to be completed by December 2010, with the exception of the Mitigation Site. Construction of the Mitigation Site started in August 2010 and be completed by late 2010, at which time the 10-year monitoring period will commence.

III. PROJECT BUDGET

Project Budget (Escalated to year of expenditure)

	Total Amount - Escalated - (Thousands)
Phase: TOTAL PROJECT	
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$ 46,404
Design - Plans, Specifications and Estimates (PS&E)	178,034
Right-of-Way Activities /Acquisition (R/W)	126,000
Construction / Rolling Stock Acquisition (CON)	1,308,743
Total Project Budget (in thousands)	\$1,658,181

Project Budget (Escalated to year of expenditure)

	Total Amount - Escalated - (Thousands)
Phase: NORTH CONNECTOR	
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$5,500
Design - Plans, Specifications and Estimates (PS&E)	3,300
Right-of-Way Activities /Acquisition (R/W)	8,000
Construction / Rolling Stock Acquisition / Operating Service (CON)	39,864
Total Project Budget (in thousands)	\$56,664

Project Budget (Escalated to year of expenditure)

	Total Amount - Escalated - (Thousands)
Phase: I-80 HOV LANES	
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$4,475
Design - Plans, Specifications and Estimates (PS&E)	4,525
Right-of-Way Activities /Acquisition (R/W)	0
Construction / Rolling Stock Acquisition (CON)	49,927
Total Project Budget (in thousands)	\$58,927

Regional Measure 2 – INITIAL PROJECT REPORT

Project Budget (Escalated to year of expenditure)

Phase: I-80 Eastbound Truck Scales Relocation	Total Amount - Escalated (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$6,800
Design - Plans, Specifications and Estimates (PS&E)	16,700
Right-of-Way Activities /Acquisition (R/W)	3,000
Construction / Rolling Stock Acquisition (CON)	74,400
Total Project Budget (in thousands)	\$100,900

Project Budget (Escalated to year of expenditure)

Phase: I-80 Express Lanes	Total Amount - Escalated - (Thousands)
Preliminary Eng (PE)	\$1,400

Project Budget (Escalated to year of expenditure)

Phase: I-80/I-680/SR12 I/C Improvements – CPI	Total Amount - Escalated (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$22,300
Design - Plans, Specifications and Estimates (PS&E)	4,200
Right-of-Way Activities /Acquisition (R/W)	15,000
Construction / Rolling Stock Acquisition (CON)	149,625
Total Project Budget (in thousands)	\$191,125

IV. OVERALL PROJECT SCHEDULE

North Connector	Planned (Update as Needed)	
Phase-Milestone	Start Date	Completion Date
Environmental Document	10/02	05/08
Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED)	10/02	05/08
Final Design - Plans, Specs. & Estimates (PS&E)	05/08	03/09
Right-of-Way Activities /Acquisition (R/W)	05/08	03/11
Construction (CON)	07/09	12/10

Regional Measure 2 – INITIAL PROJECT REPORT

I-80 HOV Lanes	Planned (Update as Needed)	
	Phase-Milestone	Start Date
Environmental Document	06/02	04/07
Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED)	06/02	04/07
Final Design - Plans, Specs. & Estimates (PS&E)	04/07	01/08
Right-of-Way Activities /Acquisition (R/W)	N/A	N/A
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON) – MAJOR PROJECT (Green Valley Bridge Widening –2007)	01/08	12/09

I-80 Eastbound Truck Scales Relocation	Planned (Update as Needed)	
	Phase-Milestone	Start Date
Environmental Document	05/03	09/09
Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED)	05/03	10/09
Final Design - Plans, Specs. & Estimates (PS&E)	10/09	05/11
Right-of-Way Activities /Acquisition (R/W)	10/09	04/11
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON) – MAJOR PROJECT	08/11	12/13

I-80 Express Lanes	Planned (Update as Needed)	
	Phase-Milestone	Start Date
Environmental Document	05/10	05/12
Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED)	05/10	05/12
Final Design - Plans, Specs. & Estimates (PS&E)	N/A	N/A
Right-of-Way Activities /Acquisition (R/W)	N/A	N/A
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON) – MAJOR PROJECT (Green Valley Bridge Widening –2007)	N/A	N/A

Regional Measure 2 – INITIAL PROJECT REPORT

Phase: I-80/I-680/SR12 I/C Improvements – CP1	Planned (Update as Needed)	
	Start Date	Completion Date
Phase-Milestone		
Environmental Document	06/02	03/11
Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED)	06/02	03/11
Final Design - Plans, Specs. & Estimates (PS&E)	03/11	11/11
Right-of-Way Activities /Acquisition (R/W)	03/11	12/11
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON) – CP1	03/12	12/13

V. ALLOCATION REQUEST INFORMATION

Detailed Description of Allocation Request

FY 2010-11: An allocation of \$.3 million is being requested for PA/ED for the I-80 Express Lanes Project.

Amount being requested (in escalated dollars)	\$ 300,000
Project Phase being requested	PAED
Are there other fund sources involved in this phase?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Date of anticipated Implementing Agency Board approval the RM2 IPR Resolution for the allocation being requested	September 2010
Month/year being requested for MTC Commission approval of allocation	October 2010

Status of Previous Allocations (if any)

Work is progressing well with the previous allocations.

Workplan

Workplan in Alternate Format Enclosed

TASK NO	Description	Deliverables	Completion Date
1	N. Connector	Final ED	05/08 (A)
2	N. Connector	Final Design	03/09 (A)
3	N. Connector	Right of Way Acquisition	03/11

Regional Measure 2 – INITIAL PROJECT REPORT

4	N. Connector	Construction	12/10
5	I-80 HOV Lanes	Final ED	04/07 (A)
6	I-80 HOV Lanes	Final Design	01/08 (A)
7	I-80 HOV Lanes	Construction	12/09 (A)
8	I-80 EB Truck Scales	Draft ED	01/09 (A)
9	I-80 EB Truck Scales	Final ED	10/09 (A)
10	I-80 EB Truck Scales	Final Design	05/11
11	I-80 EB Truck Scales	Construction	12/13
12	I-80/I-680/SR12 I/C	Draft ED	07/10
13	I-80/I-680/SR12 I/C	Final ED	03/11

(A) = Actual Date

Impediments to Allocation Implementation

No impediments. The STA is prepared to move expeditiously to complete the Preliminary Engineering for the I-80 Express Lanes project. This is the highest priority project for the STA.

VI. RM-2 FUNDING INFORMATION

RM-2 Funding Expenditures for funds being allocated

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

Next Anticipated RM-2 Funding Allocation Request

October 2010 – Detailed Preliminary Engineering for two additional construction packages for the I-80/I-680/SR12 Interchange.

VII. GOVERNING BOARD ACTION

Check the box that applies:

X Governing Board Resolution attached

Governing Board Resolution to be provided on or before:

VIII. CONTACT / PREPARATION INFORMATION

Contact for Applicant's Agency

Name: Janet Adams

Phone: (707) 424-6010

Title: Director of Projects

E-mail: jadams@sta-snci.com

Regional Measure 2 – INITIAL PROJECT REPORT

Information on Person Preparing IPR

Name: Dale Dennis

Phone: (925) 686-0619

Title: STA Project Management Consultant

E-mail: dodennis@dataclonemail.com

Applicant Agency's Accounting Contact

Name: Susan Furtado

Phone: (707) 424-6075

Title: Accounting Manager

E-mail: SFurtado@STA.local

Revised IPR 09.28.07.doc

Instruction Sheet

Cover Page

Project Title and Number - Project name familiar with project sponsor, as displayed in the federal Transportation Improvement Program (TIP) or other funding/planning documents. Provide RM2 project number for the individual project(s).

Allocation History and Current Allocation Request- Include information on past allocations and current allocation request. Add additional entries as necessary.

I. Overall Project Information

Project Title- Project name familiar with project sponsor, as displayed in the federal Transportation Improvement Program (TIP) or other funding documents. If this project is subset of a larger RM2 project, please state and summarize overall project but fill out this report for the individual project(s).

Project Sponsor/ Co-sponsor(s)/Implementing Agency- Identify Project Sponsor and any co-sponsor(s) as specified in statute. Identify a Lead Sponsor responsible for ensuring the delivery of the RM-2 project and responsible for addressing any funding shortfalls. If different from the sponsor, identify the Implementing Agency responsible for delivering the project. If multiple agencies identify agency responsibilities for delivering the project or project elements, and if necessary, specify the agency responsible for seeking and processing the RM2 allocation(s).

Project Purpose- Describe the project purpose, including the problem being addressed and specific accomplishment to be achieved and resulting benefits, as well as the value of the project to the region or corridor, and an explanation of the project as a worthy transportation investment.

Project Description- Highlight any differences or variations from the RM-2 legislated project description, or changes in project scope since the previous IPR. If the RM-2 funding is for a deliverable phase or useable segment of the larger project, the RM-2 segment should be described separately as a subset of the overall project description. It must be demonstrated that the RM-2 funded component or phase will result in an operable or useable segment. Include a summary of any prior completed phases and/or future phases or segments associated with the RM-2 segment. Check off whether project graphics information is included in the application.

Impediments to Project Completion - Discussion should include, but not be limited to, the following potential issues that may adversely affect the proposed project or the ability of the sponsor or implementing agency to carry out such projects:

- Any uncommitted future funding needs
- Significant foreseeable environmental impacts/issues
- Community or political opposition
- Relevant prior project funding and implementation experience of sponsor/implementing agency
- Required public or private partnerships
- Right of way constraints
- Timeliness of delivery of related transportation projects
- Availability and timeliness of other required funding
- Ability to use/access other funding within required deadlines
- Legal impediments and any pending or threatened litigation.

Regional Measure 2 – INITIAL PROJECT REPORT

Operability- Discuss ability to operate and maintain the transportation investment once completed, including timeframe and expected fund source and amount needed to support the continued operations and maintenance of the delivered project.

II. Project Phase and Status

Describe the status of each phase of the RM-2 funded phase or operable/useable segment.

- **Environmental** – Discuss status and type of environmental document (indicate if NEPA applies by checking the correct box), scheduled date of circulation of draft document and expected final document date. Explanation of environmental issues requiring special attention. Identification of Lead Agency under CEQA.
- **Design** – Discuss status of project design, including identification of special design considerations, such as design-build or design sequencing, and any special circumstances for the design of the RM-2 funded operable/useable segment.
- **Right-of-Way Activities / Acquisition** – Discuss status of right of way acquisition including any right of way constraints for the RM-2 funded operable/useable segment.
- **Construction / Vehicle Acquisition / Operating Service** - Discuss status or special circumstances for project construction, equipment / vehicle acquisition or service operations for the RM-2 funded operable/useable segment.

III. Total Project Budget Information

Provide the total cost estimates for the four phases (ENV, PS&E, R/W and CON / Operating). The estimate shall be in both escalated (to the year of expenditure including prior expenditures) and current (at time of the preparation of the IPR) dollars. If the project is for planning activities, include the amount in environmental phase.

IV. Project Schedule

Provide planned start and end dates for key milestones of project phases (as applicable). The RM-2 funded phase or component must result in a useable or operable segment. Information shall be provided by month and year.

V. Allocation Request Information

Provide a description of the phase; include an expanded description outlining the detailed scope of work, status of work, work products. Include any prior completed phases and/or future phases or segments associated with the RM-2 segment. Indicate whether there are non-RM2 funds in the phase by checking the correct box. It must be demonstrated that the RM-2 funded component or phase will be fully funded and result in an operable or useable segment. Include details such as when the board of the Implementing Agency will approve the allocation request and the month/year being requested for the MTC to approve the request noting that this will normally take sixty days from the submission of the request.

Status of Previous Allocations - Please provide an update of the previous allocations for this project or subproject, referencing the outcome, approval dates of important actions, and pertinent completed documents.

Regional Measure 2 – INITIAL PROJECT REPORT

Workplan - Either populate the table below or attach a workplan in a comparable format. If a consultant is being hired to complete the workplan, please indicate such and enclose a copy of that plan to MTC. If the workplan is to be detailed out by the Regional Measure 2 allocation, please fill out the work plan to the best of your knowledge and indicate when a more detailed workplan will be submitted.

Impediments to Allocation Implementation - Include a summary of any impediments to complete the phase. Summary should include, but not be limited to, discussion of any potential cost increases, significant environmental impacts/issues, community or political opposition, viability of the project sponsor or implementing agency, relevant prior project funding and implementation experience, required public or private partnerships, potential project implementation issues including right of way constraints, timeliness of delivery of related transportation projects, availability and timeliness of other required funding, ability to use/access other funding within required deadlines, legal impediments, and any pending or threatened litigation which might in any way adversely affect the proposed project or the ability of the sponsor or implementing agency to carry out such projects.

VI. RM-2 FUNDING INFORMATION

RM-2 Funding Spreadsheet - To capture the funding data for your project, you will need to refer to the Microsoft Excel spreadsheet that is part of this IPR. The spreadsheet comprises of five tabs that needs to be completed or updated. Instructions are included on the accompanying Excel file to the IPR. Confirm that the required fundingspreadsheet (Microsoft Excel) is completed and enclosed by checking the box.

Next Anticipated RM-2 Funding Allocation Request - Summarize the approximate timing of the RM-2 funding need. If previously allocated RM-2 funds were not fully expended in the year for which an allocation was made, or there is a balance of unexpended RM-2 allocations, provide a status of the non-expenditure of RM-2 allocations, and the expected expenditure date(s). Explain any impacts to RM-2 funding needs as a result of any project delays or advances.

VII. GOVERNING BOARD ACTION

The IPR must be approved by the board or governing body of the agency responsible for preparing and submitting the IPR prior to MTC approval of the IPR and allocation of funds. Check the box on whether verification of the governing board action is attached. If not, indicate when the verification will be available

VIII. CONTACT / PREPARATION INFORMATION

Provide applicable contact information including agency, contact/project manager names, phone numbers, e-mail, and mailing addresses. Also provide the date the report was prepared, agency and name of person preparing this report.

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DATE: August 31, 2010
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Greenhouse Gas Emission Inventory Contract and Sustainable Communities Strategy Update

Background:

AB 32, the California Global Warming Solutions Act of 2006 is intended to substantially reduce the emission of Greenhouse Gases (GHG), primarily carbon dioxide. SB 375, approved in 2008, is designed to implement a portion of AB 32 by integrating regional decisions on land use planning and transportation investment. This is primarily accomplished by requiring regional Metropolitan Planning Organizations (MPOs) to develop a Sustainable Communities Strategy (SCS) that:

- Accommodates all of the region's growth, both in total numbers and by economic groups;
- In general locations, including by density and use; and
- Ties transportation investments through the Regional Transportation Plan (RTP) to new development or redevelopment, in order to reduce Vehicle Miles Traveled (VMT), the proxy measure for GHG emissions.

Senate Bill (SB) 375 only addresses emission reductions from reductions in VMT for cars and light trucks. Other initiatives under AB 32 deal with improved vehicle fleet fuel economy, lower carbon fuels, and reduced emissions from heavy trucks, transit and non-transportation sources.

In the STA Fiscal Year (FY) 2009-10 budget, \$50,000 was designated for the development of a county-wide GHG emissions inventory. STA staff has not been able to come to terms with a consultant to perform that work. In the mean time, Solano County has contracted with the consulting firm AECOM for development of a County Climate Action Plan (CAP) and to apply for a state Strategic Growth Council grant for the CAP.

Discussion:

On August 9th, the California Air Resources Board (CARB) released draft GHG reduction goals for the major MPOs, including the Metropolitan Transportation Commission (MTC). CARB must adopt the final targets at their September 23, 2010 meeting. The draft GHG goals released by CARB are expressed as percent reductions per capita, as follows by region:

MPO	2020	2035
SanDAG	7%	13%
SCAG	8%	6%
SACOG	6%	15%
MTC	7%	10%

On July 28th, MTC voted to recommend CARB adopt higher GHG reduction targets for the Bay Area's SCS – 7% by 2020 and 15% by 2035. The presentation to the MTC on GHG targets is included as Attachment A.

Association of Bay Area Governments (ABAG) staff is meeting with local government and Congestion Management Agency (CMA) staffs to discuss existing conditions data for housing and jobs, as well as scenarios for future growth to be include in the SCS. ABAG has been out to meet with STA, city and county planning and public works staff twice this summer. The primary focus of ABAG and MTC staff are on future growth scenarios that concentrate on development primarily in the three major Bay Area cities such as San Jose, San Francisco and Oakland, where high density residential and job centers are linked by public transit. This central core strategy growth would be complimented by a similar central core transportation investment strategy that may reduce funds available to outlying suburban counties, such as Solano. STA staff recommends an additional scenario be developed, focusing transportation investments in areas where growth has been occurring or can be efficiently planned, such as Solano County's nine designated Priority Development Areas (PDAs) and within the seven cities, consistent with the Solano Orderly Growth Ordinance.

The Bay Area SCS must be completed early enough to be used as the land use element of the next Regional Transportation Plan (RTP). The next RTP is required to be adopted in April 2013. Therefore, the final SCS is scheduled to be completed in early 2012. STA is planning to complete the update to the Solano Comprehensive Transportation Plan by the end of 2011.

The consulting firm AECOM is currently under contract to Solano County to develop a CAP for the County, and the County is applying for a Strategic Growth Council planning grant to fund the CAP. In order to coordinate the work efforts between the County and STA as well as expedite the timeline for the completion of the studies, STA received and reviewed a proposal from AECOM to complete the county-wide GHG inventory. Having the same firm conduct both the GHG inventory and the CAP will not only allow for a better integration of the data from the inventory into the recommendation of the CAP but it will also allow STA to save resources and benefit from the information already gathered on behalf of the County. The proposal and budget from AECOM are included as Attachment B.

The County of Solano requested a Letter of Support from the STA for their Strategic Growth Council planning grant submittal. The STA Technical Advisory Committee (TAC) discussed this item at their August 25, 2010 meeting and recommended approval of the STA's letter of support. Due to the grant deadline for County's urgency to submit the application, STA staff provided the County a Letter of Support on August 31st. A copy of the letter of support is included as Attachment C.

Of the \$50,000 budget by STA for the GHG inventory, \$46,000 remains unspent. The AECOM proposal has a budget of \$65,900. It is recommended that the STA Board authorize adding \$19,900 to the climate change budget for the consultant to complete the GHG inventory.

Though not part of the formal SCS development, the Bay Area Air Quality Management District (BAAQMD) has recently approved new development guidelines to be applied as part of a projects California Environmental Quality Act (CEQA) analysis. The new

BAAQMD CEQA guidelines set thresholds for GHG emissions. Projects will also have to conduct more geographically-specific analysis of air quality impacts. The BAAQMD threshold limits are provided as Attachment D.

Fiscal Impact:

Amendment of the climate change strategy budget would require a \$19,900 budget increase. The money for this budget increase would come from gas tax funds.

Recommendation:

Authorize the Executive Director to enter into a contract with AECOM for \$65,900 to conduct a greenhouse gas inventory as specified in Attachment B.

Attachments:

- A. MTC GHG Target Presentation
- B. AECOM Proposal and Budget for GHG Inventory
- C. Letter to California Department of Conservation supporting Solano County's application for a Strategic Growth Council planning grant
- D. BAAQMD Adopted Thresholds of Significance

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OneBayArea



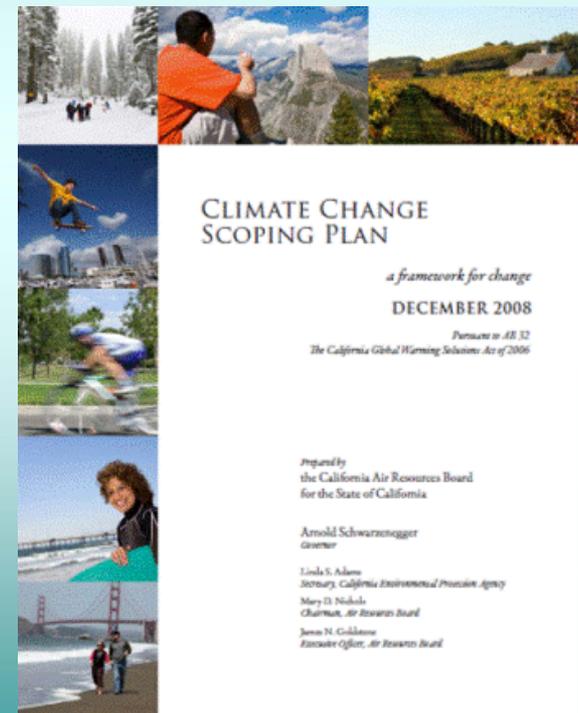
GHG Target-Setting Impacts

MTC

July 28, 2010

AB 32 Global Warming Solutions Act of 2006

- AB 32 establishes the first comprehensive program of regulatory and market mechanisms in the nation to achieve greenhouse gas (GHG) emissions reductions
- AB 32 sets GHG emissions limit for 2020 at 1990 level
 - Acknowledges that 2020 is not the endpoint
 - Points way towards 80% reduction by 2050
- Air Resources Board (ARB) adopted a Scoping Plan to achieve AB 32's GHG emissions reduction target



California's Three Pronged Approach to Reducing Transportation Greenhouse Gases

(with AB 32 Scoping Plan estimates for GHG reductions in 2020)

- Cleaner vehicles (Pavley, AB 32) - 38 tons
- Cleaner fuels (Low-Carbon Fuel Standard) - 15 tons
- More sustainable communities (SB 375) - 5 tons



SB 375 Basics



- Directs ARB to develop passenger vehicle GHG reduction targets for CA's 18 MPOs for 2020 and 2035
- Adds Sustainable Communities Strategy as new element to RTPs
- Requires separate Alternative Planning Strategy if GHG targets not met
- Provides CEQA streamlining incentives for projects consistent with SCS/APS
- Coordinates RHNA with the regional transportation planning process

Bay Area Principles for Establishing GHG Emission Targets

Proposed MTC Principle #7:

- ARB should establish Bay Area target that does not exceed **7% per capita for 2020** and **10% per capita for 2035**



What Targets are the Other "Big Four" MPOs Proposing?*

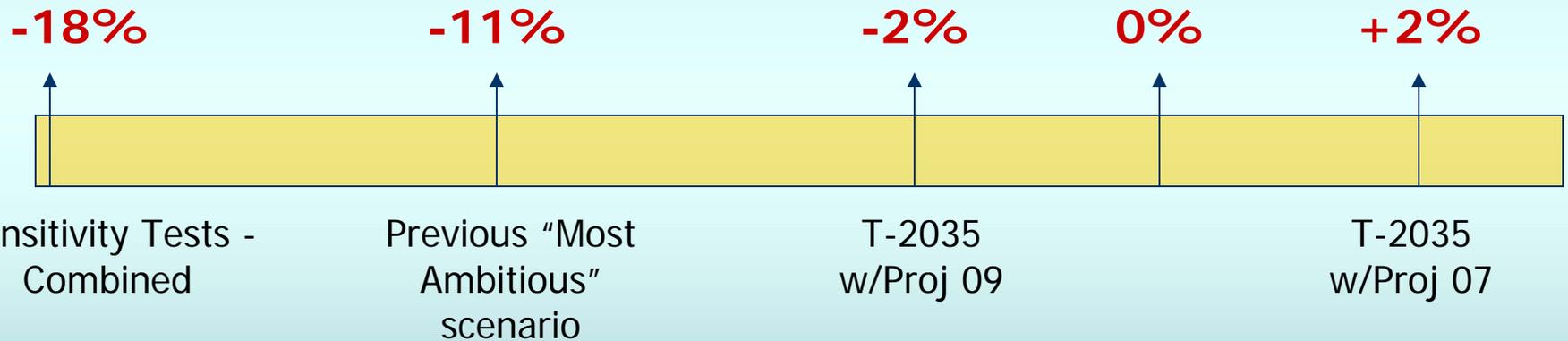
(per capita GHG reduction compared to 2005)

MPO	2020	2035
SanDAG	7%	13%
SCAG	8%	6%
SACOG	6%	15%

* preliminary/proposed, subject to change



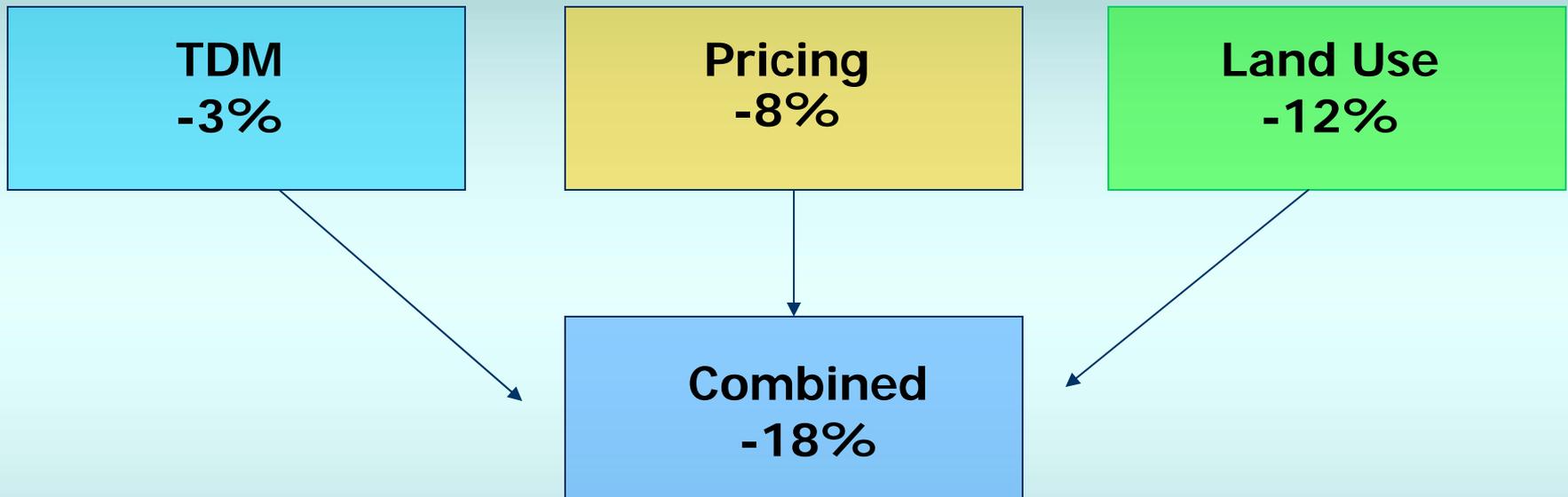
Bay Area GHG Scenarios (% per capita - 2005 vs 2035)



More aggressive



How do Sensitivity Tests Address GHG Targets (2035)?



MTC Planning Committee Direction:

- Examine 2035 target alternatives at 10%, 12% and 15% per capita GHG reduction
- Illustrate differences in impacts on development patterns, commute costs and co-benefits

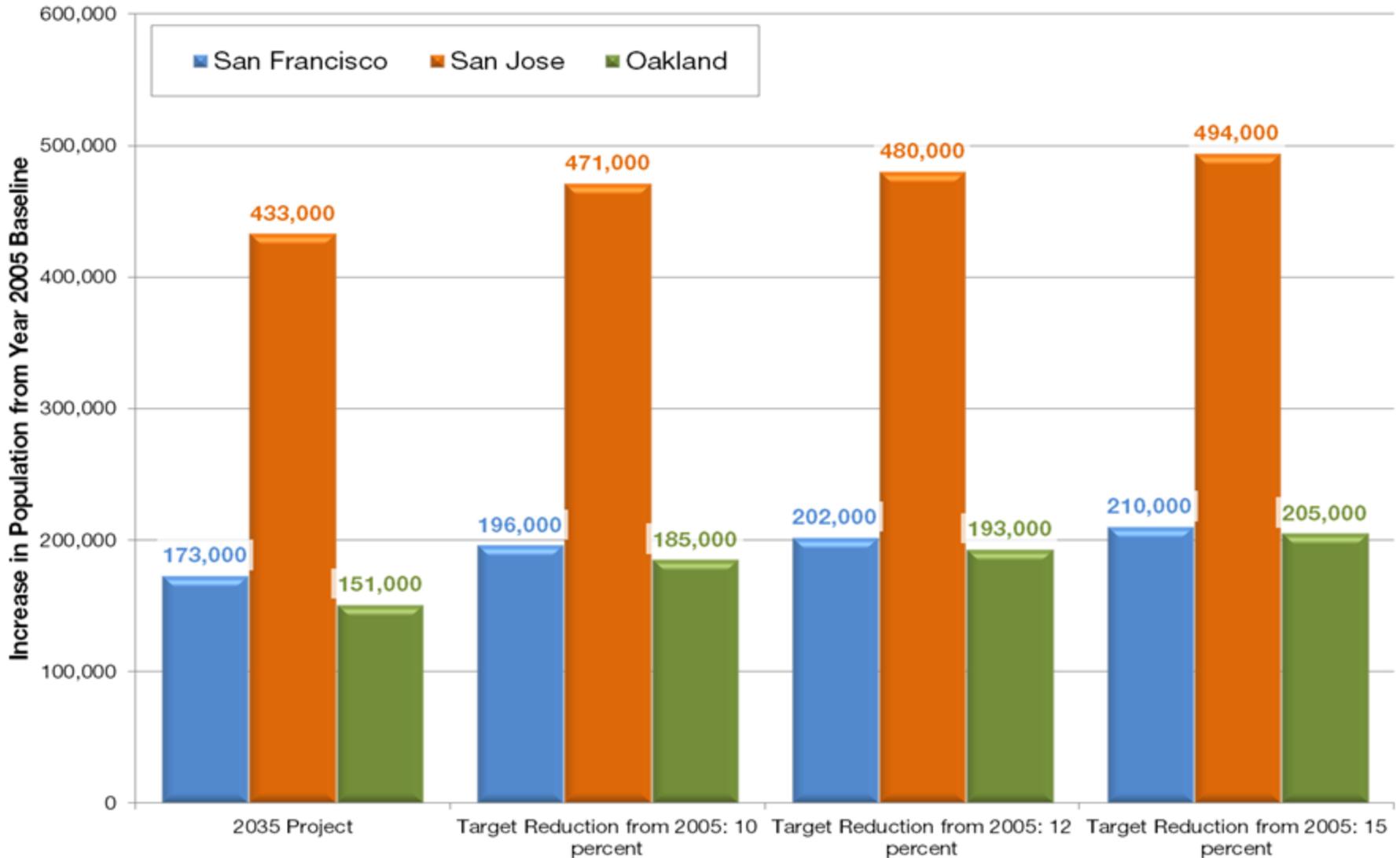


Land Use Impacts

County	Population			Percent Change	
	2005	2035 Projections 09	2035 Focused Growth	2005 to 2035 Projections 09	2035 Projections 09 to 2035 Focused Growth
San Francisco	795,800	969,000	1,008,500	22%	4%
San Mateo	721,900	893,000	896,300	24%	>1%
Santa Clara	1,763,000	2,431,400	2,587,000	38%	6%
Alameda	1,505,300	1,966,300	2,062,100	31%	5%
Contra Costa	1,023,400	1,322,900	1,373,400	29%	4%
Solano	421,600	506,500	497,600	20%	-2%
Napa	133,700	148,800	147,200	11%	-1%
Sonoma	479,200	561,500	564,500	17%	1%
Marin	252,600	274,300	278,800	9%	2%
<i>Total</i>	<i>7,096,500</i>	<i>9,073,700</i>	<i>9,412,200</i>	28%	4%

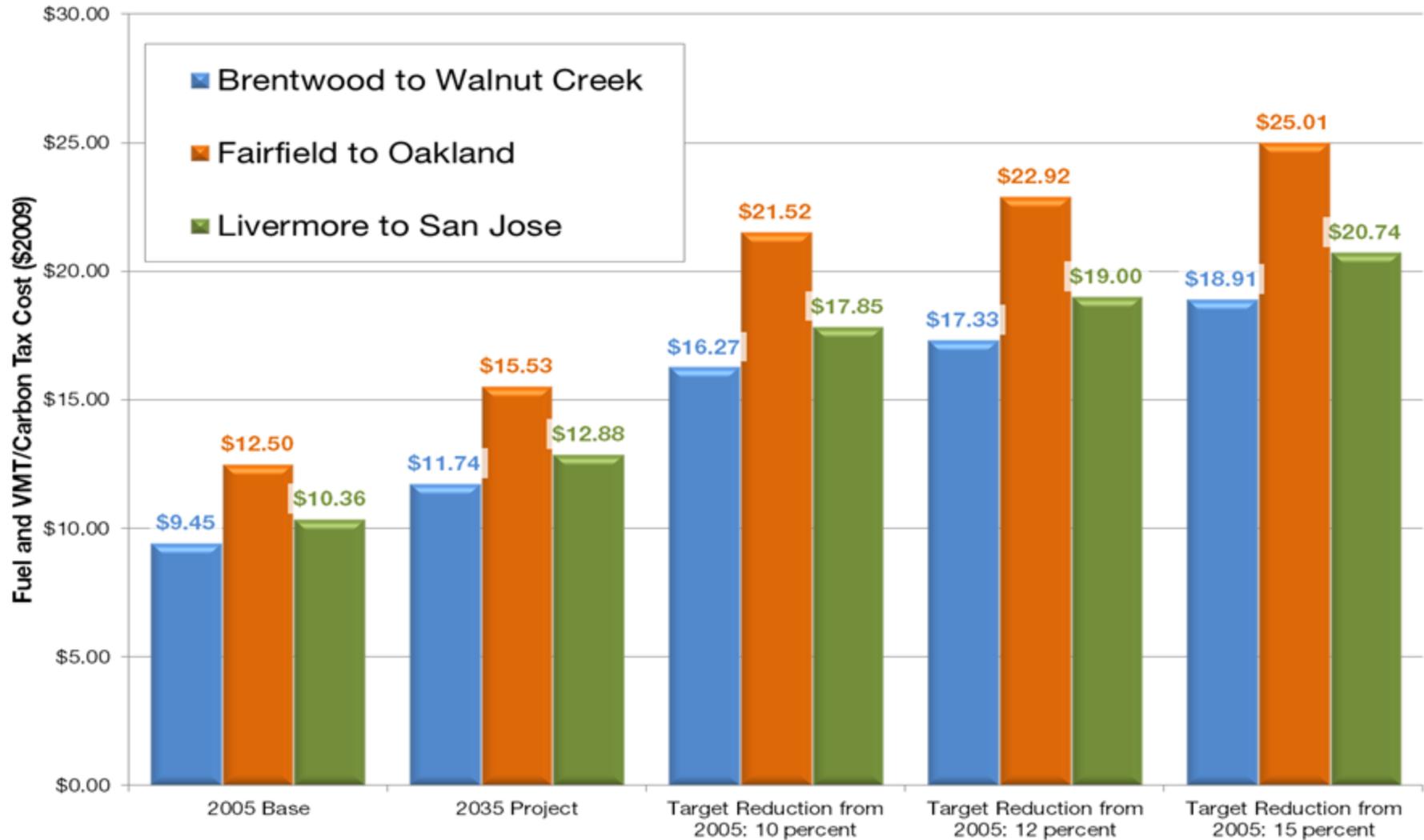
Land Use Impacts

Increase in Population in San Francisco, San Jose, and Oakland



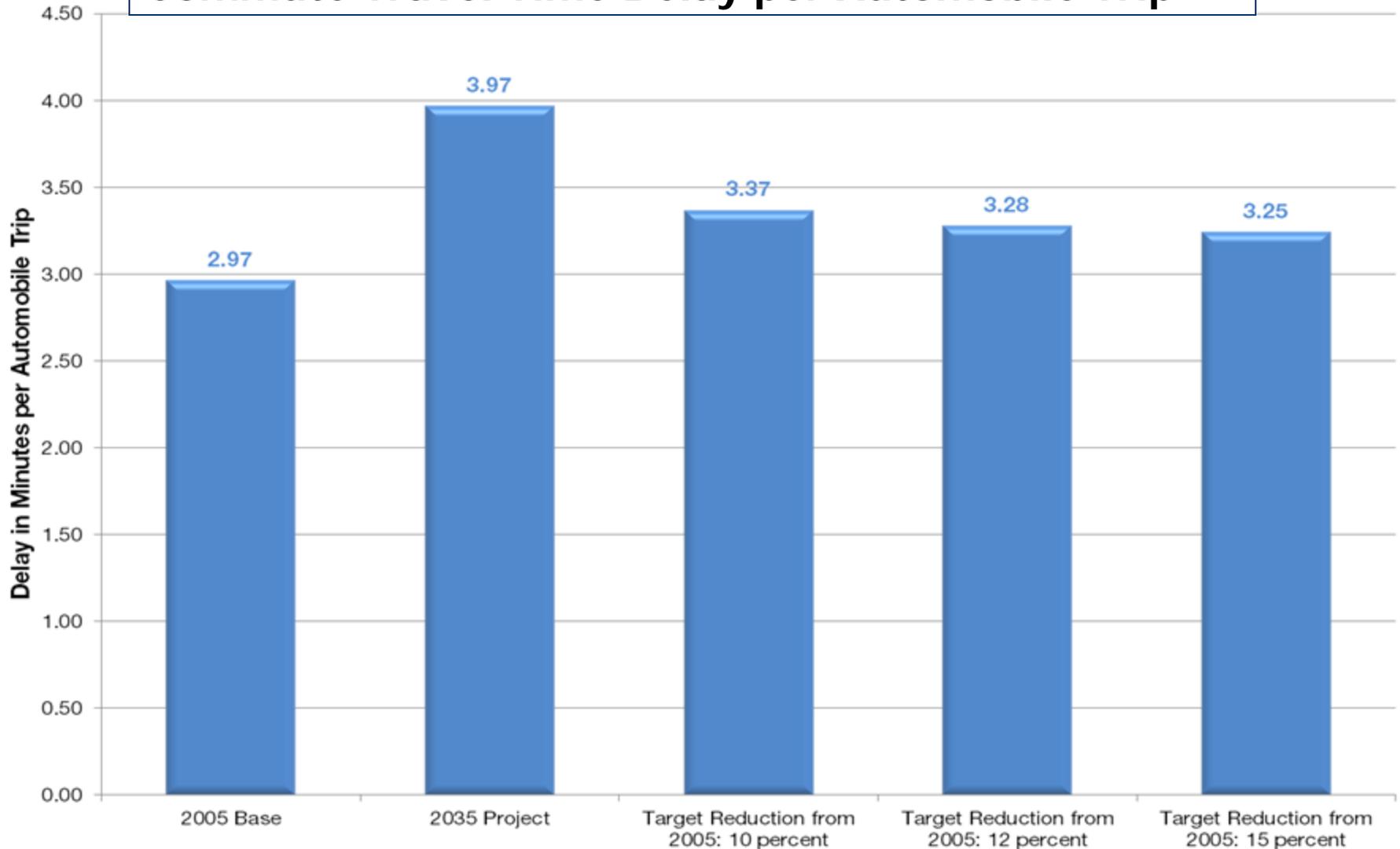
Commute Impacts

Round-trip Automobile Cost of Example Commutes



Commute Impacts

Commute Travel Time Delay per Automobile Trip

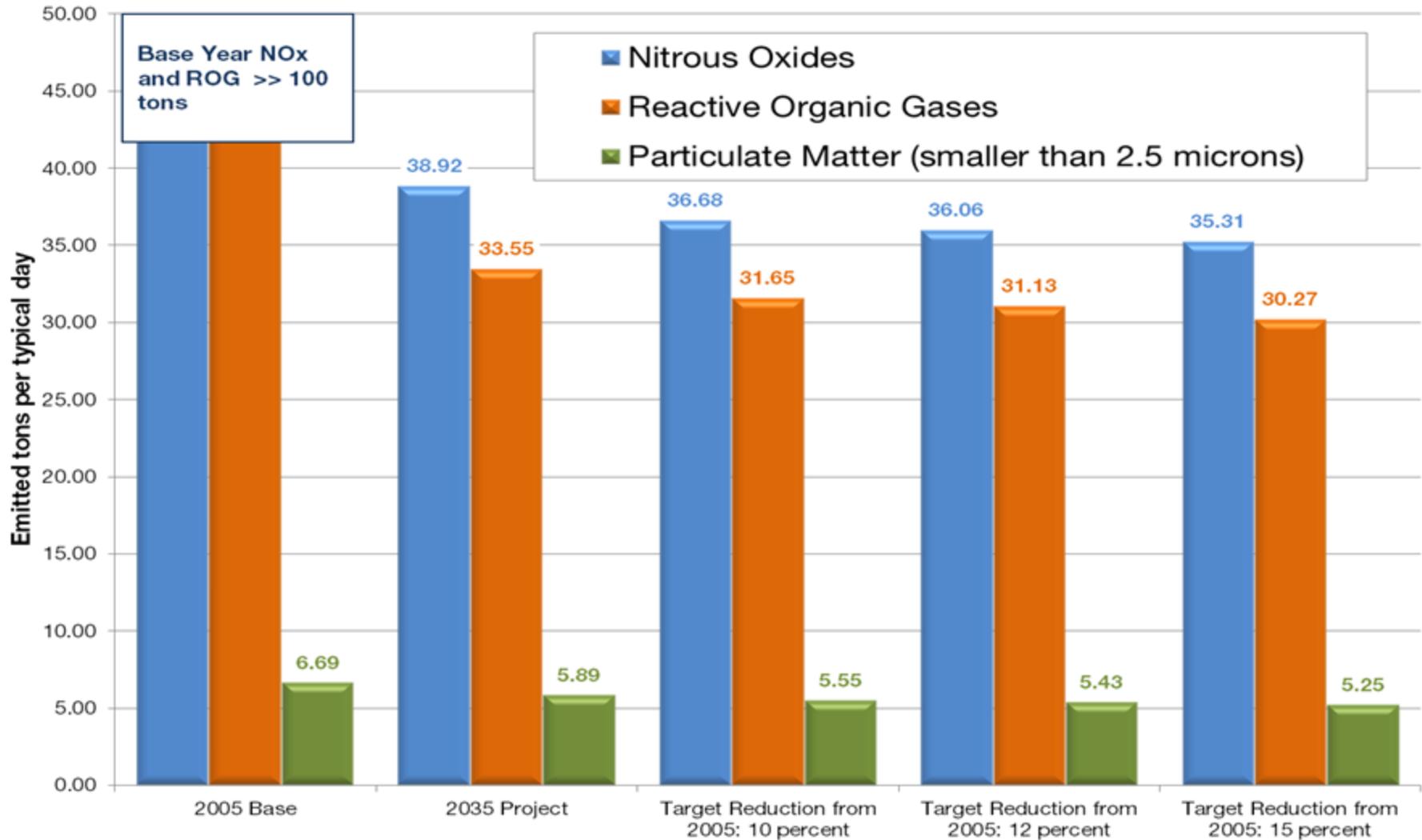


Revenue Generated from VMT Fee (2035)

- **\$0.25 per mile VMT fee:**
 - generates \$14 billion annually
 - adds \$4,500 to avg. household cost
- **Cost-Offset Examples:**
 - Infrastructure for PDAs
 - Additional corridor/subarea transit services
 - Subsidize new affordable housing starts
 - Reimburse tax credits for low income
 - Subsidize low-income commute costs

Air Quality Impacts

Criteria Pollutants from On-road Mobile Sources



Public Health Impacts

(healthcare, lost productivity, school absences, mortality)

GHG Per Capita Reduction	Economic-Health Benefit (millions of 2010 \$)
10%	\$100
12%	\$120
15%	\$140

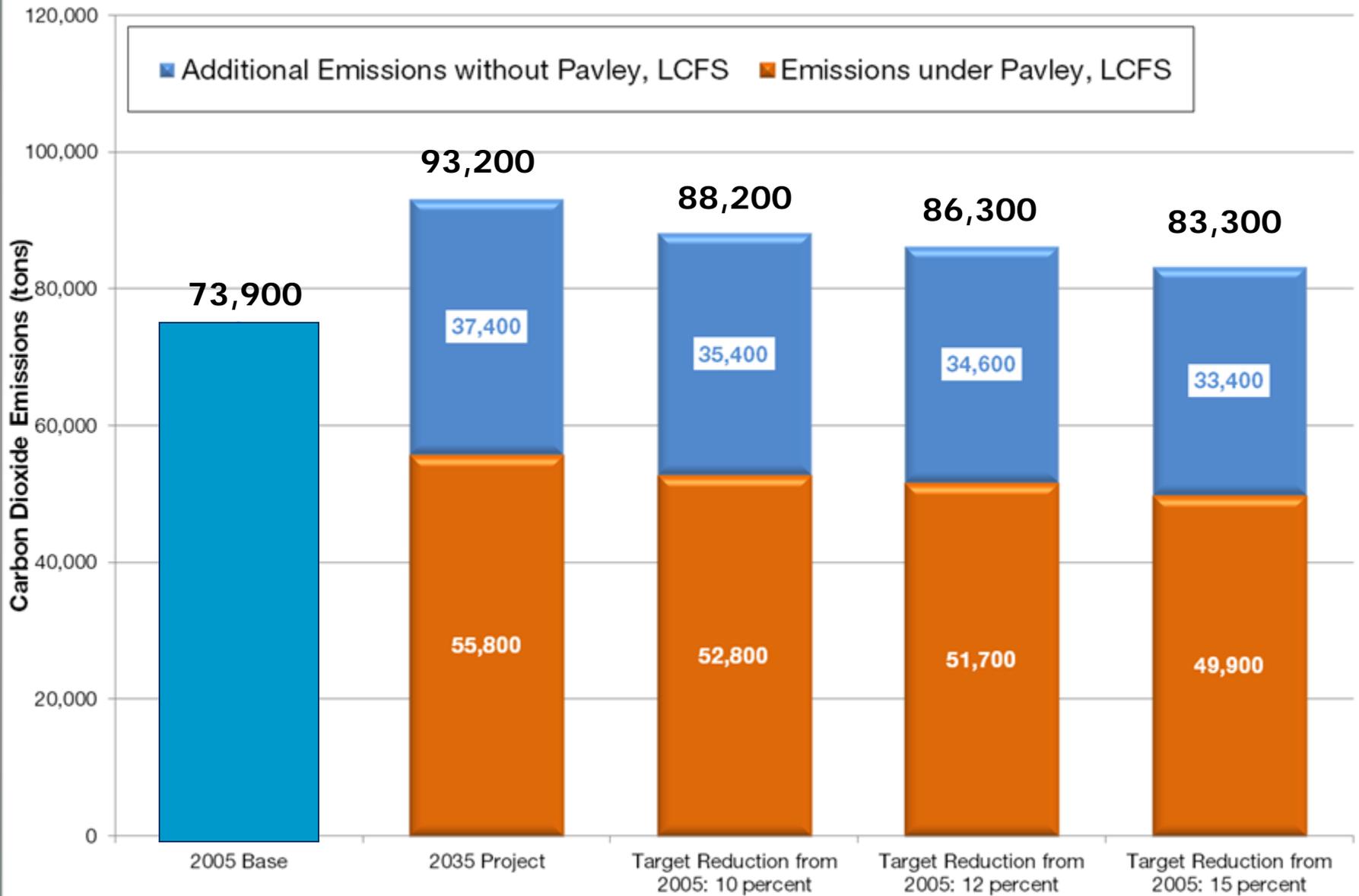


Other GHG Emission Reduction Comparisons

(avg. weekday pounds in 2035)

- Accelerate ZEV share in passenger vehicle fleet:
247,000 add'l vehicles @ \$10 billion = 5% per capita reduction
- Install plug-in converter kits for privately purchased hybrids
325,000 add'l kits @ \$1.5 billion = 5% per capita reduction
- Reduce freeway speed limit to 55 mph:
5% per capita reduction (2020)

Carbon Dioxide Emissions per Typical Day



Conclusions: 2035 GHG Target

- Bay Area already is embarked on a fairly aggressive focused growth strategy
- Region is less advanced in pursuing road pricing, employer trip reduction, or “smart driving” programs
- GHG per capita reduction target in 10-12% range might be achieved primarily through more focused growth
- Target in 15-18% range probably will require greater reliance on road pricing and other strategies as well

Greenhouse Gas Target – Important Dates

- August 9, 2010: ARB staff to release draft-final targets
- September 10, 2010: MTC Planning Committee, with ABAG's Administrative Committee and JPC members
- September 22, 2010: MTC meeting
- September 30, 2010: ARB adopts targets

Solano Transportation Agency GHG Emissions Inventory Assistance	STAFF							TOTAL HOURS	TOTAL FEE	
	PHASES/TASKS	RATE	Principal in Charge Goldman	Project Manager Henderson	Senior Planner Gerken	Environmental Scientist Laskowski	Environmental Scientist Lu			Word Processing / Admin
Task 1. Project Kickoff and Baseline Data Collection										
1.1. Kickoff Meeting and Scope Refinement			2		4				6	\$850
1.2. Collect and Review Baseline 2005 Data					1		8		9	\$925
Subtotal Task 1			2		5		8		15	\$1,775
Task 2. Prepare 2005 GHG Emissions Inventories										
2.1. Prepare Draft 2005 GHG Emissions Inventories										
	Dixon	1	3		5	44	4	57		\$5,950
	Fairfield	1	2	4	10	60	4	81		\$8,525
	Rio Vista	1	3		5	44	4	57		\$5,950
	Suisun City	1	2	4	3	56	4	70		\$7,250
	Vacaville	1	3		10	60	4	78		\$8,175
	Vallejo	1	3		10	48	4	66		\$6,975
	Subtotal Task 2.1	6	16	8	43	312	24	409		\$42,825
2.2. Prepare Final 2005 GHG Emissions Inventories (all)			2	6		8	30	4	50	\$5,550
Subtotal Task 2			8	22	8	51	342	28	459	\$48,375
Task 3. Prepare 2005 Criteria Pollutant Inventories										
3.1. Prepare Draft 2005 Criteria Pollutant Emissions Inventories										
	Dixon	1	2			16	2	21		\$2,225
	Rio Vista	1	2			16	2	21		\$2,225
	Vacaville	1	3			24	2	30		\$3,175
	Subtotal Task 3.1	3	7			56	6	72		\$7,625
3.2. Prepare Final 2005 Criteria Pollutant Emissions Inventories (all)			1	2		16		19		\$2,075
Subtotal Task 3			4	9		72	6	91		\$9,700
Task 4. Project Management and Meetings										
4.1. Project Management			2	8				10		\$1,550
4.2. Technical Advisory Committee Meetings (3)			6	12	6		4	28		\$4,000
Subtotal Task 4			8	20	6		4	38		\$5,550
TOTAL LABOR DOLLARS			\$3,850	\$7,650	\$2,375	\$6,375	\$42,600	\$2,550		\$65,400
% of Total Labor Dollars			5.9%	11.7%	3.6%	9.7%	65.1%	3.9%		100.0%
TOTAL LABOR HOURS			22	51	19	51	426	34	603	
% Total Labor Hours			3.6%	8.5%	3.2%	8.5%	70.6%	5.6%		
DIRECT COSTS										
1. Printing/Reproduction Allowance (no markup for handling)										\$100
2. Travel/Mileage										\$400
TOTAL DIRECT COSTS										\$500
TOTAL ESTIMATED FEES										\$65,900

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AECOM
2022 J Street
Sacramento, CA 95811
www.aecom.com

916.414.5800 tel
916.414.5850 fax

August 9, 2010

Robert Macaulay, Director of Planning
Solano Transportation Agency
One Harbor Center, Suite 130
Suisun City, CA 94585

Subject: Proposal to Assist the Solano Transportation Agency to Complete Greenhouse Gas Emissions Inventories

Dear Mr. Macaulay:

Thank you for your recent inquiry regarding AECOM's ability to assist Solano Transportation Agency (STA) to complete GHG emissions inventories for Solano County cities. AECOM is pleased to submit the following proposal to assist STA in completing this important work program. This letter presents our understanding of the project, qualifications to assist STA, a proposed scope of services, and an associated budget and schedule. We would welcome an opportunity to meet with you in the near future to expand upon these materials and discuss further how we might assist STA.

PROJECT UNDERSTANDING

AECOM understands that in 2009, STA embarked on a project to make sure all of the jurisdictions in Solano County had a comparable baseline inventory of GHG emissions, as a step towards helping each jurisdiction develop climate action plans (CAPs). Funding for this effort consists of a mix of STC Planning funds and Yolo-Solano Air Quality Management District (YSAQMD) clean air funds.

STA seeks consultant services to assist six cities – Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo – gather relevant data and prepare 2005 communitywide and municipal GHG inventories. AECOM assisted Solano County to prepare a 2005 GHG emissions inventory for the unincorporated area, and the City of Benicia prepared a 2005 inventory to support adoption of its CAP. STA has agreed to provide one year of ICLEI membership for each city, plus the County and Benicia, and to use ICLEI software and protocols to prepare the inventory, in addition to Bay Area Air Quality Management District (BAAQMD) communitywide inventory protocols for jurisdictions located in the San Francisco Bay Area Air Basin (SFBAAB). STA cannot join ICLEI. Some, but not all, of the cities have already joined ICLEI and had STA pay their membership fees. Thus, ICLEI's Clean Air and Climate Protection (CACCP) software is available for consultant use on the project. Each City has identified as staff person as the prime data-gathering point of contact.

We also understand that as a component of grant funding from YSAQMD, STA has been asked to prepare a similar inventory of criteria pollutants for jurisdictions within the Sacramento Valley Air Basin (SVAB). This would apply for Vacaville, Dixon and Rio Vista. For purposes of this scope of services, these inventories will be limited to oxides of nitrogen (NO_x) and particulate matter (PM).

Furthermore, AECOM is assisting the County of Solano, and the cities of Rio Vista, Dixon, Vacaville, Fairfield, and Suisun City to prepare a grant application for the California Strategic Growth Council's *Sustainable Community Planning Grant* program. The grant funds would be used to prepare future-year emissions projections from these inventories and to develop CAPs for each jurisdiction, drawing

upon the inventory and projections. This inventory project is identified as leverage (i.e., a local match) toward that effort.

QUALIFICATIONS

AECOM is uniquely suited to assist STA and the cities with this project, and we are excited about the opportunity. In keeping with our global corporate commitment to tackling climate change in our projects and operations and helping communities become more sustainable, AECOM has initiated several projects and programs to promote and lead local community responses to climate change. Examples of our team's relevant experience include climate action plans/policies and GHG reduction strategies for the counties of Alameda, San Joaquin, Shasta, Solano, Yuba, and Yolo and the cities of Albany, Piedmont, Mountain View, Union City, Burbank, West Hollywood, San Bernardino, Roseville and Citrus Heights. We have up-to-the-minute knowledge of the climate action planning process, understand the economic realities of potential strategies to reduce GHGs, and can apply lessons recently learned in our inventory review work for Solano County to this project.

Our project team consists of the following professionals.

Principal-in-Charge: Jeff Goldman, AICP

Jeff Goldman has over 30 years of experience in community planning, with an emphasis on land use, housing, socio-economic issues, community development, and economic development policy issues. Mr. Goldman has directed work on city and county general plans, specific plans and corridor plans, development codes (including form-based codes), land use, population, and housing studies, and California Environmental Quality Act (CEQA) documents related to these plans. Since joining AECOM, his work has increasingly focused on strategic planning and implementing measures for sustainability, climate change, and climate adaptation. Examples include general plans with climate change elements (such as for San Joaquin and Solano counties), safety elements that address hazards related to climate change and adaptation strategies, climate action plans, and corridor plans and development codes that contain measures contributing to GHG reduction (particularly for the transportation and building sectors). Mr. Goldman is currently serving as the project director for climate action plans for Solano County and the cities of Roseville, Citrus Heights, Burbank, and Mountain View and a GHG inventory associated with the Yuba County General Plan update. He also provided senior review of the Albany, Piedmont, and West Hollywood climate action plans (currently in progress).

Project Manager: Jeff Henderson, AICP

Jeff Henderson, AICP, is an urban planner and senior project manager with experience managing climate change projects, including numerous CAPs, and GHG inventories and reduction analyses related to general plan updates. Jeff is the Project Manager for AECOM's climate change planning efforts in Albany, Dublin, Piedmont, Mountain View, West Hollywood, Citrus Heights, Roseville, Burbank, Solano County and Yolo County.

Senior Planner: Matthew Gerken, AICP

Matthew Gerken is a senior urban and environmental planner with extensive experience in comprehensive general plan preparation, specific plan preparation, CEQA and NEPA environmental analyses and documentation, local and regional long range open space planning, zoning code updates, housing element preparation, federal housing and community development plans, and planning-oriented public outreach. He has broad experience managing both large-scale and small projects, conducting research, planning and environmental analysis, and policy development with particular expertise in smaller cities. Mr. Gerken has authored and/or managed a number of General Plan updates and programmatic EIRs, including those for the City of Riverbank, the City of Live Oak, the City of Gridley, Solano County, Yuba County, and Amador County, among other related project work. Among dozens of environmental documents, Mr. Gerken authored the Southtown Project EIR

for the City of Vacaville, the Solano County Government Center EIR for Solano County, and is currently leading EIR preparation for the Northeast Fairfield Specific Plan – a transit-oriented infill and greenfield development proposal.

Air Quality/GHG Analyst: Cheryl Laskowski, Ph.D.

Cheryl Laskowski is an ecologist specializing in climate change. Dr. Laskowski's educational background includes research work monitoring and analyzing the effects of carbon dioxide in wetland areas, teaching ecology and biostatistics, and work in the public sector prior to joining AECOM. She has performed greenhouse gas emissions inventories, prepared climate action plans, and prepared technical studies and related sections of CEQA and NEPA documents for development projects. Her computer modeling experience includes URBEMIS, EMFAC, and EDMS. Dr. Laskowski's unique background provides her with a unique combination of experience that encompasses specialization, general planning, and outreach-related activities.

Air Quality/GHG Analyst: George Lu

George Lu is an air quality/climate change specialist in AECOM's Air Quality and Noise Service group. He prepares air quality environmental setting sections and impact assessments for a variety of development projects. Mr. Lu's work experience includes preparation of technical studies and related sections of CEQA documents for commercial, industrial, residential, mixed-use, recreational, educational, and other development projects. He has performed air quality analyses using the ARB-approved models EMFAC2007 and URBEMIS2007, which are used to estimate operational, construction, and vehicular emissions. In addition, he has experience analyzing GHG emissions inventories and assisting clients with developing GHG reduction measures and strategies.

SCOPE OF SERVICES

Task 1. Project Kickoff and Baseline Data Collection

1.1 Kickoff Meeting and Scope Refinement

AECOM will attend a kickoff meeting with STA and city staff to discuss project management protocols and refine the work program. We will work with STA to review and refine the scope of services, budget, and schedule required to accomplish the project objectives.

DELIVERABLES

- Kickoff meeting
- Refined scope of services, budget and schedule (MS Word electronic document)

1.2 Collect and Review Baseline 2005 Data

AECOM will prepare a comprehensive data needs list for each participating jurisdiction, identifying data necessary from baseline year 2005 to complete the inventory. AECOM will review existing available data provided by the participating cities to support the inventory, and will work with the contact person from each agency to fill remaining data gaps. This work may include coordination and consultation with ICLEI as needed.

AECOM will prepare a detailed data needs request based on the parameters established within the CACP software and supplemental data needs (i.e., wastewater treatment, water consumption, agriculture) for sectors that will be addressed using off-model calculations. A separate data needs list will be prepared for each participating jurisdiction. Where required information is unavailable, AECOM will coordinate with the applicable City to develop an alternative approach to developing this data.

DELIVERABLES

- Data needs lists for GHG Emissions Inventory (5 – Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, Vallejo)
- Data needs lists for N₂O and PM₁₀ inventory (3 – Dixon, Rio Vista, Vacaville)

Task 2. Prepare 2005 GHG Emissions Inventories

The following tasks addresses STA's desire for assistance preparing consistent GHG inventories for the cities of Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo. Our approach is based on using modified ICLEI methods consistent with those used for the unincorporated Solano County GHG inventory and BAAQMD's recent communitywide GHG inventory protocol.

2.1 Prepare Draft 2005 GHG Emissions Inventories

AECOM will prepare 2005 GHG emissions inventories for each participating jurisdiction using methods consistent with the inventory recently completed to support the Solano County Climate Action Plan. The methodology used to prepare the inventory will generally correspond to ICLEI protocols, but will be adapted to incorporate wastewater treatment, water consumption and agriculture. Development of the emissions inventories will be based on information, methodologies, and emission factors from the California Air Resources Board (ARB), YSAQMD, BAAQMD, Intergovernmental Panel on Climate Change (IPCC), California Climate Action Registry (CCAR), and the U.S. Environmental Protection Agency (EPA). For purposes of consistency, all of the inventories will be designed to meet BAAQMD's recent GHG emissions inventory protocol.

The purpose of the inventory is to assist the applicable City to target emissions sectors for GHG reduction policies and programs, and measure performance. The majority of available data on GHG generation focuses on carbon dioxide (CO₂). The emissions inventory will focus on CO₂ generation as a suitable indicator of overall GHG emissions, and will include contributions from other GHGs where emissions data and calculation methodology is available. The inventories will summarize both municipal (City operations) and communitywide (activities within the broader community) emissions by sector. Each inventory will address the following sectors.

Energy Consumption. Electricity and natural gas consumption data for the year 2005 will be obtained from Pacific Gas and Electric (PG&E). PG&E provides annual electricity and natural gas consumption separated into residential, commercial, and industrial use. Emissions associated with electricity and natural gas consumption will be calculated using PG&E-specific emission factors. Solano County includes a number of stationary sources that are regulated and permitted by BAAQMD and YSAQMD. Information about GHG emissions for these stationary sources will be obtained from BAAQMD and YSAQMD.

Transportation. The transportation sector includes GHG emissions associated with motor vehicles and off-road vehicles (i.e., boats and locomotives). Motor vehicle activity, in units of vehicle miles traveled (VMT), will be obtained from the Metropolitan Transportation Commission (MTC) and California Department of Transportation (Caltrans). The portion of state highway VMT that is allocated to each jurisdiction includes trips that do not originate or terminate in the jurisdiction. In other words, a portion of these "pass-through" trips and associated emissions are allocated to each jurisdiction, when they actually should be allocated to a different jurisdiction. Policies and measures developed within each jurisdiction's CAP would have limited effect on emissions associated with such trips.

To avoid including activities and emissions that cannot be affected by the local jurisdiction, a method was developed in consultation with MTC for the Solano County CAP to separate the portion of locally-generated (i.e., within the unincorporated county) state highway VMT from the baseline emissions

inventory. This method omits pass-through highway trips by determining the ratio of locally-generated highway VMT to total state highway VMT within the unincorporated county. For this project, the same methodology would be applied to each local jurisdiction's inventory.

The carbon dioxide (CO₂) emissions associated with the transportation sector will be calculated using the California Air Resources Board's (ARB) Emission Factors model (EMFAC2007). EMFAC2007 can generate Solano County-specific emission coefficients for vehicle fuel distribution, vehicle fuel efficiencies, and emission factors. Solano County-specific EMFAC2007 will only be used for communitywide transportation data. The government vehicle fleet data requested from each jurisdiction will include specific information regarding fuel and vehicle types. ICLEI's Clean Air Climate Protection 2009 software will be used to generate emission factors for each government vehicle fleet.

Emission factors for N₂O and CH₄ will be obtained from the CCAR General Reporting Protocol Version 3.1 (CCAR 2009). The General Reporting Protocol provides nitrous oxide (N₂O) and methane (CH₄) emission factors for gasoline- and diesel-fueled vehicles by vehicle class. These emission factors will be weighted using Solano County-specific vehicle class population and distribution from EMFAC2007.

In addition to motor vehicles, the transportation sector also includes boat and locomotive GHG emissions. These will be estimated using a top-down approach from the Bay Area Air Quality Management District's (BAAQMD) 2005 GHG Inventory. In consultation with BAAQMD, we will determine what proportion of the total BAAQMD inventory is attributable to each jurisdiction. This percentage will then be applied to the BAAQMD 2005 GHG Inventory for boats and locomotives. The inventory will specifically exclude Travis Air Force Base.

Agriculture. Most agricultural emissions in Solano County occur in the unincorporated area, thus agricultural emissions within the participating jurisdictions are anticipated to be minimal. However, to the extent that these uses are present within City boundaries, these emissions will be estimated using methods consistent with those applied to the Solano County CAP GHG inventory for agricultural equipment, livestock management, soil management, pesticide application and residue burn emissions.

Solid Waste. Solid waste emissions for each jurisdiction will be calculated using ICLEI's CACP software, which allows the user to enter the annual solid waste and alternative daily cover tons. These items will be obtained from each City's waste generation data, and California Integrated Waste Management Board (CIWMB) waste characterization data.

Wastewater Treatment. Domestic wastewater treatment emissions will be calculated using City and regional wastewater systems influent quality and treatment process data. GHG emissions will be calculated using IPCC methodology for centralized, aerobic wastewater treatment plants.

Water Consumption. Water consumption by residents and businesses requires electricity to convey, treat, and distribute water. Water consumption data for 2005 will be obtained from Solano Water Agency and other service providers throughout the county, with the assistance of each participating jurisdiction. Electricity required to provide water for residential, commercial, and industrial uses is assumed to be similar because these land uses are anticipated to require equal levels of water treatment. For agricultural uses, electricity needs will be calculated using Solano County-specific

surface water, district groundwater, and on-farm groundwater electricity demands. GHG emissions associated with water -related electricity consumption will be calculated using statewide emission factors from the California Climate Action Registry's (CCAR) General Reporting Protocol Version 3.1.

AECOM will prepare a draft emissions inventory technical memorandum for each jurisdiction. The memorandum will summarize the data sources, methods and assumptions used to prepare the inventory. Summary tables and charts will be provided in the body of the memorandum, and supplemental data tables will be attached. Each jurisdiction will also receive ICLEI CACP data corresponding to the inventory. These materials will be provided to STA, to each jurisdiction's contact person, and to BAAQMD and YSAQMD for review and comment.

DELIVERABLES

- Draft GHG Inventory Technical Memorandum and CACP data – Dixon
- Draft GHG Inventory Technical Memorandum and CACP data – Fairfield
- Draft GHG Inventory Technical Memorandum and CACP data – Rio Vista
- Draft GHG Inventory Technical Memorandum and CACP data – Suisun City
- Draft GHG Inventory Technical Memorandum and CACP data – Vacaville
- Draft GHG Inventory Technical Memorandum and CACP data – Vallejo

2.2 Prepare Final 2005 GHG Emissions Inventories

AECOM anticipates that each jurisdiction's comments on the draft inventory will differ, those comments may differ from BAAQMD's and YSAQMD's, and that there may be a need to consolidate all comments and develop a uniform approach to response prior to finalizing the inventories. Thus, AECOM will meet with the participating jurisdictions (see task 4.2 below) to consolidate the comments and agree upon a consistent response approach.

Based on the comments and agreed-upon response approach, AECOM will prepare final versions of each GHG emissions inventory, technical memorandum and ICLEI CACP data. These materials will be provided to STA and each participating jurisdiction for use in preparing a CAP.

DELIVERABLES

- Final GHG Inventory Technical Memorandum and CACP data – Dixon
- Final GHG Inventory Technical Memorandum and CACP data – Fairfield
- Final GHG Inventory Technical Memorandum and CACP data – Rio Vista
- Final GHG Inventory Technical Memorandum and CACP data – Suisun City
- Final GHG Inventory Technical Memorandum and CACP data – Vacaville
- Final GHG Inventory Technical Memorandum and CACP data – Vallejo

Task 3. Prepare 2005 Criteria Pollutant Inventories

This task responds to STA's request to prepare a similar inventory of criteria pollutants for jurisdictions within the Sacramento Valley Air Basin (SVAB). This would apply for Vacaville, Dixon and Rio Vista. For purposes of this scope of services, these inventories will be limited to NO_x and PM₁₀.

3.1 Prepare Draft 2005 Criteria Pollutant Emissions Inventories

For Vacaville, Dixon and Rio Vista, AECOM will prepare an emissions inventory for NO_x and particulate matter of less than 10 micrometers in diameter (PM₁₀) for the base year 2005 associated with emission sources geographically located within each jurisdiction. The inventory will include emissions of NO_x and PM₁₀ associated with natural gas combustion and mobile sources that occur within the jurisdiction. The inventory will be based on data already collected to prepare the GHG

emissions inventory for base year 2005 for each jurisdiction. The inventory will not include NO_x or PM₁₀ emissions that are geographically located outside of the jurisdiction (e.g., emissions associated with imported electricity generation will not be calculated), whereas NO_x and PM₁₀ emissions associated with electricity generated within the jurisdiction would be included.

AECOM will prepare a draft technical memorandum for each jurisdiction. The memorandum will summarize the data sources, methods and assumptions used to prepare the inventory. Summary tables and charts will be provided in the body of the memorandum, and supplemental data tables will be attached. These materials will be provided to STA, to each jurisdiction's contact person, and to YSAQMD for review and comment.

DELIVERABLES

- Draft NO_x and PM₁₀ Inventory Technical Memorandum – Dixon
- Draft NO_x and PM₁₀ Inventory Technical Memorandum – Rio Vista
- Draft NO_x and PM₁₀ Inventory Technical Memorandum – Vacaville

3.2 Prepare Final 2005 Criteria Pollutant Emissions Inventories

AECOM anticipates that each jurisdiction's comments on the draft inventory will differ, those comments may differ from YSAQMD's, and that there may be a need to consolidate all comments and develop a uniform approach to response prior to finalizing the inventories. Thus, AECOM will meet with the participating jurisdictions (see task 4.2 below) to consolidate the comments and agree upon a consistent response approach.

Based on the comments and agreed-upon response approach, AECOM will prepare final versions of each inventory and technical memorandum. These materials will be provided to STA, each participating jurisdiction, and YSAQMD.

DELIVERABLES

- Final NO_x and PM₁₀ Inventory Technical Memorandum – Dixon
- Final NO_x and PM₁₀ Inventory Technical Memorandum – Rio Vista
- Final NO_x and PM₁₀ Inventory Technical Memorandum – Vacaville

Task 4. Project Management and Meetings

4.1 Project Management

AECOM will provide project management and administrative activities to track project progress, maintain schedule and budget, respond to requests for information, and participate in meetings with STA and city staff. AECOM's Project Manager will also provide monthly status updates accompanying invoices and be available as needed to discuss and resolve project management issues.

DELIVERABLE

- Monthly status reports to accompany project invoices.

4.2 Technical Advisory Committee Meetings (3)

STA seeks a collaborative relationship with the successful consultant. Thus, AECOM envisions meeting in-person with STA, city staff and representatives from BAAQMD and YSAQMD up to four

times to support City staff efforts to complete the CAP, consistent with tasks identified in this work program. To facilitate this interaction, AECOM strongly recommends that STA form a Technical Advisory Committee (TAC) comprised of representatives from each of these agencies. AECOM recommends meeting with the TAC for the following purposes:

- 1) a project kickoff meeting (associated with Task 1.1.),
- 2) a meeting to review draft GHG inventories (associated with Task 2.2), and
- 3) a meeting to review draft criteria pollutant inventories (associated with Task 3.2).

Our work scope and budget anticipate attendance by two AECOM staff at each of these meetings.

DELIVERABLE

- Attendance by two AECOM staff at up to four project meetings, as described above.

BUDGET

AECOM's cost proposal to assist STA and the cities with tasks described in this scope of services is provided as an attachment. The budget identifies team member levels, hourly rates, estimated hours per task, and total number of hours and cost. As identified in the attachment, AECOM can perform the proposed services for a fixed-fee of \$65,900.

SCHEDULE

AECOM is prepared to assist STA and the cities to complete the tasks identified within this work program within approximately six to nine months. We understand that STA must complete this work no later than June 30, 2011 as a condition of grant funding to support the work. Thus, we propose the following initial schedule.

Task/Subtask	Completed By
Task 1. Project Kickoff and Baseline Data Collection	
1.1. Kickoff Meeting and Scope Refinement	September 30, 2010
1.2. Collect and Review Baseline 2005 Data	October 31, 2010
Task 2. Prepare 2005 GHG Emissions Inventories	
2.1. Prepare Draft 2005 GHG Emissions Inventories	February 28, 2011
2.2. Prepare Final 2005 GHG Emissions Inventories	April 30, 2011
Task 3. Prepare 2005 Criteria Pollutant Inventories	
3.1. Prepare Draft 2005 Criteria Pollutant Inventories	March 31, 2011
3.2. Prepare Final 2005 Criteria Pollutant Inventories	May 31, 2011

Task 4. Project Management and Meetings	
4.1. Project Management	Ongoing
4.2. Technical Advisory Committee Meetings	
#1: Kickoff Meeting	September 2010
#2: Review Draft GHG Inventories	March 2011
#3: Review Draft Criteria Pollutant Inventories	April 2011

We look forward to working with STA to refine this work program, budget, and schedule following consultant selection. As previously discussed, we should determine in short order if current STA funding is sufficient to support this work effort. *If current funds cannot cover the full work effort, we intend to place the balance of the needed funding within the upcoming SGC grant application, and will need to work further with you regarding assumptions as to how best to accomplish this.* We would be happy to talk with you further regarding our experience, and greatly appreciate your consideration of our proposal.

If you have any questions, please contact Jeff Henderson at (916) 414-5875 or jeff.henderson@aecom.com. Jeff will be out of the office on family leave shortly, anticipated to occur between August 20 and October 1, 2010. During this period, please feel free to contact Matthew Gerken at (916) 414-5892 or matthew.gerken@aecom.com. Thank you.

Sincerely,

Jeffrey M. Goldman, AICP
 Principal

Jeff Henderson, AICP
 Senior Associate

Attachment: Budget Worksheet

Adopted Air Quality CEQA Thresholds of Significance* - June 2, 2010			
Pollutant	Construction-Related	Operational-Related	
Project-Level			
Criteria Air Pollutants and Precursors (Regional)	Average Daily Emissions (lb/day)	Average Daily Emissions (lb/day)	Maximum Annual Emissions (tpy)
ROG	54	54	10
NO _x	54	54	10
PM ₁₀	82 (exhaust only)	82	15
PM _{2.5}	54 (exhaust only)	54	10
PM ₁₀ /PM _{2.5} (fugitive dust)	Best Management Practices	None	
Local CO	None	9.0 ppm (8-hour average), 20.0 ppm (1-hour average)	
GHGs Projects other than Stationary Sources	None	Compliance with Qualified Greenhouse Gas Reduction Strategy OR 1,100 MT of CO ₂ e/yr OR 4.6 MT CO ₂ e/SP/yr (residents + employees)	
GHGs Stationary Sources	None	10,000 MT/yr	
Risk and Hazards – New Source (Individual Project)	Same as Operational Thresholds**	Compliance with Qualified Community Risk Reduction Plan OR Increased cancer risk of >10.0 in a million Increased non-cancer risk of > 1.0 Hazard Index (Chronic or Acute) Ambient PM _{2.5} increase: > 0.3 µg/m ³ annual average <u>Zone of Influence:</u> 1,000-foot radius from fence line of source or receptor	
Risk and Hazards – New Receptor (Individual Project) <i>Note: Threshold Effective Date January 1, 2011</i>	Same as Operational Thresholds**	Compliance with Qualified Community Risk Reduction Plan OR Increased cancer risk of >10.0 in a million Increased non-cancer risk of > 1.0 Hazard Index (Chronic or Acute) Ambient PM _{2.5} increase: > 0.3 µg/m ³ annual average <u>Zone of Influence:</u> 1,000-foot radius from fence line of source or receptor	

* It is the Air District's policy that the adopted thresholds apply to projects for which a Notice of Preparation is published, or environmental analysis begins, on or after the applicable effective date. The adopted CEQA thresholds – *except for the risk and hazards thresholds for new receptors* – are effective June 2, 2010. The risk and hazards thresholds for new receptors are effective January 1, 2011.

** The Air District recommends that for construction projects that are less than one year duration, Lead Agencies should annualize impacts over the scope of actual days that peak impacts are to occur, rather than the full year.

Adopted Air Quality CEQA Thresholds of Significance* - June 2, 2010

Pollutant	Construction-Related	Operational-Related
Risk and Hazards – New Source (Cumulative Thresholds)	Same as Operational Thresholds**	<p>Compliance with Qualified Community Risk Reduction Plan OR</p> <p>Cancer: > 100 in a million (from all local sources)</p> <p>Non-cancer: > 10.0 Hazard Index (from all local sources) (Chronic)</p> <p>PM_{2.5}: > 0.8 µg/m³ annual average (from all local sources)</p> <p><u>Zone of Influence</u>: 1,000-foot radius from fence line of source or receptor</p>
Risk and Hazards – New Receptor (Cumulative Thresholds)	Same as Operational Thresholds**	<p>Compliance with Qualified Community Risk Reduction Plan OR</p> <p>Cancer: > 100 in a million (from all local sources)</p> <p>Non-cancer: > 10.0 Hazard Index (from all local sources) (Chronic)</p> <p>PM_{2.5}: > 0.8 µg/m³ annual average (from all local sources)</p> <p><u>Zone of Influence</u>: 1,000-foot radius from fence line of source or receptor</p>
Accidental Release of Acutely Hazardous Air Pollutants	None	Storage or use of acutely hazardous materials locating near receptors or receptors locating near stored or used acutely hazardous materials considered significant
Odors	None	Complaint History—5 confirmed complaints per year averaged over three years
Plan-Level		
Criteria Air Pollutants and Precursors	None	<ol style="list-style-type: none"> Consistency with Current Air Quality Plan control measures Projected VMT or vehicle trip increase is less than or equal to projected population increase
GHGs	None	<p>Compliance with Qualified Greenhouse Gas Reduction Strategy (or similar criteria included in a General Plan)</p> <p>OR</p> <p>6.6 MT CO₂e/ SP/yr (residents + employees)</p>
Risks and Hazards	None	<ol style="list-style-type: none"> Overlay zones around existing and planned sources of TACs (including adopted Risk Reduction Plan areas) Overlay zones of at least 500 feet (or Air District-approved modeled distance) from all freeways and high volume roadways
Odors	None	Identify locations of odor sources in general plan
Accidental Release of Acutely Hazardous Air Pollutants	None	None
Regional Plans (Transportation and Air Quality Plans)		
GHGs, Criteria Air Pollutants and Precursors, and Toxic Air Contaminants	None	No net increase in emissions

CO = carbon monoxide; CO₂e = carbon dioxide equivalent; GHGs = greenhouse gases; lb/day = pounds per day; MT = metric tons; NO_x = oxides of nitrogen; PM_{2.5} = fine particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less; PM₁₀ = respirable particulate matter with an aerodynamic resistance diameter of 10 micrometers or less; ppm = parts per million; ROG = reactive organic gases; SP = service population; tpy = tons per year; yr = year.

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DATE: August 30, 2010
TO: STA Board
FROM: Robert Guerrero, Senior Planner
RE: Bay Area Air Quality Management District (BAAQMD) Regional
Transportation Fund for Clean Air (TFCA) Fund Application

Background:

The Bay Area Air Quality Management District (BAAQMD) annually issues a call for Regional Transportation Fund for Clean Air (TFCA) Program funds. The TFCA funds are generated from motor vehicle registration fees and are split to have 40% of all fee revenue collected returned to the county from which is collected. The remaining 60% is collected for the BAAQMD's Regional TFCA fund program. The Regional TFCA funds are made available on a competitive grant basis to all nine Bay Area Counties each year.

The BAAQMD issued a call for shuttle/feeder route service and rideshare program projects for the Regional TFCA program in late July. This year's Regional Program is estimated to have \$4 million is available for both types of projects.

Discussion:

In coordination with Napa County Transportation and Planning Agency (NCTPA), STA staff proposes to submit a grant request for \$400,000 to operate a shuttle service between Solano County and Napa County along State Route (SR) 12/Jameson Canyon. This is consistent with transit service recommended as part the 2005 SR 12 Corridor Transit Study. The Shuttle service will be coordinated with NCTPA, Fairfield and Suisun Transit, Capitol Corridor and Vallejo Transit.

The proposed shuttle service will provide connections to the Capitol Corridor train service in addition to local and express bus service connections. The shuttle service route will start at the Suisun City Amtrak/Capitol Corridor station and stop at Downtown Napa with one additional stop at the Fairfield Transportation Center. Although subject to change, the shuttle service is initially proposed to run week day service from 6 a.m. to 8 p.m.

The BAAQMD Regional Grant requires a local match of 10%. To fulfill this requirement, STA staff is recommending that \$44,445 from State Transit Assistance Funds (STAF) be used to match the Regional TFCA funds. STAF funds are an eligible source of funds to match the Regional TFCA program funds. The STA Board previously approved a larger amount of STAF funds (\$400,000) for a similar grant request for transit services on SR 12/ Jameson Canyon corridor through Metropolitan Transportation Commission (MTC)'s Innovative Grant Program. MTC's Innovative Grant Program was competitive and the STA was not approved this year for funding for this proposed transit service through that program. The Regional TFCA program is a second opportunity for funding transit services from Solano to Napa County through the SR 12/ Jameson Canyon corridor.

Fiscal Impact:

This is a request for authorization for a regional grant submittal. The STA has reserved \$44,445 from State Transit Assistance Funds (STAF) to be dedicated to fulfill the grant match requirement.

Recommendation:

Approve the following:

1. A BAAQMD Regional TFCA Grant submittal for the Solano-Napa SR 12 Corridor Transit Service; and
2. A local match of \$44,445 from STAF funds.

Attachment:

- A. Copy of BAAQMD's Grant Notification

The Bay Area Air Quality Management District (Air District) provides incentive funding for projects that reduce air quality health impacts and protect the global climate.

Call for Shuttle/Feeder Bus and Regional Ridesharing Projects

On Monday, July 19, 2010, the Air District will open the call for shuttle/feeder bus and regional ridesharing projects under the Transportation Fund for Clean Air (TFCA) Regional Fund. Up to \$4.0 million is available for shuttle/feeder bus and regional ridesharing projects in fiscal year (FY) 2010/11. **Only public agencies are eligible for funding under this project category.**

The Air District will begin reviewing all applications received for the FY 10/11 cycle on Monday, August 16, 2010 at 4 pm. Applications received after this date will be reviewed on a first-come-first-serve basis. A complete listing of program eligibility requirements will be available for download on July 19, at the following website: <http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/TFCA/Regional-Fund.aspx>

Application Workshop

Air District staff will host two (2) grant application workshops to review program eligibility requirements and to answer questions about the TFCA grant application and funding process.

Monday August 2, 2010, 9:30 AM-11:30 AM

Where: Bay Area Air Quality Management District
Board Room; Seventh Floor
939 Ellis Street, San Francisco

Directions: www.baaqmd.gov/The-Air-District/Hours-and-Directions.aspx

Monday August 9, 2010, 9:30 AM-11:30 AM

Where: San Jose City Hall
Room # 120
200 East Santa Clara Street, San Jose

Directions: <http://www.sanjoseca.gov/newcityhall/gettingThere.asp>

Attendees are encouraged to ride transit, rideshare, bicycle, or walk to workshop venues.

The meeting rooms are wheelchair accessible; to request further accommodations for persons with disabilities, please contact Simrun Dhoot at sdhoot@baaqmd.gov or 415-749-5000 ext. 4058 at least three business days in advance.

Please feel free to share this information with anyone that may be interested in this opportunity.

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DATE: August 26, 2010
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: State Route (SR) 12 Rio Vista Preliminary Bridge Study

Background:

The funding for the Rio Vista Bridge Study was obtained by the City of Rio Vista to assess the long-term traffic improvement needs along the SR 12 corridor from SR 113 in Solano County, across the Sacramento River, to the Mokelumne River in Sacramento County. The funding obtained was a federal earmark provided by Congressman Dan Lundgren. This Study will serve the important step in obtaining local community and stakeholder input, as well as identifying and facilitating potential future project phases. The Study builds on previous studies completed in 1994 that culminated in a planning level document that was reviewed by Caltrans District 10.

The previous studies examined eight alternatives with alignments in three parallel corridors that include the existing SR 12 corridor running through the City of Rio Vista; a corridor north of the City on a new alignment near the Rio Vista Airport; and along a corridor that would follow SR 12 west of the City and then turn southeast along a new alignment to a river crossing south of the City. River crossing alternatives included a mid-level movable bridge or submersed tube tunnel for the alignment following the existing SR 12 corridor, and high level bridges for the alternatives passing to the north and south of the City. Many of the alternatives considered were eliminated due to impacts on existing or planned developments, poor soil conditions, increased required bridge length/cost and/or impacts on wetlands. The two alignments identified for further study included the existing SR 12 alignment and a new bypass alignment to the south of the City.

Discussion:

The corridors options currently under consideration include approximately 13.25 miles of the existing SR 12 roadway between SR 113 in Solano County and the Mokelumne River in Sacramento County. The alignment alternatives that were considered in the 1994 study have been reassessed based on current and planned development, engineering and environmental constraints. These have been condensed into four build alternatives in addition to a No Build alternative for more refined study. The four build alternatives include northern routes passing north and south of the airport, the existing SR 12 corridor and a southern corridor along the river bluffs. The study includes planning level bridge and tunnel studies. In addition, the work has been coordinated with the U.S. Coast Guard, the San Francisco Bar Pilots and the Port of West Sacramento to incorporate input from these waterway stakeholders to ensure that the future waterway needs are addressed and satisfied by feasible river crossing alternatives.

Engineering study completed includes the following:

- Planning level documentation of project constraints – environmental, engineering & land use
- Planning level geometric studies – horizontal & vertical profiles and ramp/interchange, bridge & tunnel layouts
- Development of 3D model simulations and renderings
- Development of planning level cost estimates
- Investigation of potential funding sources and strategies

In addition to planning-level engineering studies, the project has undertaken a significant public outreach effort to inform the local community to provide project information and to obtain local community and stakeholder input. Project background information, previous study reports, project fact sheets, newsletters, corridor maps and public meeting notes and presentations have been posted to a project web site (www.riovistabridge.com). The public outreach effort has included the following components:

- Key stakeholder interviews
- Development of a Strategic Public Outreach Plan
- Production of project fact sheets, newsletters and a project web site
- Facilitation of two public meetings (May 21, 2009 & February 25, 2010)
- Presentations at two Special Meetings of the City Council (September 24, 2008 & August 26, 2009)
- Presentation at the May 21, 2009 Rio Vista Soroptomists Meeting
- Presentation at the April 22, 2010 Chamber of Commerce Meeting
- Presentation at the May 17, 2010 Rio Vista Airport Commission Meeting
- Presentation at the May 20, 2010 Rio Vista City Council Meeting
- Presentation at the June 9, 2010 STA Board Meeting
- Discussion at the June 28, 2010 Rio Vista River Crossing Committee

Findings with respect to the four build alternatives studied indicate that regardless of the alternative considered, SR 12 will need to be upgraded to a 4-lane facility through Rio Vista and across the Sacramento River to accommodate traffic associated with planned local and regional growth. Major findings associated with specific alternatives studied include the following:

- **Alternative 2 – Existing SR12 Corridor (Mid-Level Bridge or Bored Tunnel considered)**
 - Makes use of existing right-of-way, limits primary delta zone impacts & maintains similar access to town compared to the existing condition.
 - Bridge currently opens, on average, 2 to 10 times per day.
 - Port of West Sacramento plans to increase the size and number of ships it receives and may receive more than 120 ships per year (current number is approximately 45 per year).
 - Vehicle backups can be over 1.25 miles in each direction when the bridge is opened for a large vessel. This issue will remain for a mid-level bridge alternative along this alignment.
 - Ramps for access in/out of town on a mid-level bridge would require a significant right-of-way take, including residences and businesses, as well as relocations. Approach for mid-level bridge would be raised 30 feet above the existing bridge approach.

- Tunnel alternative would significantly reduce the right-of-way and environmental impacts compared to a mid-level bridge.
- Estimated Cost (escalated to year 2022): \$1.17 Billion (Mid-level Bridge); \$1.51 Billion (Bored Tunnel).
- **Alternative 3 – Airport Road Corridor (High Level Fixed Bridge considered)**
 - Makes use of existing right-of-way, provides opportunity for multiple access points to town and is consistent with current City of Rio Vista General Plan.
 - Eliminates road and river traffic conflict with a high level fixed bridge
 - Noise impacts on approved Trilogy and planned Brann and Gibbs Ranch developments would require mitigation.
 - Future study needed to ensure that a high level bridge is compatible with airport expansion plans.
 - Estimated Cost (escalated to year 2022): \$1.14 Billion.
- **Alternative 4 – North of Airport Corridor (High Level Fixed Bridge considered)**
 - Less noise impact compared to Airport Road and existing SR12 Route Alternatives.
 - Limited potential access points due to airport and presence of wetlands.
 - Inconsistent with the current City of Rio Vista General Plan.
 - Requires longer bridge length (10,500 feet) to minimize impact on wetlands.
 - Indications of poor foundation soils on the west river bank not ideal for support of a large structure.
 - Impacts Rio Vista Airport expansion plans – high level bridge would conflict with approach flight path.
 - Impacts ship navigation with bridge near convergence of deep water ship channel, Sacramento River and Steamboat Slough where turbulent flow occurs during high water events.
 - Estimated Cost (escalated to year 2022): \$1.45 Billion.
 - It is recommended that this alternative be eliminated from further consideration.
- **Alternative 5 – Southern Corridor (High Level Fixed Bridge considered)**
 - Avoids planned developments and eliminates road/river traffic conflict with high level bridge.
 - Inconsistent with the current City General Plan.
 - Limited potential access points to downtown area if Freeway classification is required by Caltrans.
 - Potential conflict with the planned Shiloh III Wind Farm.
 - Estimated Cost (escalated to year 2022): \$1.17 Billion (segmental bridge); \$1.26 Billion (Cable Bridge).

Additional findings include potential funding sources and strategy. Potential traditional funding options includes State, Federal and local sources, and additional funding options that have been utilized to fund bridge projects such as tolls and Public/Private/Partnerships (PPP). A project of this magnitude requires significant funding resources up front for environmental clearance, design engineering and right-of-way acquisition. Based on a preliminary assessment, traditional funding (state and federal) will not be available at a funding level to sufficiently support project delivery for this project. A feasible funding strategy would include evaluating in more detail

traditional funds along with the potential for tolling of the existing and new bridge. Traditional funding sources could be used to help get the environmental phase started, and a toll on the existing bridge would establish a funding stream to allow for bonding to fully fund environmental clearance, design and right-of-way acquisition, as well as incremental improvements on SR 12. A toll on the new bridge is an option that would provide the revenue source to pay off bonding needed to fund project delivery and maintenance and operations of the new bridge.

A draft Study was released for a 60-day public review and comment period at the June 9, 2010 STA Board meeting. The STA received 5 comment letters on the draft Study. Comment letters (Attachment A) were received from:

1. Caltrans – District 4 (Bay Area)
2. Caltrans – District 10 (Central Valley)
3. City of Rio Vista
4. Sacramento County
5. Solano County

Generally the comments were specific issues that need to be studied further as part of the environmental phase. However, the City of Rio Vista concluded in their comment letter that any other alignment, other than the current alignment “would irreparably harm the economic base of our city.” This comment has been made in advance of an economic impact report that would be done as part of the environmental document. In addition, the City requested that the discussion of tolling as a potential revenue source for this work be given no further consideration. The City further states that federal funding should be a significant portion of the needed investment. Funding major transportation infrastructure, such as a new river crossing will likely require significant local/regional financial commitment in addition to any federal funding. Staff recommends the topic of funding for the bridge be evaluated in more detail as part of a follow-up evaluation once the SR 12 MIS is concluded.

Once finalized, the Study will be incorporated into the SR 12 Major Investment Study (MIS) that is currently evaluating the SR 12 corridor from I-80 to I-5.

On August 25, 2010, the Technical Advisory Committee (TAC) unanimously recommended the STA Board adopt the State Route 12/Rio Vista Preliminary Bridge Study.

Fiscal Impact:

The Study has been funded with a federal earmark obtained by the City of Rio Vista with the 20% matching funds also being supported by the City of Rio Vista.

Recommendation:

Adopt the State Route 12/Rio Vista Preliminary Bridge Study.

Attachments:

- A. Comment Letters on the Draft Study
 - B. State Route 12/Rio Vista Preliminary Bridge Study
- (A copy has been provided to the STA Board Members under separate enclosure. To request a copy, please contact the STA office at (707) 424-6075.)

Caltrans District 4 Comments Via E-mail

The alternatives presented in the SR 12 Realignment/Rio Vista Bridge Preliminary Study vary in cost from around \$1.4 Billion to \$2.3 Billion, depending on what alignment and type of bridge is chosen. These figures exclude any additional cost for the associated widening of SR 12 between I-80 and I-5 to four lanes. Considering the cumulative cost, this would represent a significant investment for the Bay Area. Although this project is important, it would take a large share of the Bay Area's transportation funding without meeting goals on greenhouse gas reduction. It, therefore, could prove inconsistent with the Metropolitan Transportation Commission's (MTC) current strategies for the 2035 Regional Transportation Plan (i.e., One Bay Area) and its SB 375 goal of significantly reducing inward commuting into the Bay Area. The alternatives should consider the impact to GHG reduction targets and these policy goals.

We recognize that SR 12 has significant truck demand and could have increased potential as an inter-regional corridor for both freight and passenger trips which could warrant a SR 12 four lane facility and a four lane bridge in the future as proposed. However, the importance of SR 12 as a truck route needs to be put in perspective, as it parallels I-580 and is significantly contiguous with I-80- the Bay Area's main inter-regional truck routes. Considering the cost of widening SR 12, and the cost of a new four lane bridge, 2-lane bridge alternatives should be considered, perhaps including an interim 2-lane option expandable in the future. This might (see below) solve some of the issues associated with the existing bridge at a more feasible and lower cost.

Increased shipping use of the Sacramento River, as proposed by the Port of Sacramento, could present a conflict with the existing bridge. There is potential for further developing the Port of Sacramento to reduce overall truck miles, greenhouse gas emissions and air pollutants, and traffic to and from the Port of Oakland. Currently, there is minimal commercial ship traffic to the Port of Sacramento, but future development of this Port could result in multiple shipping movements per day. (Funding for this would be from the recently approved federal TIGER grant funding for the California Green Trade Corridor/Marine Highway Project representing the Ports of Oakland, Sacramento and Stockton www.dot.gov/documents/finaltigergrantinfo.pdf). However, it is not known if these increases in maritime shipping will be freighters (requiring high bridge clearance) or barges requiring a lower clearance.

If the increase in maritime shipping is to be freighters, these will also impact the rail bridge at Benicia-Martinez. This bridge crosses access to both Sacramento and Stockton Ports and has to be raised for freighters; blocking the main rail route to and from the Bay Area. This bridge probably makes a better case for investment, especially if freighter traffic is to increase. (The study suggests that larger ships not barges are expected).

Mike Jones
System Planning
Caltrans District 4
Oakland, CA
510-286 6228

DEPARTMENT OF TRANSPORTATION

P.O. BOX 2048, STOCKTON, CA 95201
(1976 E. DR. MARTIN LUTHER KING JR. BLVD. 95205)
PHONE (209) 948-7943
FAX (209) 948-3670
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RECEIVED**JUN 23 2010****SOLANO TRANSPORTATION
AUTHORITY**

June 21, 2010

Janet Adams
Deputy Executive Director/Director of Projects
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

Dear Ms. Adams:

Janet

Thank you for providing an opportunity for the California Department of Transportation (Caltrans), District 10, to comment on the Draft Preliminary Bridge Report for the State Route 12 (SR-12) Realignment/Rio Vista Bridge project. While the proposed improvements fall within the geographical boundaries of Caltrans, District 4, District 10 is in agreement that the bridge improvements are needed to meet the corridor concept facility of 4-lanes, as identified in the 2006 SR-12 Corridor Study, which addressed SR-12 from State Route 99 to the Rio Vista Bridge.

Due to the location of the proposed improvements and the preliminary nature of the operational analysis, District 10, has no further comments at this time. However, we do look forward to an opportunity to review and comment on both the Project Study Report and the Project Report.

Sincerely,

A blue ink signature of Ross A. Chittenden, written in a cursive style.

ROSS A. CHITTENDEN
District 10 Director

c: Ken Baxter, Deputy Director, Planning and Local Assistance
Dennis T. Agar, Deputy Director, Maintenance and Traffic Operations



CITY OF RIO VISTA

One Main Street, Rio Vista, California 94571
Phone: (707) 374-6451 Fax: (707) 374-6763

City Council:
Mayor Jan Vick
Vice Mayor Ron Jones
Council Member Jack Krebs
Council Member Janith Norman
Council Member Sam Richards

August 5, 2010

Janet Adams, PE
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun city, CA 94585

RECEIVED

AUG - 9 2010

SOLANO TRANSPORTATION
AUTHORITY

Re: SR-12 Realignment/Rio Vista Bridge Preliminary Study

Dear Ms. Adams:

The City of Rio Vista, with input from numerous citizens groups and individuals, has evaluated the information in the Draft Rio Vista Bridge Preliminary Study and takes the following positions.

The City will support only a new structure with engineering and design characteristics that minimize impacts to and disruptions of local business and commerce; a structure that enhances local business and industrial development and guarantees ease of access of citizens into the future. Any new Sacramento River crossing must not destroy the unique characteristics of Rio Vista as a community and a city.

Rio Vista lies at the junction of the grazing and farmland of the Montezuma Hills and the fertile islands of the Sacramento-San Joaquin Delta. As such, it is a regional center for agricultural and recreational commerce. With the development of our waterfront, the Army Base, and our commercial/industrial sectors, we will be a Delta destination. Rio Vista has two main streets: the downtown filled with restaurants, shops, and other businesses, and Hwy 12 that provides a "second main street" with its vital highway commerce.

We have reached the conclusion that any alignment other than the current alignment through town would irreparably harm the economic base of our city. Other cities, such as Novato and Cloverdale spent years trying to recover their economy when Highway 101 bypassed their downtowns. We do not wish this to happen to Rio Vista – we might never recover.

The study consultant has recommended that the Northern Corridor Alignment (Alternative 4) not be studied further and we concur with that recommendation. We are asking that the Airport Road Alternative (Alternative 3) be removed from consideration. That alignment's close proximity to existing and planned residential and industrial developments would negatively impact residents and businesses in that area. Impacts to the airport's missed approach zone and the height of the bridge would make it impossible to extend the main runway, which is a part of the Airport Master Plan. Airport Road is the industrial hub of the city; we would be unable to simply move those existing industrial businesses to another area to provide for a new Highway 12 along Airport Road.

In public meetings and testimony before the City Council, considering limited access to downtown, conservation easements in the area and the impact of a high bridge and highway to the residential areas on that side of town, there has been almost no support for the Southern Alternative along Emigh Road. Therefore, we request that Alternative 5 be removed from further consideration.

The City of Rio Vista supports a new river crossing along the current alignment of Highway 12. The preferable structure would be a 4-lane tunnel, with a 2-lane tunnel as a possibility. Although this would cause some disruption in highway businesses, the consensus of the council and the audience was that since part of the tunnel approaching the water would be subterranean, it would be usable land. There was considerable concern relative to blight that frequently occurs under a bridge crossing approach, particularly since the approaches in this case would occur a considerable distance west on the highway.

The council felt that any changes/replacement of the current bridge must improve the safety and convenience of the citizens of Rio Vista and the surrounding region, including the Delta and eastern Solano County and not hinder the local economy. Any new crossing should protect and enhance the tax revenue stream that accrues from local and regional commerce and industry. The city seeks to ensure the continuing viability and success of local businesses that rely on the existing State Route 12 and would be unable to relocate should the highway be moved to another location.

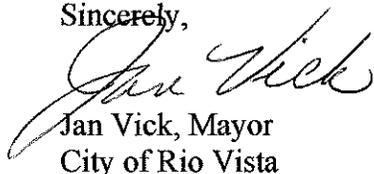
The city expects that any design of a new road would plan for ease of access onto and across the highway. Of particular concern is children crossing the highway to go to school have a safe passage.

The council and public testimony both abhor the imposition of a toll and request other alternatives be sought for funding and no consideration be given that source of funding. It seems to us the cost of the project and the importance of Highway 12 supplying Travis Air Force Base requires significant Federal funding.

Rio Vista is a regional center, particularly for the agricultural and gas well industry; local and regional traffic crosses the river several times a day. A toll would negatively impact the viability of many of these businesses. Most toll facilities are in urban areas, and are a part of living and commuting in those areas. Rio Vista is the center of a rural area, and while there is commute and inter-regional truck traffic, the bulk of the traffic is local and regional. Placing a toll on residents and local industry would be detrimental to the economy of the city and region.

We appreciate the opportunity to comment on the Rio Vista Bridge Realignment Study. Our city was designed, built and has grown around Highway 12, and we seek to maintain a vital economic base into the future.

Sincerely,



Jan Vick, Mayor
City of Rio Vista

Cc: City Council
Daryl Halls, Executive Director, STA
STA Board of Directors

Municipal Services Agency

Department of Transportation

Michael J. Penrose, Director



Steven Szalay, Interim County Executive

Paul J. Hahn, Agency Administrator

County of Sacramento

August 10, 2010

Ms. Janet Adams
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585
Email: jadams@sta-snci.com

SUBJECT: COMMENTS ON THE DRAFT PRELIMINARY BRIDGE REPORT FOR SR-12 REALIGNMENT/RIO VISTA BRIDGE PROJECT.

Dear Ms. Adams:

The Sacramento County Department of Transportation has reviewed the draft preliminary bridge report for the subject project. We appreciate the opportunity to review this document and have the following comments to offer:

1. The project should evaluate the agricultural viability for the parcels through which the proposed alignments will bisect.
2. The connectivity of the farm producers should be evaluated. Please coordinate with the County and the affected property owners.
3. The project should evaluate the impacts on any recreational activities in the study area.
4. Please coordinate with the Sacramento County Department of Water Resources regarding potential flood plain impacts caused by the project.
5. Is the project proposing any interim operating improvements to this bridge? Please coordinate any such improvements with the County.
6. Please study the impacts due to right of way acquisitions for all of the study alternatives. We recommend that the property owners affected by various alignments be kept in loop early on to avoid any conflicts.
7. **Page 17. Table 2.** The intersection of SR 12 and SR 160 was analyzed as two way stop control but, it is currently signalized. Please correct the existing conditions level of service analysis to reflect this.

"Leading the Way to Greater Mobility"



Design & Planning: 906 G Street, Suite 510, Sacramento, CA 95814 . Phone: 916-874-6291 . Fax: 916-874-7831
Operations & Maintenance: 4100 Traffic Way, Sacramento, CA 95827 . Phone: 916-875-5123 . Fax: 916-875-5363

www.sapdt.com

Ms. Janet Adams
August 10, 2010
Page 2

Should you have any questions, please feel free to contact Kamal Atwal at (916) 875-2844 or me at (916) 874-6121.

Sincerely,


Dean Blank, P.E.
Principal Civil Engineer
Department of Transportation

DAB:ka

c: Mike Penrose, DOT
Reza Moghissi, DOT
Dan Shoeman, DOT
Matt Darrow, DOT
Kamal Atwal, DOT
Mary Anne Dann, MSA
George Booth, DWR



SOLANO COUNTY
Department of Resource Management
 Public Works Engineering
 675 Texas Street, Suite 5500
 Fairfield, CA 94533
 www.solanocounty.com

RECEIVED

AUG - 6 2010

SOLANO TRANSPORTATION
 AUTHORITY

Telephone No.: (707) 784-6765
 Fax No.: (707) 784-2894

Clifford K. Covey, Interim Director

August 5, 2010

Solano Transportation Authority
 Attn: Janet Adams
 One Harbor Center, Suite 130
 Suisun City, CA 94585

Re: SR12 Realignment – Rio Vista Bridge Preliminary Study

Dear Janet:

Thank you for preparing the SR12 Realignment – Rio Vista Bridge Preliminary Study. It is important for the transportation planning agencies in the region to address the long-term future of the State Route 12 crossing over the Sacramento River. The existing drawbridge causes significant traffic congestion during times when it is open. In the future, these delays are expected to increase significantly. The efforts of the STA to explore future options for improving the existing conditions are appreciated.

Solano County has the following specific comments on the study:

Alternatives 3 and 4 contemplate a realignment of Highway 12 to the northeast in close proximity to the Rio Vista Airport. Any realignment of State Highway 12 is inconsistent with the current Airport Land Use Compatibility Plan for the Rio Vista Airport which shows the highway in its present location. The Airport Land Use Compatibility Plan would need to be updated by the Solano County Airport Land Use Commission to depict one of these new alignments in order for the alignment to be considered favorably.

Alternative 5 entails realigning Highway 12 to the southwest of its current location. Solano County would like to reiterate the comment contained on page 37 in the Alternative Challenges section of the report which states that a wind turbine project, Shiloh III, presently being processed through the County would be located on the property identified as part of Alternative 5. It is anticipated that action on the Conditional Use Permit and accompanying Environmental Impact Report will be completed in late 2010. The present turbine layout would preclude

Building & Safety
 David Cliche,
 Chief Building
 Official

Planning Services
 Mike Yankovich
 Program Manager

Environmental
 Health
 Terry Schmidtbauer
 Program Manager

Administrative
 Services
 Suganthi Krishnan
 Sr. Staff Analyst

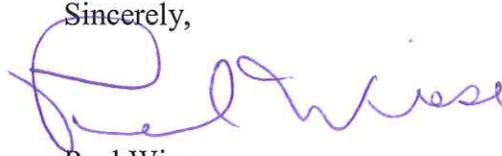
Public Works
 Engineering
 Paul Wiese
 Engineering Manager

Public Works
 Operations
 Wayne Spencer
 Operations Manager

Alternative 5 as presently shown in the study. However, it may be possible to develop a southerly alignment of SR12 that generally follows Emigh Road but returns to the existing SR12 alignment sooner in order to avoid the Shiloh III project.

Thank you for the opportunity to comment on this important study. Please call me at (707) 784-6072 if you have any questions.

Sincerely,



Paul Wiese
Engineering Manager

- c. Mike Yankovich, Planning
- Jim Leland, Planning

U:/users/pwiese/data/word/STA/Rio Vista Bridge comment letter.doc



DATE: September 3, 2010
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Concurrence with Caltrans Corridor System Management Plans (CSMP)
for SR 29, I-80, and I-505

Background:

The California Department of Transportation (Caltrans) is required by state law to “carry out long term state highway system planning to identify future highway improvements.” According to Caltrans, a Corridor Plan (CP) provides a route concept for state-owned facilities over a 25-year time horizon. More detailed plans such as Major Investment Studies (MIS) or those areas with the potential for major changes, such as accommodating anticipated population growth. In Solano County, Caltrans has released draft CP for State Route (SR) 29, and Interstate (I) 505.

In addition, Proposition 1B-Corridor Mobility Improvement Account (CMIA) required development of Corridor System Management Plans (CSMP). CSMPs are intended to ensure that benefits derived from Proposition 1B-CMIA funded projects, such as a reduction in Vehicle Hours of Delay, are not lost due to other changes in traffic volume or patterns. In Solano County, Caltrans has released a Draft CSMP for I-80. A Draft CSMP for SR 12 is near completion, but has not been released to STA at this time.

Discussion:

Corridor Plans

The SR 29 CP (Attachment A) covers both Napa and Solano counties. The first draft was provided to STA in 2009. STA staff, after consulting with the City of Vallejo and Solano County, asked Caltrans for significant changes, based largely on the fact that the draft focused on Napa County issues, almost to the exclusion of Solano County issues.

Caltrans released a revised Draft SR 29 CP on April 5, 2010, and addressed all, but one of the substantive issues raised by STA.

The SR 29 CP recommends no new lanes be added to SR 29, due to the constraints posed by adjoining land uses, including urban development and Bay and Napa River wetlands. The Draft CP does not provide projected Level of Service information for most segments of SR 29 covered by the plan, and does not identify whether there is a need for new capacity based upon projected traffic volumes.

STA has asked Caltrans to include a statement in the SR 29 CP that recognizes the need to conduct a MIS for the SR 29 corridor in both Napa and Solano counties. It is STA staff’s belief that an MIS would be the proper document for identifying whether there is a need for additional capacity, and to further examine the constraints on any such capacity expansion that is identified. If Caltrans makes this modification to the SR 29 CP, it is recommended that STA concur with the Plan. STA staff’s proposed comments on the SR 29 CP are in Attachment D.

The I-505 CP (Attachment B) only addresses I-505 in Solano County, from Vacaville up to the Yolo County line. The Draft CP was provided to STA on July 21, 2010, and copies have been provided to the City of Vacaville and Solano County.

The Draft CP anticipates a 2030 volume to capacity ratio on the Solano portion of I-505 of 0.44. As a result, no future studies are recommended in the Draft CP, and no capacity expansion is identified. It is recommended that STA concur with to the CP, provided that comments from the City of Vacaville and Solano County are addressed. STA Staff's proposed comments on the I-505 CP are in Attachment E. On August 19th, the City of Vacaville provided a comment letter to STA on the I-505 CP. That letter is included as Attachment G.

CSMP

On February 10, 2010, the STA Board adopted the Solano Highways Operations Study. The study analyzed the performance and safety of Solano County's interstate highway corridors, including I-80, I-780, and I-680, and recommends a variety of operations improvements.

The I-80 CSMP (Attachment C) is designed to be a companion document to the Solano Highways Operations Study, using the same data and drawing the same conclusions. The Draft I-80 CSMP was provided to the cities that have I-80 within their borders and to Solano County. The City of Fairfield provided comments that were technical clean-up only. STA staff has not identified any areas where the draft CSMP differs from the Solano Highways Operations Study. It is recommended that STA concur with the I-80 CSMP. STA Staff's proposed comments on the I-80 CSMP are in Attachment F.

The SR 12 CSMP is expected to be the most challenging document to review. There is potential for significant construction work on SR 12. The SR 12 Jameson Canyon widening project is scheduled to begin construction in 2011, and the I-80/I-680/SR 12 Interchange Project includes improvements to SR 12 West including a new interchange at Red Top. In addition, the Project proposes significant improvements to SR 12 West to the western end of Suisun City. The SR 12 MIS and Corridor Study, covering SR 12 from I-80 to I-5, is expected to also identify significant roadway and intersection improvements, but the study will not be complete until late 2011.

When a copy of the SR 12 CSMP is received, STA will provide it to the impacted local jurisdictions and coordinate comments to Caltrans. The main focus of STA's comments will be support of the Jameson Canyon Project and leaving options open to incorporate the findings of the I-80 to I-5 SR 12 MIS Corridor Study.

Caltrans requests the local Congestion Management Agency (CMA) sign CPs and CSMPs in their area. The statement on the cover page of the CSMP reads "I accept this CSMP for the [_____] as a document for informing the regional transportation planning process." There is no similar statement on the cover page of the CP.

The CSMP are to be approved by the California Transportation Commission (CTC). Caltrans has scheduled the I-80 CSMP to go before the CTC in October of 2010. The CSMPs require approval by the local CMA and the Metropolitan Planning Organization for the area – in this case, the Metropolitan Transportation Commission. There are no statutory requirements for when the SR 29 and I-505 CPs must be approved.

At its August 25, 2010 meeting, the STA Technical Advisory Committee (TAC) reviewed the CPs, CSMPs and draft comments. The TAC recommended that the STA Board authorize the Executive Director to sign the SR 29 CP, the I-505 CP and the I-80 CSMP, with the comments in attachments A, B and C incorporated.

Fiscal Impact:

None.

Recommendation:

Approve the following:

1. Authorize the Executive Director to sign the SR 29 Corridor Plan as specified in Attachment A;
2. Authorize the Executive Director to sign the I-505 Corridor Plan as specified in Attachment B;
3. Authorize the Executive Director to sign the I-80 Corridor Plan as specified in Attachment C; and
4. The comments to the SR 29 Corridor Plan, I-505 Corridor Plan, and I-505 Corridor Plan as specified in Attachment D.

Attachments:

- A. *SR 29 CP
- B. *I-505 CP
- C. *I-80 CSMP
- D. Comments on the SR 29 CP

**(Attachments provided to the STA Board Members under separate enclosure. To request a copy, please contact the STA at (707) 424-6075.)*

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CONSOLIDATED COMMENTS

This attachment includes comments for the following documents:

- I. State Route 29 Corridor Plan (Attachment A)
- II. Interstate 505 Corridor Plan (Attachment B)
- III. Interstate 80 Corridor System Management Plan (Attachment C)

I. State Route 29 Corridor Plan

- A. On Page 13, the Trip Information – Commuting section properly points out that a “high percentage” of the automobile commute on SR 29 is from Solano County into Napa County, but the document does not acknowledge the commute by Napa residents down SR 29 to the transit facilities in Vallejo (the ferry terminal and the Curtola Park and Ride lot). Finally, the Transit Services section found on Page 16 does not make any mention of any locations or services in Vallejo. The Corridor Plan should be changed to acknowledge the Napa to Vallejo commute and identify the location and type of transit facilities in Vallejo.
- B. On Page 21, the document provides a map/aerial photo and data table on the segment of SR 29 in Vallejo (Segment A). STA appreciates this information, and the format is easy to use. Please note that on the map/aerial photo, the south end of SR 29 is marked as milepost NAP 0.00, and the county border is marked NAP 4.71. These milepost designations are incorrect, and appear to be simply carried over from the next page, which shows SR 29 from the Solano/Napa county line north to SR 12. The correct milepost designations should be shown.
- C. The Segment A data on Page 21 lists AADT for 2007 and projected AADT for 2030, as well as truck volumes. The table does not list V: C Ratios, but this should be easy to calculate for Segment A, and should be included. The 2006 truck volume data also does not seem to be consistent with the truck traffic percentage calculated on the table. Please list a V: C Ratio for this segment and either confirm or correct the truck traffic percentage.
- D. On Page 30, the concluding paragraphs suggest that the plan should focus solely on increasing capacity of the existing roadway because of the difficulty of expanding the right-of-way and/or adding lanes. This conclusion appears to be based upon an analysis of limits, rather than an analysis of existing and projected need. This is where the lack of V: C Ration in the segment tables comes into play. STA believes that there needs to be a

more detailed analysis of the need present on the corridor, including more detailed examination of Level of Service and Vehicle Hours of Delay. STA therefore believes that a Major Investment Study (MIS) is appropriate for SR 29. STA requests that a statement recommending an SR 29 MIS be added to the Corridor plan prior to its final approval.

II. Interstate 505 Corridor Plan

- A. On Page 8 and 9 of the I-505 Corridor Plan, there is a reference to land use in the vicinity of the south end of i-505 that is taken from a Solano Orderly Growth Committee publication, dated November 2002. This is not an accurate description of land uses that exist at the south end of I-505, including the factory Outlet Stores and the Nut Tree property, as well as numerous other retail developments, single family and multifamily housing developments, and governmental uses such as the adjacent Nut Tree Airport or the Vacaville Multimodal transit Station, being constructed one mile away. In addition, this section contains a recommendation for local land use changes that appears to be out of place in the Corridor Plan. The document should be revised to either replace the partial details with a fully-detailed description of the nearby land uses, or replaced with a more generic description of the area. In either event, the recommendations for changes in local existing land uses should be removed.
- B. On page 13, the Transit Services section should be revised to note that Solano Express Route 30, which provides service from the south end of I-505 east along I-80 to Dixon, Davis and Sacramento. In addition, STA provides ride matching through its Solano Napa Commuter Information (SNCI) service. In areas where the traffic volume and land use density do not support bus services, ridesharing remains a very viable form of transit. Finally, please note that some of the major business park users that adjoin I-505, including Genentech, Kaiser and State Compensation Insurance Fund, have active rideshare programs, of-peak work hour schedules and/or provide private charter bus services for their employees.
- C. Please note that the City of Vacaville has proposed projects that will improve the interchanges of Midway road and I-505, and Vaca Valley Parkway and I-505. Vacaville is requesting that the I-505 connection to I-80 westbound be revised so that there is a smoother blending of traffic. Finally, STA is proposing to extend the High Occupancy Vehicle lanes on I-80 up to or beyond I-505 during the timeframe covered by this Corridor Plan.
- D. Concept Rationale (Page 6) – ADT referenced is 10,900 to 11,600. Caltrans published 2008 ADT for southern end of corridor is 34,000 south of Vaca Valley Parkway, 28,500

north of Vaca Valley Parkway and 22,500 at Solano / Yolo County Line. Would request Corridor Plan document ADT's consistent with record volumes. If average ADT for corridor is being used, the range of ADT along corridor should also be documented as well. LOS established for level of service should be evaluated range of ADT for current and future projections conditions.

- E. Concept Overview (Pages 7-13) – Request that a section identifying planned improvements impacting I-505 be added. Within Vacaville this section should document the following projects:
- a. I-505 / I-80 Weave Correction – A project that will correct the non-standard weaving section on westbound I-80 by realigning the southbound I-505 connector and adding an auxiliary lane on westbound I-80 between I-505 and the East Monte Vista off ramp. It will also close a short gap in the fourth westbound lane on I-80 just east of the I-505/I-80 connector. The project has been on the State Highway Operations Protection Program (SHOPP) Project list for several years, but has been low as a Caltrans priority. This project would improve access for traffic southbound on I-505 entering westbound I-80.
 - b. I-505 Vaca Valley Southbound Ramp Improvements – A project is currently in design that will provide interim improvements to the intersection of I-505 Southbound ramps and Vaca Valley Parkway. These improvements include providing a protected westbound left turn pocket and a right turn lane on Vaca Valley Parkway at intersection with I-505 Southbound ramps, and widening Southbound I-505 off ramp to provide a left turn lane for traffic turning to eastbound Vaca Valley Parkway.
 - c. I-505 Vaca Valley Interchange - Transportation planning for 20 year land use projection has identified need for a four lane (2 lanes each direction) Vaca Valley overcrossing of I-505. Interchange is proposed to be a partial cloverleaf configuration providing slip ramps for traffic getting on to I-505.

Would also request mention of potential for additional crossings of 505, with or without ramp access to I-505 and how these would be considered under concept plan. In particular due to the potential level of development within industrial and business parks in Vacaville, there is a need to consider an additional crossing of I-505 between interchange with I-80 and Vaca Valley Parkway. City of Vacaville is currently initiating an update of its General Plan. A basis for this additional crossing of I-505 would be part of this update.

- F. Corridor Description (Page 7) – Would ask that the area along I-505 in Vacaville be described as an area zoned as industrial and business park that transitions to residential and rural residential as travel north. Portions of industrial park and business park have

been developed, but large portions remain vacant and provide an area for future commercial development. Industrial park provides warehouse and agricultural production (American Home Foods and Lucky) facilities. Existing business park development includes bioscience industries (Genentech), insurance (State Fund) and a medical facility (Kaiser Permanente Medical Center). At the southern connection of I-505 is commercial area known as Nut Tree, currently being redeveloped, and an existing Factory Outlets development.

- G. Land Use (Page 9) – With description of Factory Outlets, business and industrial park areas should be including along with Nut Tree commercial area. (See Corridor Description comment). Corridor description could include more general descriptions, and this description includes the more specific land uses. Question the relevance of smart growth recommendation for Factory Outlets development to this corridor study, given there are no plans for this type of redevelopment.
- H. Truck Traffic Information (Page13) – Section references “Annual Average Daily Truck Traffic (AADTT) on I-505 is 34,500”. Count is for Annual Average Daily Traffic not truck portion. Truck count is 3,433 north of I-80.

Volumes in table for I-505 through Yolo County Line just repeat range of volume for North of I-80 and I-5 N of I-505. Caltrans volumes (2008) document an AADT of 22,500 at county line.

- I. I-505 Segment A Map (Page 15) – The rail lines that extend from capitol corridor line into Vacaville and parallel I-505 no longer exist. Most of these right-of-ways have been abandoned and no longer include rail improvements.
- J. Segment A Table (Page 16)
- Segment Limits – Segment Limits – South limit should be I-80 not Solano Yolo County Line.
 - AADT 2007 N/S documented as 19,500/19,500 should document range of volume on corridor.
 - AADT 2030 N/S documented as 26350/26,350 This is less than current volume at South end.
 - Peak hour volume 2007 (AM ahead/ back - PM ahead /back) 1,000/1080 – 1310/1310
 - Peak hour volume 2030 (AM ahead/ back - PM ahead /back) 1340/1.340 - 1,770/1,770
 - Level of Service (LOS) 2007 & LOS 2030 - Document Range of LOS
 - Note Accident rate documented, not included in body of report.

K. Corridor Concept Development (Pages 18 & 19) – Concept Rationale Section should be consistent with prior section (page 6) and address comments in same manner. References to SHOPP should include I-505 I-80 weave correction project.

L. Appendix B – Additional Corridor Data for I-505 – Solano & Yolo Counties

Route Characteristics - Should include crossing Major Arterials in Vacaville -Vaca Valley Parkway and Midway Road

M. Concept Rational – Reference to “City Design Master Plan” better described as City Gateways Design Master Plan - This plan establishes provisions for landscaping areas adjoining or fronting Interstate 80 and Interstate 505.

N. LOS – Documented as LOS A existing and not expected to go below B in 20 years. Last CMP documented I-505 in Vacaville as operation at LOS B, Solano County Section at LOS A. It is that section within Vacaville could transition to LOS C in 20 years. South end of segment should be documented as operating at LOS B with potential to transition to LOS C at south end of corridor within 20 years.

O. Page 8, Demographics, first paragraph

The growth in population does not agree with the table on page 9. Perhaps page 8 is using a base year of 2000 rather than 2005. I suggest page 8 be made consistent with the table on page 9. (As an aside, the 2030 population figures are much larger than the 2035 projections contained in the GHG agenda item for the 8/25 TAC meeting. Do you know why they are so different? I think they should be consistent.)

Page 8, Demographics, second paragraph

Add “significantly”: “This growth is not expected to significantly impact I-505.”

P. Page 9, Land Use, third paragraph

In the first sentence, the outlet stores should be called “Vacaville Premium Outlet Stores”, rather than factory stores. Delete the phrase “unpleasant and potentially unsafe”.

Q. Page 10, Environmental Constraints, first paragraph

Delete the phrase “combine with Gibson Canyon Creek and”. Delete the phrase “county sewage treatment plant and”.

R. Page 12, Trip Information – Commuting

Rewrite the last sentence to read “Notably, some traffic will use the SR113 freeway between I-5 and I-80 between Woodland and Davis as an alternative . . .”

III. I-80 Corridor System Management Plan

- A. Page S 2, Multi-Modal Service, replace “Express Bus” with “Solano Express Bus service provided by FAST and Vallejo Transit.” Also, please add a note that the Vallejo Baylink Ferry Service will soon transition to the Water Emergency Transport Agency.

- B. Page S 10, the Transit section, should be revised to note that Solano Express Route 30 provides service to Dixon, Davis and Sacramento. In addition, STA provides ride matching through its Solano Napa Commuter Information (SNCI) service, and there are a number of Park and ride lots constructed by local jurisdictions along I-80. Under the discussion of train stations, please revise the document to note that the new station is proposed for Fairfield/Vacaville.

- C. Page S 10, in the Bicycle and Pedestrian section please note that reconstruction and repair of McGary Road is underway and it is expected to be opened to vehicle and bicycle traffic in the fall of 2010.

- D. Page S 14, Land Use – Major Traffic Generators refers to the Nut Tree Theme Park. Please note that the Nut Tree is a retail area with ancillary entertainment provided by a carousel and a small-gauge train, and is not a theme park.

- E. Page S 15 and 16, **PM Peak**.
 - a. Location 2 should refer to the SR 12 East on ramp (Fairfield-Suisun City-Rio Vista), not the SR 12 West (Jameson Canyon) on ramp.
 - b. Location 3 describes congestion at ‘the Airbase Parkway off ramp near the Cordelia truck scale,’ but the Airbase Parkway off ramp and the Cordelia truck scale are several miles apart; and, the description does not match the map on Page S 17. The reference to the Cordelia truck scale should be removed, and the map updated to show the area described.
 - c. In Location 4, the document lists a segment – Yolo Causeway to Mace Blvd – that is in Yolo County, and is outside of the boundaries of the Plan described earlier in the document.



DATE: August 30, 2010
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Commute Profile 2010 Study – Solano and Napa Counties

Background:

From 1992 until 2005, the Metropolitan Transportation Commission (MTC) conducted annual Commute Profile reports through the regional rideshare program. These reports collected a variety of quantitative and qualitative data at county and regional level that was used for a range of purposes. Commute characteristics were captured: commute mode splits, average travel distance, time, speed, locations. Various commute attitudes were measured.

The data from the Commute Profile reports have been used for various purposes. It is from this source that Solano's commuter characteristics such as its long commutes and high percentage of car/vanpoolers have been measured. These are used in grant applications, Congestion Management Plan updates and other planning documents and communication with the media. Although each annual update of the Commute Profile did not always include county level data, Solano's data was consistent thanks to local funding of a Solano specific survey.

When MTC stopped funding the Commute Profile, it languished for a few years. In 2009, a grassroots effort was spearheaded by Valerie Brock Consulting and BART staff to begin producing these reports again. Valerie Brock and a member of BART staff were the primary researchers who had conducted and prepared the Commute Profile since 1992. During that time there was great consistency between the data collection methodology and reports from year to year. Data was collected at the same time each year (in the spring), for instance, so that comparisons between years could be reasonably made. There were consistent core questions while also room for flexibility for county specific questions to deal with specific issues of interest. With these researchers working together again, the consistency could be maintained with the 2008 study.

Since the discontinuation by MTC of the Commute Profile in 2005, STA staff has discussed conducting a similar study for Solano and Napa Counties, the two Counties served by Solano Napa Commuter Information. Other priorities have deferred this intended plan these past few years until this year. In December, the STA Board approved entering into a contract with Valerie Brock Consulting to conduct a Commute Profile for Solano and Napa counties.

Work began in January with the survey design. The data is collected through phone surveys – 400 in Solano and 400 in Napa – of Solano and Napa residents. While commuters' city of residence is collected, the data collected is statistically significant at the county level. The survey design review could vary slightly between the two counties and STA staff coordinated with NCTPA staff during this process. The survey instrument is targeted at employed residents who work outside their home.

Discussion:

The surveys were conducted in late March. The data was compiled and a draft report was completed in late May. The Commute Profile report was presented to the Consortium and TAC in May and June for action. They recommended approval of the report.

The report is attached (Attachment A) and highlights will be presented at the STA Board meeting.

Fiscal Impact:

This survey was funded with \$26,000 of State Transit Assistance Funds (STAF) that was in the FY 2009-10 budget. NCTPA contributed \$13,000 to fund this study.

Recommendation:

Approve the Commute Profile 2010 Study – Solano and Napa Counties.

Attachment:

- A. Commute Profile 2010 (Provided to the Board members under separate enclosure. To obtain a copy, please contact the STA at (707) 424-6075.)



DATE: August 30, 2010
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Solano County Transit Joint Powers Agreement (JPA)
Consolidation of Benicia and Vallejo Transit Services

Background:

The issue of consolidating some or all of the Solano's transit services had been discussed and proposed for evaluation for several years prior to the STA Board members discussing it formally at the February 2005 Board retreat. At the Board retreat, participants expressed interest and support for transit service becoming more convenient through a seamless system, that there should be a reasonable level of service throughout the county, and that local transit issues and needs would have to be considered and addressed. Subsequently, the STA Board directed STA staff to initiate a countywide Transit Consolidation Study and approved goals, objectives and evaluation criteria to be incorporated in the scope of work for this study. The Transit Consolidation Study was then conducted and in June 2009, the STA Board approved the following recommendations:

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

Discussion:

Since the STA Board action in June 2009, the STA, and the cities of Benicia and Vallejo have met multiple times to discuss and evaluate the potential consolidation of Benicia Breeze. Over the past year a Memorandum of Understanding (MOU) was approved by the three organizations to guide the development of a Solano County Transit Joint Powers Agreement (JPA) and Transition Plan. The JPA and the Transition Plan are the topic of this staff report.

The development of the MOU, JPA and Transition Plan have been guided by the Solano County Transit Coordinating Committee in coordination with a Management Committee

and a Staff Working Committee. The Coordinating Committee members are Benicia Mayor Patterson, Vallejo Mayor Davis, Benicia Councilmember Ioakimedes, and Vallejo Councilmember Hannigan. The Management Committee consists of the Benicia and Vallejo City Managers and the STA's Executive Director. The Staff Working Committee is comprised of transit and management staff from all three agencies with support from legal counsel and consultants.

Over the past year, there has been a high level of discussion and interest in working toward consolidation and better transit coordination and service. Guiding principles were developed and incorporated into a MOU that was approved by the three agencies (Benicia, Vallejo and STA) to establish a framework for moving toward consolidation (Attachment A). The STA approved the MOU in September 2009 (Attachment B).

A JPA was drafted by STA Legal Counsel, reviewed multiple times and approved by the Coordinating Committee in May 2010 (Attachment C). Key points contained in the JPA are:

- The consolidated Benicia/Vallejo transit agency will be known as Solano County Transit (SolTrans);
- The JPA Board will be comprised of the Mayors of Benicia and Vallejo, a City Councilmember from each jurisdiction, and the fifth voting member is designated as Solano's MTC representative;
- The STA will be an ex-officio member of the Board;

The Coordinating Committee directed that the JPA be forwarded to the member agencies once a Transition Plan was completed. The Transition Plan has been prepared to guide the development of the new SolTrans organization (Attachment D). The Transition Plan covers the following:

- Background
- Structure and Governance
- Financial Management (including a one and 10-year budget)
- Organizational and Human Resources Management
- Service Planning and Operations
- Capital Project Management
- Other Issues: WETA Transition and new Administration Building
- Implementation Schedule

In June 2010, the STA Board approved a contract to retain Phil McGuire, an experienced transit consultant, to function as a consultant to the MOU and as the Interim Executive Director of the new JPA. When the JPA is approved by the member agencies, it is intended that he will work with the new SolTrans Board to begin the steps necessary to build the organization prior to transferring and hiring staff, hiring a permanent Executive Director, transferring service and other contracts, and transferring operating funds and capital assets related to operating service. This transitional process is projected to conclude prior to July 1, 2011, the beginning of the next fiscal year.

Construction of transit capital projects such as Curtola Park and Ride, Vallejo Station, and Benicia's Park-and-Rides are recommended to remain with the cities of Benicia and Vallejo. With the transfer of transit service operations from the Cities to the JPA, the intention is to reimburse both cities for any documented and auditable funds they have

advanced to cover transit costs as well as to start the new JPA on sound financial grounds. To address these and other one-time transitional costs (moving, re-branding, professional services), an estimate has been developed with the Cities and is incorporated into the Transition Plan. It is proposed that STA and SolTrans approach MTC to assist with these one-time transitional costs. The STA Board has dedicated State Transit Assistance Funds (STAF) funds to serve as local match, subject to the JPA being approved by all three agencies as part of a transition plan. During the transition, service levels are proposed to remain consistent in both cities. Funding for a joint Short Range Transit Plan (SRTP), requested by the MOU Coordinating Committee, has been secured from MTC and will provide the opportunity for the new agency in its first year to review, assess, and prioritize how the newly combined transit service area may be served.

Subsequent to action by the MOU Coordinating Committee, additional and new issues were raised by Vallejo finance staff, legal counsel and members of the Vallejo Council's Transit Advisory Committee (VTAC). The STA Board tabled this agenda item at its July Board meeting at the request of STA staff to allow time to respond to the issues that had just been raised. As part of this action, the STA Board requested the item be returned to the September Board meeting. The STA consultant team, staff, and legal counsel and Vallejo transit staff have been working to respond to the issues raised by Vallejo finance and legal staff. A meeting was held in early August with Vallejo management and staff, STA staff, and consultants at the meeting. Responses to the issues raised by Vallejo finance and legal were presented and discussed including new information that was provided that potentially impacts the viability of the Soltrans JPA. The SolTrans JPA and Transition Plan have been agendaized for the September 14 Vallejo Council meeting. The Benicia City Council had previously reviewed and discussed the JPA and Transition Plan at a Council Workshop on July 6, 2010.

In addition, STA has been requested by the City of Vallejo to become more involved with the discussion concerning the transfer of the Baylink Ferry from Vallejo to the Water Emergency Transportation Authority (WETA). Some of the issues being raised in those discussions should be incorporated into the SolTrans Transition Plan. The SolTrans Coordinating Committee will be reconvened to address any proposed modifications to either the Transition Plan or the JPA.

The issues raised are surmountable if certain conditions are met and these have been included in staff's recommendation. Although this process has its challenges, benefits remain to the transit riders of the systems, the Cities of Benicia and Vallejo and to the county and region; these have been summarized on Attachment E.

Conditions

- 1. All key transit operating assets and rolling stock are identified to be transferred and are verified by a third-party as available for use by the JPA via transfer of assets or agreement, including the Broadway bus yard, prior to transfer of transit staff or service contracts;**

Some of the recent issues that have been raised concerned the ability to transfer or use some key transit operating facilities. The SolTrans JPA needs to be assured that key operating assets and rolling stock can be transferred or used through an agreement prior to transfer of staff or service contracts.

- 2. An updated SolTrans FY2011-12 operating budget is approved by SolTrans Coordinating Committee without a projected operating deficit or service reduction prior to the completion of FY 2011-12;**

Agencies' staff and the SolTrans Coordinating Committee have been discussing and updating an initial year SolTrans budget since the Fall of 2009. Since the beginning of the process, new revenues and expenses have become known. Throughout, the draft budget assumptions have been remained constant and conservative. A recent issue raised by Vallejo has a potential \$2.7m reduction to the TDA reserve which had not been taken into account previously. Staff recommends that the Coordinating Committee review and approve an updated SolTrans FY2011-12 operating budget to ensure there is not an operating deficit.

- 3. As part of the transition, the Vallejo bus system and its revenues and assets will be held separate from the City of Vallejo's bankruptcy proceedings;**

To protect Vallejo transit funds and assets from being diminished by potential bankruptcy proceedings in the near future, staff recommends that they be held separate from the City of Vallejo general fund to ensure the transit funds and assets currently assumed for SolTrans remain secure.

- 4. A Request for Proposal (RFP) is released to begin the Benicia/Vallejo Short Range Transit Plan (SRTP) to assess and plan for future transit service in Benicia and Vallejo and to develop a longer range transit operating and financial plan;**

A funding agreement has been executed between the Metropolitan Transportation Commission (MTC) and the City of Vallejo to prepare a joint SRTP for the Benicia/Vallejo area. Although the joint SRTP is intended to be guided by the SolTrans JPA during the transition and staff from the three agencies involved, Vallejo is the grantee and will begin the process. This is a key planning process that needs to be initiated in the near term in order to be completed in time for implementation in FY2011-12. The SRTP will provide guidance on future service planning and financial plan.

- 5. All Benicia and Vallejo transit funds (TDA, RM2, State, Federal, and other transit operating funds) are transferred to the SolTrans JPA as part of the JPA's preparation to be established as a direct transit claimant for Benicia and Vallejo;**

Over the course of the transition, SolTrans JPA will be incurring the financial liability of staffing and service contracts, maintaining transit operating assets, and the new administration building. In the long-term, the JPA will directly claim various operating funds. In the interim, transit operating funds that have already been claimed by Benicia and Vallejo will need to be transferred to the SolTrans JPA in a timely manner.

6. SolTrans JPA operates as an independent agency per the JPA and Transition Plan and is not prevented or inhibited from utilizing the Guiding Principles outlined in the JPA for the proposed consolidation.

If the JPA is approved by these three agencies, the SolTrans JPA will become an agency independent of the member agencies: Cities of Benicia and Vallejo and the STA. Approval of the formation of the JPA is a major step which will be followed by many steps along the transition process. Each member agency is expected to facilitate and coordinate with, and not inhibit, the formation of the SolTrans JPA and the funding and operations of the specified transit service in a manner consistent with the Guiding Principles approved by the SolTrans Coordinating Committee.

Fiscal Impact:

STA is currently supporting the transition with staff time, legal counsel services, and consultant services. This is being funded through STAF funds approved by the STA Board.

Recommendation:

Approve STA entering into a JPA with the Cities of Benicia and Vallejo to form Solano County Transit contingent upon the Benicia and Vallejo City Councils approving the establishment of the SolTrans JPA and the conditions as specified in Attachment F.

Attachment:

- A. South County Transit Guiding Principles
- B. South County Transit MOU – October 29, 2010
- C. Solano County Transit JPA
- D. Solano County Transit Transition Plan – July 2, 2010
- E. Benefits/Risks of Soltrans JPA
- F. Conditions of Approval for STA Joining the SolTrans JPA

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Solano County Transit

Guiding Principles

- A. The Benicia Breeze and Vallejo Transit services shall be consolidated to streamline, simplify, and improve access for transit riders through an enhanced service coverage, frequency, affordability, and mobility options contingent upon available funding. The consolidated service shall be responsible for coordinating transportation services in Benicia and Vallejo and to locations beyond the two cities such as Bay Area Rapid Transit (BART).
- B. Consolidated transit service provides an opportunity to improve standards for greenhouse gas emissions and energy reductions, reduce single-occupant vehicle miles traveled, thereby minimizing the carbon footprint of Benicia and Vallejo residents. A consolidated transit service will further the Benicia and Solano County Climate Actions Plans greenhouse gas reduction targets.
- C. Benicia Breeze and Vallejo Transit service consolidation shall be consistent with the Countywide Transportation Plan Transit Element to maximize the ability of Solano residents, workers, and visitors to reach destinations within Solano County, and to access regional transportation systems.
- D. The consolidated transit service shall be designed to be comparatively cost effective and efficient while conserving the unique characteristics of each jurisdiction.
- E. The consolidation of services shall be managed in a public and transparent process to encourage participation by residents, stakeholders and decision-makers in both communities.
- F. The consolidated transit service shall strive to maintain the continuity of current service provided by both jurisdictions, minimizing service disruptions and passenger inconveniences due to the transition. If possible, service levels shall be maintained and expanded.
- G. The consolidated transit service shall maximize opportunities for regional funding.

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Final Benicia/Vallejo Transit Consolidation Evaluation MOU

October 28, 2009

**MEMORANDUM OF UNDERSTANDING
BY AND AMONG
THE SOLANO TRANSPORTATION AUTHORITY,
THE CITY OF BENICIA AND
THE CITY OF VALLEJO
FOR THE IMPLEMENTATION OF THE
SOUTH SOLANO TRANSIT AUTHORITY**

THIS AGREEMENT is made and entered into as of this 28th day of Oct., 2009, by and among the municipal corporations of the CITY OF BENICIA ("BENICIA") and the CITY OF VALLEJO ("VALLEJO"), and the SOLANO TRANSPORTATION AUTHORITY, a joint powers entity organized under Government Code section 6500 et seq. and the Congestion Management Agency of Solano County ("STA"). Unless specifically identified, the various public agencies herein may be commonly referred to as "the Parties" or "Authority and Cities" or "Jurisdictions" as the context may require.

RECITALS

WHEREAS, the provision of transit services throughout Solano County has been developed on a jurisdiction by jurisdiction basis and, as a result, the provision of transit services to the citizens of Solano County may be enhanced by the improved coordination of transit routes and other issues among the transit providers including consolidation. The cities of Benicia and Vallejo share boundaries and regional transit routes while each agency operates its own transit service; and

WHEREAS, STA was created in 1990 through a Joint Powers Agreement between the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, Vallejo and the County of Solano to serve as the Congestion Management Agency for Solano.

WHEREAS, STA as the Congestion Management Agency (CMA) for the Solano area, the STA partners with various transportation and planning agencies, such as the Metropolitan Transportation Commission (MTC) and Caltrans District 4.

WHEREAS, STA is responsible for countywide transportation planning, programming transportation funds, managing and providing transportation programs and services, delivering transportation projects, and setting transportation priorities.

WHEREAS, STA has sponsored, and the COUNTY and CITIES have joined and participated in, various studies of the potential consolidation of transit systems and,

WHEREAS, STA's transit consolidation study was approved by the STA Board with a recommendation to consider consolidation pursuant to adopted guiding principles of transit

services in Benicia and Vallejo; and

WHEREAS, STA's coordination of the annual multi-agency Transportation Development Act (TDA) matrix, the State Transit Assistance Fund's (STAF) project funding for the county, and Regional Measure 2 funding has clarified and simplified the funding claims process locally and regionally, including for both Benicia and Vallejo;

WHEREAS, evaluation of the funding and service benefits of consolidation needs to occur prior to undertaking the step of establishing a joint powers agency for the provision of transit to Benicia and Vallejo and to allow the parties an opportunity to regularly review and refine data and funding formulae by following the guiding Principles set forth in Part II below to guide the consolidation and funding of Benicia-Vallejo transit operations in the future.

AGREEMENT

NOW, THEREFORE, following approval by the respective governing body of each agency, STA and the cities of BENICIA and VALLEJO, in consideration of the mutual promises herein, agree as follows:

Part I

South Solano Transit Advisory Committee; Management Committee; Staff Working Group

In order to facilitate the evaluation of the potential consolidation of the Benicia and Vallejo transit services, there is hereby established the "South Solano Transit Advisory Committee." The function of the Advisory Committee is to oversee the goals and work plan in order to facilitate the consolidation and any interim service plans of the two transit services, consistent with the adopted guiding principles. Following the completion of the work plan the Advisory Committee will make a recommendation relative to consolidation to the respective city councils of Benicia and Vallejo and to the STA Board. The Advisory Committee is a body subject to the provisions of the Ralph M. Brown Act (Government Code Sections 54950 et seq.) and will consist of the Mayor of each city and each city's alternate to the STA Board. At the first meeting of this Committee, a chairperson will be selected. Further meetings shall be called by the chair when necessary and appropriate but not less than every two months for the duration of this MOU

There shall also be a South Solano Transit Management Committee to monitor and oversee the progress of the work plan and other activities set forth herein. The Management Committee shall consist of the City Manager or their designee of each city and the STA Executive Director and shall meet at the call of any member.

A staff Working Group made up of the STA Director of Transit Rideshare Service, the STA Transit Manager, the Public Works Directors of Benicia and the COV, the Finance Director and Transit Coordinator of Benicia, and the Transportation Superintendent and Contract Administrator/Operations Analyst from the City of Vallejo, will implement the day to day

progress of the work plan and other activities set forth herein.

Part II
Guiding Principals

The members of the South County Transit Advisory Committee have adopted the following Principles to guide the study and evaluation of the potential consolidation of Benicia and Vallejo Transit:

- A. The Benicia Breeze and Vallejo Transit services shall be consolidated to streamline, simplify, and improve access for transit riders through enhanced service coverage, frequency, affordability, and mobility options contingent upon available funding. The consolidated service shall be responsible for coordinating transportation services in Benicia and Vallejo and to locations beyond the two cities such as Bay Area Rapid Transit (BART).
- B. Consolidated transit service provides an opportunity to improve standards for greenhouse gas emissions and energy reductions, reduce single-occupant vehicle miles traveled, thereby minimizing the carbon footprint of Benicia and Vallejo residents. A consolidated transit service will further the Benicia and Solano County Climate Action Plans greenhouse gas reduction targets.
- C. The Benicia Breeze and Vallejo Transit service consolidation shall be consistent with the Countywide Transportation Plan Transit Element to maximize the ability of Solano residents, workers, and visitors to reach destinations within Solano County, and to access regional transportation systems.
- D. The consolidated transit service shall be designed to be comparatively cost effective and efficient while considering the unique characteristics of each jurisdiction.
- E. The consolidation of services shall be managed in a public and transparent process to encourage participation by residents, stakeholders, and decision-makers in both communities.
- F. The consolidated transit service shall strive to maintain the continuity of current service provided by both jurisdictions, minimizing service disruptions and passenger inconveniences due to the transition. If possible, service levels shall be maintained and expanded.
- G. The consolidated transit service shall maximize opportunities for regional funding.

Part III

Work Plan to Facilitate the Implementation of the South Solano Transit Authority

The following steps outline the requirements and schedule for consolidating Vallejo Transit and Benicia Breeze as recommended in the Solano County Transit Consolidation Study. The respective staff of the cities of Benicia and Vallejo and the STA will lead the transition planning effort with the support of STA consultants. The Committees and staff shall make every effort to complete the tasks in the work plan by December 31, 2009 and to fully consolidate transportation services of the two cities by July 1, 2010.

A. Task Area 1: Structure and Governance

Incorporate adopted guiding principles for Transition Plan
Identify form of governance for consolidated entity (e.g., JPA)
Identify board membership and representation
Draft by-laws for the new entity
Identify policies and procedures for the new entity

B. Task Area 2: Public Outreach

Engage and inform public of consolidation plans and conduct public workshops to hear public concerns and answer questions
Establish a Public Outreach Plan
Prepare plan for re-branding the system
Develop public information for transition

C. Task Area 3: Finance

Prepare a business plan for consolidating the two agencies, identifying an administrative framework and costs of consolidation
Establish new entity as a federal, state, regional transit grantee
Identify fiscal agent to provide accounting and information technology services
Determine how procurement will be managed (e.g., using fiscal agent or another approach)
Identify capital asset ownership and potential transfer of assets to new entity
Prepare consolidated annual budget for new entity

Task Area 4: Human Resources

Describe how existing employees will be transferred/absorbed in to new entity
Develop an organization chart for the new entity
Prepare a staffing plan, including duties and responsibilities for each function/position
Identify organization to provide human resources services (e.g., payroll processing, benefits administration, etc.)

Task Area 5: Legal

Identify legal requirements to establish consolidated entity
Potential for near term, operating MOU

Establishment of Joint Powers Agreement (JPA)

Determine how potential United States Department of Labor (USDOL) 13(c) labor protections would be applied to the consolidated entity

Identify organization or entity to provide legal services

Assist in determination of how to best contract for services (exiting service contracts and/or new bids)

Task Area 6: Service Planning and Operations

Establish service objectives and standards including customer service and training standards for a consolidated system

Prepare consolidated Short Range Transit Plan

Operations

Capital Improvement Plan (CIP)

Determine how existing service contracts will be transferred and transitioned

Part IV

Interim Service Planning

In preparation for consolidation of the two transit services, the Parties agree to work cooperatively to deliver service to the two cities in the most effective and efficient manner and consistent with the Transit Consolidation Goals in Section II of this MOU until the services are fully consolidated.

1. Changes in fares or transit routes shall not become effective until approval by the SSTAC and the respective city councils of Benicia and Vallejo.
2. The criteria for evaluating consolidated transit services shall be developed as part of the SRTP and may include, but are not limited to, the following:
 - a) Productivity Measures
 - Farebox recovery ratio
 - Cost per vehicle service hour
 - Cost per vehicle mile
 - Cost per passenger trip
 - Passengers per vehicle service hour
 - b) Policy/Coverage Requirements (contingent on available funding)
 - Provides connectivity between cities
 - Provides regional transit connections
 - Meets unmet transit needs
 - User friendly
 - Consistent with greenhouse gas reduction goals
 - Consistent with future federal and regional transportation planning
 - Established life cycle costing criteria

Part V
Joint Powers Agreement

Based on the results of the work plan, a joint powers agreement shall be developed for adoption by the Parties leading to consolidated transit functions on July 1, 2010. A draft JPA shall be presented to the SSTAC no later than August 31, 2009.

Part VI
General Terms and Conditions

A. Term of Agreement.

The term of this Agreement shall be as follows:

- a. The Goals set forth herein shall continue in effect until modified in writing by the parties or the two transit functions are consolidated;

B. Indemnification.

The PARTIES and STA shall defend, indemnify and hold harmless each other and their respective officers, agents, employees, or subcontractors from any claim, loss or liability, including, without limitation, those for personal injury (including death) or damage to property, arising out of or connected with any aspect of the performance by any of the Partied, or their respective officers, agents, employees, or subcontractors of activities required under this Agreement, and any fees and/or costs reasonably incurred by the staff attorneys or contract attorneys of the Party(ies) to be indemnified, and any and all costs, fees and expenses incurred in enforcing this provision.

C. No Waiver.

The waiver by any Party of any breach or violation of any requirement of this Agreement shall not be deemed to be a waiver of any such breach in the future, or of the breach of any other requirement of this Agreement.

D. Notices.

All notices required or authorized by this Agreement shall be in writing and shall be delivered in person or by deposit in the United States mail, by certified mail, postage prepaid, return receipt requested. Any mailed notice, demand, request, consent, approval or communication that a PARTY desires to give to the other PARTIES shall be addressed to the other PARTIES at the addresses set forth below. A PARTY may change its address by notifying the other PARTIES of the change of address. Any notice sent by mail in the manner prescribed by this paragraph shall be deemed to have been received on the date noted on the return receipt or five days following the date of deposit, whichever is earlier.

SOLANO TRANSPORTATION AUTHORITY
Daryl K. Halls, Executive Director
One Harbor Center, Suite 130
Suisun City, CA 94585

CITY OF BENICIA
Robert Sousa
Finance Director
250 East "L"
Benicia, CA 94510

CITY OF VALLEJO
Gary Leach
Public Works Director
555 Santa Clara St.
Vallejo, CA 94590

E. Subcontracts.

Within the funds allocated by the PARTIES under this agreement, any member agency may be authorized by the Advisory Committee or the Management Committee to contract for any and all of the tasks necessary to undertake the projects or studies contemplated by this Agreement.

F. Amendment/Modification.

Except as specifically provided herein, this Agreement may be modified or amended only in writing and with the prior written consent of the Parties.

G. Interpretation.

Each PARTY has reviewed this Agreement and any question of doubtful interpretation shall not be resolved by any rule or interpretation providing for interpretation against the drafting party. This AGREEMENT shall be construed as if all Parties drafted it. The headings used herein are for convenience only and shall not affect the meaning or interpretation of this Agreement. The terms of the Agreement are set out in the text under the headings. This Agreement shall be governed by the laws of the State of California.

H. Severability.

If any provision of this Agreement, or any portion thereof, is found by any court of competent jurisdiction to be unenforceable or invalid for any reason, such provision shall be severable and shall not in any way impair the enforceability of any other provision of this Agreement.

I. Local Law Compliance.

The Parties shall observe and comply with all applicable Federal, State and local laws, ordinances, and Codes including those of the Federal Transit Administration (FTA).

J. Non-Discrimination Clause.

- a. During the performance of this Agreement, the Parties and their subcontractors shall not deny the benefits thereof to any person on the basis of race, religion,

color, ethnic group identification, national origin, ancestry, physical handicap, mental disability, medical condition, marital status, age, sex or sexual orientation , nor shall they discriminate unlawfully against any employee or applicant for employment because of race, religion, color, ethnic group identification, national origin, ancestry, physical handicap, mental disability, medical condition, marital status, age, sex or sexual orientation. STA shall ensure that the evaluation and treatment of employees and applicants for employment are free of such discrimination.

- b. The Parties shall comply with the provisions of the Fair Employment and Housing Act (Government Code section 12900, et seq.), the regulations promulgated thereunder (Title 2, California Code of Regulations, section 7285.0, et seq.), the provisions of Article 9.5, Chapter 1, Part 1, Division 3, Title 2 of the Government Code (sections 11135-11139.5) and any state or local regulations adopted to implement any of the foregoing, as such statutes and regulations may be amended from time to time.

K. Access to Records/Retention.

All Parties, any federal or state grantor agency funding all or part of the compensation payable hereunder, the State Controller, the Comptroller General of the United States, or the duly authorized representatives of any of the above, shall have access to any books, documents, papers and records of any PARTY which are directly pertinent to the subject matter of this Agreement for the purpose of making audit, examination, excerpts and transcriptions. Except where longer retention is required by any federal or state law, the PARTIES shall maintain all required records for three years after final payment for any work authorized hereunder, or after all pending matters are closed, whichever is later.

L. Conflict of Interest.

The Parties hereby covenant that they presently have no interest not disclosed, and shall not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance of its obligations hereunder, except for such conflicts that the Parties may consent to in writing prior to the acquisition by a Party of such conflict.

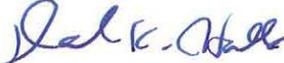
M. Entirety of Agreement.

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

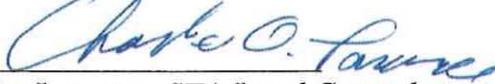
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IN WITNESS WHEREOF, this Agreement was executed by the PARTIES hereto as of the date first above written.

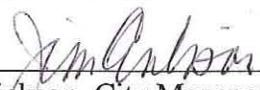
SOLANO TRANSPORTATION AUTHORITY

By: 
Daryl K. Halls, Executive Director

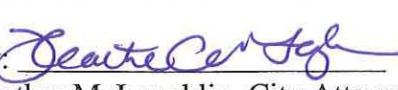
APPROVED AS TO FORM

By: 
Charles Lamoree, STA Legal Counsel

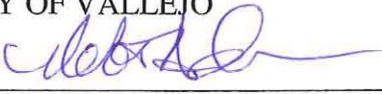
CITY OF BENICIA

By: 
Jim Erickson, City Manager

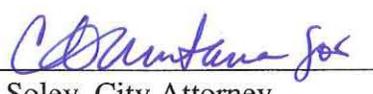
APPROVED AS TO FORM

By: 
Heather McLaughlin, City Attorney

CITY OF VALLEJO

By: 
Robert F. D. Adams, Interim City Manager

APPROVED AS TO FORM

By: 
Fred Soley, City Attorney

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SOLANO COUNTY TRANSIT (“SOLTRANS”)

JOINT POWERS AGREEMENT

(Approved by SolTrans Coordinating Committee on May 17, 2010)

This Joint Powers Agreement is by and among the CITY OF BENICIA, a municipal corporation (hereinafter "BENICIA"), the City of Vallejo, a municipal corporation (hereinafter "VALLEJO"), and the SOLANO TRANSPORTATION AUTHORITY (hereafter "STA"), a joint powers agency and the congestion management agency for Solano County (hereinafter "STA"), which public entities (collectively "Members" or "Member Agencies") have entered into this Joint Powers Agreement ("Agreement") creating Solano County Transit, a joint powers agency. All Members of the Authority are public entities organized and operating under the laws of the State of California and each is a public agency as defined in California Government Code Section 6500.

RECITALS

- A. Government Code Sections 6500-6515 permit two or more local public entities, by agreement, to jointly exercise any power common to them and, thereby, authorizes the Members to enter into this Agreement.
- B. In the performance of their essential governmental functions, Benicia and Vallejo each provide transit services within their respective municipal boundaries and to areas outside of said boundaries in order to perform or participate in intercity, regional transit services.
- C. Among the responsibilities and transportation functions performed by STA, said agency provides planning, funding and management of intercity transit routes and paratransit services and, further, STA is eligible to act as a transit provider.
- D. Public entities have the opportunity to provide transit and related services in a cooperative and coordinated manner, in order to best manage the public resources committed and necessary for delivery of such transit services.
- E. The formation of Solano County Transit enables the Members to take advantage of the opportunities for more economical provision of transit services through economies of scale and to improve and expand the provision of a variety of transit services including, but not limited to, normal and customary intra-city bus transit, intercity transit, paratransit services, dial-a-ride, commuter and passenger ferries, and connecting transit to other transportation providers such as BART and/or the Capitol Corridor commuter train in such manner and at such time as the Members may decide necessary and appropriate for public benefit.
- F. The governing board of each Member has determined that it is in the Member's best interest, and in the public interest, that this Agreement be executed and they become Participating Members of Solano County Transit.

AGREEMENT

1. Formation of the South Solano Transit (SolTrans).
Pursuant to Chapter 5, Division 7, Title 1 of the Government Code of the State of California (commencing with Section 6500) as amended from time to time, and commonly known as the Joint Powers Authority Law, the Members hereby create a joint powers agency which is named Solano County Transit and may otherwise be referred to as "SolTrans" or such other acronym, brand or identifier as determined appropriate by the Board.

2. Parties to Agreement.

In mutual consideration of the promises herein, each Member certifies that it intends to, and does, contract with every other Member which is a signatory to this Agreement and, in addition, with such other Member as may be later added as provided in Section 18. Each Member also certifies that the deletion of any Member from this Agreement does not affect this Agreement or the remaining Members' intent to contract with the other Members then remaining.

3. Purpose; Transfer of Assets; Succession to Existing Contracts.

Solano County Transit will be the agency created by the merger of the presently existing transit services in Benicia and Vallejo through this joint powers agreement. In accordance with a merger schedule, business plan or merger plan approved by the Members contemporaneous with this joint powers agreement, Benicia and Vallejo with transfer, and Solano County Transit will receive, all the transit related assets, personal property, rolling stock and equipment of each presently operating transit service and, thereafter, will operate as a unified entity separate and apart from the originating cities of Benicia and Vallejo. Unless prohibited by law, Solano County Transit shall succeed to and undertake all those transit related agreements in place at the execution of this Agreement. Any debt of a Member to be assumed by Solano County Transit such as but not limited to, funds advanced by Member to their transit system, shall be specifically set forth and described in the approved merger schedule, business plan or merger plan.

4. Transit Employees.

To the degree required by law, existing transit employees of each agency will become employees of the Authority.

5. Membership.

In addition to the originating members Benicia, Vallejo and STA, the following entities, or types of entities, are eligible for membership in Solano County Transit:

- a. Municipal corporations located within the County of Solano;
- b. The County of Solano; or
- c. Any other public entity or public/private partnership providing, or proposed to provide, transit in Solano County.

New members may be added upon the approval of 2/3rds of the Solano County Transit Board and with not less than one vote on the part of each then existing Member agency.

6. Limitation.

Except as otherwise authorized or permitted by the JPA Law and for purposes of, and to the extent required by Government Code Section 6509, Solano County Transit is subject to the restrictions upon the manner of exercising the powers of the Members specified in the Bylaws.

7. Guiding Principles

The following Principles are intended to guide the consolidated Benicia and Vallejo transit services:

- a. The Benicia Breeze and Vallejo Transit services were consolidated to streamline, simplify, and improve access for transit riders through enhanced service coverage, frequency, affordability, and mobility options contingent upon available funding. The consolidated service shall be responsible for coordinating transportation services in Benicia and Vallejo and to locations beyond the two cities such as Bay Area Rapid Transit (BART).
- b. Consolidated transit service is intended to improve standards for greenhouse gas emissions and energy reductions, reduce single-occupant vehicle miles traveled, thereby minimizing the carbon footprint of Benicia and Vallejo residents. A consolidated transit service will further the Benicia and Solano County Climate Action Plans greenhouse gas reduction targets.
- c. The Benicia Breeze and Vallejo Transit consolidation shall be consistent with the STA's Countywide Transportation Plan Transit Element to maximize the ability of Solano residents, workers, and visitors to reach destinations within Solano County, and to access regional transportation systems.
- d. The consolidated transit service shall be designed to be comparatively cost effective and efficient while considering the unique characteristics of each jurisdiction.
- e. The consolidation of services shall be managed in a public and transparent process to encourage participation by residents, stakeholders, and decision-makers in both communities.
- f. The consolidated transit service shall strive to maintain the continuity of current service provided by both jurisdictions, minimizing service disruptions and passenger inconveniences due to the transition. If possible, service levels shall be maintained or expanded.
- g. The consolidated transit service shall maximize opportunities for regional funding.

8. Powers.

Solano County Transit is authorized, in its own name, to do all acts necessary to fulfill the purposes of this Agreement referred to in Section 3 including, but not limited to, each of the following:

- a. Make and enter into contracts;
- b. Incur debts, liabilities and obligations; provided that no debt, liability or obligation of Solano County Transit is a debt, liability or obligation of any Member except as separately agreed to by a Member agreeing to be so obligated;
- c. Acquire, hold, construct, manage, maintain, sell or otherwise dispose of real and personal property by appropriate means, excepting only eminent domain;
- d. Receive contributions and donations of property, funds, services and other forms of assistance from any source including, but not limited to, special or general taxes and assessments; Sue and be sued in its own name;
- e. Employ agents and employees;
- f. Lease real or personal property as lessee and as lessor;
- g. Receive, collect, invest and disburse moneys;
- h. Issue revenue bonds or other forms of indebtedness, as provided by law;
- i. Carry out other duties as required to accomplish other responsibilities as set forth in this Agreement;
- j. Assign, delegate or contract with a Member or third party to perform any of these duties of the Board, including, but not limited to, acting as Executive Director for Solano County Transit;

- k. Exercise all other powers necessary and proper to carry out the provisions of this Agreement;
- l. Claim transit funds from state and federal sources.
- m. These powers will be exercised in the manner provided by applicable law and as expressly set forth in this Agreement or reasonably inferred therefrom.

9. Board of Directors.

The initial Governing Board of Solano County Transit is comprised of five (5) voting directors and one (1) ex-officio, non-voting director. When a director is absent, their alternative may act in their place.

- a. Upon approval of this joint powers agreement, the City Councils of Benicia and Vallejo will appoint two directors and one alternate to be voting members of the Board. Thereafter, each new Member Agency of the Solano County Transit shall appoint two directors and one alternate to be voting members of the Board. The STA Board will appoint the ex-officio member. The directors and/or alternate director appointed by a Member Agency other than the Solano Transportation Authority must be an elected official and a member of the city council or governing board of the member agency. The fifth voting director shall be the Solano County representative to the Metropolitan Transportation Commission (MTC), unless such representative is from either Benicia or Vallejo City Councils or a Supervisorial representative from District 1 or 2, in which case the fifth voting director shall be determined through a process to be established by the balance of the JPA Board. Such process may include the appointment of the MTC representative from the aforementioned jurisdictions at the sole discretion of the remaining JPA Board.
- b. All actions of the Board require the affirmative vote of a majority of the board and at least one vote of director representing each Member Agency.
- c. Directors shall serve a term of two (2) years unless earlier removed by a vote of the remaining directors or replaced by the appointing Member Agency in accordance with that Member Agency's procedures. A voting director is automatically removed if he or she is no longer an elected official or the Solano County representative to the MTC. Directors may serve any number of terms.
- d. Directors and alternate directors are eligible for a stipend of up to \$100 per meeting with a maximum of one compensated meeting per month. The Board may authorize reimbursement of expenses incurred by directors or alternate directors on behalf of the Authority.
- e. The Board may delegate certain powers to specified committees but may not delegate the power to remove Member's representative or amend this joint powers agreement or the Bylaws of Solano County Transit.

10. Committees.

The following committees are hereby established:

- a. Executive Management Committee. The Executive Management Committee periodically meets as necessary to assist in advising the employees or agents and the Board of the Authority, to review proposed budget items, service and fare adjustments, and to otherwise provide management assistance and oversight as necessary. The Executive Committee shall consist of the city managers or designees for Benicia and Vallejo and the Executive Director or designee of the STA.

- b. Technical Advisory Committee. The Technical Advisory Committee will consist of staff representatives appointed by the city manager or executive director of the Member Agencies to coordinate with Agency staff on funding and service issues.
- c. Citizen's Advisory Committee. Each Member Agency will appoint three citizens with demonstrated expertise or special interest in, transit issues and who reside within the boundaries of the agencies that they represent to serve on a Citizen's Advisory Committee (CAC). This will include representatives selected by Benicia, Vallejo and the STA. The CAC will serve as an advisory committee to the Solano County Transit Board and will review and comment to the Solano County Transit Board on the following matters:
 - i. Service and fare adjustments,
 - ii. Development of Short Range Transit Plans, and
 - iii. Review of the agency's annual work plan.
- d. Other Committees. The Board may create other committees from time to time as necessary and appropriate.

11. Officers and Employees

- a. The officers of Solano County Transit are the Board Chair, Vice-Chair, Executive Director, Legal Counsel, Chief Fiscal Officer/Treasurer, and Clerk to the Board. The positions of Chair and Vice-Chair shall be appointed by the members of the Solano County Transit Board from their membership. The Chair and Vice-Chair are directors elected or appointed by the Board at its first meeting and serve the remainder of the year in which appointed and one additional year. Thereafter, terms for Chair and Vice-Chair are one year beginning January 1. The Chair and Vice Chair assume their office upon election by the governing board. If either the Chair or Vice-Chair ceases to be a director, the resulting vacancy will be filled at the next meeting of the Board.
- b. The Board shall appoint an Executive Director and Legal Counsel to the Authority who shall serve at the pleasure of the Authority Board. The Executive Director shall appoint the Authority's Chief Fiscal Officer/Treasurer and the Clerk and who shall serve at the pleasure of the Executive Director.
- c. Board may authorize reimbursement of expenses incurred by officers or employees on behalf of the Authority.
- d. The Board may create such other offices and appoint individuals to such offices it considers either necessary or convenient to carry out the purposes of this Agreement.

12. By-Laws

The Authority Board shall adopt bylaws as necessary and proper for the efficient and effective functioning of the Authority.

13. Limitation on Liability of Members for Debts and Obligations of South Solano Transit Authority.

Pursuant to Government Code Section 6508.1, the debts, liabilities, and obligations of Solano County Transit do not constitute debts, liabilities, or obligations of any party to this Agreement. A Member may separately contract for or assume responsibility for specific debts, liabilities, or obligations of Solano County Transit.

14. Fiscal Year.

The first fiscal year of Solano County Transit is the period from the date of this Agreement through June 30, 2011. Each subsequent fiscal year of the Solano County Transit begins on July 1st and ends on June 30th.

15. Budget.

The Board may adopt, at its sole discretion, an annual or multi-year budget not later than sixty (60) days before the beginning of a fiscal year.

16. Annual Audits and Audit Reports.

The Chief Financial Officer/Treasurer will cause an annual financial audit to be made by an independent certified public accountant with respect to all Solano County Transit receipts, disbursements, other transactions and entries into the books. A report of the financial audit will be filed as a public record with each Member. The audit will be filed no later than required by State law. Solano County Transit will pay the cost of the financial audit and charge the cost against the Members in the same manner as other administrative costs.

17. Establishment and Administration of Funds.

- a. Solano County Transit shall be responsible for the strict accountability of all funds and reports of all receipts and disbursements. It will comply with the provisions of law relating to the establishment and administration of funds, particularly Section 6505 of the California Government Code.
- b. The funds will be accounted for on a full accrual basis.
- c. The Chief Financial Officer/Treasurer will receive, invest, and disburse funds only in accordance with procedures established by the Board and in conformity with applicable state or federal law.
- d. Should Solano County Transit contract with a member agency for the provision of all or some financial services, the funds of Solano County Transit will be maintained in a separate account(s) from those of the member agency itself.

18. New Members.

- a. For the purpose of this section only, all Members admitted after the initial creation of Solano County Transit are New Members.
- b. A public entity meeting the criteria in Section 5 above may be admitted as a New Member upon a two-thirds (2/3) vote of the Board and upon complying with all other requirements established by the Board and the Bylaws.
- c. Each applicant for membership as a New Member must pay all fees and expenses, if any, set by the Board in order to pay for the costs of adding the New Member and to address their participation in the ownership of Solano County Transit assets and liability for any debt of Solano County Transit upon approval as a New Member.

19. Withdrawal From Membership.

Members may withdraw in accordance with conditions set forth in the Bylaws provided that no Member may withdraw if such withdrawal would adversely affect a bond or other indebtedness issued by the Solano County Transit Authority. No withdrawal from membership shall be effective until approval by the Board of a withdrawal schedule, business plan or withdrawal plan approved by the Members Agencies.

20. Termination and Distribution.

- a. This Agreement continues until terminated or the agency is dissolved.
- b. This Agreement it cannot be terminated until such time as all principal of and interest on bonds and other forms of indebtedness issued by Solano County Transit are paid in full or assumed by a successor agency. Thereafter, this Agreement may be terminated by the written consent of two-thirds (2/3) of the Members; provided, however, that this Agreement and Solano County Transit shall continue to exist after termination for the purpose of disposing of all claims, distribution or assets and all other functions necessary to conclude the obligations and affairs of Solano County Transit.
- c. After termination or dissolution of Solano County Transit, any surplus money on deposit in any fund or account of Solano County Transit will be returned to the Member Agencies as required by law. The Board is vested with all powers of Solano County Transit for the purpose of concluding and dissolving the business affairs of the agency.

21. Notices.

Notice to each Member under this Agreement is sufficient if mailed to the Member and separately to the Member's Directors to their respective addresses on file with Solano County Transit.

22. Prohibition Against Assignment.

No Member may assign a right, claim, or interest it may have under this Agreement. No creditor, assignee or third party beneficiary of a Member has a right, claim or title to any part, share, interest, fund or asset of Solano County Transit. However, nothing in this section prevents Solano County Transit from assigning any interest or right it may have under this Agreement to a third party.

23. Amendments.

This Agreement may be amended by an affirmative vote of the governing bodies of two-thirds (2/3rds) of the Members acting through their governing bodies. A proposed amendment must be submitted to each Member at least thirty (30) days in advance of the date when the Member considers it. An amendment is to be effective immediately unless otherwise designated.

24. Severability.

If a portion, term, condition or provision of this Agreement is determined by a court to be illegal or in conflict with a law of the State of California, or is otherwise rendered unenforceable or ineffectual, the validity of the remaining portions, terms, conditions and provisions is not affected.

25. Liability of Solano County Transit.

Subject to limitations thereon contained in any trust agreement or other documents pursuant to which financing of Solano County Transit is implemented, funds of Solano County Transit may be used to defend, indemnify, and hold harmless Solano County Transit, any Member Agency, any Director or alternate, and any employee or officer of the agency for actions taken within the scope of their duties and acting on behalf of Solano County Transit.

26. Governing Law.

This Agreement will be governed by and construed in accordance with the laws of the State of California.

27. Counterparts.

This Agreement may be executed in several counterparts, each of which is an original and all of which constitutes but one and the same instrument.

28. Effective Date.

This Agreement becomes effective and Solano County Transit exists as a separate public entity when approved by the governing boards of the three original Members.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the day and year written below.

SOLANO TRANSPORTATION AUTHORITY

APPROVED AS TO FORM

By: _____
Daryl K. Halls, STA Executive Director

By: _____
Charles Lamoree, STA Legal Counsel

CITY OF BENICIA

By: _____
Jim Erickson, City Manager

By: _____
Heather McLaughlin, City Attorney

CITY OF VALLEJO

By: _____
Robert F. D. Adams, City Manager

By: _____
Fred Soley, City Attorney

2010

ATTACHMENT D

Solano County Transit SolTrans

DRAFT Transition Plan



(Approved by SolTrans Coordinating Committee June 23, 2010)

7/02/2010



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Section 1: INTRODUCTION

1.1 Background

In 2005, the Solano Transportation Authority (STA) Board held a retreat to discuss a variety of policies and financial issues facing Solano County. One of the resulting action items directed STA staff to complete a comprehensive evaluation and consolidation study of Solano County's six transit operators. Currently each transit service is operated by a local City government.

To guide this effort, the STA Board adopted a set of four goals for the consolidation study:

1. To streamline transit service, simplifying and improve access to transit use for riders.
2. To achieve service efficiencies and economics.
3. To provide a central focus on transit service for the County.
4. To create a robust transit service to meet the growing transit needs of the County.

Over the next several years, the study was funded, a consultant retained (DKS Associates) and a countywide transit consolidation study was conducted. The study began with extensive outreach to a broad range of stakeholders, an analysis of existing services, funding trends, and potential opportunities for consolidation of multiple combinations or all of the six transit operators. In Phase II, six major consolidation options were presented and analyzed against criteria established by the STA Board. A Transit Consolidation Steering Committee, consisting of the full STA Board and all the City Managers/and County CAO, guided this effort. In May 2009, the Steering Committee reviewed the findings of Phase II, and forwarded several recommendations to the STA Board for action.

One of the Steering Committee's recommendations was the consolidation of Benicia and Vallejo Transit systems. In June 2009, the STA Board took action to move forward by recommending the consolidation of the Benicia and Vallejo Transit systems. This was with the concurrence of the Board members from these two jurisdictions.

During the course of the Transit Consolidation Study, both Benicia and Vallejo requested an assessment of their transit systems. A consultant, funded by the STA, conducted both assessments. Benicia's current local transit service structure was implemented after the assessment of the service in FY2008-09 and following the inauguration of SolanoExpress Rt. 78. The City of Benicia has operated the Benicia Breeze transit service for many years. It currently operates five routes, two shuttles, dial-a-ride, paratransit service and a taxi scrip program. The majority of service is local with some service to Diablo Valley College (DVC) and Sun Valley Mall in Contra Costa County as well as to Vallejo Medical Centers. The Benicia Breeze service uses a fleet of cutaway buses to deliver service Monday-Saturday. Benicia Breeze carried 80,000 passengers in FY2008-09.

The City of Vallejo has been operating bus service since the 1930's. Vallejo Transit currently operates seven local routes, three intercity routes, ADA paratransit service, and a taxi scrip program. In addition, the City of Vallejo operates the Baylink Ferry and its complementary bus service to San Francisco, Rt. 200. This ferry/Rt. 200 service is in the process of being transitioned to the Water Emergency Transit Authority (WETA) as directed by State legislation. Vallejo Transit has a fleet of approximately 70 large buses for fixed-route service includes 10

buses that are leased to Fairfield and Suisun Transit for Route 90 and 12 buses cutaways for paratransit service. Service is offered Monday-Saturday on all routes with limited service on Sundays. In FY2008-09, the Vallejo Transit bus system carried 1.8 million passengers.

Since the June 2009 STA Board action and recommendation that Benicia and Vallejo transit services be consolidated, the two cities have been actively working together with STA at the policy and staff levels. Meetings were held monthly from June 2009 through October 2009. A policy level committee (Coordinating Committee) guided the effort. The Mayors of Benicia and Vallejo and a councilmember from each City were the Committee members. Two other committees were established: Management Committee and a Working Group. The two City Managers and the STA Executive Director comprise the Management Committee and Benicia, Vallejo, and STA transit staffs and consultants comprise the Working Group.

By the Fall of 2009, the Coordinating Committee had prepared a Memorandum of Understanding (MOU) to guide the development a Joint Powers Agreement (JPA) which would operate the proposed combined transit service. The Coordinating Committee selected Solano County Transit (SolTrans) as the name for the new organization. A JPA was drafted, refined and approved by the Coordinating Committee in May 2010.

Benicia conducted public outreach in fall and winter of 2009/10 to explain the proposed consolidation and address any concerns. Public interest was minimal and issues raised were addressed.

A more extensive public outreach in both Benicia and Vallejo to address transit service issues will be as part of the process of developing the first joint Benicia/Vallejo Short Range Transit Plan (SRTP). This is discussed in further detail in Chapter 5

1.2 Purpose

The purpose of the Transition Plan is to provide the Coordinating Committee and City decision-makers with information on key issues related to governance, finances, organizational responsibilities, and service planning. It also provides a transition plan for the key functions of the agency. As such the Transition Plan will inform decisions about the formation of the consolidated agency and provides a roadmap for transitioning from two city operated transit services to an independent transit authority operated through a Joint Powers Agreement (JPA).

1.3 Transition Plan Organization

The Transition Plan is organized in six sections following this introductory section. A brief description of each section is provided below.

Structure and Governance – This section includes the principles guiding the consolidation, the Joint Powers Authority structure and membership, and discusses the establishment of by-laws for the new organization.

Financial Management – Presents the one-time and ongoing costs of consolidation, a draft 2010-11 budget for the consolidated agency, and ten-year budget outlook. This section provides a description of how the financial management functions will be organized and delivered. The recommended capital asset ownership is also discussed.

Organization and Human Resources Management – Presents the organization structure and staffing plan, a plan for transitioning existing employees to the new agency, and describes how the human resources and benefits administration function will be carried out. The development of human resources policies and procedures is also discussed.

Service Planning and Operations – This section discusses the development of the Short Range Transit Plan for the new agency and presents options for managing the transit operating contracts.

Capital Project Management – Addresses how capital projects will be managed for the new agency.

Other Issues – This section addresses the transition of ferry service to WETA and discusses the Downtown Bus Transfer Center Administration Building

Implementation Schedule – A schedule is provided for the key activities required to ensure that the new agency is fully functioning before the end of FY2010-11.

Section 2: STRUCTURE AND GOVERNANCE

The decision to consider consolidating Benicia Breeze and Vallejo Transit took place over several years, beginning with the initial recommendations contained in the Solano County Transit Consolidation Plan. An initial undertaking of the Cities of Benicia and Vallejo was to start with the establishment of a Memorandum of Understanding (MOU) laying out the intent of the two parties to work cooperatively toward consolidating under a formal Joint Powers Agreement (JPA). A key component of the MOU is the Guiding Principles that the Steering Committee developed early in the planning process.

2.1 Guiding Principles for Consolidation

The Coordinating Committee adopted the following guiding principles in July 2009, and incorporated these principles into the Memorandum of Understanding adopted by the City of Benicia, City of Vallejo, and STA Board.

1. The Benicia Breeze and Vallejo Transit services shall be consolidated to streamline, simplify, and improve access for transit riders through enhanced service coverage, frequency, affordability, and mobility options contingency upon available funding. The consolidated service shall be responsible for coordinating transportation services in Benicia and Vallejo and to locations beyond the two cities such as Bay Area Rapid Transit (BART).
2. Consolidated transit service provides an opportunity to improve standards for greenhouse gas emissions and energy reductions, reduce single-occupant vehicle miles traveled, thereby minimizing the carbon footprint of Benicia and Vallejo residents. A consolidated transit service will further the Benicia and Solano County Climate Action Plans greenhouse gas reduction targets.
3. The Benicia Breeze and Vallejo Transit service consolidation shall be consistent with the Countywide Transportation Plan Transit Element to maximize the ability of Solano residents, workers, and visitors to reach destinations within Solano County, and to access regional transportation systems.
4. The consolidated transit service shall be designed to be comparatively cost effective and efficient while considering the unique characteristics of each jurisdiction.
5. The consolidation of services shall be managed in a public and transparent process to encourage participation by residents, stakeholders, and decision-makers in both communities.
6. The consolidated transit service shall strive to maintain the continuity of current service provided by both jurisdictions, minimizing service disruptions and passenger

inconveniences due to the transition. If possible, service levels shall be maintained and expanded.

7. The consolidated transit service shall maximize opportunities for regional funding.

These principles will continue to be in effect as the agencies transition from city operated transit services to a consolidated transit agency operated through a Joint Powers Agreement.

2.2 Form of Governance

The Coordinating Committee opted to recommend a Joint Powers Authority as the form of governance of the new agency. The government Code of the State of California, Chapter 5, Division 7, title 1 commencing with Section 6500 permits two or more local public entities, by agreement, to jointly exercise any power common to them. This State law is commonly known as the Joint Powers Authority Law.

The City of Benicia, the City of Vallejo, and the Solano Transportation Authority are members of the Joint Powers Authority and each member agency will approve the Joint Powers Agreement to form Solano County Transit (SolTrans). New members may be added upon the approval of two-thirds of the Solano County Transit Board and with not less than one vote on the part of each then existing member agency.

2.3 Board Membership and Terms

The initial Governing Board of Solano County Transit will be comprised of five voting directors and one ex-officio, non-voting director. The Cities of Benicia and Vallejo will each appoint two directors and one alternate to be voting members of the Board. Each City's alternate shall vote only in the absence of one of the directors from their City. The STA Board will approve the ex-officio member. The directors and/or alternate director appointed by a member agency other than the Solano Transportation Authority must be an elected official and a member of the City Council or governing Board of the member agency. The fifth voting director shall be the Solano County representative to the Metropolitan Transportation Commission (MTC), unless such representative is from either Benicia or Vallejo City Councils or a Supervisorial representative from District 1 or District 2, in which case the fifth voting director shall be determined through a process to be established by the balance of the JPA Board.

Directors shall serve a term of two years unless removed by a vote of the remaining directors or replaced by the appointing member agency. Directors may serve any number of terms.

An Executive Management Committee, Technical Advisory Committee, and Citizen's Advisory Committee are established in the Joint Powers Agreement. The Board may create other committees from time to time as necessary and appropriate.

2.4 By-Laws and Policies and Procedures

The Solano County Transit Board shall adopt by-laws as necessary and proper for the efficient and effective functioning of the agency. The by-laws may establish among other things, the conditions for withdrawal of a member, the scheduling of Board meetings, quorum requirements, provisions for amending the by-laws, requirements for records and reports, and the conflict of interest code. The Board may amend the by-laws from time to time.

Section 3: FINANCIAL MANAGEMENT

In recent years, all California and Bay Area transit agencies have been operating within serious fiscal constraints due to the current economic conditions. Both Benicia Breeze and Vallejo Transit are facing funding shortfalls in the near term. As a consolidated agency, SolTrans will face similar revenue constraints, but will also have greater opportunity to improve the efficiency of its combined services and to take advantage of potential new funding sources and existing regional sources of funds. The financial impacts of consolidation, a draft FY2010-11 budget, financial management requirements and issues, and capital asset ownership are addressed in this section.

3.1 Financial Impacts of Consolidation

Consolidation of Benicia Breeze and Vallejo Transit provides opportunities for cost savings and will also result in new requirements and additional costs. The draft FY2010-11 budgets for both entities were reviewed and analyzed for purposes of identifying revenues available and estimated costs and cost savings that might be realized from the consolidation. Based on this review, a consolidated FY2010-11 budget was developed.

In general, the financial impacts of consolidation fall into two areas: one-time costs, and ongoing or recurring costs.

Ongoing Cost Impacts

A review of the two transit agencies' budgets indicated that certain administrative costs could be eliminated with consolidation, and other administrative costs may increase. Some Vallejo allocated administrative overhead costs were identified as potential reductions.

As an independent agency, and based on existing staffing, one additional staff position is recommended to meet the functional needs of the new agency. Initially, information technology, legal, and audit costs are expected to be greater than the current level of expenditure of the two transit agencies. The economies of scale experienced by the cities for these items are not expected to be achieved by the separate and independent agency. The amount of administrative savings in Vallejo overhead costs are projected to be greater than or equal to the anticipated increased administrative costs of the new agency.

Vallejo Transit and Benicia Breeze contract for fixed route and paratransit services with MV Transit. The contract between Benicia Breeze and MV Transit is not providing service as cost effectively as the contract between Vallejo Transit and MV Transit. Alternative contracting terms and structures are proposed to be examined to develop the most cost-effective means for operating the consolidated service. Savings are projected to be achieved through these contract alternatives. At this time, these savings are not reflected in the draft FY2010-11 budget for SolTrans, but will be addressed through future contract negotiations after the JPA is formed.

One-Time Costs

To initiate services as a new agency, there will be certain start-up costs and potential requirements to retire debt incurred previously by the two transit agencies. The one-time costs for SolTrans start up are estimated to be between the range of \$1,248,500 - \$1,486,500. These costs are presented separate from the annual FY2010-11 budget to provide a more accurate picture of the annual ongoing budget of the agency. It is recommended the new agency work with STA and the Metropolitan Transportation Commission (MTC) to seek regional funding to offset the one-time transitional costs and as such these revenues are not included in the FY2010-11 annual budget.

A summary of the estimated one-time expenses is provided below.

One-Time Expense	Low Estimate	High Estimate
• Debt Retirement (<i>To be substantiated with auditable documentation</i>)	\$850,000	\$850,000
• Office Relocation	\$93,500	\$167,000
• Re-Branding of new transit services	\$195,000	\$279,500
• Professional Services (legal, HR, etc.)	\$110,000	\$190,000
TOTAL	\$1,248,500	\$1,486,500

3.2 Draft FY2010-11 Budget and Financial Plan

A consolidated budget based on the draft budgets for Benicia Breeze and Vallejo Transit for FY2010-11 was developed and reviewed extensively by the Staff Working and Management Committees. The Summary Budget for FY2010-11 is shown in Appendix A.

Key assumptions used in developing the budget are:

- All transit revenues currently available to both transit systems will be dedicated to the new authority;
- Vallejo Ferry service will continue in local operation through FY2010-11;
- 7 full time staff positions (a combination of 5 existing positions at Vallejo Transit, 1 position at Benicia Breeze, and 1 new position) will serve SolTrans;
- Financial services, benefits administration, payroll, information technology and legal services will be provided through contracts;
- Existing transit operating service contracts will continue as currently structured. Potential savings will be reflected when options are fully assessed and implementation is imminent;
- Modest changes in transit service levels will be implemented, and expenses will be kept within budgeted revenues.

The FY2010-11 budget is balanced, and Transportation Development Act (TDA) reserves of \$4.8 million are projected to be available at fiscal year end.

3.3 Ten Year Outlook

Using the FY2010-11 combined budget as a base, the costs and revenues were estimated for the ten year period ending in FY2018-19. Due to declines in TDA revenues, the elimination of State Transit Assistance funds (STAF) for a period, the uncertainties of when STAF funding might resume, and the exhaustion of American Recovery and Reinvestment Act (ARRA) federal economic stimulus funds, both Benicia Breeze and Vallejo Transit face annual operating deficits in the near term. Specifically, Benicia Breeze would be in a deficit position in FY2011-12 without cost cutting measures or new/increased revenues. Vallejo Transit has approximately \$4.8 million in TDA reserves in FY2010-11. These TDA reserves have been generated by utilizing the one-time only ARRA funds first. Drawing down on those reserves over time would defer a deficit position until FY2012-13.

The potential for reducing operating service contract costs over the next year will have a positive impact on the SolTrans budget, and would likely avoid a deficit for the agency until FY2013-14 if no other measures were taken. By conducting a joint Short Range Transit Plan, it is recommended SolTrans evaluate all available revenue sources, fare structure, service levels and service delivery, and the capital plan for new agency over the next ten years.

An important goal of the Short Range Transit Plan (SRTP) process is to balance resources with expenditures through cost effective and equitable service provision. In addition, establishing reasonable operating reserves for SolTrans will be an important financial objective. The operating reserve will address unforeseen circumstances impacting costs or revenues and will allow for logical, well planned responses to changes in financial position. The SolTrans Board of Directors will need to establish a financial reserve policy including a minimum and maximum amount to be funded as well as processes and conditions for allocating reserve funds.

Findings from the draft FY2010-11 budget and initial ten year outlook indicate that:

- Some new/increased administrative costs of the consolidated transit agency are projected to be offset by administrative overhead savings;
- Opportunities exist for cost savings in operating service contracts;
- Regional and countywide funding for one-time consolidation costs need to be identified;
- Financial issues facing the consolidated agency are similar to those the two existing agencies would face independently if consolidation were not to occur; however opportunities to address this shortfall should be increased through consolidation
- Existing reserves will be exhausted and deficits are predicted to occur in 1 – 3 years without cost cutting measures or revenue enhancements.

3.4 Financial Management Services

The existing transit agencies are provided with a range of financial services from their respective cities. Both cities charge the transit operation with a share of the costs for providing those services. As proposed, the new joint powers agency will be independent of the operations of the

two cities and will need to establish an independent finance accounting section within the new agency. However, due to the size of the new agency, it is not cost effective for all finance functions to be initially performed “in-house”; rather, certain services will be best provided by others under contract to the new agency.

The SolTrans staffing plan recommends a Finance Manager who is responsible for performing the majority of the finance functions with minimal staff support within the agency. An in-house grants administrator will perform grants acquisition and management. The transit operating service contractors are responsible for fare collection, fare handling, and cash deposits of fares to the bank. The Finance Manager, however, will need to be supported with an accounting system, payroll processing, and other cash management services.

The Staff Working Committee considered alternatives for procuring financial services for SolTrans, including issuing a Request for Proposals (RFP) to the two cities and any other public entities that might be interested and capable of providing these services. Although the Cities of Benicia and Vallejo staff initially agreed that an RFP process was not necessary in the short term, and that Vallejo would provide accounting services and Benicia would provide cash for payments to be reimbursed with grant funds this approach was abandoned at the City of Vallejo’s request. SolTrans will issue an RFP for these services and select a contractor for these services. The contract costs are estimated to be within the current budget for these items.

Accounting Services

The draft scope of services that will be needed by SolTrans includes the following:

1. Manage the general ledger, accounts payable, accounts receivable, and payroll of SolTrans using the City’s accounting system.
2. Establish and maintain internal controls.
3. Maintain banking relationships required to carry out the services of this contract.
4. Support SolTrans in the preparation of annual financial statements.
5. Support SolTrans in the development of annual budgets.
6. Coordinate with SolTrans on payroll processing.
7. Provide regular financial reports as required by SolTrans, including monthly financial reports.
8. Establish an A-87 Indirect Cost Allocation plan for SolTrans, if needed.
9. Provide cash management for the JPA, including payments for operating and capital needs of the agency that are reimbursed by grants and other sources of funds.

Armored car services will be provided under a contract between SolTrans and a private provider, similar to the current practice with Vallejo Transit.

Procurement Management

As a Federal Transit Administration (FTA) grantee, SolTrans will need to meet FTA’s procurement requirements. These requirements are significant and require specialized training and expertise to manage. As recommended by FTA, SolTrans should employ an experienced Procurement Manager responsible for this function.

3.5 Asset Ownership

Benicia Breeze and Vallejo Transit own assets typical of all transit agencies. The majority of these assets were procured with federal, State, or regional transit grant funds and are recommended to be transferred to the new agency. A summary of the assets to be transferred is shown below.

Currently Owned By Vallejo Transit	
Asset	Location
• 60 Transit Buses	1850 Broadway
• 10 Transit Buses	Leased to Fairfield and Suisun Transit
• 28 In-Bus Monitoring Cameras	
• 12 Paratransit Vans	3215 Sonoma Boulevard
• 8 Service Vehicles	1850 Broadway
• Admin/Maintenance Facility <ul style="list-style-type: none"> - Land, building - Paving, fencing, lighting - Vehicle washer - Bus Terminal - Maintenance equipment - Computer software 	1850 Broadway
• Security Tower	York and Marin
• Security Tower	Curtola and Lemon
• Sereno Transit Center	Sereno Street
• Bus Shelter (400)	Various Bus Stops

Currently Owned By Benicia Breeze	
Asset	Location
7 Transit Buses	
• 10 Paratransit Vans	
• 1 Service Vehicle	
• Bus Shelters	Various Bus Stops

These assets will need to be transferred in accordance with the requirements of the grants with which they were funded. The asset transfers will be recorded in the accounting records and fixed asset inventories of both cities and SolTrans.

The Vallejo Station and the Downtown Bus Transfer Center are currently included as assets of the Public Works Department of the City of Vallejo. The Vallejo Station is under development and will serve bus and ferry riders. It is funded with a variety of sources of federal, State and regional funds. The Downtown Bus Transfer Center is under construction. Improvements to Curtola Park and Ride have been funded for development. The City of Vallejo is managing the development of these projects and is likely to operate and maintain the facilities. At this time, it is recommended that the Vallejo Station, the Downtown Bus Transfer Center, and Curtola Park and Ride remain as assets of the City of Vallejo. Transfer of the Downtown Bus Transfer Facility may be considered by SolTrans and the City of Vallejo in the future. Opportunities to generate revenue at these facilities for the purpose of covering maintenance or other transit costs should be reviewed.

3.6 Grantee Status

Both Benicia Breeze and Vallejo Transit are grantees of the Federal Transit Administration (FTA), Caltrans, and MTC. It is recommended that existing open grants with Benicia Breeze and Vallejo Transit will be transferred to SolTrans once the new JPA has gained status as a new grantee. Existing grants must be inventoried, those ready to be closed will be closed, and a determination on whether open grants will be transferred or will remain with the two cities will be made. Examples of grants that may remain with the cities include Vallejo Station grants, grants for projects (assets) that will remain with the cities, and grants that are within six months of completion and close out.

It is recommended that Vallejo, Benicia, and STA staff schedule a meeting with FTA Region IX to discuss the potential consolidation efforts transpiring between Vallejo and Benicia to update FTA and to receive guidance and recommendations of how to proceed.

There are five (5) basic steps in becoming a FTA grantee: Step 1: Demonstrate Legal Capacity; Step 2: Comply with Civil Rights; Step 3: Demonstrate Financial Capacity; Step 4: Demonstrate Technical Capacity; and Step 5: Transportation Electronic Award and

Management (TEAM). These steps can all be accomplished by the new JPA and are briefly described below.

1. **Demonstrate Legal Capacity:** Legal capacity is demonstrated by submitting an authorizing resolution to FTA which provides the basis for the new grantee mission and goals and develops the legal authority to specify the programs the grantee is eligible for federal funding. The legal counsel also certifies that the grantee will comply with federal regulations in the FTA Master Agreement.
2. **Comply with Civil Rights:** Benicia and Vallejo should already have signed policies statements assuring complaints with Title VI of the Civil Right Act of 1964. However, the two cities could have different procedures. For example, their public notification process and/or complaint process could be different between the two cities. The Board would need to select Benicia's or Vallejo procedures, or blend the two together. A new Disadvantaged Business Enterprise (DBE) Plan and Annual Goal would need to be established for the new entity along with Equal Employment Opportunity (EEO) plan.
3. **Demonstrate Financial Capacity:** Each new grantee must be capable of proving they can provide the local share portion of the projects they apply to FTA for. To demonstrate financial capacity, a three to five year financial profile is required for FTA and Region IX for approval.
4. **Demonstrating Technical Capacity:** This process is related to the Federal Certification and Assurances certified by legal counsel. There are 24 areas covered by the Triennial Review. The triennial review is one of the Federal Transit Administration's (FTA) management tools for examining grantee performance and adherence to current FTA requirements and policies. Mandated by Congress in 1982, the triennial review occurs once every three years. It examines how recipients meet statutory and administrative requirements, especially those that are included in the Annual Certifications and Assurances those grantees submit.

Benicia and Vallejo recent Triennial Review recommendations should be reviewed and the status of corrective implementation updated.

24 areas covered by triennial review by STA:

- | | |
|--------------------------------------|---|
| 1. Legal | 13. Fare Increases and Major Service Reductions |
| 2. Financial | 14. Half Fare |
| 3. Technical | 15. Americans with Disabilities Act |
| 4. Satisfactory Continuing Control | 16. Charter Bus |
| 5. Maintenance | 17. School Bus |
| 6. Procurement | 18. National Transit Database |
| 7. Disadvantaged Business Enterprise | 19. Safety and Security |
| 8. Buy America | 20. Drug-Free Workplace |
| 9. Debarment/ Suspension | 21. Drug and Alcohol Program |
| 10. Lobbying | 22. Equal Employment Opportunity |
| 11. Planning/Program of Projects | 23. ITS Architecture |
| 12. Title VI | 24. ARRA |

In some of these areas, the manuals will need to be rewritten to replace the current city with the new entity name.

5. **Set up Transportation Electronic Award and Management (TEAM) accounts.** The new entity will need to complete forms to set up accounts for each person in the organization who will have access to TEAM and who will have access to Electronic Clearing House Operation (ECHO). TEAM web based program that is designed for grant management. In TEAM, the grantee will apply for grant and submit milestones reports to FTA. The ECHO system is the electronic reimbursement system set up for drawing down FTA funds after the funds have been expended. The funds are then wired to the grantee bank account within one to two business days. The new entity will also need a Data Universal Numbering System DUNS number to apply for FTA funding. This procedure takes up two to three weeks.

Section 4: ORGANIZATION AND HUMAN RESOURCES MANAGEMENT

4.1 Organization and Staffing Plan

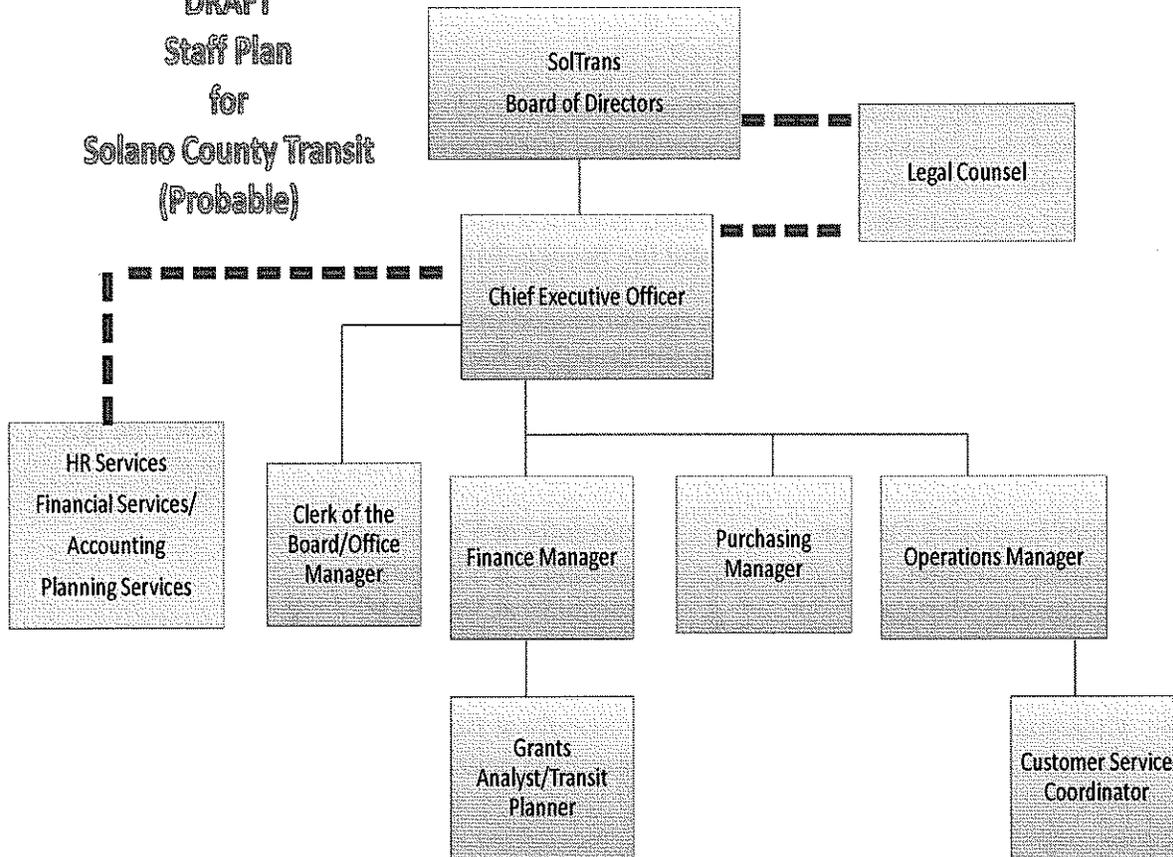
In order to address the issues of organizational structure and staffing for the proposed Solano County Transit (SolTrans) joint powers agreement, a comparison study was performed of transit properties in the North Bay and Contra Costa County of similar size and scope. A concurrent job analysis study was performed which included interviews of all incumbent staff and management of Vallejo City Transportation Division and the Benicia Breeze.

Based on the results of these studies, it is recommended that the consolidated agency be comprised initially of seven employees as illustrated on the attached Draft Staff Plan for Solano County Transit. Of these seven, five represent the current positions at Vallejo City Transportation Division; one represents the current position at Benicia Breeze; and one is a proposed new position. More specifically, the proposed staffing plan is as follows:

- Chief Executive Officer (currently at Vallejo (vacant))
- Finance Manager (currently at Vallejo)
- Purchasing Manager (currently at Vallejo)
- Operations Manager (currently at Vallejo)
- Grants Analyst/Transit Planner (currently at Vallejo (vacant))
- Customer Service Coordinator (currently at Benicia Breeze (vacant))
- Clerk of the Board/Office Manager (proposed new position)

Initially, legal, financial and human resources services, and certain transit planning services are recommended to be provided through contractual agreements. These functions will report to the Chief Executive Officer and Board of Directors as depicted on the Draft Staff Plan. Over time, it is expected that SolTrans may bid out for some or all of these services. One of the first tasks of the JPA will be to confirm or modify the proposed staffing.

**DRAFT
Staff Plan
for
Solano County Transit
(Probable)**



4.2 Position Descriptions

Detailed Position Descriptions have been drafted for the proposed staffing plan described above. In some cases, the titles have been modified; however, the functional responsibilities remain similar to the incumbent positions. These Position Descriptions are subject to final review and approval by the SolTrans Board of Directors or its designee.

A Clerk of the Board/Office Manager position has been added to address the new function of the agency board administration. Organization of Board agendas and materials, serving as Clerk at the Board meetings, and compiling meeting minutes are some of the responsibilities of this position. In addition, this position will provide administrative management and support to the office.

4.3 Salaries and Benefits

A salary and benefits package for the seven proposed positions is being developed for approval by the new JPA. Three of the positions are currently filled by existing staff from the City of Vallejo. The intent is to cause no harm to any existing employees who transfer from the City of Vallejo to the SolTrans JPA. Although the details are not specified in this Transition Plan, the SolTrans salary and benefit package is intended to be equivalent to the existing actual salary and benefit package. This can be offered and accommodated in the proposed SolTrans budget.

4.4 Transfer of Existing Employees

Job descriptions have been drafted and will be approved by the new JPA before the transfer of existing employees. A salary range with a compensation package will be approved. It is recommended that an Executive Director be selected prior to the transitioning of employees to enable this individual to coordinate the application and selection process for the remaining staff. An interim Executive Director has been retained to help complete the transition and to facilitate the recruitment of the permanent Executive Director.

The SolTrans JPA will adopt a policy for transitioning existing employees of City of Benicia/Benicia Breeze and City of Vallejo/Vallejo Transit to the new JPA. The policy will be developed and implemented in coordination with the Cities of Benicia and Vallejo. The intent of the policy will be to transition employees with minimal disruption, equal employment opportunities considerations and consistency in policy administration. This policy will be utilized to transition staff with employee status at the Cities of Benicia and Vallejo that work to support transit operations at the time of the transition.

The SolTrans Board will approve the process and a policy for transitioning employees. It will identify an application process for existing employees only and a time period for acting on these applications. All existing employees will be required to complete an application for the position they are interested in transitioning to if they wish to be considered for a position with the new JPA. The new Executive Director will interview the incumbents and decide upon the appointments. Transitioning employees will be given notification in writing of the results of their application and interview. If they have been selected, their compensation package will be specified in the offer. This process is projected to be brief from beginning to end (approximately

a week). It will be concluded prior to recruitment to fill vacancies from outside applicants. New SolTrans employees will be subject to all personnel policies and procedures adopted by the JPA.

4.5 Provision of Human Resources Services

The Human Resources functions shall be contracted out on an as-needed basis. Such services shall include, but are not limited to, salary and benefits administration. Consultations and guidance on general human resources matters will be performed on an as-needed basis. SolTrans shall also have the option of obtaining consulting assistance and guidance on additional human resource issues, such as recruitment, hiring, accommodation, performance, discipline, and other personnel matters.

4.6 Human Resources Policies and Procedures

The SolTrans JPA will need to adopt Human Resources Policies and Procedures. These may be initially drawn from Policies and Procedures used by the member agencies. The areas that will need to be covered will include, but may not be limited to, the following subjects:

- Employment At Will
- Equal Employment Opportunity
- Americans with Disabilities
- Employment Eligibility and Registry
- Recruitment and Selection
- Introductory Period
- Job classification Administration
- Compensation Policy
- Performance Evaluation Program
- Personnel Records
- Hours of Work
- Alternative Work Weeks
- Overtime Pay
- Attendance & Tardiness
- Poor Performance and Discipline Issues
- Grievance Procedure
- Resignation/Termination
- Retirement and Social Security
- Health and Welfare Benefits
- Workers' Compensation
- Holidays
- Vacations and Management Leave
- Sick Leave
- Professional Training & Development
- Expense Reimbursement
- Security and Privacy
- Computer and Email Policy
- Safety and Workplace Violence
- Dress Code
- Driving Policy

Section 5: SERVICE PLANNING AND OPERATIONS

5.1 Existing Services

Benicia Breeze

The City of Benicia provides primarily local public transportation services. The City values and is committed to providing public transportation mobility to its residents and employers. The City provides four different services:

- Fixed Route Bus
- Dial-a-Ride
- Paratransit
- Subsidized Local and Intercity Taxi

Local flex route bus services are provided throughout Benicia. One fixed-route and a few weekly special shuttles connect Benicia to Contra Costa County at Sun Valley Mall and Diablo Community College in Pleasant Hill and to Vallejo medical facilities. The fleet consists of 17 vehicles and primarily cutaways are used on all services. In FY2009-10, Benicia Breeze is projected to carry 87,000 passenger trips. MV Transportation Inc. is the current contractor for all services except taxi. The current service contract's base terms expire June 30, 2011.

Dial-a-ride service operates on the flex routes during the midday, evenings, and Saturdays. Paratransit service connects Benicia residents to Vallejo for out of city trips.

The local (within Benicia and Vallejo city limits) taxi program provides a 50% fare subsidy to disabled and elderly persons age 65 or older for trips within the city limits. The Intercity ADA Taxi Scrip Program provides an 85% fare subsidy to ADA certified residents offering an alternative to traditional paratransit.

There have been no recent service changes and none are proposed at this time. The August 2009 Benicia Breeze schedule will be incorporated into the inventory of service at the initiation of the JPA

Vallejo Transit

The City of Vallejo provides a comprehensive mix of both local and regional public transportation services. The City's continued dedication to improving its transportation services have helped turn Vallejo into one of the most important regional transit hubs in the San Francisco Bay Area. The City provides four different services:

- Fixed Route Bus
- Demand Response Paratransit
- Subsidized Local and Intercity Taxi
- Ferry

Local bus service is provided throughout most of Vallejo. Regional bus service directly connects Vallejo to Benicia, Fairfield, and multiple locations in Contra Costa County at BART Stations

(El Cerrito del Norte, Pleasant Hill, and Walnut Creek). The fleet consists of 70 vehicles. In the last fiscal year, Vallejo Transit provided 1,658,505 passenger trips. Vallejo Citizens Transit Corporation (VCTC) a subsidiary of MV Transportation Inc. is the current contractor. The contract was awarded on February 5, 2008 for a period of three years, commencing on April 1, 2008 through March 31, 2011.

Demand response service utilizes 12 vehicles to provide complementary ADA paratransit within a ¾ mile corridor of the fixed route service area. In the last fiscal year, Vallejo RunAbout provided 28,783 passenger trips. MV Transportation is the current contractor and their initial contract term expires June 30, 2011.

The local subsidized taxi program provides a 40% fare subsidy to disabled and elderly persons age 65 or older for trips within the city limits. The Intercity ADA Taxi Scrip Program provides an 85% fare subsidy to ADA certified residents offering an alternative to traditional paratransit.

The City of Vallejo has been operating the Baylink Ferry service since 1986. The Baylink Ferry operates between Vallejo and San Francisco with complementary bus service on Rt. 200. The Ferry will not be part of the SolTrans JPA as State legislation has directed that the Baylink Ferry operation be transferred to the Water Emergency Transportation Authority (WETA). This will be discussed in further detail in Chapter 7 in this Transition Plan.

Vallejo Transit had considered plans to undertake a service change in Summer 2010 or later in the fiscal year. A service change proposal was reviewed by the SolTrans Coordinating Committee in May 2010. Public meetings would be held prior to a Vallejo City Council action for implementation that had been tentatively planned for August 2010 that is now planned for later in the fiscal year.

5.2 Status of Service Planning and Planning Studies

One of the first tasks of the new JPA will be to prepare a joint Short Range Transit Plan for the combined services. Vallejo Transit had been scheduled to complete a mini-SRTP to cover the Benicia/Vallejo service area in FY2010-11. The development of a full Benicia/Vallejo SRTP would be managed by the new JPA and be the first opportunity to review how services, fleets, and other capital can be combined to maximize cost efficiencies and streamline service for the public.

5.3 Operating Contract Opportunities

The staff has reviewed the operating contracts with MV. There are three contracts that cover the various services in Vallejo and Benicia. The City of Vallejo has two contracts; one providing fixed route services, the other providing RunAbout paratransit service. The City of Benicia has one contract covering all of its services. A comparison of key contract provisions between the three documents has been prepared. There are several options for the transition of these contracts to the JPA. A brief review of the options follows:

Option 1: Roll the RunAbout and Benicia contracts into the Vallejo fixed route agreement. This option has been explored with City procurement staff and in a general

inquiry to Federal Transit Administration (FTA). The feedback from both sources is that this would constitute a cardinal change in the agreement for fixed route services and that FTA would require that the contract be rebid.

Option 2: Split the Benicia services between fixed route and paratransit and roll the respective portions into either the Vallejo fixed route agreement or the RunAbout agreement. This would align the services with the comparable Vallejo agreement. Both the Vallejo RunAbout and Benicia Breeze contracts envisioned the possible incorporation of the Vallejo and Benicia service when originally put out to bid. So certain provisions in the agreement set the stage for such consolidation. Adding the Benicia fixed route portion to the Vallejo fixed route contract would likely be an immaterial change not triggering an FTA requirement to rebid nor a renegotiation of the contract rate due to the relative size of the fixed route portion of the Benicia contract.

Option 3: Roll the entire Benicia contract into the RunAbout contract. This option would be based in part on the concept that the Benicia service pattern and approach is better suited and more like the RunAbout contract than it is the Vallejo fixed route service. Taking this approach would not involve any union implications if the service remains at the Bennett Street location currently shared by Vallejo RunAbout and Benicia Breeze as the only employees represented by a bargaining unit today are the Vallejo fixed route employees.

Option 4: Continue operating all three contracts separately but under the management of the JPA. All three agreements contain provisions allowing the assignment of the contracts to a new governmental agency if one is created. This would be a simple alternative and not require doing anything to the agreements at this time. This approach would not realize the benefits of consolidating to save cost.

The base terms of all three of the operating contracts expire in 2011. The Vallejo fixed route contract expires on March 31, 2011. The Vallejo RunAbout contract and the Benicia Breeze contracts both expire on June 30, 2011. If significant adjustments to the agreements and consequently the total operating cost cannot be achieved in negotiations with MV, the services could all be combined into a single RFP and a new solicitation could be conducted in anticipation of the contract expiration date of June 30, 2011. A three-month extension would have to be negotiated to extend the fixed route contract to the June 30 date.

The contracts have been reviewed and a comparison matrix prepared. The service contracts are expected to continue in their current form at the time of the SolTrans JPA formation. After SolTrans JPA staff has been established to oversee the contracts, the service contracts will be transferred to the JPA. Both of these actions are projected to occur in the Spring of 2011. The transfer could be done via simple reassignment as outlined in Option 4 above or Options 1, 2 or 3 may be the preferred approach by the new SolTrans JPA. This is recommended to be determined by the new JPA after it is formed.

Section 6: CAPITAL PROJECTS DELIVERY

6.1 Facilities

Benicia Breeze and Vallejo Transit are responsible for the construction of capital projects required to meet the transit system operating needs and for the purchase of bus and paratransit fleets (revenue vehicles), other vehicles and equipment. The new agency will have similar responsibilities.

As provided for in the Joint Powers Agreement and as described in Section 3 of this plan, the assets currently owned by the two agencies will be transferred to Solano County Transit. Maintenance of these capital assets will be the responsibility of the new agency.

The City of Vallejo Public Works Department is responsible for the design and construction of the Vallejo Station Intermodal Facility, a multimodal waterfront transportation facility intended to be the principal transit hub serving the City of Vallejo as well as providing a gateway to the North Bay and Solano County. Funded with a variety of transit capital funding sources, the station is currently under construction and is planned to be completed in 2011. The project will continue to be managed by the City of Vallejo while Vallejo Transit and Benicia Breeze transition to SolTrans. Once completed, agreements between the City and SolTrans for the asset ownership, leasing, management, operation and maintenance of the station will be needed.

Similarly, expansion plans for the Curtola Park and Ride Facility are currently under the management of the City of Vallejo Public Works Department. The project will continue to be managed by the City of Vallejo while the transit consolidation proceeds. Once complete, agreements will be needed between the City and SolTrans for the asset ownership, leasing, management, operation and maintenance of the facility.

Management of future construction projects undertaken by SolTrans will follow requirements of the funding agencies contributing to the project. For example, projects funded with Federal Transit Administration Authority funds must follow FTA guidelines including third party contracting guidelines. Future construction projects may involve contracts with the Cities in which the project is located for project management assistance, and or for other phases of project delivery.

6.2 Vehicle Procurements

Procurement of vehicles and equipment will be managed by SolTrans, and are not anticipated to require assistance from Benicia or Vallejo.

Section 7: OTHER ISSUES

7.1 WETA Transition

In addition to operating bus service, the City of Vallejo operates the Baylink Ferry Service. The Baylink Ferry operates seven days a week between Vallejo and San Francisco. Vallejo owns four ferryboats and operates a complementary bus route (Rt. 200). Rt. 200 serves only the two ferry terminals (Vallejo and San Francisco), uses the same fare instrument, and has a schedule integrated with the ferry schedule. Rt. 200 has also provided back-up when the ferry ridership is over capacity or when trips are cancelled typically for mechanical reasons. The ferry service is operated by contract with Blue and Gold and the Rt. 200 as part of the overall MV bus operations contract.

In 2007, the California State legislators approved SB 976 that directed that the Vallejo Baylink Ferry be one of two existing Bay Area ferry services to be transferred to the Water Emergency Transportation Authority (WETA). Follow-up legislation in 2008 (SB 1093) approved and further clarified this transition. The City of Vallejo has been in discussions with WETA since that time to coordinate the transfer of the service and related assets. The timing of the transfer is currently expected to occur January or June 2011. Until the service is transferred, the City of Vallejo will continue to operate the Baylink ferryboat and bus service. After the transfer of ferry service to WETA, it is expected that the Rt. 200 bus service will be contracted back to SolTrans with full cost recovery.

7.2 Downtown Vallejo Bus Transfer Center – Administration Building

The City of Vallejo is currently constructing the Downtown Bus Transfer Center. This facility will replace the York/Marin transfer location that had been the main transfer hub for many years. The new Downtown Bus Transfer Center will be a bus-only facility located between Santa Clara and Sacramento Streets in what had been parking lots behind retail and commercial buildings on Maine and Georgia Streets; it will be adjacent and connected to the future Vallejo Station.

Along with the multiple bus bays the transfer center will include a new 5,000 square foot, two-story Administration Building. The building will provide a breakroom for drivers, restrooms, a bus ticket sales outlet, and video security monitoring. The building has also been planned to house Vallejo Transit administrative staff on the second floor. There will be space for multiple offices, work area, and a conference room. There is adequate space for the proposed staffing for the new SolTrans organization.



Although a conference room will be located in the Admin Building, it will not be large enough for SolTrans Board meetings. It is recommended the JPA Board meetings be alternately held at the Benicia and Vallejo City Council Chambers.

Construction began on the Bus Transfer Center in Summer 2009 and is projected to conclude by Spring 2011. Once the building is complete, SolTrans staff is expected to be located there.

Section 8: IMPLEMENTATION SCHEDULE

Solano County Transit (SolTrans) MAJOR MILESTONES

Action	Revised 6/21/10
Final Agreement Prepared	May 2010
Select Interim Executive Director for MOU/JPA	May 2010
Draft Transition Plan: per MOU (Draft JPA agreement, By-laws, etc.)	June 2010
JPA Agreement and Transition Plan Adopted by Jurisdictions	June/July/August 2010
Modest Service Adjustments Implemented by City of Vallejo (reviewed by Coordinating Committee)	FY2010-11
JPA Board Meets for First Time	September 2010
Recruitment of JPA Executive Director	September 2010 - January 2011
JPA Board enters into agreements (accounting, HR, legal, etc.)	September 2010 – December 2010
Develop Short Range Transit Plan (SRTP) and Capital Improvement Plan (CIP)	September 2010-April 2011
Transition of Staff to JPA Employment	April 1, 2011
Transition of Service Contracts to JPA	April 1, 2011
Adopt SRTP, CIP	April 2011
Service Changes Implemented by JPA	July – Sept 2011

APPENDIX A

BUDGET

FY 2010-11 Combined Solano County Transit Budget

Revenues

	Vallejo	Benicia	JPA
	FY2010/11		
	Revised	Projected	Proj Total
Bus Revenues			
Fares	\$3,021,000	\$50,000	\$3,071,000
FTA Section 5307 Operating Assistance			-
FTA Section 5307 Preventive Maintenance			-
FTA ARRA Preventive Maintenance	1,339,813		1,339,813
FTA Section 5311 Non-Urbanized Area	180,000		180,000
FTA Section 5316 JARC	400,000		400,000
FTA Section 5317 NF			-
STAF Operating Assistance - Vallejo Rev Base			-
STAF Operating Assistance - Vallejo Prop 42			-
STAF Operating Assistance - Benicia Rev Base		18,245	18,245
STAF Operating Assistance - Benicia Prop 42			-
STAF Operating Assistance - Solano County Pop Base			-
STAF Lifeline	200,000		200,000
Regional Measure 2 (RM-2)	1,223,840		1,223,840
Transportation Development Act (TDA)	3,182,847	512,415	3,695,262
Intercity Funding Agreement	400,000	(65,660)	334,340
Bridge Toll AB 664 PM			-
Other revenues	20,500	10,000	30,500
Bus Revenues Subtotal	9,968,000	525,000	10,493,000
Ferry Revenues			
Fares	6,320,000		6,320,000
FTA Section 5307 Preventive Maintenance	1,000,000		1,000,000
Bridge Toll 2% Revenue Program	400,000		400,000
Bridge Toll 5% Unrestricted State Funds	1,300,000		1,300,000
Regional Measure 2 (RM-2)	2,740,500		2,740,500
One-time Solano County			-
Supplemental Regional Measure 2 (WETA) for Contingency	2,174,500		2,174,500
Transportation Development Act (TDA)			-
Transportation Development Act (TDA) One time			-
State Transit Assistance - One time			-
Terminal Leases	19,000		19,000
Transfer In, General Fund			-
Labor Day Weekend Service (BATA)			-
Other revenues	2,000		2,000
Ferry Revenues Subtotal	13,956,000	-	13,956,000
Paratransit Revenues			
Fares - Existing	118,000	13,000	131,000
FTA Section 5307 10% ADA set-aside	667,000		667,000
STAF Operating Assistance			-
Transportation Development Act (TDA)	359,000	404,000	763,000
Paratransit Revenues Subtotal	1,144,000	417,000	1,561,000
Taxi Scrip Revenues			
Taxi Coupon Sales - Local	138,000	3,735	141,735
Taxi Coupon Sales - Regional	15,000		15,000
Transportation Development Act (TDA)	108,000	7,265	115,265
Taxi Scrip Revenues Subtotal	261,000	11,000	272,000
FAREBOX REVENUES	9,597,000	66,735	9,678,735
FUNDING SOURCE REVENUES	15,732,000	886,265	16,603,265
Total, Revenues	\$25,329,000	\$953,000	\$26,282,000

FY 2010-11 Combined Solano County Transit Budget

Expenditures

	Vallejo	Benicia	JPA
	FY2010/11		
	Revised	Projected	Proj Total
Bus Expenses			
Operating Contract	8,537,000	355,000	8,892,000
Fuel	1,777,000	57,000	1,834,000
Insurance costs	400,000		400,000
Security	136,000		136,000
Bus Facility Maintenance	62,000		62,000
Bus Maintenance		19,000	19,000
Utilities	32,000		32,000
Printing	13,000		13,000
Professional Services		6,000	6,000
Route 200: Transfer costs to WETA	(1,481,000)		(1,481,000)
Ferry Ticket Office Transfer to Ferry	(177,000)		(177,000)
General Administration - Ferry Absorb			-
General Administration - Bus	669,000	88,000	757,000
Bus Expenses Subtotal	9,968,000	525,000	10,493,000
Ferry Expenses			
Operating Contract	6,408,000		6,408,000
Professional Services	128,000		128,000
Fuel	4,518,000		4,518,000
Dry Docking	180,000		180,000
Security	68,000		68,000
Space Rental & Lease Dockage Fees	74,000		74,000
Building Maintenance	74,000		74,000
Utilities	106,000		106,000
Printing	14,000		14,000
Route 200 Costs	1,481,000		1,481,000
Ferry Ticket Office from Bus	177,000		177,000
General Administration	728,000		728,000
Ferry Expenses Subtotal	13,956,000	-	13,956,000
Paratransit Expenses			
Operating Contract - Existing	1,024,000	328,000	1,352,000
Fuel	44,000		44,000
Maintenace		45,000	45,000
Printing	9,000		9,000
General Administration	67,000	44,000	111,000
Paratransit Expenses Subtotal	1,144,000	417,000	1,561,000
Taxi Scrip Expenses			
Scrips Payments - Local	230,000	11,000	241,000
Scrips Payments - Regional	15,000		15,000
General Administration	16,000		16,000
Taxi Scrip Expenses Subtotal	261,000	11,000	272,000
OPERATING CONTRACT	9,561,000	683,000	10,244,000
OTHER EXPENSES	1,812,000	270,000	2,082,000
Total, Expenses	\$25,329,000	\$953,000	\$26,282,000

	Vallejo		Benicia		JPA		FY2011/12	FY2012/13	FY2013/14	FY2014/15	FY2015/16	FY2016/17	FY2017/18	FY2018/19
	Revised	Projected	Revised	Projected	Proj Total	Projected								
Bus Revenues														
Fares	\$3,021,000	\$30,000	\$3,071,000	-	\$3,107,000	250,000	\$3,143,000	250,000	\$3,179,000	250,000	\$3,216,000	250,000	\$3,252,000	250,000
FTA Section 5307 Operating Assistance	1,339,813	-	1,339,813	-	1,339,813	180,000	1,339,813	180,000	1,339,813	180,000	1,339,813	180,000	1,339,813	180,000
FTA Section 5307 Preventive Maintenance	180,000	-	180,000	-	180,000	180,000	180,000	180,000	180,000	180,000	180,000	180,000	180,000	180,000
FTA ARRA Preventive Maintenance	400,000	-	400,000	-	400,000	-	400,000	-	400,000	-	400,000	-	400,000	-
FTA Section 5311 Non-Urbanized Area	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FTA Section 5316 JARC	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FTA Section 5317 NF	-	-	-	-	-	-	-	-	-	-	-	-	-	-
STAF Operating Assistance - Vallejo Rev Base	-	18,245	-	18,245	-	-	-	-	-	-	-	-	-	-
STAF Operating Assistance - Vallejo Prop 42	-	-	-	-	-	-	-	-	-	-	-	-	-	-
STAF Operating Assistance - Benicia Rev Base	-	-	-	-	-	-	-	-	-	-	-	-	-	-
STAF Operating Assistance - Benicia Prop 42	-	-	-	-	-	-	-	-	-	-	-	-	-	-
STAF Operating Assistance - Salano County Pop Base	-	-	-	-	-	-	-	-	-	-	-	-	-	-
STAF Lifeline	200,000	-	200,000	-	200,000	212,000	225,000	239,000	253,000	268,000	276,000	283,000	290,000	
Regional Measure 2 (RM-2)	1,223,840	512,415	1,736,255	1,223,840	1,736,255	614,977	660,926	706,975	752,924	798,873	844,822	890,771	936,720	
Transportation Development Act (TDA)	3,182,847	3,695,262	6,878,109	6,025,083	12,903,192	14,309	14,309	17,174	17,174	19,039	20,904	22,769	24,634	
Intercity Funding Agreement	400,000	(65,660)	334,340	354,000	368,640	376,000	383,000	390,000	397,000	404,000	411,000	418,000	425,000	
Bridge Toll AB 664 PY	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other revenues	20,500	10,000	30,500	-	21,100	21,000	21,700	22,400	23,100	23,800	24,500	25,200	25,900	
Bus Revenues Subtotal	9,968,000	\$25,000	10,493,000	2,000	11,432,000	1,432,000	11,964,000	12,500,000	13,032,155	13,564,155	14,096,155	14,628,155	15,160,155	15,692,155
Ferry Revenues														
Fares	6,320,000	-	6,320,000	-	6,320,000	120,000	6,440,000	120,000	6,560,000	120,000	6,680,000	120,000	6,800,000	120,000
FTA Section 5307 Preventive Maintenance	1,000,000	-	1,000,000	-	1,000,000	667,000	1,000,000	667,000	1,000,000	667,000	1,000,000	667,000	1,000,000	
Bridge Toll 2% Revenue Program	400,000	-	400,000	-	400,000	-	400,000	-	400,000	-	400,000	-	400,000	
Bridge Toll 5% Unrestricted State Funds	1,300,000	-	1,300,000	-	1,300,000	-	1,300,000	-	1,300,000	-	1,300,000	-	1,300,000	
Regional Measure 2 (RM-2)	2,740,500	-	2,740,500	-	2,740,500	933,200	2,833,700	2,927,200	3,020,700	3,114,200	3,207,700	3,301,200	3,394,700	
One-time Salano County	-	-	-	-	-	-	-	-	-	-	-	-	-	
Supplemental Regional Measure 2 (R/ETRA) for Contingency	2,174,500	-	2,174,500	-	2,174,500	1,220,200	1,770,700	2,321,200	2,871,700	3,422,200	3,972,700	4,523,200	5,073,700	
Transportation Development Act (TDA)	-	-	-	-	-	-	-	-	-	-	-	-	-	
Transportation Development Act (TDA) One time	-	-	-	-	-	-	-	-	-	-	-	-	-	
State Transit Assistance - One time	19,000	-	19,000	-	19,000	-	19,000	-	19,000	-	19,000	-	19,000	
Terminal Leases	-	-	-	-	-	-	-	-	-	-	-	-	-	
Transfer In, General Fund	-	-	-	-	-	-	-	-	-	-	-	-	-	
Labor Day Weekend Service (BATVA)	-	-	-	-	-	-	-	-	-	-	-	-	-	
Other revenues	2,000	-	2,000	-	2,000	-	2,000	-	2,000	-	2,000	-	2,000	
Ferry Revenues Subtotal	13,956,000	-	13,956,000	2,000	13,956,000	120,000	14,076,000	120,000	14,200,000	120,000	14,324,000	120,000	14,448,000	
Paratransit Revenues														
Fares - Excluding	118,000	13,000	131,000	138,000	144,000	151,000	158,000	165,000	172,000	179,000	186,000	193,000	200,000	
FTA Section 5307 10% ADA set-aside	667,000	667,000	1,334,000	667,000	1,334,000	667,000	1,334,000	667,000	1,334,000	667,000	1,334,000	667,000	1,334,000	
STAF Operating Assistance	-	-	-	-	-	-	-	-	-	-	-	-	-	
Transportation Development Act (TDA)	339,830	404,000	743,830	788,200	832,600	877,000	921,400	965,800	1,010,200	1,054,600	1,099,000	1,143,400	1,187,800	
Paratransit Revenues Subtotal	1,144,000	417,000	1,561,000	788,200	1,670,600	933,200	1,720,200	1,220,200	1,720,200	1,220,200	1,720,200	1,220,200	1,720,200	
Taxi Strip Revenues														
Taxi Coupon Sales - Local	138,000	3,735	141,735	138,000	138,000	138,000	138,000	138,000	138,000	138,000	138,000	138,000	138,000	
Taxi Coupon Sales - Regional	15,000	-	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	
Transportation Development Act (TDA)	108,000	7,265	115,265	119,000	119,000	119,000	119,000	119,000	119,000	119,000	119,000	119,000	119,000	
Taxi Strip Revenues Subtotal	361,000	11,000	372,000	272,000	272,000	272,000	272,000	272,000	272,000	272,000	272,000	272,000	272,000	
PANBBOX REVENUES														
FUNDING SOURCE REVENUES	9,597,000	66,735	9,663,735	3,365,000	3,401,000	3,437,000	3,473,000	3,509,000	3,545,000	3,581,000	3,617,000	3,653,000	3,689,000	
Total Revenues	15,732,000	888,265	16,620,265	9,038,232	9,914,700	10,258,055	10,602,155	10,946,255	11,290,355	11,634,455	11,978,555	12,322,655	12,666,755	
	\$25,309,000	\$953,000	\$26,262,000	\$3,762,000	\$3,779,700	\$3,800,000	\$3,820,000	\$3,840,000	\$3,860,000	\$3,880,000	\$3,900,000	\$3,920,000	\$3,940,000	
Net Annual Results														
Bus	-	-	-	(496,277)	(1,512,445)	(80,300)	(1,506,701)	(1,478,981)	(1,451,182)	(1,423,383)	(1,395,584)	(1,367,785)	(1,339,986)	(1,312,187)
Ferry	-	-	-	0	0	0	0	0	0	0	0	0	0	0
Paratransit	-	-	-	0	0	0	0	0	0	0	0	0	0	0
Taxi	-	-	-	0	0	0	0	0	0	0	0	0	0	0
Transportation Development Act (TDA) Beginning Balance	4,796,443	176,711	4,973,154	4,823,745	2,116,715	(80,300)	4,534,513	4,809,254	5,099,609	5,390,000	5,680,351	5,970,702	6,261,053	6,551,404
Annual Revenue - Vallejo	3,790,551	793,936	4,584,487	3,795,795	4,028,586	4,274,585	4,520,584	4,766,583	5,012,582	5,258,581	5,504,580	5,750,579	6,000,578	
Annual Revenue - Benicia	-	-	-	851,656	900,055	951,204	1,002,353	1,053,502	1,104,651	1,155,800	1,206,949	1,258,098	1,309,247	
Add: Investment Income	-	-	-	-	-	-	-	-	-	-	-	-	-	
Use for Operations	(3,649,847)	(923,680)	(4,573,527)	(4,573,527)	(6,980,683)	(144,943)	(5,076,458)	(5,388,003)	(5,713,260)	(6,059,239)	(6,425,006)	(6,811,691)	(7,208,376)	
Pass Thru to STA for Planning and Admin	(136,622)	(23,847)	(160,469)	(149,721)	(144,943)	(149,291)	(153,770)	(158,259)	(162,748)	(167,237)	(171,726)	(176,215)	(180,704)	
Transportation Development Act (TDA) Ending Balance	4,890,625	231,200	5,121,825	4,823,745	2,116,715	(80,300)	2,116,715	169%	2,116,715	(80,300)	(80,300)	(80,300)	(80,300)	

City of Vallejo - Vallejo Transit
Ten Year - FY 2009/10 - FY 2018/19

Detailed Operating Expenditure by Mode

-12%

	Vallejo	Bentica	JPA										
	FY2010/11	FY2011/12	FY2012/13	FY2013/14	FY2014/15	FY2015/16	FY2016/17	FY2017/18	FY2018/19				
	Revised	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected				
Bus Expenses													
Operating Contract	8,537,000	355,000	8,892,000	9,159,000	9,434,000	9,716,000	10,008,000	10,308,000	10,617,000	10,936,000	11,264,000	11,593,000	11,922,000
Fuel	1,777,000	57,000	1,834,000	1,870,000	1,929,000	1,987,000	2,046,000	2,105,000	2,163,000	2,222,000	2,280,000	2,339,000	2,397,000
Insurance costs	400,000		412,000	412,000	424,000	437,000	450,000	464,000	478,000	492,000	507,000	521,000	535,000
Security	136,000		136,000	140,100	144,300	148,600	153,100	157,700	162,400	167,200	172,000	176,800	181,600
Bus Facility Maintenance	62,000		62,000	63,900	65,800	67,800	69,800	71,900	74,100	76,300	78,500	80,700	82,900
Bus Maintenance	19,000		19,000	20,000	21,000	22,000	23,000	24,000	25,000	26,000	27,000	28,000	29,000
Utilities	32,000		32,000	33,000	34,000	35,000	36,100	37,200	38,300	39,400	40,500	41,600	42,700
Printing	13,000		13,000	13,400	13,800	14,200	14,600	15,000	15,500	16,000	16,500	17,000	17,500
Professional Services	6,000		6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000
Route 200: Transfer costs to WETA	(1,481,000)		(1,481,000)	(1,541,000)	(1,672,000)	(1,722,000)	(1,774,000)	(1,827,000)	(1,881,000)	(1,937,000)	(1,994,000)	(2,051,000)	(2,108,000)
Ferry Ticket Office Transfer to Ferry	(177,000)		(177,000)	(182,000)	(187,000)	(193,000)	(199,000)	(205,000)	(211,000)	(217,000)	(224,000)	(230,000)	(237,000)
General Administration - Ferry Absorb				750,000	773,000	796,000	820,000	845,000	870,000	896,000	923,000	949,000	976,000
General Administration - Bus				688,000	705,000	730,000	752,000	775,000	798,000	822,000	847,000	872,000	897,000
Bus Expenses Subtotal	9,968,000	525,000	10,493,000	11,432,400	11,694,900	12,044,600	12,405,600	12,776,800	13,155,300	13,545,000	13,944,000	14,343,000	14,742,000
Ferry Expenses													
Operating Contract	6,408,000		6,408,000	6,408,000	6,408,000	6,408,000	6,408,000	6,408,000	6,408,000	6,408,000	6,408,000	6,408,000	6,408,000
Professional Services	128,000		128,000	128,000	128,000	128,000	128,000	128,000	128,000	128,000	128,000	128,000	128,000
Fuel	4,518,000		4,518,000	4,518,000	4,518,000	4,518,000	4,518,000	4,518,000	4,518,000	4,518,000	4,518,000	4,518,000	4,518,000
Dry Docking	180,000		180,000	180,000	180,000	180,000	180,000	180,000	180,000	180,000	180,000	180,000	180,000
Security	68,000		68,000	68,000	68,000	68,000	68,000	68,000	68,000	68,000	68,000	68,000	68,000
Space Rental & Lease Dockage Fees	74,000		74,000	74,000	74,000	74,000	74,000	74,000	74,000	74,000	74,000	74,000	74,000
Building Maintenance	74,000		74,000	74,000	74,000	74,000	74,000	74,000	74,000	74,000	74,000	74,000	74,000
Utilities	106,000		106,000	106,000	106,000	106,000	106,000	106,000	106,000	106,000	106,000	106,000	106,000
Printing	14,000		14,000	14,000	14,000	14,000	14,000	14,000	14,000	14,000	14,000	14,000	14,000
Route 200 Costs	1,481,000		1,481,000	1,481,000	1,481,000	1,481,000	1,481,000	1,481,000	1,481,000	1,481,000	1,481,000	1,481,000	1,481,000
Ferry Ticket Office from Bus	177,000		177,000	177,000	177,000	177,000	177,000	177,000	177,000	177,000	177,000	177,000	177,000
General Administration	728,000		728,000	728,000	728,000	728,000	728,000	728,000	728,000	728,000	728,000	728,000	728,000
Ferry Expenses Subtotal	13,956,000	-	13,956,000										
Paratransit Expenses													
Operating Contract - Existing	1,024,000	328,000	1,352,000	1,406,000	1,449,000	1,492,000	1,537,000	1,583,000	1,630,000	1,679,000	1,729,000	1,779,000	1,829,000
Fuel	44,000		44,000	45,000	46,000	48,000	49,000	50,000	52,000	53,000	55,000	56,000	57,000
Maintenance	45,000		45,000	46,000	47,000	48,000	49,000	50,000	52,000	54,000	56,000	58,000	60,000
Printing	9,000		9,000	9,300	9,600	9,900	10,200	10,500	10,800	11,100	11,400	11,700	12,000
General Administration	67,000		67,000	69,000	71,000	73,000	75,000	77,000	79,000	81,000	83,000	85,000	87,000
Paratransit Expenses Subtotal	1,144,000	417,000	1,561,000	1,575,300	1,623,600	1,670,900	1,720,200	1,770,500	1,823,800	1,878,100	1,934,400	1,990,700	2,047,000
Taxi Strip Expenses													
Scripts Payments - Local	230,000	11,000	241,000	241,000	241,000	241,000	241,000	241,000	241,000	241,000	241,000	241,000	241,000
Scripts Payments - Regional	15,000		15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000
General Administration	16,000		16,000	16,000	16,000	16,000	16,000	16,000	16,000	16,000	16,000	16,000	16,000
Taxi Strip Expenses Subtotal	261,000	11,000	272,000										
OPERATING CONTRACT	9,561,000	683,000	10,244,000	10,565,000	10,883,000	11,208,000	11,545,000	11,891,000	12,247,000	12,615,000	12,993,000	13,371,000	13,750,000
OTHER EXPENSES	1,812,000	270,000	2,082,000	2,214,700	2,206,500	2,279,500	2,852,800	2,928,300	3,004,100	3,080,100	3,157,400	3,234,700	3,312,000
Total Expenses	\$26,329,000	\$953,000	\$26,282,000	\$26,279,700	\$26,282,500								
PROOF													
Annual price per gallon	\$3.14	\$3.14	\$3.14	\$3.20	\$3.30	\$3.40	\$3.50	\$3.60	\$3.70	\$3.80	\$3.90	\$4.00	\$4.10
Growth				2%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Fuel Annual Consumption (in gallons)													
Ferry	1,439,000	18,155	1,439,000	1,439,000	1,439,000	1,439,000	1,439,000	1,439,000	1,439,000	1,439,000	1,439,000	1,439,000	1,439,000
Bus	566,000	584,155	584,155	584,155	584,155	584,155	584,155	584,155	584,155	584,155	584,155	584,155	584,155
Paratransit	14,000	14,000	14,000	14,000	14,000	14,000	14,000	14,000	14,000	14,000	14,000	14,000	14,000
Total	2,019,000	18,155	2,037,155										
General Admin costs	1,480,000	132,000	1,612,000	1,523,000	1,569,000	1,615,000	1,663,000	1,713,000	1,763,000	1,815,000	1,869,000	1,921,000	1,973,000
				-5%	3%	3%	3%	3%	3%	3%	3%	3%	3%

Note: All other expenditures are projected to increase by 3% annually.

APPENDIX B

CAPITAL ASSETS

City of Benicia
 Transit - Schedule of Capital Assets
 As of June 30, 2009

Z:\My Documents\SolTrans SoCo Transit\Transition Plan\070210 Transition Plan\[(06) Appendix B Capital Assets Ben, transit capital assets (4).xls]Transit

Sys No	Ext	In Svc Date	Est Life	Acquired Value	Prior Accum Depn	Current Depreciation	Accum Depn
Class = Equipment							
002468	Fd Cutaway	09/26/95	07 00	12,616.75	12,616.75	0.00	12,616.75
002809	35' Gillig bus	05/22/00	12 00	266,525.39	180,856.52	22,210.45	203,066.97
002810	35' Gillig bus	05/22/00	12 00	266,525.39	180,856.52	22,210.45	203,066.97
002866	Gillig Phantom	09/22/00	12 00	267,397.00	172,693.87	22,283.08	194,976.95
002867	00 Ventura minivan	12/22/00	05 00	32,947.00	32,947.00	0.00	32,947.00
002992	00 Ventura minivan	02/22/01	05 00	32,895.84	32,895.84	0.00	32,895.84
002993	00 Ford cutaway	07/18/01	07 00	58,760.91	58,061.40	699.51	58,760.91
002994	00 Ford cutaway	07/19/00	07 00	59,527.25	59,527.25	0.00	59,527.25
003159	03 Toyota Prius	04/08/03	06 00	21,350.45	18,681.65	2,668.80	21,350.45
003254	DAR vehicle	06/30/04	05 00	2,080.00	1,664.00	416.00	2,080.00
003321	06 Eldorado Aerotech	11/30/05	05 00	51,374.49	26,543.49	10,274.90	36,818.39
003322	06 Eldorado Aerotech	11/30/05	05 00	51,374.50	26,543.49	10,274.90	36,818.39
003323	06 Eldorado Aerotech	11/30/05	05 00	51,374.49	26,543.49	10,274.90	36,818.39
003324	Bus fareboxes	12/30/05	05 00	30,230.57	15,115.28	6,046.11	21,161.39
003330	Farebox, decals, shell	06/22/06	05 00	18,983.23	7,593.30	3,796.65	11,389.95
003364	07 Cutaway-starcraft	06/30/07	07 00	62,519.02	8,931.29	8,931.29	17,862.58
003452	08 Cutaway-starcraft	06/30/08	07 00	74,419.39	0.00	10,631.34	10,631.34
003454	Particulate traps	06/30/08	07 00	21,863.47	0.00	3,123.35	3,123.35
003455	Particulate traps	06/30/08	07 00	21,863.47	0.00	3,123.35	3,123.35
003456	Particulate traps	06/30/08	07 00	21,863.47	0.00	3,123.35	3,123.35
003457	Particulate traps	06/30/08	07 00	133,275.61	0.00	19,039.37	19,039.37
003458	Foothill bus-donated	06/30/08	07 00	25,829.91	0.00	3,689.99	3,689.99
003459	Foothill bus-donated	06/30/08	07 00	20,352.24	0.00	2,907.46	2,907.46
003460	Foothill bus-donated	06/30/08	07 00	3,234.03	0.00	462.01	462.01
003461	Foothill bus-donated	06/30/08	07 00	18,991.76	0.00	2,713.11	2,713.11
003462	Particulate traps	06/30/08	07 00	21,863.47	0.00	3,123.35	3,123.35
Class = E				1,650,039.10	862,071.14	172,023.72	1,034,094.86
Less disposals and transfers				0.00	0.00		0.00
Count = 0							
Net Subtotal				1,650,039.10	862,071.14	172,023.72	1,034,094.86
Count = 26							
Class = Structure							
002558	Bus stops	06/30/97	05 00	5,000.00	5,000.00	0.00	5,000.00
Class = S				5,000.00	5,000.00	0.00	5,000.00
Less disposals and transfers				0.00	0.00		0.00
Count = 0							
Net Subtotal				5,000.00	5,000.00	0.00	5,000.00
Count = 1							
Division = TRANSIT				1,655,039.10	867,071.14	172,023.72	1,039,094.86
Less disposals and transfers				0.00	0.00		0.00
Count = 0							
Net Subtotal				1,655,039.10	867,071.14	172,023.72	1,039,094.86
Count = 27							

#	DESCRIPTION	USE	Vehicle ID No.	Serial Number / VIN	Manufacturer	Useful Life	Acq Date	Age	In need of Replace/Rehab	Replace Year	Fed Share No.	Local Share Grant Name	LOCATION	Acquisition Cost	Cumulative Depreciation	Book Value
1	Transit Buses	Transit Bus	1018	1G0YTR2J0D921653	GGT GMC / RTS	12	9/1/1983	26	YES	2013	80%	TDA/AB 664	1850 Broadway	128,194.77	80,121.72	48,073.05
2	1983 RTS's	Transit Bus	1027	1G0YTR2J0D921615	GGT GMC / RTS	12	9/1/1983	26	YES	2013	80%	TDA/AB 664	1850 Broadway	128,194.77	80,121.72	48,073.05
3	1983 RTS's	Transit Bus	1049	1G0YTR2J0D921651	GGT GMC / RTS	12	11/1/1983	28	YES	2013	80%	TDA/AB 664	1850 Broadway	128,194.77	80,121.72	48,073.05
4	1983 RTS's	Transit Bus	1063	1G0YTR2J0D921637	GGT GMC / RTS	12	11/1/1983	28	YES	2013	80%	TDA/AB 664	1850 Broadway	128,194.77	80,121.72	48,073.05
5	1983 RTS's	Transit Bus	1065	1G0YTR2J0D921606	GGT GMC / RTS	12	11/1/1983	28	YES	2013	80%	TDA/AB 664	1850 Broadway	128,194.77	80,121.72	48,073.05
6	1995 Transit Bus	Transit Bus	4313	A000181	Gilling Corp	12	3/1/1995	14	YES	2013	80%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
7	1995 Transit Bus	Transit Bus	4314	A000182	Gilling Corp	12	3/1/1995	14	YES	2013	80%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
8	1995 Transit Bus	Transit Bus	4315	A000183	Gilling Corp	12	3/1/1995	14	YES	2013	80%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
9	1995 Transit Bus	Transit Bus	4316	A000184	Gilling Corp	12	3/1/1995	14	YES	2013	80%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
10	1995 Transit Bus	Transit Bus	4317	A000185	Gilling Corp	12	3/1/1995	14	YES	2013	80%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
11	1995 Transit Bus	Transit Bus	4318	A000186	Gilling Corp	12	3/1/1995	14	YES	2013	80%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
12	1995 Transit Bus	Transit Bus	4319	A000187	Gilling Corp	12	3/1/1995	14	YES	2013	80%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
13	1995 Transit Bus	Transit Bus	4320	A000188	Gilling Corp	12	3/1/1995	14	YES	2013	80%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
14	1995 Transit Bus	Transit Bus	4321	A000189	Gilling Corp	12	3/1/1995	14	YES	2013	80%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
15	1995 Transit Bus	Transit Bus	4401	A000191	Gilling Corp	12	3/1/1995	14	YES	2013	80%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
16	1995 Transit Bus	Transit Bus	4402	A000192	Gilling Corp	12	3/1/1995	14	YES	2013	80%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
17	1995 Transit Bus	Transit Bus	4403	A000193	Gilling Corp	12	3/1/1995	14	YES	2013	80%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
18	1995 Transit Bus	Transit Bus	4404	A000194	Gilling Corp	12	3/1/1995	14	YES	2013	80%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
19	1995 Transit Bus	Transit Bus	4405	A000195	Gilling Corp	12	3/1/1995	14	YES	2013	80%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
20	1995 Transit Bus	Transit Bus	4406	A000196	Gilling Corp	12	3/1/1995	14	YES	2013	80%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
21	1995 Transit Bus	Transit Bus	4407	A000197	Gilling Corp	12	3/1/1995	14	YES	2013	80%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
22	1995 Transit Bus	Transit Bus	4408	A000198	Gilling Corp	12	3/1/1995	14	YES	2013	80%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
23	1995 Transit Bus	Transit Bus	4409	A000199	Gilling Corp	12	3/1/1995	14	YES	2013	80%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
24	1995 Transit Bus	Transit Bus	4410	1VH5H3H2416501627	Orion Bus	12	10/1/2001	8		2013	80%	TDA/AB 664	1850 Broadway	336,824.36	210,515.20	126,309.16
25	2001 Transit Bus	Transit Bus	4411	1VH5H3H2816501628	Orion Bus	12	10/1/2001	8		2013	80%	TDA/AB 664	1850 Broadway	336,824.36	210,515.20	126,309.16
26	2001 Transit Bus	Transit Bus	4412	1VH5H3H2816501629	Orion Bus	12	10/1/2001	8		2013	80%	TDA/AB 664	1850 Broadway	336,824.36	210,515.20	126,309.16
27	2001 Transit Bus	Transit Bus	4413	1VH5H3H2416501630	Orion Bus	12	10/1/2001	8		2013	80%	TDA/AB 664	1850 Broadway	336,824.36	210,515.20	126,309.16
28	2001 Transit Bus	Transit Bus	4414	1VH5H3H2616501631	Orion Bus	12	10/1/2001	8		2013	80%	TDA/AB 664	1850 Broadway	336,824.36	210,515.20	126,309.16
29	2001 Transit Bus	Transit Bus	4415	1VH5H3H2616501632	Orion Bus	12	10/1/2001	8		2013	80%	TDA/AB 664	1850 Broadway	336,824.36	210,515.20	126,309.16
30	2001 Transit Bus	Transit Bus	4416	1VH5H3H2616501633	Orion Bus	12	10/1/2001	8		2013	80%	TDA/AB 664	1850 Broadway	336,824.36	210,515.20	126,309.16
31	2001 Transit Bus	Transit Bus	4417	1VH5H3H2616501634	Orion Bus	12	10/1/2001	8		2013	80%	TDA/AB 664	1850 Broadway	336,824.36	210,515.20	126,309.16
32	2001 Transit Bus	Transit Bus	4418	1VH5H3H2616501635	Orion Bus	12	10/1/2001	8		2013	80%	TDA/AB 664	1850 Broadway	336,824.36	210,515.20	126,309.16
33	1987 MCI TMC	Transit Bus	BL01	TUFCR6A1H0006268	MCI	12	8/1/1987	22	YES	2016	80%	TDA/AB 664	1850 Broadway	121,945.36	75,841.45	45,804.91
34	1987 MCI TMC	Transit Bus	BL02	TUFCR6A1H0006268	MCI	12	8/1/1987	22	YES	2016	80%	TDA/AB 664	1850 Broadway	121,945.36	75,841.45	45,804.91
35	1987 MCI TMC	Transit Bus	BL03	TUFCR6A1H0006267	MCI	12	8/1/1987	22	YES	2016	80%	TDA/AB 664	1850 Broadway	121,945.36	75,841.45	45,804.91
36	2001 MCI	Transit Bus	BL04	1M8PDMFA1P053961	MCI	12	6/1/2001	6		2016	80%	CA-90-X389	1850 Broadway	280,921.00	280,921.00	119,791.00
37	2001 MCI	Transit Bus	BL05	1M8PDMFA3P055607	MCI	12	6/1/2001	6		2016	80%	CA-90-X389	1850 Broadway	280,921.00	280,921.00	119,791.00
38	2001 MCI	Transit Bus	BL07	1M8PDMFA3P055607	Motor Coach Industries	12	6/1/2001	6		2016	80%	CA-90-X389	1850 Broadway	280,921.00	280,921.00	119,791.00
39	2003 MCI	Transit Bus	BL08	1M8PDMFA3P055608	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-X389	1850 Broadway	280,921.00	280,921.00	119,791.00
40	2003 MCI	Transit Bus	BL09	1M8PDMFA3P055609	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-X389	1850 Broadway	280,921.00	280,921.00	119,791.00
41	2003 MCI	Transit Bus	BL10	1M8PDMFA3P055610	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-X389	1850 Broadway	280,921.00	280,921.00	119,791.00
42	2003 MCI	Transit Bus	BL11	1M8PDMFA3P055611	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-X389	1850 Broadway	280,921.00	280,921.00	119,791.00
43	2003 MCI	Transit Bus	BL12	1M8PDMFA3P055612	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-X389	1850 Broadway	280,921.00	280,921.00	119,791.00
44	2003 MCI	Transit Bus	BL13	1M8PDMFA3P055613	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-X389	1850 Broadway	280,921.00	280,921.00	119,791.00
45	2003 MCI	Transit Bus	BL14	1M8PDMFA3P055614	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-X389	1850 Broadway	280,921.00	280,921.00	119,791.00
46	2003 MCI	Transit Bus	BL15	1M8PDMFA3P055615	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-X389	1850 Broadway	280,921.00	280,921.00	119,791.00
47	2003 MCI	Transit Bus	BL16	1M8PDMFA3P055616	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-X389	1850 Broadway	280,921.00	280,921.00	119,791.00
48	2003 MCI	Transit Bus	BL17	1M8PDMFA3P055617	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-X389	1850 Broadway	280,921.00	280,921.00	119,791.00
49	2003 MCI	Transit Bus	BL18	1M8PDMFA3P055618	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-X389	1850 Broadway	280,921.00	280,921.00	119,791.00
50	2003 MCI	Transit Bus	BL19	1M8PDMFA3P055619	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-X389	1850 Broadway	280,921.00	280,921.00	119,791.00
51	2003 MCI	Transit Bus	BL20	1M8PDMFA3P055620	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-X389	1850 Broadway	280,921.00	280,921.00	119,791.00
52	2003 MCI	Transit Bus	BL21	1M8PDMFA3P055621	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-X389	1850 Broadway	280,921.00	280,921.00	119,791.00
53	2003 MCI	Transit Bus	BL22	1M8PDMFA3P055622	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-X389	1850 Broadway	280,921.00	280,921.00	119,791.00
54	2003 MCI	Transit Bus	BL23	1M8PDMFA3P055623	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-X389	1850 Broadway	280,921.00	280,921.00	119,791.00
55	2003 MCI	Transit Bus	BL24	1M8PDMFA3P055624	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-X389	1850 Broadway	280,921.00	280,921.00	119,791.00
56	2003 MCI	Transit Bus	BL25	1M8PDMFA3P055625	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-X389	1850 Broadway	280,921.00	280,921.00	119,791.00
57	2003 MCI	Transit Bus	BL26	1M8PDMFA3P055626	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-X389	1850 Broadway	280,921.00	280,921.00	119,791.00
58	2003 MCI	Transit Bus	BL27	1M8PDMFA3P055627	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-X389	1850 Broadway	280,921.00	280,921.00	119,791.00
59	2003 MCI	Transit Bus	BL28	1M8PDMFA3P055628	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-X389	1850 Broadway	280,921.00	280,921.00	119,791.00
60	2003 MCI	Transit Bus	BL29	1M8PDMFA3P055629	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-X389	1850 Broadway	280,921.00	280,921.00	119,791.00
61	2003 MCI	Transit Bus	BL30	1M8PDMFA3P055630	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-X389	1850 Broadway	280,921.00	280,921.00	119,791.00
62	2003 MCI	Transit Bus	BL31	1M8PDMFA3P055631	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-X389				

City of Velje
 Transportation Division
 Bus - Capital Assets Listing

#	DESCRIPTION	USE	Vehicle Serial No./ID No., VIN	Manufacturer	Useful Life	Acq Date	In need of Replace/Year	Fed Shares Grant No.	Local Share Grant Name	LOCATION	Acquisition Cost	Commulative Depreciation	Book Value
1	In-Bus Monitoring Camera System	Transit Bus	BL07	Mole Coach Industries	12	12/20/2003	6	2016	80% CA-90-Y130	20% TCR/PAB 664	8,892.47	4,446.20	4,446.27
2	In-Bus Monitoring Camera System	Transit Bus	BL08	Mole Coach Industries	12	12/20/2003	6	2016	80% CA-90-Y130	20% TCR/PAB 664	8,892.47	4,446.20	4,446.27
3	In-Bus Monitoring Camera System	Transit Bus	BL09	Mole Coach Industries	12	12/20/2003	6	2016	80% CA-90-Y130	20% TCR/PAB 664	8,892.47	4,446.20	4,446.27
4	In-Bus Monitoring Camera System	Transit Bus	BL10	Mole Coach Industries	12	12/20/2003	6	2016	80% CA-90-Y130	20% TCR/PAB 664	8,892.47	4,446.20	4,446.27
5	In-Bus Monitoring Camera System	Transit Bus	BL11	Mole Coach Industries	12	12/20/2003	6	2016	80% CA-90-Y130	20% TCR/PAB 664	8,892.47	4,446.20	4,446.27
6	In-Bus Monitoring Camera System	Transit Bus	BL12	Mole Coach Industries	12	12/20/2003	6	2016	80% CA-90-Y130	20% TCR/PAB 664	8,892.47	4,446.20	4,446.27
7	In-Bus Monitoring Camera System	Transit Bus	BL13	Mole Coach Industries	12	12/20/2003	6	2016	80% CA-90-Y130	20% TCR/PAB 664	8,892.47	4,446.20	4,446.27
8	In-Bus Monitoring Camera System	Transit Bus	BL14	Mole Coach Industries	12	12/20/2003	6	2016	80% CA-90-Y130	20% TCR/PAB 664	8,892.47	4,446.20	4,446.27
9	In-Bus Monitoring Camera System	Transit Bus	BL15	Mole Coach Industries	12	12/20/2003	6	2016	80% CA-90-Y130	20% TCR/PAB 664	8,892.47	4,446.20	4,446.27
10	In-Bus Monitoring Camera System	Transit Bus	BL16	Mole Coach Industries	12	12/20/2003	6	2016	80% CA-90-Y130	20% TCR/PAB 664	8,892.47	4,446.20	4,446.27
11	In-Bus Monitoring Camera System	Transit Bus	BL17	Mole Coach Industries	12	12/20/2003	6	2016	80% CA-90-Y130	20% TCR/PAB 664	8,892.47	4,446.20	4,446.27
12	In-Bus Monitoring Camera System	Transit Bus	BL18	Mole Coach Industries	12	12/20/2003	6	2016	80% CA-90-Y130	20% TCR/PAB 664	8,892.47	4,446.20	4,446.27
13	In-Bus Monitoring Camera System	Transit Bus	BL19	Mole Coach Industries	12	12/20/2003	6	2016	80% CA-90-Y130	20% TCR/PAB 664	8,892.47	4,446.20	4,446.27
14	In-Bus Monitoring Camera System	Transit Bus	BL20	Mole Coach Industries	12	12/20/2003	6	2016	80% CA-90-Y130	20% TCR/PAB 664	8,892.47	4,446.20	4,446.27
15	In-Bus Monitoring Camera System	Transit Bus	BL21	Mole Coach Industries	12	12/20/2003	6	2016	80% CA-90-Y130	20% TCR/PAB 664	8,892.47	4,446.20	4,446.27
16	In-Bus Monitoring Camera System	Transit Bus	BL22	Mole Coach Industries	12	12/20/2003	6	2016	80% CA-90-Y130	20% TCR/PAB 664	8,892.47	4,446.20	4,446.27
17	In-Bus Monitoring Camera System	Transit Bus	BL23	Mole Coach Industries	12	12/20/2003	6	2016	80% CA-90-Y130	20% TCR/PAB 664	8,892.47	4,446.20	4,446.27
18	In-Bus Monitoring Camera System	Transit Bus	BL24	Mole Coach Industries	12	12/20/2003	6	2016	80% CA-90-Y130	20% TCR/PAB 664	8,892.47	4,446.20	4,446.27
19	In-Bus Monitoring Camera System	Transit Bus	BL25	Mole Coach Industries	12	12/20/2003	6	2016	80% CA-90-Y130	20% TCR/PAB 664	8,892.47	4,446.20	4,446.27
20	In-Bus Monitoring Camera System	Transit Bus	BL26	Mole Coach Industries	12	12/20/2003	6	2016	80% CA-90-Y130	20% TCR/PAB 664	8,892.47	4,446.20	4,446.27
21	In-Bus Monitoring Camera System	Transit Bus	BL27	Mole Coach Industries	12	12/20/2003	6	2016	80% CA-90-Y130	20% TCR/PAB 664	8,892.47	4,446.20	4,446.27
22	In-Bus Monitoring Camera System	Transit Bus	BL28	Mole Coach Industries	12	12/20/2003	6	2016	80% CA-90-Y130	20% TCR/PAB 664	8,892.47	4,446.20	4,446.27
23	In-Bus Monitoring Camera System	Transit Bus	BL29	Mole Coach Industries	12	12/20/2003	6	2016	80% CA-90-Y130	20% TCR/PAB 664	8,892.47	4,446.20	4,446.27
24	In-Bus Monitoring Camera System	Transit Bus	BL30	Mole Coach Industries	12	12/20/2003	6	2016	80% CA-90-Y130	20% TCR/PAB 664	8,892.47	4,446.20	4,446.27
25	In-Bus Monitoring Camera System	Transit Bus	BL31	Mole Coach Industries	12	12/20/2003	6	2016	80% CA-90-Y130	20% TCR/PAB 664	8,892.47	4,446.20	4,446.27
26	In-Bus Monitoring Camera System	Transit Bus	BL32	Mole Coach Industries	12	12/20/2003	6	2016	80% CA-90-Y130	20% TCR/PAB 664	8,892.47	4,446.20	4,446.27
27	In-Bus Monitoring Camera System	Transit Bus	BL33	Mole Coach Industries	12	12/20/2003	6	2016	80% CA-90-Y130	20% TCR/PAB 664	8,892.47	4,446.20	4,446.27
28	In-Bus Monitoring Camera System	Transit Bus	BL34	Mole Coach Industries	12	12/20/2003	6	2016	80% CA-90-Y130	20% TCR/PAB 664	8,892.47	4,446.20	4,446.27
											246,993.20	124,493.65	124,493.55



Solano County Transit (SolTrans)



Benefits and Risks In Creating Solano County Transit (SolTrans)

Benefits to the Cities of Benicia and Vallejo

Insulates the General Funds: The City of Vallejo used the General Fund to balance the transit budget in FY2005/06 and FY2006/07. The creation of SolTrans would require formal Council action from either Benicia or Vallejo to contribute funds to the agency for any purpose. This makes any funding shortfalls much more transparent.

Funding Leverage: Increases the funding leverage for Vallejo and Benicia in the regional competition for transit funding due to the favorable treatment of consolidated transit entities, the increased size of the agencies relative to other transit providers in the region, and thus allows for a broader resource base to support the proposed SolTrans transit service. For Vallejo, this will partially help offset the loss of funding leverage due to the transfer of the Baylink Ferry service to WETA.

One-time / Startup Improvements: The creation of SolTrans provides for a **fresh start** for transit in Vallejo and Benicia. The one-time improvements include re-branding and thus sprucing up of the fleet, bus stops, and the entire image of the system at the outset. Such a makeover would not be possible under normal operating circumstances. More importantly, the potential award of one-time funds by MTC and STA to finance the transition would bring new money to the City of Vallejo to reimburse the General Fund (GF) (or replace the transit TDA funding recently requested by the City to pay back the City's GF) for GF transfers to the transit enterprise fund in past fiscal years. Both of these startup impacts create a substantial benefit to the City of Vallejo and improve the viability of continued bus service in Vallejo and Benicia.

Consolidated SRTP: MTC has allocated \$90,000 to a new consolidated Short Range Transit Planning process. The SRTP would provide the forum and vehicle for refining the vision of the future of transit service in the Benicia Vallejo area as well as defining the operating structure and service priorities for the new agency. This would include the specification of service efficiencies, route optimization, and consolidation of operating contracts to affect cost savings, and provide a broader basis from which to identify enhanced funding opportunities.

Benefits to the Benicia Vallejo area transit riders

Elevating transit decision making to a regional level: Benicia and Vallejo are adjacent Cities and in the same small federal Urbanized Area. Transit service, rate setting and funding decisions will be made at the sub-regional level by the new agency thus facilitating connectivity, resource efficiency, and bus service consistency and convenience for the riders.

Improves transit stakeholder access to decision makers: Today transit riders/stakeholders must approach transit issues through two city councils that are dealing with numerous other critical issues and priorities. A dedicated transit agency with a governing board affords direct access by the community and transit funding partners on transit issues.

Improves Regional Funding Leverage: Both MTC and the STA have indicated their support for consolidation of transit services and improved service efficiencies. Accordingly this JPA will improve the standing posture for transit funding in the Bay Area. As noted above this competitive advantage is extremely important at this time given Vallejo's pending loss of transit standing and resources pending the imminent transfer of its regional ferry system to WETA per State Statute.

Service optimization: The integration of Vallejo and Benicia services provides for both structural and operational efficiency. Structural efficiencies can afford more seamless travel and better access through and throughout the sub-region thereby making it more convenient for the riding public. Operational efficiency results from broadening the options for manpower utilization, equipment assignment, and public information consistency. Further efficiencies will result from optimization of paratransit service. All of this will be considered in a sub-regional Short Range Transit Planning process involving both cities and the STA.

Fare structure integration: SolTrans would operate as a single transit service with an integrated fare structure resulting from a regional Short Range Transit Planning process.

Risks to SolTrans JPA

Savings from consolidation fail to materialize: While the Transition Plan is a status quo approach, significant savings in operating costs are expected once contract consolidation occurs. If such savings do not materialize, the new agency would remain in approximately the same funding status as the two Cities have today.

Risks to the Region if consolidation does Not occur

Failure of SolTrans jeopardizes future consolidation: If SolTrans does not remain viable as an organization, it would constitute a significant setback to the efforts by the Cities of Benicia and Vallejo, STA and MTC to seek operational efficiencies and service enhancements through the consolidation of select transit services in the Bay Area and specifically in Solano County. Accordingly, there is a significant impetus for these funding partners to help make this JPA sustainable.

**CONDITIONS OF APPROVAL
for
STA JOINING THE SOLTRANS JPA**

1. All key transit operating assets and rolling stock are identified to be transferred and are verified by a third-party as available for use by the JPA via transfer of assets or agreement, including the Broadway bus yard, prior to transfer of transit staff or service contracts;
2. An updated SolTrans FY2011-12 operating budget is approved by SolTrans Coordinating Committee without a projected operating deficit or service reduction prior to the completion of FY 2011-12;
3. As part of the transition, the Vallejo bus system and its revenues and assets will be held separate from the City of Vallejo's bankruptcy proceedings;
4. A Request for Proposal (RFP) is released to begin the Benicia/Vallejo Short Range Transit Plan (SRTP) to assess and plan for future transit service in Benicia and Vallejo and to develop a longer range transit operating and financial plan;
5. All Benicia and Vallejo transit funds (TDA, RM2, State, Federal, and other transit operating funds) are transferred to the SolTrans JPA as part of the JPA's preparation to be established as a direct transit claimant for Benicia and Vallejo; and
6. SolTrans JPA operates as an independent agency per the JPA and Transition Plan and is not prevented or inhibited from utilizing the guiding principles outlined in the JPA for the proposed consolidation.



DATE: September 1, 2010
TO: STA Board
FROM: Judy Leaks, Program Manager/Analyst
RE: Solano Napa Commuter Information (SNCI) Program
Fiscal Year (FY) 2009-10 Year-End Report

Background:

The Solano Transportation Authority (STA)'s Solano Napa Commuter Information (SNCI) program is funded by the Metropolitan Transportation Commission (MTC), Bay Area Air Quality Management District (BAAQMD), and Eastern Solano Congestion Mitigation/Air Quality (CMAQ) funds for the purpose of managing countywide and regional rideshare programs in Napa and Solano Counties and providing air quality improvements through trip reduction. Through its programs and promotions with employers and employees, and assistance to commuters and travelers, SNCI addresses Goal 5a of the STA's Comprehensive Transportation Plan, "The Solano CTP will seek to maintain regional mobility while improving local mobility; mobility will be maintained or improved by reducing congestion, whether through more efficient use or expansion of existing systems," and Goal 6b "Promote the maintenance and improvement of a healthy natural environment, with special emphasis on air quality and climate change issues."

The STA Board approved the FY 2009-10 Work Program for the SNCI Program in July 2009 (Attachment A). The Work Program included ten major elements.

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

Discussion:

With the completion of the fiscal year, STA staff has prepared a SNCI Program Annual Report for Solano County (Attachment B). A separate report will be prepared for Napa County. The SNCI Program has had an active and productive year in spite of the effects of the regional economic condition. Following are the highlights of selected accomplishments from the SNCI 2009-10 Annual Report.

The SNCI Program continues to provide comprehensive personalized customer service to individuals requesting ridematching services, transit, or bicycle information by phone, internet, or in person. Staff responded to nearly 2,800 information calls, processed over 700 matchlists and staffed over 50 events in Solano and Napa counties. These events included health fairs, business expos, job fairs, farmers markets and community events. Staff stocks 128 display racks with current rideshare and transit information. Over 66,000 pieces of public transit literature was distributed, which included transit information for Vallejo Transit, Baylink Ferry, Benicia Breeze, FAST (Fairfield and Suisun Transit), Vacaville City Coach, Dixon Read-Ride, Rio Vista Delta Breeze, and Amtrak Capitol Corridor. Staff also coordinated with the Solano Bicycle Advisory Committee to update and reprint the Solano Yolo BikeLinks Map.

Employers throughout Solano and Napa Counties have received a range of employer services. Staff has provided presentations and attended events at employer sites to increase awareness of SNCI services. Staff administered Transportation Surveys and provided density maps that were used to determine the commuting needs at many employer sites.

The Emergency Ride Home (ERH) Program has been in operation since January 2006. The objective of this program is to encourage the use of commute alternatives such as carpooling, vanpooling, public transit, walking or bicycling, by providing a free ride home to program participants in cases of emergency. Three new employers registered for the ERH Program bringing the total of participating employers to 52 in Solano County and 21 in Napa County.

The 3rd Annual Solano Commute Challenge was a targeted outreach campaign for Solano County employers to encourage employees to use transit, carpool, vanpool, bike, or walk to work at least 30 times from August to October. 43 major employers totaling 599 employees participated in the third annual countywide Solano Commute Challenge. Employer and employee participation increased by 10% over the previous year's 39 major employers and 545 employees. There were 363 participants who met the goal and earned the title "Commute Champion".

The Vanpool Program continued to provide quality customer service and support to new and existing vanpools, including the responsibility of any vanpool that has an origin or destination in Solano, Napa, Yolo or Sacramento counties. 32 new vanpools traveling to, through, or from Solano, Napa, Yolo or Sacramento counties were formed last year, with 11 vanpools coming to Solano County. Staff also performed 214 van assists which include processing Motor Vehicle Reports, issuing Sworn Statement Cards, processing medical reimbursements and FasTrak requests, distributing van signs, researching information for vanpools, and other assistance as needed. The Vanpool Incentive Program is designed to support the formation of new vanpools and to keep active vans on the road. A new incentive was added in January 2010 to encourage new drivers. This is in addition to the vanpool seat subsidy for new vans and back-up driver incentives. During the fiscal year, 16 drivers received the new driver incentive; 10 vans received the vanpool start-up incentive; and 14 commuters received the back-up driver incentive.

In celebration of the 16th Annual Bike to Work Day, over 1,100 Solano and Napa residents rode their bicycle to work on May 13th, 2010. The day began with 19 Energizer Stations throughout Solano and Napa counties handing out juice, breakfast treats, and

messenger bags stuffed with bike-related goodies. Both seasoned cyclists and new enthusiasts chose the healthy commute during Bike to Work Day.

Recommendation:

Informational.

Attachments:

- A. Solano Napa Commuter Information FY 2009-10 Work Program
- B. Solano Napa Commuter Information 2009-10 Report (To be provided under separate cover.)

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**Solano Napa Commuter Information (SNCI)
Work Program
FY 2010-11**

1. **Customer Service**: Provide the general public with high quality, personalized rideshare, transit, and other non-drive alone trip planning through teleservices, internet and through other means. Continue to incorporate regional customer service tools such as 511 and 511.org. Act as resource center for Senior and Disabled transportation.
2. **Employer Program**: Outreach can be a resource for Solano and Napa employers for commuter alternative information including setting up internal rideshare programs. SNCI will maximize these key channels of reaching local employees. Develop an online communication package for employers that can be used to inform employees about commute alternatives via the internet/intranet. SNCI will continue to concentrate efforts with large employers through distribution of materials, events, major promotions, surveying, and other means. Coordinate efforts with Solano Economic Development Corporation (EDC), chambers of commerce, and other business organizations.
3. **Vanpool Program**: Form 20 vanpools and handle the support for all vanpools coming to or leaving Solano and Napa counties. Increase marketing to recruit vanpool drivers. Increase the marketing and support for vanpools at Travis Air Force Base.
4. **Incentives**: Evaluate, update and promote SNCI's commuter incentives. Continue to develop, administer, and broaden the outreach of carpool, vanpool, bicycle, and transit through employee incentive programs.
5. **Emergency Ride Home**: Broaden outreach and marketing of the emergency ride home program to Solano County and Napa County employers.
6. **SNCI Awareness Campaign**: Develop and implement a campaign that includes messages in print, radio, on-line and other mediums to increase general awareness of SNCI and SNCI's non-drive alone services in Solano and Napa counties. Complete the revision of SNCI's portion of the STA's website to be more interactive and include helpful information to commuters, travelers, vanpool drivers and employers. Market SNCI's web address www.commuterinfo.net. Leverage the current concern for climate change to direct commuters to SNCI's web site or 800 phone number.
7. **California Bike to Work/Bike to School Campaign**: Take the lead in coordinating the regional 2011 Bike to Work campaign in Solano and Napa counties. Coordinate with State, regional, and local organizers to promote bicycling locally. Include working with school districts to promote safety and bicycling to school.
8. **Solano Commute Challenge**: Conduct an employer campaign that encourages employers and employees in Solano County to compete against one another in the use of commute alternatives to driving alone. This campaign includes an incentive element and enlists the support of local Chambers of Commerce.

9. **SNCI Program Marketing**: Maintain a presence in Solano and Napa on an on-going basis through a variety of general marketing activities for rideshare, bicycling, and targeted transit services. These include distribution of a Commuter Guide, offering services at community events, managing transportation displays, producing information materials, print ads, radio ads, direct mail, public and media relations, cross-promotions with other agencies, and more.
10. **Partnerships**: Coordinate with outside agencies to support and advance the use of non-drive alone modes of travel in all segments of the community. This would include assisting local jurisdictions and non-profits implementing projects identified through Community Based Transportation Plans and other efforts. Support the City of Benicia's Climate Action Plan implementation. Assist Solano Community College District to provide transportation options to staff and students on all campuses.



DATE: August 31, 2010
TO: STA Board
FROM: Sam Shelton, Project Manager
RE: 2011 Transportation Improvement Program (TIP) Update

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, during the four-year period from Fiscal Year (FY) 2008-09 through FY 2011-12. The Metropolitan Transportation Commission (MTC) is required to prepare and adopt an updated TIP every two years.

Between April and early May 2010, STA staff finalized project information with project sponsors to draft the 2011 TIP for MTC. This process involved 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. 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.

On June 9, 2010, the STA Board approved the 2011 TIP for Solano County’s projects and authorized STA staff to submit the 2011 TIP for Solano County’s projects to MTC.

Discussion:

MTC has released the Draft 2011 Transportation Improvement Program (TIP) and Draft Transportation-Air Quality Conformity Analysis for a 30-day public comment period. The comment period started Friday, August 6, 2010 and ends on Friday, September 10, 2010 at 5:00 p.m. Written comments may be submitted to MTC’s Public Information Office at: 101 Eighth Street, Oakland, CA 94607 or faxed to MTC at 510-817-5848 or sent via e-mail to info@mtc.ca.gov.

MTC will hold a public hearing on the Draft 2011 TIP and Draft Transportation-Air Quality Conformity Analysis during MTC’s Programming and Allocations Committee meeting on Wednesday, September 8, 2010, 10:00 a.m. (or immediately following MTC’s Administration Committee meeting, whichever occurs later) at the Joseph P. Bort MetroCenter Auditorium, 101 Eighth Street, Oakland, CA.

Attached are excerpts from the Draft 2011 TIP, including an overview of the planning, programming and project delivery process (Attachment A) and Solano County’s listed Draft 2011 TIP projects (Attachment B). Also attached is the Draft 2011 TIP’s development schedule (Attachment C).

More information on the Draft 2011 TIP, including the entire document, can be found online at <http://www.mtc.ca.gov/funding/tip/draft2011.htm>

Recommendation:

Informational.

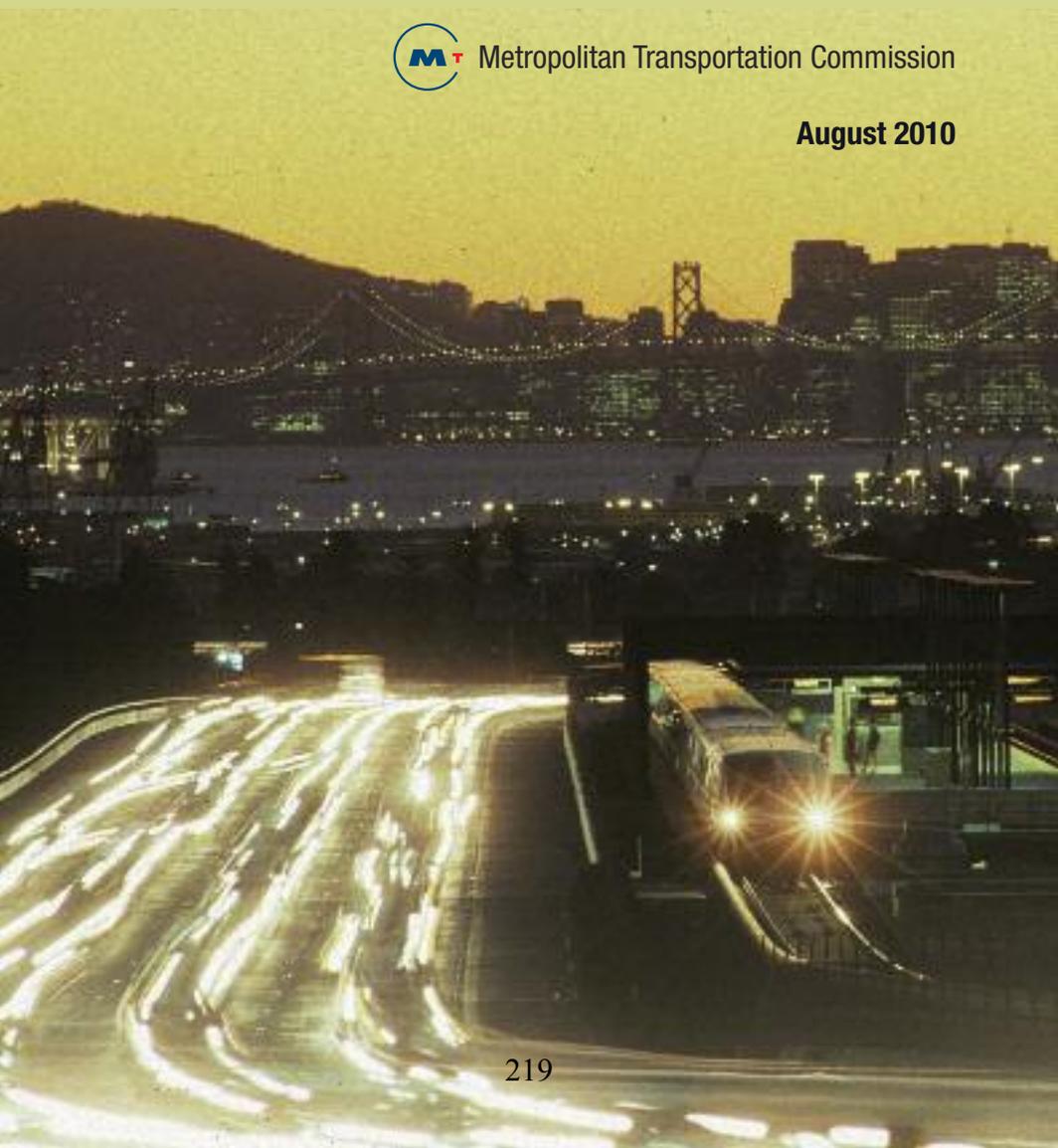
Attachments:

- A. Guide to the Draft 2011 TIP, 08-06-10
- B. Draft 2011 TIP listing details for Solano County projects, 08-06-10
- C. MTC's 2011 TIP Schedule, 07-19-10

A Guide to the San Francisco Bay Area's Transportation Improvement Program, or TIP

 Metropolitan Transportation Commission

August 2010



Introduction

This guide explains how the public and interested stakeholders can get involved in the San Francisco Bay Area's transportation project development process, specifically focusing on the Transportation Improvement Program or TIP, which is developed and approved by the Metropolitan Transportation Commission. A major milestone occurs when a highway, transit or other transportation project is added to the TIP. A project cannot receive federal funds or receive other critical federal project approvals unless it is included in the TIP. This guide focuses on the TIP – what it is and how the public can use it to keep informed about projects in their communities.

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- 2** What is the Metropolitan Transportation Commission?
- 3** What is the Transportation Improvement Program or TIP?
 - 5** What the TIP is not
 - 5** A summary of the 2011 TIP
- 8** How does the TIP relate to the long-range regional transportation plan?
- 9** How does the TIP relate to the Clean Air Act?
 - 9** How is the TIP funded?
 - 10** Who develops the TIP?
 - 11** How does a project get in the TIP?
- 14** What happens after a project is included in the TIP?
- 15** In what ways can the public participate?
 - 17** For more information
 - 18** Transportation agencies in the San Francisco Bay Area

What is the Metropolitan Transportation Commission?

The Metropolitan Transportation Commission (MTC) was created by the California State Legislature in 1970 and is the transportation planning, coordinating and financing agency for the nine-county San Francisco Bay Area. MTC functions as both the region's metropolitan planning organization (MPO) — a federal designation — and, for state purposes, as the regional transportation planning agency. As such, it is responsible for regularly updating the Regional Transportation Plan (RTP), a comprehensive blueprint for the development of mass transit, highway, rail, bicycle and pedestrian facilities. The Commission also screens requests from local agencies for state and federal grants for transportation projects to determine their compatibility with the RTP; and coordinates the participation of governments and the general public in the planning process. MTC also functions as the Bay Area Toll Authority and the Service Authority for Freeways and Expressways.

The San Francisco Bay Area is served by seven primary public transit systems as well as over 20 other local transit operators, which together carry over 500 million passengers per year. There are nearly 20,000 miles of local streets and roads, 1,400 miles of highway, six public ports and three major commercial airports. The region includes nine counties, 101 municipalities, and more than 7 million people reside within its 7,000 square miles.

The Commission is governed by a 19-member policy board. Fourteen commissioners are appointed directly by local elected officials. In addition, two members represent regional agencies — the Association of Bay Area Governments and the Bay Conservation and Development Commission. Finally, three nonvoting members represent the U.S. Department of Transportation, the State Business, Transportation and Housing Agency and the U.S. Department of Housing and Urban Development.

What is the Transportation Improvement Program or TIP?

The TIP describes the transportation investment priorities of the region that have a federal interest.

It lists all surface transportation projects that have a federal interest — meaning projects for which federal funds or actions by federal agencies are anticipated — along with locally- and state-funded projects that are regionally significant. A regionally significant project, generally large scale, changes travel patterns over a relatively large geographic area. The TIP signifies the start of implementation of the programs and policies approved in the Bay Area's long-range transportation plan. It does this by identifying specific projects over a four-year timeframe that will help move the region toward its transportation vision. Locally-funded transit operations and pavement maintenance are generally not included in the TIP.

The TIP is multimodal.

The TIP lists highway, local roadway, bridge, public transit, bicycle, pedestrian and freight-related projects.

The TIP covers a four-year period.

The TIP lists projects for a period of four years. MTC is required to update the TIP per federal law; MTC updates it every other year.

The TIP identifies a future commitment of funding and signifies regional consensus that a project move ahead to implementation.

A project's inclusion in the TIP is a critical step. It does NOT, however, represent an allocation of funds, an obligation to fund, or a grant of funds. This may occur only after the California Department of Transportation (Caltrans) and either the U.S. Federal Highway Administration or Federal Transit Administration review the design, financing, and environmental impacts of a project; consult with other transportation and resource agencies; and review public comment. Beyond this point, a project sponsor works with Caltrans or the federal agencies to guarantee the federal funding identified in the TIP.

This federal guarantee is referred to as an "obligation."

The TIP shows estimated project costs and schedules.

The TIP lists specific projects and the anticipated schedule and cost for each phase of a project (preliminary engineering, final design, right-of-way acquisition and construction). Any project phase included in the TIP means implementation of that phase is expected to begin during the four-year timeframe of the TIP.

The TIP must reflect realistic revenues and costs.

The list of projects in the TIP must be able to be funded within the amount of funds that are reasonably expected to be available over the four-year timeframe of the TIP. In order to add projects to the TIP, sufficient revenues must be available, other projects must be deferred, or new revenues must be identified. As a result, the TIP is not a “wish list” but a list of projects with funding commitments during the timeframe of the TIP.

The TIP may be changed after it is adopted.

An approved TIP may be revised in order to add new projects, delete projects, advance projects into the first year, and accommodate changes in the scope, cost or phasing of a project. MTC encourages public comment on significant proposed changes to the TIP.

What the TIP is not

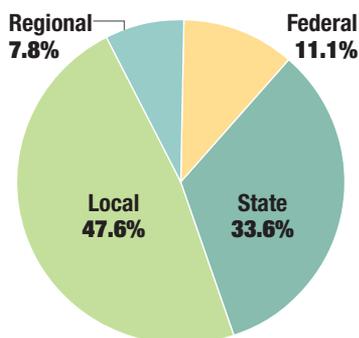
The TIP schedule of project implementation is NOT fixed. The time-frame shown in the TIP is the “best estimate” at the time it is first listed in the TIP. Sometimes projects cannot maintain that schedule and will be moved to a later year. Conversely, to accelerate implementation the project sponsor can request that the project be moved to an earlier schedule.

The TIP is NOT a guarantee that a project will move forward to construction. Unforeseen problems may arise, such as engineering obstacles, environmental permit conflicts, changes in priorities, or cost increases or declining revenues. These problems can slow a project, cause it to be postponed, change its scope, or have it dropped from consideration.

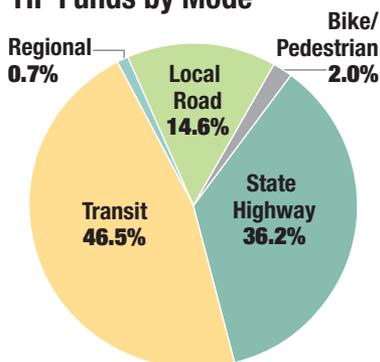
A summary of the 2011 TIP

The Bay Area’s 2011 TIP includes nearly 1,000 transportation projects, and a total of approximately \$11.1 billion in committed federal, state and local funding over the four-year TIP period through fiscal year 2014. See the next page for a map of projects with costs greater than \$200 million.

TIP Funds by Source

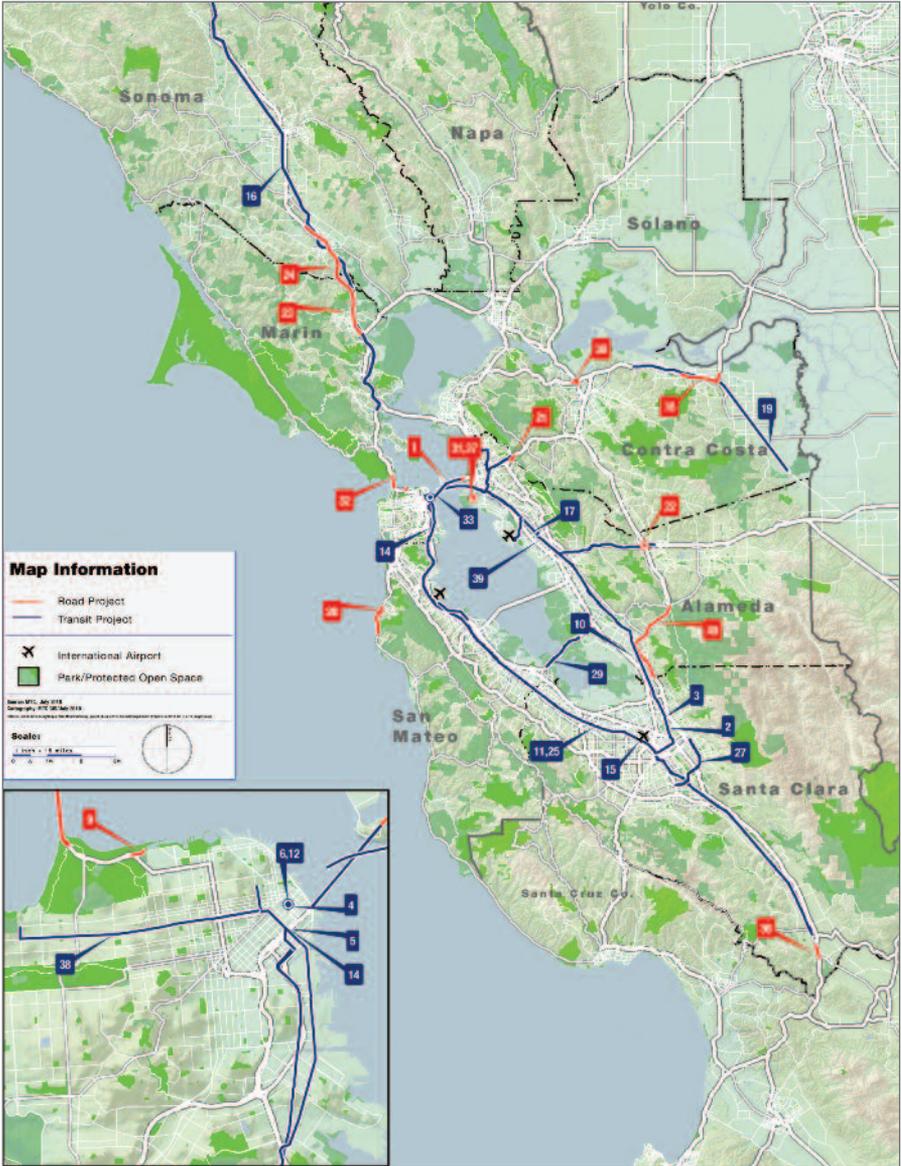


TIP Funds by Mode



6

Projects in the 2011 TIP With Costs Greater Than \$200 million



Projects in the 2011 TIP Over \$200 Million

BLUE Transit Project
RED Road Project

- 1.** **San Francisco-Oakland Bay Bridge**
Alameda County
\$5.66 billion
- 2.** **BART – Berryessa to San Jose Extension**
Santa Clara County
\$5.01 billion
- 3.** **BART – Warm Springs to Berryessa Extension**
Santa Clara County
\$2.57 billion
- 4.** **Transbay Terminal/Caltrain Downtown Extension – Ph.1**
San Francisco County
\$1.58 billion
- 5.** **SF Muni Third St LRT Ph. 2 Central Subway**
San Francisco County
\$1.57 billion
- 6.** **Transbay Transit Center – TIFIA Loan Debt Service**
San Francisco County
\$1.18 billion
- 7.** **BART Seismic Retrofit Program****
Multiple Counties
\$1.06 billion
- 8.** **BART Railcar Replacement Program****
Multiple Counties
\$1.02 billion
- 9.** **US-101 Doyle Drive Replacement**
San Francisco County
\$954.8 million
- 10.** **BART – Warm Springs Extension**
Alameda County
\$890 million
- 11.** **Caltrain Electrification**
Multiple Counties
\$78 million
- 12.** **Transbay Terminal/Caltrain Downtown Extension – Ph. 2**
San Francisco County
\$637 million
- 13.** **BART Car Exchange (Preventive Maintenance)****
Multiple Counties
\$618.5 million
- 14.** **3rd St LRT: Ph. 1 & Metro E. Rail Facility**
San Francisco County
\$595 million
- 15.** **San Jose International Airport People Mover**
Santa Clara County
\$508 million
- 16.** **Sonoma Marin Area Rail Corridor**
Sonoma County/Marin County
\$490.8 million
- 17.** **BART Oakland Airport Connector**
Alameda County
\$484.3 million
- 18.** **SR-4 East Widening from Somersville to SR-160**
Contra Costa County
\$464.4 million
- 19.** **E-BART – East Contra Costa County Rail Extension**
Contra Costa County
\$463.25 million
- 20.** **Valley Transportation Authority: Preventive Maintenance****
Santa Clara County
\$430.9 million
- 21.** **SR-24 – Caldecott Tunnel 4th Bore**
Alameda County/
Contra Costa County
\$420.3 million
- 22.** **I-580/I-680 Improvements**
Alameda County
\$392.5 million
- 23.** **US-101 HOV Lanes – Marin-Sonoma Narrows (Marin)**
Marin County
\$372.7 million
- 24.** **US-101 Marin-Sonoma Narrows (Sonoma)**
Sonoma County
\$372.7 million
- 25.** **Caltrain Express: Phase 2**
Multiple Counties
\$368.5 million
- 26.** **AC Transit: Preventive Maintenance Program****
Alameda County
\$346.5 million
- 27.** **Capitol Expressway LRT Extension**
Santa Clara County
\$334 million
- 28.** **SR-1 Devils Slide Bypass**
San Mateo County
\$322.8 million
- 29.** **Dumbarton Rail Service**
Alameda County/San Mateo County
\$301 million
- 30.** **I-680/SR-4 Interchange Reconstruction – Phases 1-5**
Contra Costa County
\$297.5 million
- 31.** **Outer Harbor Intermodal Terminals**
Alameda County
\$274.3 million
- 32.** **Golden Gate Bridge Seismic Retrofit, Ph. 1-3A**
Marin County/San Francisco County
\$274 million
- 33.** **BART Transbay Tube Seismic Retrofit**
Multiple Counties
\$265.3 million
- 34.** **Freeway Performance Initiative (FPI)****
Multiple Counties
\$243.9 million
- 35.** **El Camino Real Bus Rapid Transit****
Santa Clara County
\$233.4 million
- 36.** **SR-25/Santa Teresa Blvd/US-101 Interchange**
Santa Clara County
\$233 million
- 37.** **7th Street Grade Separation and Roadway Improvement**
Alameda County
\$220.5 million
- 38.** **Geary Bus Rapid Transit**
San Francisco County
\$219.8 million
- 39.** **Enhanced Bus – Telegraph/International/East 14th**
Alameda County
\$209.2 million
- 40.** **I-680 Sunol Grade – Alameda SB HOV, Final Phase**
Alameda County
\$203 million

** These projects not shown on map

How does the TIP relate to the long-range plan?

Regionally significant projects must be first identified in the region's long-range regional transportation plan, and projects in the TIP must help implement the goals of the plan. The long-range plan, currently the Transportation 2035 Plan for the San Francisco Bay Area, is required by federal law and is a blueprint for transportation investment decisions over a 25-year horizon. The long-range plan establishes policies and priorities to address mobility, congestion, air quality and other transportation goals. The TIP translates recommendations from the Transportation 2035 Plan into a short-term (four year) program of improvements focused generally on projects that have a federal interest. Therefore, the earlier (and more effective) timeframe for public comment on the merits of a particular transportation project is during the development of the long-range plan.



How does the TIP relate to the Clean Air Act?

Transportation activities funded with federal dollars must be consistent with air quality standards called for in the Clean Air Act Amendments of 1990. A TIP and regional transportation plan are said to “conform” to those standards if they do not cause new air quality violations, worsen existing violations, or delay attainment of the air quality standards. Prior to adoption of the TIP and RTP, MTC must make a conformity finding that the quality standards are met. To determine this, MTC conducts a transportation air quality conformity analysis. MTC encourages the public to review and comment on this analysis.

How is the TIP funded?

Funding for projects in the TIP comes from you — through taxes, tolls and fees, including local, regional, state and federal programs. Major fund sources are administered through the U.S. Department of Transportation’s Federal Highway Administration and Federal Transit Administration, and from the State of California. Various county sales tax measures and regional bridge toll measures provide additional funds. The State of California, transit agencies and local jurisdictions provide dollars to match federal funding or to fully fund certain local projects.

Who develops the TIP?

MTC develops the TIP in cooperation with the Bay Area Partnership of federal, state and regional agencies; county Congestion Management Agencies (CMAs); public transit providers; and city and county public works representatives. The Partnership Board and sub-committees provide a forum for managers of the region's transportation system to contribute to the policy-making and investment activities of MTC, and to improve coordination within the region.

Project sponsors must be a government agency (or other qualifying entity, such as certain non-profit organizations that are eligible for some transportation funds) and are responsible for initiating funding requests, applying for funds, and carrying their projects to completion. In the Bay Area, the implementing agencies include public transit operators, Caltrans, MTC, the Bay Area Air Quality Management District, the congestion management agencies, the nine Bay Area counties, and the individual cities within each county.

How does a project get in the TIP?

Often years of planning and public input precede a project's inclusion in the TIP. Although there are several ways in which a project can get in the TIP, the most typical course is described here. *The chart on the next page shows where the TIP lies on the path to completion of a project.*

First, a particular transportation need is identified. In many cases, planners and engineers generate lists of potential improvements based on their needs analyses and public inquiries. The local proposals are in turn reviewed by a city, county, transportation authority, transit operator, or state agency. If the public agency agrees that a particular idea has merit, it may decide to act as the project sponsor, work toward refining the initial idea, develop a clear project cost, scope and schedule, and subsequently seek funding for the project.

Once local agencies develop their list of projects and priorities, they are submitted to MTC for consideration in a regional transportation plan. Even if a project is fully funded with local funds, if it is a major project it must still align with the regional plan's goals in order to be included in the plan. Many project sponsors will request funding for their projects that is subject to MTC approval. MTC must balance competing needs and assure that the most critical investment priorities are being addressed within the limits of available funds and that there is consistency among projects and with the region's goals as embodied by the Regional Transportation Plan.

When federal and state discretionary funding becomes available to the region, MTC, guided by the long-range plan in consultation with transportation stakeholders, develops a transportation program for those funds. This involves deciding on criteria for project selection, and setting funding levels per project. Depending on the program, either MTC, the congestion management agency, transit operator, or county may propose projects.

Follow a Transportation Project From Idea to Imp

New Project Ideas & Local Review

MTC's Regional Long-Term Transportation Plan

MTC Pro

Idea

An idea for a project starts when a transportation need is identified and a new idea is put forward. The idea can surface in any number of ways — from you, a private business, a community group or a government agency.

Local Review

The project idea must be adopted by a formal sponsor — usually a public agency — that may refine the initial idea and develop detail for the project. To move forward, the project must be approved by local authorities such as a city council, county board of supervisors or transit agency.

To be eligible for certain regional, state and federal funds, projects must be cleared through the county Congestion Management Agency (CMA), and become part of the Regional Transportation Plan.

The Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS)

Every four years MTC updates the Regional Transportation Plan, looking forward 25 years. The plan identifies policies, programs and transportation investments to support the long-term vision for the Bay Area. The RTP also must identify anticipated funding sources. The RTP can include only those projects and programs that can be funded with revenues reasonably expected to be available during the plan's timeframe. Projects identified in the RTP are generally drawn from the planning efforts of MTC, county Congestion Management Agencies, transit agencies and local governments.

State legislation now requires that regional transportation plans incorporate a Sustainable Communities Strategy — provisions for reducing greenhouse gas emissions from cars and light trucks by integrating transportation, housing and land-use planning.

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Project Select

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formula or vote

How you can make a difference

Get involved in your community!

- ▶ Follow the work of your city council, county board of supervisors or local transit agency
- ▶ Take notice of improvement programs developed by your city, county or transit agency.
- ▶ Comment on projects proposed by your county CMA or on transportation improvements submitted to MTC for regional, state or federal funding.
- ▶ See page 18 for a list of transportation agencies.

The Regional Transportation Plan is the key opportunity for transportation investment!

- ▶ A project cannot move forward or receive any federal funds unless it is included in the Regional Transportation Plan. Participate in the RTP/SCS public meetings, surveys, etc.
- ▶ MTC support of large projects occurs in the RTP and not as part of the TIP.
- ▶ Comment at Commission public hearing
- ▶ Follow the website (www.mtc.ca.gov)

Implementation

MTC's Project Selection Process

Construction/Implementation

Long-term goals, policies and funding initiatives have been set in the RTP, MTC develops program criteria and funds specific projects.

Selection Process

Programs Established for RTP

Initiatives: Guided by the RTP and revenue estimates, MTC decides which programs to apply to programs over a four-year period at a time.

Program Criteria Developed:

MTC identifies programs under its control, reviews them by the RTP and develops and publishes program project requirements and priorities to fund and prioritize projects.

Selection: Depending on the project, projects may be selected using either the RTP or by the county Congestion Management Agency, the California Transportation Commission or a transit agency. Funding programs are established by law, meaning projects are subject to a pre-determined funding mechanism enacted initiative.

The Transportation Improvement Program (TIP)

The production of the Transportation Improvement Program or TIP is the culmination of MTC's transportation planning and project selection process. The TIP identifies specific near-term projects over a four-year period to move the region toward its transportation vision.

The TIP lists all surface transportation projects for which federal funds or actions by federal agencies are anticipated, along with some of the larger locally- and state-funded projects. *A project cannot receive federal funds or receive other critical federal project approvals unless it is in the TIP.* MTC updates the TIP every two years, and it is revised several times a year to add, delete, or modify projects.

Environmental Review and Project Development Activities

The project sponsor conducts an environmental review, as required by either the California Environmental Quality Act (CEQA) or the National Environmental Policy Act (NEPA). Final approval of the project design and right-of-way is required by the sponsoring agency and appropriate federal agency (Federal Highway Administration or Federal Transit Administration) if federal funds and/or actions are involved.

Funding is fully committed by grant approval (once the project meets all requirements and moves forward to phases such as preliminary engineering, right-of-way acquisition, or construction).

How to get involved within the MTC process to comment on a project or

participate in MTC committee-level and advisory board-level meetings, special studies and workshops. For more information, contact the staff of MTC's Policy Advisory Board which advises the Commission at www.mtc.ca.gov/get_involved.

- ▶ Get your name added to MTC's database to receive e-mail updates (info@mtc.ca.gov).
- ▶ Check MTC's web page for committee agendas and to keep current on activities (www.mtc.ca.gov).

Comment on a project's impacts

- ▶ Comment on the environmental impacts of the project before the environmental document and project receive final approval by the board of the sponsoring agency, or in advance of federal approval, if required.

What happens after a project is included in the TIP?

Once a project is in the TIP, a considerable amount of work still remains to bring it to completion. The designated project sponsor is responsible for ensuring the project moves forward.

Projects typically proceed in phases (preliminary engineering, final design, right-of-way acquisition, and construction). Each phase is included in the TIP showing funding and the anticipated schedule. Ideally, a project will advance according to its listed schedule. However, tracking each project's progress is important so that delays can be identified and remedied as soon as possible and so that resources can be reallocated as necessary.

Once federal funds have been made available for a project's final construction phase, they usually no longer appear in future TIP documents — even though the project may not yet be constructed or completed.

In what ways can the public participate?

Public participation occurs during all stages of a project's development. Communicating support or concern to municipal and county officials and transit agency managers is one of the most effective starting points. As local review begins, public input may be provided at formal meetings or informal sessions with local planning boards and staff. Members of the public may also be asked to participate in special task forces to review transportation improvement concepts at the corridor, county, and regional level. The MTC's long-range transportation plan has an extensive public involvement program including but not limited to workshops, focus groups, surveys, public hearings, and opportunities to comment at Commission meetings. Finally, once a project is in the TIP and it enters the preliminary engineering phase, the detailed environmental review process affords yet another opportunity for the public to offer input. An overview of opportunities to get involved during every stage of a project is provided on pages 12 and 13.

MTC's public involvement process aims to give the public ample opportunities for early and continuing participation in transportation project planning, and to provide full public access to key decisions. The public has the opportunity to comment before the draft TIP is officially adopted by the Commission. MTC conducts a 30-day public comment period and holds public meetings to allow the public an opportunity to ask questions about the process and projects. Copies of the draft TIP are distributed to major libraries; notices are mailed out to an extensive mailing list of interested individuals and agencies along with instructions on how to access and comment on the TIP on the MTC web site; and the TIP documents can be viewed on the MTC website at www.mtc.ca.gov/funding/tip/.



MTC extends an open and continuing invitation to the Bay Area public to assist in developing transportation solutions for the region. A comprehensive Public Participation Plan details the many avenues available to groups and individuals who would like to get involved in MTC's work. The plan can be found on MTC's Web site at www.mtc.ca.gov/get_involved/participation_plan.htm.

For more information

Visit the MTC web site at www.mtc.ca.gov for more information about the transportation planning and funding process and to obtain schedules and agendas for MTC meetings. Below are direct links to key documents. Some publications mentioned are available at the MTC Library.

The Transportation Improvement Program

www.mtc.ca.gov/funding/tip/

MTC Public Participation Plan

www.mtc.ca.gov/get_involved/participation_plan.htm

The ABCs of MTC

www.mtc.ca.gov/library/abcs_of_mtc/

Project Listing: MTC Fund Management System

www.mtc.ca.gov/funding/fms_intro.htm

MTC Staff Contacts

Transportation Improvement Program

Sri Srinivasan (510) 817-5793
ssrinivasan@mtc.ca.gov

Federal Highway Administration Programs

Craig Goldblatt (510) 815-5837
cgoldblatt@mtc.ca.gov

Federal Transit Administration Programs

Glen Tepke (510) 817-5781
gtepke@mtc.ca.gov

State Funding Programs

Kenneth Kao (510) 817-5768
kkao@mtc.ca.gov

MTC Public Information

(510) 817-5757 or info@mtc.ca.gov

MTC ABAG Library

(510) 817-5836 or
library@mtc.ca.gov

Transportation agencies in the San Francisco Bay Area

Major Transit Operators

Altamont Commuter Express(ACE)
209.944.6220

Alameda-Contra Costa Transit District (AC Transit)
510.891.4777

Bay Area Rapid Transit District (BART)
510.464.6000

Bay Area Water Emergency Transit Authority
415.291.3377

Central Contra Costa Transit Authority (County Connection)
925.676.1976

Eastern Contra Costa Transit Authority (Tri Delta)
925.754.6622

Fairfield/Suisun Transit (FAST)
707.428.7635

Golden Gate Bridge, Highway & Transportation District
415.921.5858

Livermore Amador Valley Transit Authority (WHEELS)
925.455.7500

Napa County Transportation Planning Agency (VINE)
707.259.8631

Peninsula Corridor Joint Powers Board (Caltrain)
650.508.6200

San Francisco Municipal Transportation Agency (SFMTA)
415.701.4500

San Mateo County Transit District (SamTrans)
650.508.6200

Santa Clara Valley Transportation Authority (VTA)
408.321.2300

Santa Rosa Department of Transit & Parking
707.543.3333

Sonoma County Transit
707.585.7516

Transbay Joint Powers Authority
415.597.4620

Vallejo Transit
707.648.5241

Western Contra Costa Transit Authority
510.724.3331

Major Airports and Seaports

Port of Oakland
510.627.1210

Port of San Francisco
415.274-0400

Oakland International Airport
510.627.1100

San Jose International Airport
408.501.7600

San Francisco International Airport
415.821.5000

Regional Agencies

Association of Bay Area Governments
510.464.7900

Bay Area Air Quality Management District
415.771.6000

Metropolitan Transportation Commission
510.817.5700

San Francisco Bay
Conservation &
Development
Commission
415.352.3600

Congestion Management Agencies

Alameda County Trans-
portation Commission
510.836.2560

Contra Costa
Transportation Authority
925.256.4700

Transportation Authority
of Marin
415.226.0815

Napa County Transporta-
tion Planning Agency
707.259.8631

San Francisco County
Transportation Authority
415.522.4800

City/County Association
of Governments of San
Mateo County
650.599.1406

Santa Clara Valley Trans-
portation Authority
408.321.2300

Solano Transportation
Authority
707.424.6075

Sonoma County Trans-
portation Authority
707.565.5373

State Agencies

California Air Resources
Board
916.322.2990

California Highway
Patrol, Golden Gate
Division
707.648.4180

California Transportation
Commission
916.654.4245

Caltrans, District 4
510.286.4444

Federal Agencies

Environmental Protection
Agency, Region 9
415.947.8021

Federal Highway
Administration,
California Division
916.498.5001

Federal Transit
Administration, Region 9
415.744.3133

Metropolitan Transportation Commission Roster

Scott Haggerty, Chair
Alameda County

Adrienne J. Tissier, Vice Chair
San Mateo County

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

Tom Bates
Cities of Alameda County

Dean J. Chu
Cities of Santa Clara County

Dave Cortese
Association of Bay Area Governments

Chris Daly
City and County of San Francisco

Bill Dodd
Napa County and Cities

Dorene M. Giacomini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Anne W. Halsted
San Francisco Bay Conservation and
Development Commission

Steve Kinsey
Marin County and Cities

Sue Lempert
Cities of San Mateo County

Jake Mackenzie
Sonoma County and Cities

Jon Rubin
San Francisco Mayor's Appointee

Bijan Sartipi
State Business, Transportation and
Housing Agency

James P. Spering
Solano County and Cities

Amy Rein Worth
Cities of Contra Costa County

Ken Yeager
Santa Clara County



Metropolitan Transportation Commission

Joseph P. Bort MetroCenter
101 Eighth Street | Oakland, CA 94607-4700

TEL 510.817.5700 | FAX 510.817.5848 | TTY/TDD 510.817.5769

E-MAIL info@mtc.ca.gov | WEB www.mtc.ca.gov



Solano County



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Solano County

Overview

Solano County's 2011 TIP provides funding for a variety of projects in Solano County which will improve transportation conditions for Solano County residents, workers, and visitors.

In Projections 2009, ABAG projected Solano County residents to increase by approximately 16%, from 443,100 to 506,500 by 2035. In addition, ABAG projects a significant increase in job growth in Solano County. ABAG's current estimate for jobs in Solano County is 150,520. ABAG estimates a 34% growth to 211,880 jobs by 2035. The Solano Transportation Authority (STA) included projects in the 2011 TIP to meet current and projected population and job market growth.

Solano Comprehensive Transportation Plan Consistency

The STA developed Solano County's 2011 TIP in coordination with the seven cities and the County of Solano. The projects included in the 2011 TIP collectively provide mobility, reduces congestion, and ensures travel safety and economic vitality to Solano County. This is consistent with the STA's Solano County Transportation Plan's goals and objectives, including:

- Identify a transportation system that supports the existing and planned land uses of Solano County's seven cities and the County of Solano.
- Maintain regional mobility while improving local mobility.
- Assess projects and programs based on their ability to balance the goals of economy, environment and equity.
- Encourage projects and programs that maintain and use existing systems more efficiently before expanding infrastructure.

Solano County 2011 TIP Narrative

Roadway Projects

The Solano County TIP includes major improvement projects along the I-80 and State Route (SR) 12 Corridors. The projects identified on the I-80 corridor are primarily focused near the I-80/I-680/SR 12 Interchange. The SR 12 corridor includes projects on both ends of Solano County: Rio Vista Bridge Study in the east and SR 12 Jameson Canyon Widening in the west. A few projects related to SR 113 in Dixon were updated in the 2011 TIP and were subsequently removed.

The Jepson Parkway Project with its three unique phases was updated in to the 2011 TIP. The Jepson Parkway Project is a multimodal route to allow a route for local traffic to avoid traveling on I-80. Jepson Parkway travels through the cities of Fairfield, Suisun City, Vacaville and portions of unincorporated Solano County adjacent to Travis Air Force Base. The Jepson Parkway Project continues to be a priority project for the STA and its member agencies. The project was cleared for California Environmental Quality Act (CEQA) earlier this year, and STA expects to have at least one phase constructed by 2015. An Environmental Impact Statement (EIS) was prepared and is currently pending approval.

The Solano County TIP also consists of a number projects related to maintenance, safety improvements and rehabilitation of local streets and roads. This includes roadway improvement projects that provide better and safer access to Travis Air Force Base.

Transit

Solano County currently has seven transit operators; two of the seven operators (Benicia and Vallejo) are working with the STA to consolidate their services. The 2011 TIP includes transit infrastructure improvements and/or studies. These projects include rail stations, intermodal transit



centers, transfer facilities and bus shelters. The majority of the transit facility projects are anticipated to be constructed or have a project phase completed by 2013.

The Fairfield Transportation Center (FTC) Phase 3 and the Vacaville Intermodal Station Phase 2 are two new transit facility projects added to the 2011 TIP. The new FTC Phase 3 project involves preliminary engineering and environmental documents for an expansion to the transportation center's park and ride lot to a parking structure. The current FTC lots are operating at capacity with patrons accessing Express Bus service on I-80, I-680 or carpooling and vanpooling. Vacaville's Intermodal Station is currently under construction. Similar to the FTC Phase 3, Vacaville anticipates an expansion of their lot in the near future. Vacaville's Phase 2 Project involves preliminary engineering and design of the future lot expansion.

Alternative Modes

The majority of the cities, the County of Solano and the STA have at least one alternative modes type project included in the 2011 TIP. Alternative modes projects consist of bicycle, pedestrian and carpool/vanpool incentive programs. The STA's successful Safe Routes to School Program (SR2S) was added to the 2011 TIP. The SR2S program promotes walking and bicycling through education, incentives, and capital improvements. The STA partnered with the cities and the County of Solano, all seven school districts, law enforcement agencies, and community and parent volunteers to develop the program. Other new alternative modes projects included in the 2010 TIP are:

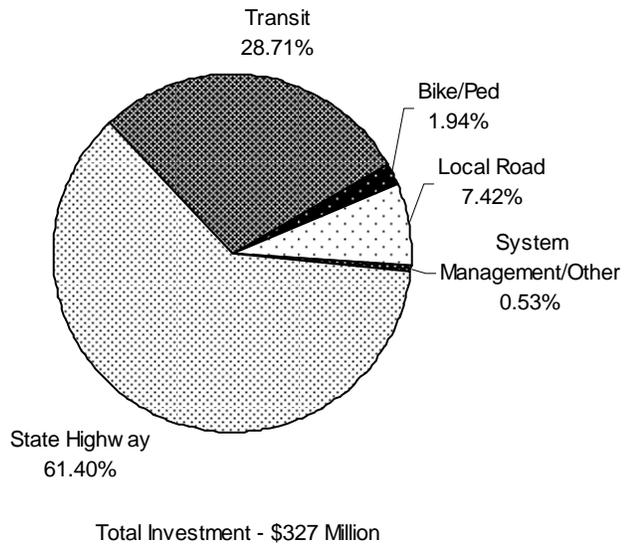
- The City of Dixon's West B Street Bicycle and Pedestrian Undercrossing Project
- The City of Suisun City's Grizzly Island Trail
- Phase 5 of the County of Solano's Vacaville Dixon Bike Route
- The City of Vallejo's Priority Development Area (PDA) project, "Vallejo Station Pedestrian Links"

The City of Dixon's West B Street Bicycle and Pedestrian Undercrossing Project is a safety project adjacent to the future City of Dixon Capitol Corridor train station site. Currently, pedestrians and bicyclists traverse a Class I at-grade rail crossing. The City of Suisun City's Grizzly Island Trail is a planned Class I facility adjacent to SR 12 in Suisun City. The project closes a gap of approximately 1 mile on the south side of SR 12 for pedestrians and bicyclists. Phase 5 of the County of Solano's Vacaville Dixon Bike Route addresses the final segment of a Class 2 bike route network connecting the City of Vacaville to Dixon and on to Yolo County. The City of Vallejo's PDA project is the first Solano County PDA project to be funded with Transportation for Livable Communities (TLC) County funds. The PDA project will enhance pedestrian connections from the future intermodal transit facility to Downtown Vallejo.

Final Summary

The STA's 2011 TIP is a balanced mix of roadway projects, transit projects, and alternative modes projects. The projects included in the 2011 TIP will help address the current and future transportation needs in Solano County. These projects are consistent with the Solano CTP and have been identified as part of the STA's Routes of Regional Significance, Transit Centers of Regional Significance and or included in a CTP subsidiary plan (e.g., Countywide Bicycle Plan and Countywide Pedestrian Plan).

Solano County 2011 TIP Projects by Mode



[Narrative summary provided by the Solano Transportation Authority]

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Solano County

(all dollars are in thousands)

State Highway Projects

TIP ID: SOL050005 **County:** Solano **System:** STATE HWY **RTP ID:** 94152 **CTIPS ID:** 20600002952

Sponsor: Caltrans **Implementing Agency:** Caltrans

Project Name: SR 12 Truck Climbing Lane

Description: State Route 12: In Suisun City near Red Top Road; Construct truck climbing lane.

Air Quality Exempt Code: Non-Exempt Project

Route: 12 **Post Mile From:** 2.8 **Post Mile To:** 1.5 **Toll Credits:**

Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
ENV	SHA	\$ 3,477							\$ 3,477
ENV	ST-CASH	\$ 451							\$ 451
ROW	RIP	\$ 59							\$ 59
ROW	SHA	\$ 1,996							\$ 1,996
ROW	ST-CASH	\$ 259							\$ 259
CON	SHA	\$ 17,783							\$ 17,783
CON	ST-CASH	\$ 988							\$ 988
Total Programmed Funding:		\$ 25,013							\$ 25,013

TIP ID: SOL050006 **County:** Solano **System:** STATE HWY **RTP ID:** 21869 **CTIPS ID:** 20600002955

Sponsor: Caltrans **Implementing Agency:** Caltrans

Project Name: Suisun Valley Rd Bridge Replacement

Description: Suisun City: Suisun Valley Rd at Bridge over Suisun Creek .4 miles West of June Williams Rd; Replace one lane bridge with 2 lane bridge.

Air Quality Exempt Code: Non-Exempt Project

Route: 12 **Post Mile From:** .035 **Post Mile To:** **Toll Credits:**

Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	HBP	\$ 89							\$ 89
PE	HBRR	\$ 292							\$ 292
PE	OTHER LOCAL	\$ 49							\$ 49
ROW	HBP		\$ 89						\$ 89
ROW	OTHER LOCAL		\$ 11						\$ 11
CON	HBP						\$ 3,054		\$ 3,054
CON	OTHER LOCAL						\$ 396		\$ 396
Total Programmed Funding:		\$ 430	\$ 100				\$ 3,450		\$ 3,980

TIP ID: SOL050003 **County:** Solano **System:** STATE HWY **RTP ID:** 230713 **CTIPS ID:** 20600002947

Sponsor: Caltrans **Implementing Agency:** Caltrans

Project Name: I-80/I-680 Aux Lanes Improvement Landscaping

Description: Fairfield: I-80/I-680 Connector improvements and auxiliary lanes landscaping.

Air Quality Exempt Code: 4.09 - Plantings, landscaping, etc.

Route: 80 **Post Mile From:** 12.8 **Post Mile To:** 14.2 **Toll Credits:**

Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PSE	IIP				\$ 700				\$ 700
ROW	IIP				\$ 60				\$ 60
CON	IIP					\$ 1,784			\$ 1,784
Total Programmed Funding:					\$ 760	\$ 1,784			\$ 2,544



Solano County

(all dollars are in thousands)

State Highway Projects

TIP ID: SOL050007 **County:** Solano **System:** STATE HWY **RTP ID:** 230708 **CTIPS ID:** 20600003346

Sponsor: Dixon **Implementing Agency:** Dixon

Project Name: I-80 / Pedrick Road Interchange Modification

Description: Dixon: I-80/Pedrick Road Interchange; Modify/realign existing on/off ramp no new travel lanes.

Air Quality Exempt Code: 5.04 - Interchange reconfiguration projects

Route: 80		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	OTHER LOCAL		\$ 350						\$ 350
ROW	OTHER LOCAL			\$ 500					\$ 500
CON	OTHER LOCAL						\$ 1,500		\$ 1,500
Total Programmed Funding:			\$ 350	\$ 500			\$ 1,500		\$ 2,350

TIP ID: SOL070002 **County:** Solano **System:** STATE HWY **RTP ID:** 22703 **CTIPS ID:** 20600003949

Sponsor: Caltrans **Implementing Agency:** Caltrans

Project Name: I-80 Alamo Creek On-Ramp and Bridge Widening

Description: Route 80: In Vacaville, west of Alamo Creek Bridge to Alamo west-bound on-ramp; Lengthen on-ramp and widen bridge.

Air Quality Exempt Code: Non-Exempt Project

Route: 80		Post Mile From: 24.9	Post Mile To: 25.1				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
ENV	SHA	\$ 950							\$ 950
ENV	ST-CASH	\$ 123							\$ 123
ROW	SHA	\$ 4							\$ 4
ROW	ST-CASH	\$ 1							\$ 1
CON	SHA	\$ 2,520							\$ 2,520
CON	ST-CASH	\$ 326							\$ 326
Total Programmed Funding:		\$ 3,924							\$ 3,924

TIP ID: SOL070020 **County:** Solano **System:** STATE HWY **RTP ID:** 230326 **CTIPS ID:** 20600004066

Sponsor: Solano Transportation Authority **Implementing Agency:** Solano Transportation Authority

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

Description: Fairfield: Improve I-80/I-680/Route 12 I/C(Ph 1), including connecting I-80 to SR 12 W, I-680 NB to SR 12W (Jameson Canyon), I-80 to I-680 (+ Express Lane Direct connectors), build local I/C and build new connecting local roads to SR 12/Red Top I/C.

Air Quality Exempt Code: Non-Exempt Project

Route: 80		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
ENV	BT	\$ 21,000							\$ 21,000
ENV	TCRP	\$ 9,000							\$ 9,000
PSE	BT		\$ 21,036						\$ 21,036
ROW	BT	\$ 2,700	\$ 12,300	\$ 11,525					\$ 26,525
CON	BT			\$ 37,839					\$ 37,839
CON	OTHER LOCAL								\$ 0
CON	PROP			\$ 24,013					\$ 24,013
CON	RIP			\$ 11,412					\$ 11,412
Total Programmed Funding:		\$ 32,700	\$ 33,336	\$ 84,789					\$ 150,825



Solano County

(all dollars are in thousands)

State Highway Projects

TIP ID: SOL090003 **County:** Solano **System:** STATE HWY **RTP ID:** 230322 **CTIPS ID:** 20600004416

Sponsor: Solano Transportation Authority **Implementing Agency:** Solano Transportation Authority

Project Name: EB I-80 Cordelia Truck Scales Relocation Project

Description: Solano County: rebuild and relocate the Eastbound Truck Scales Facility, build a 4-lane bridge across Suisun Creek, and construct braided ramps from the new truck scales facility to EB I-80 and EB SR 12 ramps.

Air Quality Exempt Code: Non-Exempt Project

Route: 80 **Post Mile From:** 14.3 **Post Mile To:** 14.4 **Toll Credits:**

Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	BT	\$ 4,500							\$ 4,500
PE	TCRP	\$ 1,300							\$ 1,300
PSE	BT	\$ 17,700							\$ 17,700
ROW-CT	BT		\$ 3,000						\$ 3,000
CON	BT			\$ 24,600					\$ 24,600
CON	NHS-GARVEE			\$ 49,800					\$ 49,800
Total Programmed Funding:		\$ 23,500	\$ 3,000	\$ 74,400					\$ 100,900

TIP ID: SOL090015 **County:** Solano **System:** STATE HWY **RTP ID:** 230708 **CTIPS ID:** 20600004556

Sponsor: Solano County **Implementing Agency:** Solano Transportation Authority

Project Name: Redwood-Fairgrounds Dr Interchange Imps (Study)

Description: Near Vallejo: Btw SR 37 & Carquinez Bridge; Conduct study to determine the feasibility of constructing expanded I-80 Redwood St./Fairgrounds Dr. Interchange and parkway improvements. PSE, PE and Env. Phase only.

Air Quality Exempt Code: 4.03 - Planning activities conducted pursuant to titles 23 and 49 U.S.C.

Route: 80 **Post Mile From:** **Post Mile To:** **Toll Credits:**

Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	EARMARK	\$ 1,200							\$ 1,200
PE	OTHER LOCAL	\$ 300							\$ 300
Total Programmed Funding:		\$ 1,500							\$ 1,500

TIP ID: SOL110001 **County:** Solano **System:** STATE HWY **RTP ID:** 230659 **CTIPS ID:** 20600004647

Sponsor: Metropolitan Transportation Commission **Implementing Agency:** Solano Transportation Authority

Project Name: I-80 Express Lanes (Vacaville)

Description: I-80 in Solano County from I-505 to Air Base Parkway (new lanes); widen to add an express lane in each direction from I-505 to Air Base Parkway.

Air Quality Exempt Code: Non-Exempt Project

Route: 80 **Post Mile From:** **Post Mile To:** **Toll Credits:**

Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	AB1171-AB144	\$ 600							\$ 600
ROW	OTHER LOCAL						\$ 10,000		\$ 10,000
CON	OTHER LOCAL							\$ 180,600	\$ 180,600
Total Programmed Funding:		\$ 600					\$ 10,000	\$ 180,600	\$ 191,200



Solano County

(all dollars are in thousands)

State Highway Projects

TIP ID: SOL110002 **County:** Solano **System:** STATE HWY **RTP ID:** 230660 **CTIPS ID:** 20600004650

Sponsor: Metropolitan Transportation Commission **Implementing Agency:** Solano Transportation Authority

Project Name: I-80 HOV conversion to Express Lanes (Fairfield)

Description: I-80 Red Top Road to Airbase Parkway & widen and convert existing HOV lane to HOT lane.

Air Quality Exempt Code: Non-Exempt Project

Route: 80		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	AB1171-AB144	\$ 500							\$ 500
CON	OTHER LOCAL						\$ 39,600		\$ 39,600
Total Programmed Funding:		\$ 500					\$ 39,600		\$ 40,100

TIP ID: SOL990018 **County:** Solano **System:** STATE HWY **RTP ID:** 22632 **CTIPS ID:** 20600001639

Sponsor: Vallejo **Implementing Agency:** Vallejo

Project Name: I-80 / American Canyon Rd overpass Improvements

Description: Vallejo: American Canyon Road overpass at Hwy. 80; capacity and safety improvements.

Air Quality Exempt Code: Non-Exempt Project

Route: 80		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	OTHER LOCAL					\$ 200			\$ 200
CON	RTP-LRP						\$ 5,030		\$ 5,030
Total Programmed Funding:						\$ 200	\$ 5,030		\$ 5,230

TIP ID: SOL090001 **County:** Solano **System:** STATE HWY **RTP ID:** 230708 **CTIPS ID:** 20600004205

Sponsor: Vacaville **Implementing Agency:** Vacaville

Project Name: I-505/Vaca Valley Off-Ramp and Intersection Imprv.

Description: Widen the southbound I-505 off-ramp at Vaca Valley Parkway to provide left turn storage and signalize the southbound ramps at the intersection of Vaca Valley Parkway.

Air Quality Exempt Code: Non-Exempt Project

Route: 505		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	OTHER LOCAL	\$ 240							\$ 240
ROW	OTHER LOCAL								\$ 0
CON	OTHER LOCAL		\$ 1,300						\$ 1,300
Total Programmed Funding:		\$ 240	\$ 1,300						\$ 1,540

TIP ID: SOL070014 **County:** Solano **System:** STATE HWY **RTP ID:** 230713 **CTIPS ID:** 20600003961

Sponsor: Caltrans **Implementing Agency:** Caltrans

Project Name: I-80/I-680 Mitigation Landscaping

Description: Fairfield: On Route 80 between Green Valley Road and Cordelia Truck Weigh Station; Landscape Mitigation.

Air Quality Exempt Code: 4.09 - Plantings, landscaping, etc.

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PSE	IIP	\$ 50							\$ 50
ROW	IIP								\$ 0
CON-CT	IIP								\$ 0
Total Programmed Funding:		\$ 50							\$ 50



Solano County

(all dollars are in thousands)

Local Road Projects

TIP ID: SOL110015 **County:** Solano **System:** LOCAL RD **RTP ID:** 230699 **CTIPS ID:** 20600004845

Sponsor: Benicia **Implementing Agency:** Benicia

Project Name: Benicia: Various Streets OL and Patching (STP LSR)

Description: In Benicia: Overlay and patching on various streets in City of Benicia. On Columbus Parkway between Benicia Road and Interstate (I) 780 on/off ramp; work also on Southampton and 7th Street ramps to I-780.

Air Quality Exempt Code: 1.10 - Pavement resurfacing and/or rehabilitation

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	OTHER LOCAL	\$ 50							\$ 50
CON	OTHER LOCAL		\$ 49						\$ 49
CON	STP		\$ 371						\$ 371
Total Programmed Funding:		\$ 50	\$ 420						\$ 470

TIP ID: SOL050009 **County:** Solano **System:** LOCAL RD **RTP ID:** 22630 **CTIPS ID:** 20600003348

Sponsor: Dixon **Implementing Agency:** Dixon

Project Name: Parkway Blvd/UPRR Grade Separation

Description: In Dixon: Parkway Blvd; New roadway Overcrossing of UPRR & Porter Rd (4 lanes); Improve grade crossings ISTEAD demo project.

Air Quality Exempt Code: 1.01 - Railroad/highway crossing

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
ENV	EARMARK	\$ 480							\$ 480
PE	EARMARK	\$ 580							\$ 580
PE	OTHER LOCAL	\$ 490							\$ 490
ROW	EARMARK		\$ 1,243						\$ 1,243
ROW	OTHER LOCAL		\$ 296						\$ 296
CON	OTHER LOCAL								\$ 0
Total Programmed Funding:		\$ 1,550	\$ 1,539						\$ 3,089

TIP ID: SOL110010 **County:** Solano **System:** LOCAL RD **RTP ID:** 230699 **CTIPS ID:** 20600004829

Sponsor: Fairfield **Implementing Agency:** Fairfield

Project Name: Fairfield: Various Streets Overlay (2011 STP LSR)

Description: In Fairfield: On various streets; pavement rehabilitation and repairs and asphalt concrete overlay on various local streets and roads in Fairfield.

Air Quality Exempt Code: 1.10 - Pavement resurfacing and/or rehabilitation

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	OTHER LOCAL		\$ 50						\$ 50
CON	OTHER LOCAL			\$ 178					\$ 178
CON	STP			\$ 1,370					\$ 1,370
Total Programmed Funding:			\$ 50	\$ 1,548					\$ 1,598



Roadway Projects

Solano County

(all dollars are in thousands)

Local Road Projects

TIP ID: SOL030015 **County:** Solano **System:** LOCAL RD **RTP ID:** 230695 **CTIPS ID:** 20600002615

Sponsor: Federal Highway Administration **Implementing Agency:** Federal Highway Administration

Project Name: San Pablo Bay Entrance Rehabilitation

Description: Solano County; San Pablo Bay: Rehabilitate entrance road 0.6 miles.

Air Quality Exempt Code: 1.10 - Pavement resurfacing and/or rehabilitation

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	FLHP	\$ 75							\$ 75
CON	FLHP	\$ 550							\$ 550
Total Programmed Funding:		\$ 625							\$ 625

TIP ID: SOL090006 **County:** Solano **System:** LOCAL RD **RTP ID:** 22425 **CTIPS ID:** 20600004460

Sponsor: Metropolitan Transportation Commission **Implementing Agency:** Solano Transportation Authority

Project Name: Regional Planning Activities and PPM - Solano

Description: Solano: Regional Planning Activities and Planning, Programming and Monitoring (PPM)

Air Quality Exempt Code: 4.01 - Planning and technical studies

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
ENV	RIP	\$ 589	\$ 589	\$ 229	\$ 229	\$ 192	\$ 191		\$ 2,019
ENV	STP								\$ 0
CON	OTHER LOCAL	\$ 281							\$ 281
CON	STP	\$ 2,166							\$ 2,166
Total Programmed Funding:		\$ 3,036	\$ 589	\$ 229	\$ 229	\$ 192	\$ 191		\$ 4,466

TIP ID: SOL070019 **County:** Solano **System:** LOCAL RD **RTP ID:** 230708 **CTIPS ID:** 20600004065

Sponsor: Rio Vista **Implementing Agency:** Rio Vista

Project Name: Rio Vista - Signage Improvement Program

Description: Rio Vista: Adopt a new Street Sign standard and replace all the existing signs.

Air Quality Exempt Code: 4.11 - Directional and informational signs

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	OTHER LOCAL	\$ 11							\$ 11
CON	AC								\$ 0
CON	EARMARK	\$ 209							\$ 209
CON	OTHER LOCAL	\$ 52							\$ 52
Total Programmed Funding:		\$ 272							\$ 272



Solano County

(all dollars are in thousands)

Local Road Projects

TIP ID: SOL070021 **County:** Solano **System:** LOCAL RD **RTP ID:** 230311 **CTIPS ID:** 20600004067

Sponsor: Solano County **Implementing Agency:** Solano County

Project Name: Travis AFB: South Gate Improvement Project

Description: Fairfield: Petersen Road by Travis Air Force Base; Between Walters Road to Travis AFB. Widen roadway to standard lane width, including shoulder and other safety improvements (truck stacking). No new travel lanes (HPP earmark #3220)

Air Quality Exempt Code: 1.19 - Widening narrow pavements or reconstructing bridges (no additional travel lanes)

Route: 80		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	EARMARK	\$ 150							\$ 150
PE	OTHER LOCAL	\$ 37							\$ 37
ROW	EARMARK				\$ 128				\$ 128
ROW	OTHER LOCAL				\$ 25				\$ 25
CON	EARMARK					\$ 2,964			\$ 2,964
CON	OTHER LOCAL					\$ 183			\$ 183
CON	RTP-LRP								\$ 0
Total Programmed Funding:		\$ 187			\$ 153	\$ 3,147			\$ 3,487

TIP ID: SOL070048 **County:** Solano **System:** LOCAL RD **RTP ID:** 94151 **CTIPS ID:** 20600004245

Sponsor: Solano County **Implementing Agency:** Solano County

Project Name: Travis AFB: North Gate Impr. Project

Description: Fairfield: Vanden Road by Travis Air Force Base; Widen roadway to standard lane width, including shoulder and other safety improvements. No new travel lanes (HPP earmark #3220)

Air Quality Exempt Code: 5.01 - Intersection channelization projects

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	EARMARK	\$ 150		\$ 297					\$ 447
PE	OTHER LOCAL	\$ 37		\$ 74					\$ 111
CON	RTP-LRP						\$ 4,050		\$ 4,050
Total Programmed Funding:		\$ 187		\$ 371			\$ 4,050		\$ 4,608

TIP ID: SOL090027 **County:** Solano **System:** LOCAL RD **RTP ID:** 230699 **CTIPS ID:** 20600004600

Sponsor: Solano County **Implementing Agency:** Solano County

Project Name: Solano County - 2011 Pavement Overlay Program

Description: In Solano County: Overlay various roads in the unincorporated area of Solano County.

Air Quality Exempt Code: 1.10 - Pavement resurfacing and/or rehabilitation

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	OTHER LOCAL		\$ 235						\$ 235
CON	STP		\$ 1,807						\$ 1,807
Total Programmed Funding:			\$ 2,042						\$ 2,042



Roadway Projects

Solano County

(all dollars are in thousands)

Local Road Projects

TIP ID: SOL110017 **County:** Solano **System:** LOCAL RD **RTP ID:** 230699 **CTIPS ID:** 20600004844

Sponsor: Solano County **Implementing Agency:** Solano County

Project Name: Solano County: STP Overlay 2012

Description: In Solano County: Overlay various roads in teh unincorporated area.

Air Quality Exempt Code: 1.10 - Pavement resurfacing and/or rehabilitation

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	OTHER LOCAL		\$ 50						\$ 50
CON	OTHER LOCAL			\$ 219					\$ 219
CON	STP			\$ 1,689					\$ 1,689
Total Programmed Funding:			\$ 50	\$ 1,908					\$ 1,958

TIP ID: SOL110003 **County:** Solano **System:** LOCAL RD **RTP ID:** 94151 **CTIPS ID:** 20600004761

Sponsor: Solano Transportation Authority **Implementing Agency:** Solano Transportation Authority

Project Name: Jepson: Vanden Road from Peabody to Leisure Town

Description: Jepson Parkway segment: Vanden Road project from Peabody Road to Leisure Town Road.

Air Quality Exempt Code: Non-Exempt Project

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	EARMARK	\$ 530							\$ 530
PE	OTHER LOCAL	\$ 133							\$ 133
PE	PROP	\$ 1,837							\$ 1,837
PSE	RIP		\$ 2,400						\$ 2,400
ROW	RIP		\$ 3,800						\$ 3,800
CON	RIP						\$ 30,457		\$ 30,457
Total Programmed Funding:		\$ 2,500	\$ 6,200				\$ 30,457		\$ 39,157

TIP ID: SOL110004 **County:** Solano **System:** LOCAL RD **RTP ID:** 94151 **CTIPS ID:** 20600004762

Sponsor: Solano Transportation Authority **Implementing Agency:** Solano Transportation Authority

Project Name: Jepson: Walters Rd Ext - Peabody Rd Widening

Description: Jepson Parkway segment: Walters Road Extension - Peabody Widening.

Air Quality Exempt Code: Non-Exempt Project

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
ENV	RIP	\$ 630							\$ 630
PSE	OTHER LOCAL	\$ 824							\$ 824
ROW	OTHER LOCAL						\$ 1,304		\$ 1,304
CON	OTHER LOCAL							\$ 10,673	\$ 10,673
Total Programmed Funding:		\$ 1,454					\$ 1,304	\$ 10,673	\$ 13,431



Solano County

(all dollars are in thousands)

Local Road Projects**TIP ID:** SOL110005 **County:** Solano **System:** LOCAL RD **RTP ID:** 94151 **CTIPS ID:** 20600004763**Sponsor:** Solano Transportation Authority**Implementing Agency:** Solano Transportation Authority**Project Name:** Jepson: Leisure Town Road from Vanden to Alamo**Description:** Jepson Parkway segment: Leisure Town Road from Vanden Road to Alamo Road**Air Quality Exempt Code:** Non-Exempt Project

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	RIP	\$ 491							\$ 491
PSE	OTHER LOCAL		\$ 642						\$ 642
ROW	OTHER LOCAL						\$ 1,016		\$ 1,016
CON	OTHER LOCAL							\$ 8,318	\$ 8,318
Total Programmed Funding:		\$ 491	\$ 642				\$ 1,016	\$ 8,318	\$ 10,467

TIP ID: SOL110006 **County:** Solano **System:** LOCAL RD **RTP ID:** 94151 **CTIPS ID:** 20600004764**Sponsor:** Solano Transportation Authority**Implementing Agency:** Solano Transportation Authority**Project Name:** Jepson: Leisure Town Road from Alamo to Orange**Description:** Jepson Parkway segment: Leisure Town Road from Alamo Road to Orange Road**Air Quality Exempt Code:** Non-Exempt Project

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	EARMARK	\$ 185							\$ 185
PE	OTHER LOCAL	\$ 46							\$ 46
PE	RIP	\$ 200							\$ 200
PSE	OTHER LOCAL			\$ 564					\$ 564
ROW	OTHER LOCAL						\$ 893		\$ 893
CON	OTHER LOCAL							\$ 7,306	\$ 7,306
Total Programmed Funding:		\$ 431		\$ 564			\$ 893	\$ 7,306	\$ 9,194

TIP ID: SOL110011 **County:** Solano **System:** LOCAL RD **RTP ID:** 230699 **CTIPS ID:** 20600004832**Sponsor:** Suisun City**Implementing Agency:** Suisun City**Project Name:** Suisun City: Pintail Dr Resurface (2011 STP LS&R)**Description:** In Suisun City: On various segments of Pintail Drive from Sunset Avenue to Walters Road; resurfacing roadway.**Air Quality Exempt Code:** 1.10 - Pavement resurfacing and/or rehabilitation

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	OTHER LOCAL		\$ 15						\$ 15
CON	OTHER LOCAL		\$ 42						\$ 42
CON	STP		\$ 437						\$ 437
Total Programmed Funding:			\$ 494						\$ 494



Solano County

(all dollars are in thousands)

Local Road Projects

TIP ID: SOL050057 **County:** Solano **System:** LOCAL RD **RTP ID:** 94151 **CTIPS ID:** 20600003942

Sponsor: Vacaville

Implementing Agency: Vacaville

Project Name: Jepson Parkway Gateway Enhancements

Description: In Vacaville: Art sculptures at Gateway of Jepson Parkway at I-80 & Leisure Town Road.

Air Quality Exempt Code: 4.09 - Plantings, landscaping, etc.

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	RIP-TE	\$ 120							\$ 120
CON	RIP-TE		\$ 230						\$ 230
Total Programmed Funding:		\$ 120	\$ 230						\$ 350

TIP ID: SOL090002 **County:** Solano **System:** LOCAL RD **RTP ID:** 230708 **CTIPS ID:** 20600004298

Sponsor: Vacaville

Implementing Agency: Vacaville

Project Name: Davis Street Widening

Description: In Vacaville: Widen west side of Davis Street from Hickory Lane south to Bella Vista Road to provide two lanes in each direction.

Air Quality Exempt Code: Non-Exempt Project

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	OTHER LOCAL		\$ 30						\$ 30
ROW	OTHER LOCAL			\$ 100					\$ 100
CON	OTHER LOCAL						\$ 1,300		\$ 1,300
Total Programmed Funding:			\$ 30	\$ 100			\$ 1,300		\$ 1,430

TIP ID: SOL110016 **County:** Solano **System:** LOCAL RD **RTP ID:** 230699 **CTIPS ID:** 20600004833

Sponsor: Vacaville

Implementing Agency: Vacaville

Project Name: Vacaville: Various Streets Overlay (C1 STP LS&R)

Description: AC overlay of various roadways within the City of Vacaville; Streets include Nut Tree Rd, Elmira Rd, California Dr, Ulatis Dr, Yellowstone Dr, Vaca Valley Pkwy, Gibson Canyon Rd, E. Monte Vista Ave, Marshall Rd, Davis St, Peabody Rd, and Depot St.

Air Quality Exempt Code: 1.10 - Pavement resurfacing and/or rehabilitation

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	OTHER LOCAL		\$ 120						\$ 120
CON	OTHER LOCAL			\$ 172					\$ 172
CON	STP			\$ 1,324					\$ 1,324
Total Programmed Funding:			\$ 120	\$ 1,496					\$ 1,616



Roadway Projects

Solano County

(all dollars are in thousands)

Local Road Projects

TIP ID: SOL050048 **County:** Solano **System:** LOCAL RD **RTP ID:** 98212 **CTIPS ID:** 20600003933

Sponsor: Vallejo **Implementing Agency:** Vallejo

Project Name: Vallejo: Downtown Streetscape

Description: Vallejo: Pedestrian enhancements including traffic calming, restriping, diagonal on-street parking, improved signs, decorative lighting, brick pavers, street furniture, art

Air Quality Exempt Code: 4.12 - Transportation enhancement activities (except rehab/operation of historic transportation buildings, structures, or facilities)

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	RIP-TE	\$ 664							\$ 664
PSE	OTHER LOCAL								\$ 0
CON	CMAQ	\$ 580	\$ 1,277						\$ 1,857
CON	OTHER LOCAL	\$ 319							\$ 319
CON	RIP-TE								\$ 0
CON	ST-STP	\$ 538							\$ 538
CON	STP	\$ 1,670							\$ 1,670
Total Programmed Funding:		\$ 3,771	\$ 1,277						\$ 5,048

TIP ID: SOL110014 **County:** Solano **System:** LOCAL RD **RTP ID:** 230699 **CTIPS ID:** 20600004834

Sponsor: Vallejo **Implementing Agency:** Vallejo

Project Name: Vallejo: Various Streets Overlay (2011 STP LS&R)

Description: In Vallejo: 2011 Citywide Street Overlay. Pavement rehabilitation, ADA curb ramps, detector loops.

Air Quality Exempt Code: 1.10 - Pavement resurfacing and/or rehabilitation

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	OTHER LOCAL		\$ 50						\$ 50
CON	OTHER LOCAL			\$ 207					\$ 207
CON	STP			\$ 1,595					\$ 1,595
Total Programmed Funding:			\$ 50	\$ 1,802					\$ 1,852



Solano County

(all dollars are in thousands)

Bike/Ped Projects

TIP ID: SOL090004 **County:** Solano **System:** LOCAL RD **RTP ID:** 22247 **CTIPS ID:** 20600004430

Sponsor: Fairfield **Implementing Agency:** Fairfield

Project Name: McGary Road Safety Improvements

Description: In Fairfield: McGary Road is a frontage road that parallels I-80 and links the cities of Vallejo and Fairfield in Solano County. Reconstruct the failed portion of the frontage road and open road for public use.

Air Quality Exempt Code: 3.02 - Bicycle and pedestrian facilities

Route: 80		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	OTHER LOCAL	\$ 100							\$ 100
CON	EARMARK	\$ 500							\$ 500
CON	OTHER LOCAL	\$ 800							\$ 800
CON	STP	\$ 1,000							\$ 1,000
CON	TEA	\$ 500							\$ 500
Total Programmed Funding:		\$ 2,900							\$ 2,900

TIP ID: SOL110013 **County:** Solano **System:** LOCAL RD **RTP ID:** 22247 **CTIPS ID:** 20600004830

Sponsor: Fairfield **Implementing Agency:** Fairfield

Project Name: Linear Park Alternate Route: Nightingale Drive

Description: In Fairfield: On Nightingale Drive between Dover Avenue and Air Base Parkway; install Class III bikeway facility.

Air Quality Exempt Code: 3.02 - Bicycle and pedestrian facilities

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	OTHER LOCAL		\$ 30						\$ 30
CON	CMAQ		\$ 221						\$ 221
CON	OTHER LOCAL		\$ 29						\$ 29
Total Programmed Funding:			\$ 280						\$ 280

TIP ID: SOL070012 **County:** Solano **System:** LOCAL RD **RTP ID:** 22247 **CTIPS ID:** 20600003959

Sponsor: Solano County **Implementing Agency:** Solano County

Project Name: Cordelia Hills Sky Valley

Description: Cordelia Hill: Transportation enhancements including upgrade of pedestrian and bicycle corridors including open space acquisition along Cordelia Hill Sky Valley and McGary Road.

Air Quality Exempt Code: 3.02 - Bicycle and pedestrian facilities

Route: 80		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	EARMARK	\$ 140							\$ 140
PE	OTHER LOCAL	\$ 35							\$ 35
ROW	EARMARK			\$ 1,980					\$ 1,980
ROW	OTHER LOCAL			\$ 495					\$ 495
CON	EARMARK				\$ 40				\$ 40
CON	OTHER LOCAL				\$ 10				\$ 10
CON	RIP-TE								\$ 0
Total Programmed Funding:		\$ 175		\$ 2,475	\$ 50				\$ 2,700



Solano County

(all dollars are in thousands)

Bike/Ped Projects

TIP ID: SOL090035 **County:** Solano **System:** LOCAL RD **RTP ID:** 22247 **CTIPS ID:** 20600004785

Sponsor: Solano County **Implementing Agency:** Solano County

Project Name: Vacaville-Dixon Bicycle Route (Phase 5)

Description: Vacaville and Dixon; On both sides of Hawkins Road from Leisure Town Road (western terminus) to Pitt School Road (eastern terminus); Class 2 bicycle lanes.

Air Quality Exempt Code: 3.02 - Bicycle and pedestrian facilities

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	CMAQ		\$ 250						\$ 250
PE	TDA		\$ 112						\$ 112
Total Programmed Funding:			\$ 362						\$ 362

TIP ID: SOL110012 **County:** Solano **System:** LOCAL RD **RTP ID:** 22247 **CTIPS ID:** 20600004835

Sponsor: Suisun City **Implementing Agency:** Suisun City

Project Name: Grizzly Island Trail - Phase 1

Description: In Suisun City: On State Route (SR) 12 between Grizzly Island Road and Marina Boulevard; Design and construct a Class I Path, then south along Marina Boulevard to Driftwood Drive.

Air Quality Exempt Code: 3.02 - Bicycle and pedestrian facilities

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	OTHER LOCAL		\$ 50						\$ 50
PE	OTHER STATE		\$ 250						\$ 250
CON	CMAQ			\$ 1,114					\$ 1,114
CON	OTHER LOCAL			\$ 177					\$ 177
CON	OTHER STATE		\$ 650						\$ 650
Total Programmed Funding:			\$ 950	\$ 1,291					\$ 2,241

TIP ID: SOL070026 **County:** Solano **System:** LOCAL RD **RTP ID:** 22247 **CTIPS ID:** 20600004186

Sponsor: Vacaville **Implementing Agency:** Vacaville

Project Name: Ulatis Creek Bike Path - Ulatis to Leisure Town

Description: In Vacaville: Ulatis Creek Bike Path from Ulatis Drive to Leisure Town Road; Construct Class I bike path.

Air Quality Exempt Code: 3.02 - Bicycle and pedestrian facilities

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	CMAQ	\$ 37							\$ 37
PE	OTHER LOCAL	\$ 29							\$ 29
PE	TDA	\$ 90							\$ 90
CON	CMAQ		\$ 810						\$ 810
CON	OTHER LOCAL		\$ 105						\$ 105
Total Programmed Funding:			\$ 156	\$ 915					\$ 1,071



Solano County

(all dollars are in thousands)

Bike/Ped Projects

TIP ID: SOL070029 **County:** Solano **System:** LOCAL RD **RTP ID:** 22247 **CTIPS ID:** 20600004189

Sponsor: Vacaville

Implementing Agency: Vacaville

Project Name: Ulatis Creek Bike Path - Allison to I-80

Description: Vacaville: Ulatis Creek Bike Path from Allison Drive to I-80; Construct Class 1 bike path.

Air Quality Exempt Code: 3.02 - Bicycle and pedestrian facilities

Phase	Fund Source	Post Mile From:	Post Mile To:	Toll Credits:							
				Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	CMAQ			\$ 169							\$ 169
PE	OTHER LOCAL			\$ 22							\$ 22
PE	RTP-LRP								\$ 170		\$ 170
PSE	OTHER LOCAL										\$ 0
ROW	OTHER LOCAL										\$ 0
ROW	RTP-LRP								\$ 200		\$ 200
CON	OTHER LOCAL										\$ 0
CON	RTP-LRP									\$ 850	\$ 850
Total Programmed Funding:				\$ 191					\$ 370	\$ 850	\$ 1,411





Transit Projects

Vacaville

(all dollars are in thousands)

TIP ID: SOL010007 **County:** Solano **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 20600002030

Sponsor: Vacaville **Implementing Agency:** Vacaville

Project Name: Vacaville Transit: Operating Assistance

Description: Vacaville: Operating Assistance

Air Quality Exempt Code: 2.01 - Operating assistance to transit agencies

Route: 80		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 4,260	\$ 973						\$ 5,233
CON	OTHER LOCAL	\$ 1,568	\$ 243						\$ 1,811
CON	TDA	\$ 1,849							\$ 1,849
Total Programmed Funding:		\$ 7,677	\$ 1,216						\$ 8,893

TIP ID: SOL010035 **County:** Solano **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 20600002240

Sponsor: Vacaville **Implementing Agency:** Vacaville

Project Name: Vallejo Transit: AVL/Annunciator Technology

Description: Vacaville: Install transit vehicles with current AVL/Annunciator Technology (passenger information system).

Air Quality Exempt Code: 4.11 - Directional and informational signs

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 967							\$ 967
CON	OTHER LOCAL	\$ 122							\$ 122
CON	TDA	\$ 120							\$ 120
Total Programmed Funding:		\$ 1,209							\$ 1,209

TIP ID: SOL090026 **County:** Solano **System:** TRANSIT **RTP ID:** 21017 **CTIPS ID:** 20600004591

Sponsor: Vacaville **Implementing Agency:** Vacaville

Project Name: Vacaville: Replace 5 Medium-Duty CNG Buses

Description: Vacaville: Replace five Medium-Duty Bluebird CNG, 30 foot buses at the end of their 10-year FTA Medium-Duty lifecycle.

Air Quality Exempt Code: 2.10 - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 1,816							\$ 1,816
CON	TDA	\$ 454							\$ 454
Total Programmed Funding:		\$ 2,270							\$ 2,270

TIP ID: SOL110009 **County:** Solano **System:** TRANSIT **RTP ID:** 230635 **CTIPS ID:** 20600004831

Sponsor: Vacaville **Implementing Agency:** Vacaville

Project Name: Vacaville Intermodal Station - Phase 2

Description: In Vacaville: Construction of a three to four story, approximately 400 space, parking garage.

Air Quality Exempt Code: Non-Exempt Project

Route: 80		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	5309	\$ 975							\$ 975
PE	CMAQ			\$ 975					\$ 975
PE	OTHER LOCAL		\$ 127						\$ 127
CON	OTHER LOCAL			\$ 127					\$ 127
CON	RTP-LRP						\$ 8,072		\$ 8,072
Total Programmed Funding:		\$ 975	\$ 127	\$ 1,102			\$ 8,072		\$ 10,276



Transit Projects

Vacaville

(all dollars are in thousands)

TIP ID: SOL950024 **County:** Solano **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 2060000085

Sponsor: Vacaville **Implementing Agency:** Vacaville

Project Name: Vacaville: Bus maintenance facility upgrades

Description: Vacaville: Bus maintenance & facility upgrades.

Air Quality Exempt Code: 2.08 - Reconstruction or renovation of transit buildings and structures

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 1,136							\$ 1,136
CON	OTHER LOCAL	\$ 263							\$ 263
CON	TDA	\$ 300							\$ 300
Total Programmed Funding:		\$ 1,699							\$ 1,699

TIP ID: SOL97AM70 **County:** Solano **System:** TRANSIT **RTP ID:** 21017 **CTIPS ID:** 20600000567

Sponsor: Vacaville **Implementing Agency:** Vacaville

Project Name: Vacaville: Purchase bus shelters

Description: Vacaville: Purchase bus shelters

Air Quality Exempt Code: 2.07 - Construction of small passenger shelters and information kiosks

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 313	\$ 400						\$ 713
CON	OTHER LOCAL	\$ 69	\$ 100						\$ 169
Total Programmed Funding:		\$ 382	\$ 500						\$ 882

TIP ID: SOL991099 **County:** Solano **System:** TRANSIT **RTP ID:** 21017 **CTIPS ID:** 20600001771

Sponsor: Vacaville **Implementing Agency:** Vacaville

Project Name: Purchase Transit Equipment - Fareboxes and Tools

Description: Vacaville: Operating assistance to insure all equipment, including electronic fare boxes, and tools are maintained in a safe & efficient manner. Equipment includes, wrenches, power tools, and all mechanic tools.

Air Quality Exempt Code: 2.04 - Purchase of office, shop, and operating equipment for existing facilities

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PSE	5307	\$ 72							\$ 72
PSE	OTHER LOCAL	\$ 68							\$ 68
CON	5307	\$ 134							\$ 134
CON	OTHER LOCAL	\$ 34							\$ 34
CON	ST-STP	\$ 115							\$ 115
Total Programmed Funding:		\$ 423							\$ 423



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Vallejo Transit

Transit Projects

Vallejo

(all dollars are in thousands)

TIP ID: REG090048 **County:** Regional **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 20600004474

Sponsor: Vallejo **Implementing Agency:** Vallejo

Project Name: Vallejo Transit: Replace Supervisor Vehicles

Description: Vallejo Transit: Replace supervisor vehicles with similar vehicles.

Air Quality Exempt Code: 2.02 - Purchase of support vehicles

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 65							\$ 65
CON	OTHER LOCAL	\$ 16							\$ 16
Total Programmed Funding:		\$ 81							\$ 81

TIP ID: REG090049 **County:** Regional **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 20600004475

Sponsor: Vallejo **Implementing Agency:** Vallejo

Project Name: Vallejo Transit: Replace Maintenance Vehicles

Description: Vallejo Transit: Replace maintenance vehicles.

Air Quality Exempt Code: 2.02 - Purchase of support vehicles

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 151							\$ 151
CON	OTHER LOCAL	\$ 38							\$ 38
Total Programmed Funding:		\$ 189							\$ 189

TIP ID: SOL010033 **County:** Solano **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 20600002227

Sponsor: Vallejo **Implementing Agency:** Vallejo

Project Name: Vallejo Transit: 54 Catalyst Devices Acquisitions

Description: Vallejo: Acquire and install 27 bus catalyst devices .

Air Quality Exempt Code: 2.03 - Rehabilitation of transit vehicles

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 1,188							\$ 1,188
CON	BT	\$ 326							\$ 326
CON	CMAQ	\$ 219							\$ 219
CON	OTHER LOCAL	\$ 135							\$ 135
Total Programmed Funding:		\$ 1,868							\$ 1,868

TIP ID: SOL030019 **County:** Solano **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 20600002654

Sponsor: Vallejo **Implementing Agency:** Vallejo

Project Name: Vallejo Transit: Preventive Maintenance

Description: Vallejo: Preventative maintenance of agency fleet of buses and ferries.

Air Quality Exempt Code: 2.03 - Rehabilitation of transit vehicles

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 8,449							\$ 8,449
CON	BT	\$ 376							\$ 376
CON	OTHER LOCAL	\$ 2,204							\$ 2,204
Total Programmed Funding:		\$ 11,029							\$ 11,029



Vallejo

(all dollars are in thousands)

TIP ID: SOL030021 **County:** Solano **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 20600002874

Sponsor: Vallejo **Implementing Agency:** Vallejo

Project Name: Vallejo Transit: Ferry Fueling Facility

Description: Vallejo: Construct new fueling facility for ferries at current ferry terminal.

Air Quality Exempt Code: 2.08 - Reconstruction or renovation of transit buildings and structures

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5309	\$ 2,000							\$ 2,000
CON	BT	\$ 500							\$ 500
Total Programmed Funding:		\$ 2,500							\$ 2,500

TIP ID: SOL030023 **County:** Solano **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 20600002876

Sponsor: Vallejo **Implementing Agency:** Vallejo

Project Name: Vallejo Transit: Ferry Fixed Guideway Connectors

Description: Vallejo: Replace floats, gangways, and docks at the Vallejo Ferry Terminal and Maintenance Facility.

Air Quality Exempt Code: 2.08 - Reconstruction or renovation of transit buildings and structures

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 1,040							\$ 1,040
CON	5309	\$ 339							\$ 339
CON	BT	\$ 85							\$ 85
CON	OTHER LOCAL	\$ 260							\$ 260
Total Programmed Funding:		\$ 1,724							\$ 1,724

TIP ID: SOL050012 **County:** Solano **System:** TRANSIT **RTP ID:** 22794 **CTIPS ID:** 20600003351

Sponsor: Vallejo **Implementing Agency:** Vallejo

Project Name: Vallejo Curtola Transit Center

Description: In Vallejo: Vallejo Curtola Transit Center; Construct intermodal facilities for express bus service.

Air Quality Exempt Code: 5.06 - Bus terminals and transfer points

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
ENV	BT	\$ 705							\$ 705
PSE	BT								\$ 0
CON	BT			\$ 11,295					\$ 11,295
Total Programmed Funding:		\$ 705		\$ 11,295					\$ 12,000

TIP ID: SOL050023 **County:** Solano **System:** TRANSIT **RTP ID:** 22629 **CTIPS ID:** 20600003500

Sponsor: Vallejo **Implementing Agency:** Vallejo

Project Name: Vallejo Station - Pedestrian Links

Description: In Vallejo: York St.; Provide improvements around new transit center, including landscape enhancements, planting, lighting and site furnishing (TLC Project).

Air Quality Exempt Code: 1.10 - Pavement resurfacing and/or rehabilitation

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	CMAQ	\$ 2,071							\$ 2,071
CON	OTHER LOCAL	\$ 269							\$ 269
Total Programmed Funding:		\$ 2,340							\$ 2,340



Vallejo

(all dollars are in thousands)

TIP ID: SOL050038 **County:** Solano **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 20600003633

Sponsor: Vallejo **Implementing Agency:** Vallejo

Project Name: Vallejo Transit: Replace 5 1983 40' RTS buses

Description: Vallejo Transit: Replace (5) 40" RTS buses with similar vehicles new buses will include fareboxes, radios and CARB filters.

Air Quality Exempt Code: 2.10 - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 1,705							\$ 1,705
CON	BT	\$ 234							\$ 234
CON	OTHER LOCAL	\$ 427							\$ 427
Total Programmed Funding:		\$ 2,366							\$ 2,366

TIP ID: SOL050039 **County:** Solano **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 20600003634

Sponsor: Vallejo **Implementing Agency:** Vallejo

Project Name: Vallejo Transit: Replace 10 Paratransit Vans

Description: Vallejo Transit: Replace 14 paratransit vans with similar vehicles.

Air Quality Exempt Code: 2.10 - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 839							\$ 839
CON	BT	\$ 121							\$ 121
CON	OTHER LOCAL	\$ 210							\$ 210
Total Programmed Funding:		\$ 1,170							\$ 1,170

TIP ID: SOL050040 **County:** Solano **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 20600003635

Sponsor: Vallejo **Implementing Agency:** Vallejo

Project Name: Vallejo Transit: Replace Buses

Description: Vallejo Transit: Replace 13 40-foot 1995 Gilligs buses including fareboxes and radios with similar buses with similar buses.

Air Quality Exempt Code: 2.10 - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 8,251							\$ 8,251
CON	5309	\$ 760							\$ 760
CON	BT	\$ 333							\$ 333
CON	OTHER LOCAL	\$ 2,253							\$ 2,253
Total Programmed Funding:		\$ 11,597							\$ 11,597

TIP ID: SOL050047 **County:** Solano **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 20600003932

Sponsor: Vallejo **Implementing Agency:** Vallejo

Project Name: Replacement - Rolling Stock Diesel Electric

Description: Vallejo: Replace two (2) 1987 40' MCI buses with similar vehicles, including filters required as mitigation by CARB.

Air Quality Exempt Code: 2.08 - Reconstruction or renovation of transit buildings and structures

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 1,023							\$ 1,023
CON	OTHER LOCAL	\$ 256							\$ 256
Total Programmed Funding:		\$ 1,279							\$ 1,279



Transit Projects

Vallejo

(all dollars are in thousands)

TIP ID: SOL050050 **County:** Solano **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 20600003935

Sponsor: Vallejo **Implementing Agency:** Vallejo

Project Name: Vallejo Transit: Bus Shelters

Description: Vallejo: Project and install bus shelters throughout agency service area.

Air Quality Exempt Code: 2.07 - Construction of small passenger shelters and information kiosks

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 100							\$ 100
CON	OTHER LOCAL	\$ 25							\$ 25
Total Programmed Funding:		\$ 125							\$ 125

TIP ID: SOL070025 **County:** Solano **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 20600004185

Sponsor: Vallejo **Implementing Agency:** Vallejo

Project Name: Ferry Terminal Maintenance Dredging

Description: Vallejo: Vallejo Ferry Terminal; Perform Maintenance dredging to re-establish design depth contours.

Air Quality Exempt Code: 2.08 - Reconstruction or renovation of transit buildings and structures

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 720							\$ 720
CON	OTHER LOCAL	\$ 180							\$ 180
Total Programmed Funding:		\$ 900							\$ 900

TIP ID: SOL070040 **County:** Solano **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 20600004200

Sponsor: Vallejo **Implementing Agency:** Vallejo

Project Name: Office Equipment

Description: Office Equipment

Air Quality Exempt Code: 2.04 - Purchase of office, shop, and operating equipment for existing facilities

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 134							\$ 134
CON	OTHER LOCAL	\$ 34							\$ 34
Total Programmed Funding:		\$ 168							\$ 168

TIP ID: SOL070041 **County:** Solano **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 20600004201

Sponsor: Vallejo **Implementing Agency:** Vallejo

Project Name: Service Vehicles

Description: Service Vehicles

Air Quality Exempt Code: 2.02 - Purchase of support vehicles

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 48							\$ 48
CON	OTHER LOCAL	\$ 12							\$ 12
Total Programmed Funding:		\$ 60							\$ 60



Transit Projects

Vallejo

(all dollars are in thousands)

TIP ID: SOL070042 **County:** Solano **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 20600004202

Sponsor: Vallejo

Implementing Agency: Vallejo

Project Name: Fixed/Heavy Equipment

Description: Fixed/Heavy Equipment

Air Quality Exempt Code: 2.08 - Reconstruction or renovation of transit buildings and structures

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 314							\$ 314
CON	OTHER LOCAL	\$ 78							\$ 78
Total Programmed Funding:		\$ 392							\$ 392

TIP ID: SOL070043 **County:** Solano **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 20600004203

Sponsor: Vallejo

Implementing Agency: Vallejo

Project Name: Maintenance/Operating Facilities

Description: Maintenance/Operating Facility

Air Quality Exempt Code: 2.08 - Reconstruction or renovation of transit buildings and structures

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 546							\$ 546
CON	OTHER LOCAL	\$ 137							\$ 137
Total Programmed Funding:		\$ 683							\$ 683

TIP ID: SOL070044 **County:** Solano **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 20600004204

Sponsor: Vallejo

Implementing Agency: Vallejo

Project Name: Revenue Vehicle Rehabilitation

Description: Revenue Vehicle Rehabilitation

Air Quality Exempt Code: 2.03 - Rehabilitation of transit vehicles

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 328							\$ 328
CON	OTHER LOCAL	\$ 82							\$ 82
Total Programmed Funding:		\$ 410							\$ 410

TIP ID: SOL090011 **County:** Solano **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 20600004505

Sponsor: Vallejo

Implementing Agency: Vallejo

Project Name: Vallejo: Ferry Mid-Life Rehab

Description: Vallejo Ferry: Mid-life repower

Air Quality Exempt Code: 2.03 - Rehabilitation of transit vehicles

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 11,264							\$ 11,264
CON	OTHER LOCAL	\$ 2,816							\$ 2,816
Total Programmed Funding:		\$ 14,080							\$ 14,080



Transit Projects

Vallejo

(all dollars are in thousands)

TIP ID: SOL090028 **County:** Solano **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 20600004792

Sponsor: Vallejo **Implementing Agency:** Vallejo

Project Name: Vallejo Transit: Communication Upgrades

Description: Vallejo Transit: Upgrade communication devices, such as AVL, GPS and other.

Air Quality Exempt Code: 2.05 - Purchase of operating equipment for vehicles

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307		\$ 1,728						\$ 1,728
CON	OTHER LOCAL		\$ 432						\$ 432
Total Programmed Funding:			\$ 2,160						\$ 2,160

TIP ID: SOL090029 **County:** Solano **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 20600004786

Sponsor: Vallejo **Implementing Agency:** Vallejo

Project Name: Vallejo Transit: Bus Radio Replacement

Description: Vallejo Transit: Bus Radio Equipment Replacement

Air Quality Exempt Code: 2.05 - Purchase of operating equipment for vehicles

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307		\$ 94						\$ 94
CON	OTHER LOCAL		\$ 24						\$ 24
Total Programmed Funding:			\$ 118						\$ 118

TIP ID: SOL090030 **County:** Solano **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 20600004787

Sponsor: Vallejo **Implementing Agency:** Vallejo

Project Name: Vallejo Transit: Vault Receiver Replacement

Description: Vallejo Transit: Replace Vault Receiver

Air Quality Exempt Code: 2.05 - Purchase of operating equipment for vehicles

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307		\$ 88						\$ 88
CON	OTHER LOCAL		\$ 22						\$ 22
Total Programmed Funding:			\$ 110						\$ 110

TIP ID: SOL090031 **County:** Solano **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 20600004789

Sponsor: Vallejo **Implementing Agency:** Vallejo

Project Name: Vallejo Transit: Replace Bill Counter

Description: Vallejo Transit: Replace Bill Counter equipment

Air Quality Exempt Code: 2.04 - Purchase of office, shop, and operating equipment for existing facilities

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307		\$ 8						\$ 8
CON	OTHER LOCAL		\$ 2						\$ 2
Total Programmed Funding:			\$ 10						\$ 10



Transit Projects

Vallejo

(all dollars are in thousands)

TIP ID: SOL090032 **County:** Solano **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 20600004793

Sponsor: Vallejo **Implementing Agency:** Vallejo

Project Name: Vallejo Transit: Public Address System Upgrade

Description: Vallejo Transit: Upgrade Bus Public Address System

Air Quality Exempt Code: 2.04 - Purchase of office, shop, and operating equipment for existing facilities

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307		\$ 28						\$ 28
CON	OTHER LOCAL		\$ 7						\$ 7
Total Programmed Funding:			\$ 35						\$ 35

TIP ID: SOL090033 **County:** Solano **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 20600004776

Sponsor: Vallejo **Implementing Agency:** Vallejo

Project Name: Vallejo: Bus Maintenance Facility Renovation

Description: Vallejo Transit: Bus Maintenance Facility Renovation

Air Quality Exempt Code: 2.08 - Reconstruction or renovation of transit buildings and structures

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307		\$ 800						\$ 800
CON	OTHER LOCAL		\$ 200						\$ 200
Total Programmed Funding:			\$ 1,000						\$ 1,000

TIP ID: SOL090034 **County:** Solano **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 20600004788

Sponsor: Vallejo **Implementing Agency:** Vallejo

Project Name: Bus Replacement/Expansion (Alternative Fuel)

Description: Vallejo Transit: Replace (1) 45" MCI buses as it reaches its useful life with similar buses.

Air Quality Exempt Code: 2.10 - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5309		\$ 500						\$ 500
CON	OTHER LOCAL		\$ 125						\$ 125
Total Programmed Funding:			\$ 625						\$ 625



Transit Projects

Vallejo

(all dollars are in thousands)

TIP ID: SOL950035 **County:** Solano **System:** TRANSIT **RTP ID:** 22629 **CTIPS ID:** 1060000733

Sponsor: Vallejo

Implementing Agency: Vallejo

Project Name: Vallejo Ferry Terminal (Intermodal Station)

Description: Vallejo: Baylink Ferry Terminal; Construct new intermodal facility, including additional parking, upgrade of bus transfer facilities, and improvement to pedestrian access.

Air Quality Exempt Code: Non-Exempt Project

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	1064	\$ 2,000							\$ 2,000
PE	BT	\$ 2,350							\$ 2,350
PE	OTHER LOCAL	\$ 250							\$ 250
PE	RIP	\$ 1,400							\$ 1,400
ROW	BT	\$ 4,001							\$ 4,001
ROW	OTHER LOCAL	\$ 5,000							\$ 5,000
CON	1064	\$ 994							\$ 994
CON	5307	\$ 6,480							\$ 6,480
CON	5309	\$ 10,056							\$ 10,056
CON	BT	\$ 984	\$ 13,000	\$ 8,649					\$ 22,633
CON	EARMARK	\$ 1,250							\$ 1,250
CON	OTHER LOCAL	\$ 9,014							\$ 9,014
CON	P116	\$ 133							\$ 133
CON	RIP	\$ 13,128							\$ 13,128
CON	ST-STP	\$ 439							\$ 439
Total Programmed Funding:		\$ 57,480	\$ 13,000	\$ 8,649					\$ 79,130

TIP ID: SOL990040 **County:** Solano **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 20600001658

Sponsor: Vallejo

Implementing Agency: Vallejo

Project Name: Vallejo Transit: ADA Paratransit Operating Subsidy

Description: Vallejo Transit: ADA Paratransit Operating Subsidy.

Air Quality Exempt Code: 2.01 - Operating assistance to transit agencies

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 6,512	\$ 645						\$ 7,157
CON	OTHER LOCAL	\$ 1,632	\$ 161						\$ 1,793
Total Programmed Funding:		\$ 8,144	\$ 806						\$ 8,950

TIP ID: SOL991032 **County:** Solano **System:** TRANSIT **RTP ID:** 22629 **CTIPS ID:** 1060000734

Sponsor: Vallejo

Implementing Agency: Vallejo

Project Name: Vallejo Ferry Maintenance Facility

Description: Vallejo: Mare Island Naval Shipyard at Building 165; Construct new maintenance facility for Vallejo Baylink ferry service.

Air Quality Exempt Code: 2.11 - Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
ENV	RIP	\$ 75							\$ 75
CON	1064	\$ 856							\$ 856
CON	5309	\$ 674							\$ 674
CON	OTHER LOCAL	\$ 720							\$ 720
CON	P116	\$ 496							\$ 496
CON	RIP	\$ 425	\$ 4,300						\$ 4,725
CON	STP	\$ 248							\$ 248
Total Programmed Funding:		\$ 3,495	\$ 4,300						\$ 7,795



Transit Projects

Vallejo

(all dollars are in thousands)

TIP ID: SOL991055 **County:** Solano **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 20600001728

Sponsor: Vallejo **Implementing Agency:** Vallejo

Project Name: Vallejo: Bus Maintenance Facility Rehab

Description: Vallejo: Rehab Bus maintenance Facility, including: Staging area, building roof, HVAC, electrical, reconfigure/rehab dispatch and driver area, improve maintenance area, pit & equipment.

Air Quality Exempt Code: 2.08 - Reconstruction or renovation of transit buildings and structures

Phase	Fund Source	Post Mile From:	Post Mile To:	Toll Credits:							
				Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PSE	BT										\$ 7
PSE	STP										\$ 100
CON	5307										\$ 811
CON	BT										\$ 227
CON	OTHER LOCAL										\$ 364
CON	STP										\$ 453
CON	TDA										\$ 62
Total Programmed Funding:											\$ 2,025



Various Transit Agencies

(all dollars are in thousands)

TIP ID: MTC990015 **County:** Regional **System:** TRANSIT **RTP ID:** 230550 **CTIPS ID:** 20600001211

Sponsor: Bay Area Air Quality Management District **Implementing Agency:** Bay Area Air Quality Management

Project Name: Spare the Air Program

Description: San Francisco Bay Area: Spare the Air Campaign: Inform/educate the public about ozone problems, notify when Spare the Air days are called & encourage use of transit, ridesharing etc.

Air Quality Exempt Code: 4.12 - Transportation enhancement activities (except rehab/operation of historic transportation buildings, structures, or facilities)

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	CMAQ	\$ 3,000	\$ 900						\$ 3,900
PE	OTHER LOCAL	\$ 376	\$ 117						\$ 493
CON	CARB	\$ 2,110							\$ 2,110
CON	CMAQ	\$ 8,330							\$ 8,330
CON	OTHER LOCAL	\$ 940							\$ 940
CON	PVT	\$ 225							\$ 225
Total Programmed Funding:		\$ 14,981	\$ 1,017						\$ 15,998

TIP ID: SOL010031 **County:** Solano **System:** TRANSIT **RTP ID:** 22243 **CTIPS ID:** 20600002215

Sponsor: Benicia **Implementing Agency:** Benicia

Project Name: Military/Southampton & Military/First Intermodal

Description: Benicia: On Military West and Southampton Avenue and on Military and First Street; construct intermodal facilities (Construct parking lot and transit transfer area).

Air Quality Exempt Code: 5.06 - Bus terminals and transfer points

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
ENV	BT	\$ 92							\$ 92
ENV	RIP								\$ 0
PE	BT		\$ 224						\$ 224
ROW	BT		\$ 170						\$ 170
ROW	OTHER LOCAL								\$ 0
CON	BT					\$ 2,514			\$ 2,514
Total Programmed Funding:		\$ 92	\$ 394			\$ 2,514			\$ 3,000

TIP ID: SOL050035 **County:** Solano **System:** TRANSIT **RTP ID:** 21017 **CTIPS ID:** 20600003630

Sponsor: Benicia **Implementing Agency:** Benicia

Project Name: Van Replacement: Purchase (2) Cut-Aways

Description: Benicia Transit: Replace 2 mini cut-aways.

Air Quality Exempt Code: 2.10 - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 134							\$ 134
CON	OTHER LOCAL	\$ 34							\$ 34
Total Programmed Funding:		\$ 168							\$ 168



Transit Projects
Various Transit Agencies

(all dollars are in thousands)

TIP ID: SOL070030 **County:** Solano **System:** TRANSIT **RTP ID:** 21017 **CTIPS ID:** 20600004190

Sponsor: Benicia **Implementing Agency:** Benicia

Project Name: Replacement of One Cutaway Vehicle

Description: replacement of one cutaway vehicle

Air Quality Exempt Code: 2.10 - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 59							\$ 59
CON	OTHER LOCAL	\$ 15							\$ 15
Total Programmed Funding:		\$ 73							\$ 73

TIP ID: SOL070031 **County:** Solano **System:** TRANSIT **RTP ID:** 21017 **CTIPS ID:** 20600004191

Sponsor: Benicia **Implementing Agency:** Benicia

Project Name: Replacement of Two Minivans

Description: Replacement of two minivans

Air Quality Exempt Code: 2.03 - Rehabilitation of transit vehicles

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 80							\$ 80
CON	OTHER LOCAL	\$ 20							\$ 20
Total Programmed Funding:		\$ 100							\$ 100

TIP ID: SOL070032 **County:** Solano **System:** TRANSIT **RTP ID:** 21017 **CTIPS ID:** 20600004192

Sponsor: Benicia **Implementing Agency:** Benicia

Project Name: Preventive Maintenance

Description: Preventive maintenance

Air Quality Exempt Code: 2.03 - Rehabilitation of transit vehicles

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 21							\$ 21
CON	OTHER LOCAL	\$ 5							\$ 5
Total Programmed Funding:		\$ 26							\$ 26

TIP ID: SOL070033 **County:** Solano **System:** TRANSIT **RTP ID:** 21017 **CTIPS ID:** 20600004193

Sponsor: Benicia **Implementing Agency:** Benicia

Project Name: Shop Equipment

Description: Shop equipment

Air Quality Exempt Code: 2.04 - Purchase of office, shop, and operating equipment for existing facilities

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 80							\$ 80
CON	OTHER LOCAL	\$ 20							\$ 20
Total Programmed Funding:		\$ 100							\$ 100



Transit Projects
Various Transit Agencies

(all dollars are in thousands)

TIP ID: SOL070034 **County:** Solano **System:** TRANSIT **RTP ID:** 21017 **CTIPS ID:** 20600004194

Sponsor: Benicia **Implementing Agency:** Benicia

Project Name: Purchase of Administrative Car

Description: Administrative car

Air Quality Exempt Code: 2.02 - Purchase of support vehicles

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 22							\$ 22
CON	OTHER LOCAL	\$ 5							\$ 5
Total Programmed Funding:		\$ 27							\$ 27

TIP ID: SOL070035 **County:** Solano **System:** TRANSIT **RTP ID:** 21017 **CTIPS ID:** 20600004195

Sponsor: Benicia **Implementing Agency:** Benicia

Project Name: Shop Truck Replacement

Description: Shop truck replacement

Air Quality Exempt Code: 2.02 - Purchase of support vehicles

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 32							\$ 32
CON	OTHER LOCAL	\$ 8							\$ 8
Total Programmed Funding:		\$ 40							\$ 40

TIP ID: SOL070036 **County:** Solano **System:** TRANSIT **RTP ID:** 21017 **CTIPS ID:** 20600004196

Sponsor: Benicia **Implementing Agency:** Benicia

Project Name: Benicia Breeze Maintenance Facility

Description: Benicia Breeze maintenance facility.

Air Quality Exempt Code: 2.04 - Purchase of office, shop, and operating equipment for existing facilities

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 440							\$ 440
CON	OTHER LOCAL	\$ 110							\$ 110
Total Programmed Funding:		\$ 550							\$ 550

TIP ID: SOL070037 **County:** Solano **System:** TRANSIT **RTP ID:** 21017 **CTIPS ID:** 20600004197

Sponsor: Benicia **Implementing Agency:** Benicia

Project Name: Security Cameras on Buses

Description: Security cameras on buses

Air Quality Exempt Code: 2.05 - Purchase of operating equipment for vehicles

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 72							\$ 72
CON	OTHER LOCAL	\$ 18							\$ 18
Total Programmed Funding:		\$ 90							\$ 90



Transit Projects
Various Transit Agencies

(all dollars are in thousands)

TIP ID: SOL070038 **County:** Solano **System:** TRANSIT **RTP ID:** 21017 **CTIPS ID:** 20600004198

Sponsor: Benicia **Implementing Agency:** Benicia

Project Name: GFI Genfare Fare Collection System

Description: GFI Genfare Fare Collection System

Air Quality Exempt Code: 2.05 - Purchase of operating equipment for vehicles

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 52							\$ 52
CON	OTHER LOCAL	\$ 13							\$ 13
Total Programmed Funding:		\$ 65							\$ 65

TIP ID: SOL070039 **County:** Solano **System:** TRANSIT **RTP ID:** 21017 **CTIPS ID:** 20600004199

Sponsor: Benicia **Implementing Agency:** Benicia

Project Name: Radio Equipment

Description: Radio Equipment

Air Quality Exempt Code: 2.05 - Purchase of operating equipment for vehicles

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 32							\$ 32
CON	OTHER LOCAL	\$ 8							\$ 8
Total Programmed Funding:		\$ 40							\$ 40

TIP ID: SOL110008 **County:** Solano **System:** TRANSIT **RTP ID:** 22243 **CTIPS ID:** 20600004828

Sponsor: Benicia **Implementing Agency:** Benicia

Project Name: Benicia Indust. Park Multi-Modal Transit Area Plan

Description: In Benicia: on Benicia Industrial Park area near railway; develop a specific plan for a new transit stop and accompanying multi-modal facilities.

Air Quality Exempt Code: 4.03 - Planning activities conducted pursuant to titles 23 and 49 U.S.C.

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	BT		\$ 125						\$ 125
Total Programmed Funding:			\$ 125						\$ 125

TIP ID: ALA050081 **County:** Alameda **System:** TRANSIT **RTP ID:** 22007 **CTIPS ID:** 20600003667

Sponsor: Berkeley **Implementing Agency:** Berkeley

Project Name: Ed Roberts Intermodal Transit Center

Description: Berkeley: At the Ashby BART station; Various pedestrian access improvements.

Air Quality Exempt Code: 5.06 - Bus terminals and transfer points

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	OTHER LOCAL	\$ 15							\$ 15
CON	OTHER LOCAL	\$ 400							\$ 400
CON	RIP	\$ 6,114							\$ 6,114
CON	RIP-TE								\$ 0
Total Programmed Funding:		\$ 6,529							\$ 6,529



Transit Projects
Various Transit Agencies

(all dollars are in thousands)

TIP ID: ALA070016 **County:** Alameda **System:** TRANSIT **RTP ID:** 22009 **CTIPS ID:** 20600003684

Sponsor: Capitol Corridor Joint Powers Authority **Implementing Agency:** Capitol Corridor Joint Powers Authority

Project Name: Capitol Corridor Rail Improvements

Description: Between Oakland and San Jose: Rail improvements including construction of siding, extensions, additional mainline track, crossovers and signal control systems.

Air Quality Exempt Code: 2.09 - Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	IIP	\$ 1,060							\$ 1,060
CON	RIP	\$ 4,200							\$ 4,200
Total Programmed Funding:		\$ 5,260							\$ 5,260

TIP ID: CC-090004 **County:** Contra Costa **System:** TRANSIT **RTP ID:** 22402 **CTIPS ID:** 20600004224

Sponsor: Danville **Implementing Agency:** Danville

Project Name: San Ramon Valley Bus Program

Description: Operate a school bus program starting in FY 2010 in the peak hours to relieve congestion near schools in the San Ramon and Danville area

Air Quality Exempt Code: 2.10 - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	OTHER LOCAL		\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000			\$ 8,000
Total Programmed Funding:			\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000			\$ 8,000

TIP ID: SOL030001 **County:** Solano **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 20600002393

Sponsor: Dixon **Implementing Agency:** Dixon

Project Name: Dixon Multimodal Transp. Center

Description: In Dixon: West B St adjacent to UPRR tracks; design and construct passenger rail station improvements (platform/pedestrian grade separation), Park-n-Ride Lot and building already constructed.

Air Quality Exempt Code: 5.06 - Bus terminals and transfer points

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PSE	OTHER LOCAL	\$ 100							\$ 100
PSE	RIP	\$ 1,873							\$ 1,873
CON	CARB	\$ 100							\$ 100
CON	CMAQ	\$ 875							\$ 875
CON	OTHER LOCAL								\$ 0
Total Programmed Funding:		\$ 2,948							\$ 2,948

TIP ID: CC-070046 **County:** Contra Costa **System:** TRANSIT **RTP ID:** 21011 **CTIPS ID:** 20600003777

Sponsor: El Cerrito **Implementing Agency:** El Cerrito

Project Name: Del Norte Area TOD

Description: Transit Oriented Development project at the Del Norte Intermodal Station (transit connections include BART, bus, express bus, bicycle, and pedestrian).

Air Quality Exempt Code: 3.02 - Bicycle and pedestrian facilities

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
ENV	OTHER LOCAL	\$ 350							\$ 350
PSE	OTHER LOCAL		\$ 650						\$ 650
CON	OTHER LOCAL			\$ 4,875					\$ 4,875
CON	XGEN			\$ 1,000					\$ 1,000
Total Programmed Funding:		\$ 350	\$ 650	\$ 5,875					\$ 6,875



Transit Projects
Various Transit Agencies

(all dollars are in thousands)

TIP ID: ALA070015 **County:** Alameda **System:** TRANSIT **RTP ID:** 22089 **CTIPS ID:** 20600003683

Sponsor: Emeryville **Implementing Agency:** Caltrans

Project Name: Emeryville Intermodal Transfer Station: Phase 1

Description: Emeryville: At the Emeryville Amtrak intercity rail station; Construct the first phase of the intermodal transfer station. Including a parking garage, bus terminals & track improvements.

Air Quality Exempt Code: 5.06 - Bus terminals and transfer points

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	IIP			\$ 4,200					\$ 4,200
Total Programmed Funding:				\$ 4,200					\$ 4,200

TIP ID: SOL010006 **County:** Solano **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 20600002029

Sponsor: Fairfield **Implementing Agency:** Fairfield

Project Name: Fairfield Transit: Operating Assistance

Description: Fairfield Transit: Operating Assistance to support transit operations.

Air Quality Exempt Code: 2.01 - Operating assistance to transit agencies

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 19,801	\$ 2,812						\$ 22,613
CON	OTHER LOCAL	\$ 7,137	\$ 2,812						\$ 9,948
CON	TDA	\$ 2,455							\$ 2,455
Total Programmed Funding:		\$ 29,393	\$ 5,623						\$ 35,016

TIP ID: SOL030002 **County:** Solano **System:** TRANSIT **RTP ID:** 21341 **CTIPS ID:** 20600002394

Sponsor: Fairfield **Implementing Agency:** Fairfield

Project Name: Fairfield/Vacaville Intermodal Rail Station

Description: In Fairfield: Capitol Corridor; Construct train station with passenger platforms, pedestrian undercrossing, highway overcrossing, park and ride lot, bike and other station facilities.

Air Quality Exempt Code: Non-Exempt Project

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
ENV	TCI	\$ 125							\$ 125
PE	5309	\$ 1,466	\$ 492						\$ 1,958
PE	BT	\$ 615							\$ 615
PE	GFSTIP	\$ 250							\$ 250
PE	OTHER LOCAL	\$ 145							\$ 145
PSE	BT		\$ 1,000	\$ 750					\$ 1,750
PSE	OTHER LOCAL	\$ 75							\$ 75
ROW	BT		\$ 2,000						\$ 2,000
ROW	OTHER LOCAL	\$ 30							\$ 30
ROW	TCI	\$ 760							\$ 760
CON	5309	\$ 196							\$ 196
CON	AB1171-AB144				\$ 9,000				\$ 9,000
CON	BT			\$ 13,250	\$ 3,381				\$ 16,631
CON	EARMARK	\$ 754							\$ 754
CON	OTHER LOCAL				\$ 911				\$ 911
CON	RIP			\$ 4,000					\$ 4,000
CON	RIP-TE				\$ 400				\$ 400
Total Programmed Funding:		\$ 4,416	\$ 3,492	\$ 18,000	\$ 13,692				\$ 39,600



Transit Projects
Various Transit Agencies

(all dollars are in thousands)

TIP ID: SOL090008 **County:** Solano **System:** TRANSIT **RTP ID:** 20002 **CTIPS ID:** 20600004471

Sponsor: Fairfield **Implementing Agency:** Fairfield

Project Name: Fairfield - Fareboxes Purchase & Implementation

Description: City of Fairfield - GFI Fareboxes Purchase & Implementation

Air Quality Exempt Code: 2.03 - Rehabilitation of transit vehicles

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	ST-STP	\$ 172							\$ 172
Total Programmed Funding:		\$ 172							\$ 172

TIP ID: SOL110007 **County:** Solano **System:** TRANSIT **RTP ID:** 21341 **CTIPS ID:** 20600004811

Sponsor: Fairfield **Implementing Agency:** Fairfield

Project Name: Fairfield Transportation Center - Phase 3

Description: In Fairfield: Fairfield Transportation Center; Construct approximately 600 automobile parking spaces in a parking structure, multi-use trail to improve access to FTC and other passenger amenities.

Air Quality Exempt Code: Non-Exempt Project

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	BT		\$ 1,000						\$ 1,000
CON	5309	\$ 475							\$ 475
CON	BT		\$ 4,500						\$ 4,500
CON	CMAQ	\$ 203							\$ 203
CON	STP	\$ 95							\$ 95
Total Programmed Funding:		\$ 773	\$ 5,500						\$ 6,273

TIP ID: CC-030002 **County:** Contra Costa **System:** TRANSIT **RTP ID:** 21210 **CTIPS ID:** 20600002397

Sponsor: Hercules **Implementing Agency:** Hercules

Project Name: Hercules Intercity Rail Station

Description: Hercules: Construct 35 ft. center platform. Realignment of existing train track. Install Passenger shelters, lighting, and other civil infrastructure and landscaping.

Air Quality Exempt Code: Non-Exempt Project

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
ENV	OTHER LOCAL								\$ 0
ENV	TCRP	\$ 208							\$ 208
PSE	OTHER LOCAL	\$ 900							\$ 900
PSE	TCRP	\$ 2,092							\$ 2,092
ROW	OTHER LOCAL	\$ 1,300							\$ 1,300
CON	5309								\$ 0
CON	OTHER LOCAL		\$ 9,200						\$ 9,200
CON	RIP		\$ 8,000						\$ 8,000
CON	RIP-TE		\$ 1,097						\$ 1,097
CON	TCRP		\$ 700						\$ 700
CON	XGEN		\$ 7,500						\$ 7,500
Total Programmed Funding:		\$ 4,500	\$ 26,497						\$ 30,997



Transit Projects
Various Transit Agencies

(all dollars are in thousands)

TIP ID: SOL070016 **County:** Solano **System:** TRANSIT **RTP ID:** 22423 **CTIPS ID:** 20600004062

Sponsor: Metropolitan Transportation Commission **Implementing Agency:** Other

Project Name: Fairfield Transportation Assistance

Description: Fairfield: Community Action Council; Assistance to fund program management for the distribution of transportation vouchers and limited emergency taxi cab vouchers (JARC).

Air Quality Exempt Code: 2.01 - Operating assistance to transit agencies

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5316	\$ 26							\$ 26
CON	OTHER LOCAL	\$ 38							\$ 38
Total Programmed Funding:		\$ 64							\$ 64

TIP ID: SOL070017 **County:** Solano **System:** TRANSIT **RTP ID:** 22423 **CTIPS ID:** 20600004063

Sponsor: Metropolitan Transportation Commission **Implementing Agency:** Other

Project Name: Solano County Kids Shuttle

Description: Solano County: Kids Xpress; Assistance to provide dedicated children's shuttle service between home, childcare, and schools (JARC).

Air Quality Exempt Code: 2.01 - Operating assistance to transit agencies

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5316	\$ 60							\$ 60
CON	OTHER LOCAL	\$ 90							\$ 90
Total Programmed Funding:		\$ 150							\$ 150

TIP ID: SON070021 **County:** Sonoma **System:** TRANSIT **RTP ID:** 22423 **CTIPS ID:** 20600004213

Sponsor: Metropolitan Transportation Commission **Implementing Agency:** Santa Rosa City Bus

Project Name: Roseland Route 19 - New Bus Service

Description: In Santa Rosa: Provides new service connecting Roseland residents to downtown Santa Rosa transit mall.

Air Quality Exempt Code: 5.06 - Bus terminals and transfer points

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5316	\$ 613							\$ 613
CON	OTHER LOCAL	\$ 590							\$ 590
CON	STA-REV	\$ 468							\$ 468
Total Programmed Funding:		\$ 1,671							\$ 1,671

TIP ID: SCL070034 **County:** Santa Clara **System:** TRANSIT **RTP ID:** 22909 **CTIPS ID:** 20600004131

Sponsor: Milpitas **Implementing Agency:** Milpitas

Project Name: Tasman LRT Landscaping

Description: In Milpitas: Install landscape and irrigation on medians along Great Mall Parkway from I-880 to Capitol Avenue.

Air Quality Exempt Code: 4.09 - Plantings, landscaping, etc.

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	OTHER LOCAL		\$ 1,800						\$ 1,800
Total Programmed Funding:			\$ 1,800						\$ 1,800



Various Transit Agencies

(all dollars are in thousands)

TIP ID: SM-050002 **County:** San Mateo **System:** TRANSIT **RTP ID:** 21618 **CTIPS ID:** 20600002935

Sponsor: San Mateo County Transportation Authority **Implementing Agency:** San Mateo County Transportation

Project Name: Dumbarton Rail Service (PE and ROW only)

Description: Dumbarton Bridge: Rail service over the Dumbarton bridge.

Air Quality Exempt Code: Non-Exempt Project

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
ENV	BT	\$ 9,057							\$ 9,057
ENV	XGEN	\$ 5,584							\$ 5,584
PSE	OTHER LOCAL			\$ 28,000		\$ 44,000			\$ 72,000
PSE	XGEN	\$ 7,347					\$ 91,000		\$ 98,347
ROW	BT			\$ 34,843					\$ 34,843
ROW	OTHER LOCAL					\$ 2,309			\$ 2,309
ROW	RTP-LRP						\$ 75,000		\$ 75,000
ROW	XGEN	\$ 3,896							\$ 3,896
CON	BT								\$ 0
CON	OTHER LOCAL								\$ 0
CON	XGEN								\$ 0
Total Programmed Funding:		\$ 25,884		\$ 62,843		\$ 46,309	\$ 166,000		\$ 301,036

TIP ID: SOL991066 **County:** Solano **System:** TRANSIT **RTP ID:** 21008 **CTIPS ID:** 20600001739

Sponsor: Solano Transportation Authority **Implementing Agency:** Solano Transportation Authority

Project Name: Eastern Solano / SNCI Rideshare Program

Description: Eastern Solano Air Basin (Sacramento Valley Air Basin - Solano/Napa Commuter Info); Encourage ridesharing activities within the Eastern Solano County Region.

Air Quality Exempt Code: Non-Exempt Project

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	CMAQ	\$ 505							\$ 505
PE	OTHER LOCAL	\$ 27							\$ 27
CON	CMAQ	\$ 320	\$ 445						\$ 765
CON	OTHER LOCAL	\$ 84	\$ 58						\$ 142
Total Programmed Funding:		\$ 936	\$ 503						\$ 1,439

TIP ID: SON050014 **County:** Sonoma **System:** TRANSIT **RTP ID:** 22001 **CTIPS ID:** 20600003520

Sponsor: Sonoma Marin Area Rail Transit (SMART) **Implementing Agency:** Sonoma Marin Area Rail Transit

Project Name: SMART Extension to Larkspur or San Quentin

Description: SMART: Cloverdale to San Quentin or Larkspur: Develop/implement commuter passenger rail service.

Air Quality Exempt Code: 4.05 - Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
ENV	TCRP								\$ 0
PSE	TCRP								\$ 0
ROW	TCRP								\$ 0
CON	BT								\$ 0
Total Programmed Funding:									\$ 0



2011 TIP Metropolitan Transportation Commission Transportation Improvement Program (TIP) 2011 TIP Development Schedule	
Monday, February 01, 2010	Call for new non-exempt projects not listed in the TIP that need to be included in the 2011 TIP
Friday, March 19, 2010	Deadline for list of new non-exempt projects not in current TIP to be included in 2011 TIP
Wednesday, March 31, 2010	Last day to submit new projects for current TIP for the last 2009 Formal TIP Amendment
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; FMS and TIP Locked Down
Wednesday, July 14, 2010	PAC Meeting – authorize public hearing and release Draft 2010 TIP & AQ Conformity
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 Draft 2011 TIP posted on the website as well as the PAC Packet posting
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



DATE: August 27, 2010
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update

Background:

STA staff monitors State and federal legislation pertaining to transportation and related issues. The STA Board-approved 2010 Legislative Priorities and Platform provides policy guidance on transportation legislation and activities during 2010. Attachment A is an updated STA legislative bill matrix.

Discussion:

State:

The Governor and the State Legislators are attempting to come to agreement on closing a \$19 billion FY 10-11 state budget deficit by August 31st. Given that transportation was addressed in the “gas tax swap” package in March, no additional proposals are expected at this time. If the State Legislature fails to approve a budget by August 31st, an agreement may not be reached until after the Labor Day weekend. Attachment B is a legislative update for July and August from Gus Khouri, STA’s state legislative advocate with Shaw/Yoder/Antwih, Inc.

Federal:

In July, Congresswoman Betsy Markey from Colorado introduced HR 5730 in the House Transportation and Infrastructure Subcommittee on Highways and Transit. This bill proposes to rescind unused unobligated balances from earmarked programs contained in SAFETEA LU, TEA 21, ISTEA and earlier transportation acts. HR 5370 passed the House on July 27 under suspension of the rules -- 394-23. It is now pending before the Senate Environment and Public Works Committee.

On the list of California projects that could have funds rescinded if this bill should become law is the Parkway Blvd. Overcrossing project in the City of Dixon. There is \$668,000 remaining from an ISTEA earmark, with a total available Obligation Authority amount of \$1.755M. To date, Dixon has obligated \$1.096M of this funding for Preliminary Engineering. The earmark was originally for a State Route (SR) 113 crossing project, not the Parkway Blvd. Overcrossing project. Dixon has not yet gotten federal environmental clearance, and cannot proceed with a Right-of-Way obligation request for the remaining earmark funds. It is unclear how much more time Dixon will need to clear their project and request an obligation, but the City of Dixon is now waiting on further action from Caltrans and Congress. STA staff is working with staff of our member agencies to ensure federal project funding is not lost as a result of this legislation.

On July 29th, the House of Representatives passed the Transportation and Housing and Urban Development (THUD) fiscal year 2011 appropriations bill, which included the following two items requested by the STA:

- \$750,000 in the FHWA Account for Travis Air Force Base North Gate Access Improvements (Garamendi)
- \$750,000 in the FTA Bus Account for the Vacaville Intermodal Station - Phase 2 (Miller)

It appears unlikely that Congress will enact a standalone appropriations bill for fiscal year 2011 transportation spending, and will likely adopt an omnibus bill or a continuing resolution to fund the government until after the election. Attachment C is a legislative update for July and August from Susan Lent, STA's federal legislative advocate with Akin Gump.

Recommendation:

Informational.

Attachment:

- A. STA Legislative Matrix
- B. State Legislative Update for July/August – Shaw/Yoder/Antwih, Inc.
- C. Federal Legislative Update for July/August – Akin Gump

 Solano Transportation Authority	LEGISLATIVE MATRIX 2009-2010 State and Federal Legislative Session August 30, 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

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 2187 Perez D Safe Routes to School Construction Program	To Enrollment 8/26/10	Modifies the Safe Routes to School (SR2S) program to authorize schools to apply for SR2S grants under the state SR2S program and to require the California Department of Transportation (Caltrans) to establish a multidisciplinary SR2S committee, with a prescribed membership, to advise the department; allows Caltrans to require a school district to have a city or county serve as the responsible agency for a project. Last Amended on 8/20/2010	
AB 2620 Eng D Transportation: toll facilities.	SEN APPR. 8/2/10 - First hearing cancelled at author's request.	The most recent version of the bill is a "gut and amend" that was recently amended to change the overhead rate that the Department of Transportation (Caltrans) charges for reimbursed work it performs for local agencies or private entities in order to make it more competitive in obtaining work from local jurisdictions. STA was opposed to previous versions of the bill which would have required that 15% of all net revenues collected within a corridor be used to fund SHOPP projects in the corridor which collected the fees. The bill also would have authorized Caltrans to jointly apply with the public agency implementing the toll facility to direct the funds to non-SHOPP projects on the state highway system within the county. Last Amended on 6/22/2010	Oppose <i>(05/12/10)</i>
SB 82 Hancock D Community colleges: parking and transportation fees	SEN UNFINISHED BUSINESS 8/27/10	Existing law limits the transportation fee and parking services fee to \$60 per semester or \$30 per intersession that community college districts are authorized to charge students and district employees. This bill would increase the combined limit to \$70 per semester or \$35 per intersession. This bill increases the transportation fee caps that have been in place for over 10 years. Transportation services have increased significantly, therefore the current caps create a disincentive for community college districts to provide discounted mass transit opportunities for students and faculty. This bill addresses this problem by increasing the maximum amount the districts are authorized to charge for transportation services. Last Amended 8/16/10	

Bill Number/Topic	Location	Summary	Position
<p>SB 409 Ducheny D</p> <p>Passenger rail programs: strategic planning.</p>	<p>ASM. APPROPS. 8/13/10 – Set, second hearing, held in committee and under submission.</p>	<p>Existing law creates the Department of Transportation in the Business, Transportation and Housing Agency (BT&H), with various powers and duties relative to the intercity passenger rail program, among other transportation programs. Existing law creates in state government the High-Speed Rail Authority, with various powers and duties relative to development and implementation of a high-speed passenger train system. The authority has 9 members, 5 appointed by the Governor and 4 appointed by the Legislature. Existing law also creates in state government the California Transportation Commission (CTC), with various powers and duties relative to programming of transportation capital projects and assisting the Secretary of BT&H in formulating state transportation policies. This bill would: place the High-Speed Rail Authority within the BT&H; require the 5 members of the authority appointed by the Governor to be appointed with the advice and consent of the Senate; require authority to annually submit a funding plan to CTC for approval, identifying the need for investments during the fiscal year and the amount of bond sales necessary. This bill contains other related provisions.</p> <p>Last Amended on 8/2/2010</p>	<p>Support with Amendments <i>(05/12/10)</i></p>
<p>SB 1348 Steinberg D</p> <p>California Transportation Commission: guidelines.</p>	<p>To Enrollment 8/26/10</p>	<p>Existing law generally provides for programming and allocation of state and federal funds available for transportation capital improvement projects by the California Transportation Commission, pursuant to various requirements. Existing law authorizes the commission, in certain cases, to adopt guidelines relative to its programming and allocation policies and procedures. This bill would establish specified procedures that the commission would be required to utilize when it adopts guidelines pursuant to a statutory authorization or mandate that exempts the commission from the requirements of the Administrative Procedure Act. This bill contains other existing laws.</p> <p>Last Amended on 8/9/2010</p>	<p>Watch <i>(05/12/10)</i></p>
<p>SB 1418 Wiggins D</p> <p>Transportation: motorist aid services.</p>	<p>ASM TRANS 6/28/10 Failed Passage (5 to 6).</p>	<p>Makes a number of changes to state law governing service authorities for freeway emergencies. Specifically, the bill: Deletes the requirement that an authority operate and fund a system of call boxes. Requires an authority to spend its funds on implementation, maintenance, and operation of systems, projects, and programs to aid and assist motorists, including, but not limited to, a call box system, freeway service patrol, mobile roadside assistance systems, intelligent transportation systems, incident management programs and coordination, traveler information system programs, and support for traffic operation centers. Allows an authority to charge a fee of up to \$2 per vehicle in the county, in \$1 increments. Provides that an authority's amendment to its existing call box plan is deemed approved if Caltrans and CHP do not reject the amendment within 60 days of receipt. Allows the Bay Area's Metropolitan Transportation Commission (MTC), in counties where it functions as the authority, to place call boxes in parking or roadway area, under specified terms, in state and federal parks where telecommunication services are unavailable, provided that MTC and the park administrator agree. Limits the applicability of Americans with Disabilities Act (ADA) requirements to call boxes, as opposed to the entire motorist aid system.</p> <p>Last Amended on 6/21/10</p>	<p>Watch <i>(05/12/10)</i></p>

Bill Number/Topic	Location	Summary	Position
SB 1445 DeSaulnier D Planning.	ASM APPROPS. 8/23/10 Re-referred to Approps Comm.	<p>Existing law creates the Strategic Growth Council consisting of the Director of State Planning and Research, the Secretary of the Natural Resources Agency, the Secretary for Environmental Protection, the Secretary of Business, Transportation and Housing, the Secretary of California Health and Human Services, and one public member appointed by the Governor. Existing law specifies the powers and duties of the council with respect to identification and review of activities and programs of member agencies that may be coordinated to improve certain planning and resource objectives and associated matters, including provision of financial assistance to support the planning and development of sustainable communities. Existing law requires the council to report to the Legislature not later than July 1, 2010, and every year thereafter, on the financial assistance provided. This bill would instead provide for an initial reporting date of July 1, 2012. The bill would require the council to coordinate certain of its activities with the Planning Advisory and Assistance Council. This bill contains other related provisions and other existing laws.</p> <p>This bill allows an Metropolitan Planning Organization (MPO), a Council of Governments (COG), or a county transportation commission and a subregional COG jointly preparing a subregional sustainable communities strategy (referred to as "Authorities" in the bill) to adopt a measure authorizing it to implement and impose a fee, subject to approval by voters, of up to \$4 maximum in every county within its jurisdiction on vehicle registration. The bill also adds additional members to the Planning Advisory and Assistance Council (PAAC). Any fee beyond \$2 would be used to fund grants to cities, counties or congestion management agencies for planning and projects related to the implementation of a sustainable communities strategy or a regional blueprint plan. The bill allows the fee revenue to be split with the local air quality management district pursuant to an agreement with that district. Additionally the bill adds to the membership of the PAAC several members from MPOs and COGs, and requires that 1% of the fee revenue go to support the activities of the PAAC. This bill is similar to SB 406 (DeSaulnier).</p> <p>Last Amended on 8/20/2010</p>	<p>Watch <i>(05/12/10)</i></p>

FEDERAL Legislation:

Bill Number/Topic	Location	Summary	Position
<u>HR 2454</u> Waxman (D-CA) American Clean Energy and Security Act of 2009 <i>Safe Climate Act</i>	7/7/2009: Read second time. Placed on Senate Legislative Calendar under General Orders. Calendar No. 97.	To create clean energy jobs, achieve energy independence, reduce global warming pollution and transition to a clean energy economy. This bill would reduce US emissions 17 percent by 2020 from 2005 levels, with no allowances to transit agencies and local governments. Large MPOs and states would need to develop plans establishing goals to progressively reduce transportation-related greenhouse gas emissions within 3 years of the bill's enactment. Strategies include: efforts to increase public transportation (including commuter rail service and ridership); updates to zoning and other land use regulations and plans to coordinate transportation and land use planning; construction of bike and pedestrian pathways to support "complete streets" policy and telecommuting; adoption of pricing measures and parking policies; and intermodal freight system planning.	None
<u>S 1156</u> Harkin (D-IA) Safe Routes to School Program Reauthorization Act	05/21/09: Referred to Senate committee; read twice and referred to Committee on Environment and Public Works.	This bill would provide \$600 million annually to fund the program. Likely to be included in the surface transportation reauthorization bill, it would fund infrastructure improvements (sidewalks, pathways, bike lanes, and safe crossings), as well as educational, law enforcement, and promotional efforts to make it safer for children to walk and bicycle to and from school. The bill would also expand eligibility to include high schools, allow funds to be used to improve bus stop safety and expand access in rural communities; improve project delivery and reduce overhead by addressing regulatory burdens; and authorize research and evaluation of the program.	None
<u>S 3412</u> Dodd (D-CT) Public Transportation Preservation Act of 2010	5/25/10: Read twice and referred to the Committee on Banking, Housing, and Urban Affairs	This bill would authorize \$2 billion in emergency operating assistance through fiscal year 2011 for public transit agencies. Transit agencies could use the funds to reduce fare increases and restore services cut after January 2009, or prevent future service cuts or fare hikes through September 2011. Agencies that have not hiked fares or slashed services would be able to use the money for infrastructure improvements. The grants would be distributed through existing formulas, with a small amount set aside for oversight and administration.	Support <i>(06/09/10)</i>



SHAW/YODER/ANTWIH, inc.
LEGISLATIVE ADVOCACY • ASSOCIATION MANAGEMENT

August 30, 2010

TO: Board Members, Solano Transportation Authority
FROM: Gus Khouri, Legislative Advocate
Shaw / Yoder / Antwih, Inc.

RE: STATE LEGISLATIVE UPDATE- JULY/AUGUST

On May 14th, the Governor released his May Revision to the Governor's 2010-11 State Budget. The Governor estimates that the state's budget gap is \$19.1 billion (only \$800 million less than what the Governor stated in January), which includes a current year (FY 09-10) shortfall of \$7.7 billion, a budget year (FY 10-11) shortfall of \$10.2 billion and a modest reserve of \$1.2 billion. Citing lower than anticipated revenues, the Governor proposes to eliminate the California Work Opportunity and Responsibility to Kids Program, (CalWORKs) program, and to reduce funding for local mental health services by approximately 60 percent to help balance the budget. In addition, the Governor proposes to borrow \$650 million from the excise tax on gasoline (additional revenue generated from gas tax swap that was to be divided between STIP, SHOPP, and cities/counties), and account for \$3.4 billion in federal funding. Spending reductions account for \$12.4 billion of his proposed solutions.

The Senate Democrats countered with a plan to delay corporate tax breaks, increase the vehicle license fee rate (1.15% to 1.5%), increasing the alcohol tax (1 to 2 cents per bottle), and retaining a .25% personal income tax surcharge and reduction in dependent tax credits to balance the budget.

The Assembly Democrats responded with a proposal to securitize against the California Beverage Recycling Fund and impose an oil severance tax.

Status of the State Budget

The most recent developments suggest that there may be agreement in principle on \$15 billion out of the \$19 billion problem. While details are scant, they seem to revolve around \$3.7 billion in cuts to schools and the reserve, the imposition of an oil severance tax, and \$1.4 billion in adjusted projections by the Legislative Analyst's Office. Additional savings of nearly \$1.5 billion have been realized through the renegotiation of pension plans by six unions.

Democrats are also pushing for another tax swap which would broaden the tax base by reducing the personal income tax and sales tax, while expanding the sales tax to services. The plan is estimated to generate anywhere from \$2 to \$3 billion. The 2009-10 Regular Session is scheduled to adjourn on Tuesday, August 31st. The legislature can still work on items requiring a 2/3 vote, such as urgency items or the state budget, through as late as November 30, when the it adjourns sine die (last possible date for current class of legislators to vote on any items before new class is sworn in). Rumor has it that a deal could be reached after Labor Day weekend. Given that transportation was addressed in the March Special Session, there is little to be concerned about at this point.

Impact on Transportation

In March, the legislature adopted the "gas tax swap" which eliminated the sales tax on gasoline (Proposition 42) and replaced it with a 17.3 cent increase in excise tax revenue. This new increment provided an additional \$650 million to what the sales tax generated as

was to be split 44/44/12 between the State Transportation Improvement Program (STIP), and cities and counties, and State Highway Operation and Protection Program (SHOPP), respectively.

The Governor proposes to borrow this amount and repay it in 2013. This funding is available on a one-time only basis, as specified in ABx8 9, Chapter 12, Statutes of 2010, of the recently enacted excise gas tax swap legislation.

Impact on Transit

In March, the legislature captured a total of \$1.586 billion in traditional sources of funding through the "gas tax swap" from public transportation for FY 10-11. Public transportation received a \$400 million appropriation to the State Transit Assistance program from the balance created from the *Shaw v. Chiang* lawsuit. The intercity rail program received a \$129 million appropriation from that balance as well for FY 10-11 and is expected to receive a like amount for FY 11-12. Beginning in FY 11-12, local transit operators are expected to receive \$348 million as a result of the 75% allocation to the State Transit Assistance program from the sales tax on diesel. The remaining 25% is dedicated primarily to the intercity rail program as well as the other traditional expenditures of the Public Transportation Account (CPUC, CTC, ITS). Non-article XIX funds which are derived from the sale of documents and miscellaneous services to the public were also dedicated to the intercity rail program to ensure full funding in future years.

If the proposal to lower the sales tax is adopted, it would have an adverse impact on the sales tax on diesel which is the sole source of state funding that remains for public transportation. Legislative leadership has signaled, however, that they would exempt the source from the reduction in order to retain the 6.75% rate.

The May Revise proposes to transfer the \$72.2 million of Non-Article XIX funds that have materialized for FY 10-11 from the Motor Vehicle Account to the General Fund. This should not have an impact on the intercity rail program in the budget year.

Additional proposals include:

- Extending the repayment date for \$230 million in loans from the State Highway Account and other transportation funds from June 2011 to June 2012. The projects planned for 2010 do not require this cash.
- Loaning up to \$250 million from the Motor Vehicle Account to the General Fund. This funding depends in large part on the adoption of reductions in state staffing costs as proposed in the Governor's Budget.

High-Speed Rail

Proposition 1A is the Safe, Reliable High-Speed Passenger Train Bonds Act of 2008. Proposition 1A is a \$9.95 billion bond measure that includes \$950 million for capital projects on other passenger rail lines to provide connectivity to the high-speed train system and for capacity enhancements and safety improvements to those lines. The adopted program of projects includes the intercity rail services run by Caltrans in cooperation with Amtrak, as well as regionally-run rail services around the state.

The California Transportation Commission (CTC) recently approved and then immediately rescinded allocations from the \$950 million pot. Many systems intend to use their apportionment to comply with federal regulations to implement positive train control or institute service efficiencies by electrifying their system, among others things.

The allocations were rescinded because CTC staff has determined that the CTC cannot make an allocation of Proposition 1A funding unless the legislature appropriates money from this funding this category of Proposition 1A. In fact, CTC decided that they do not have sufficient authority to allocate Proposition 1A funding. The initial recommendation from CTC staff was to pursue emergency legislation to appropriate Prop 1A funding in August.

As a result, SB 1371 (Correa) was introduced in order to allow eligible transit systems to utilize the letter of no prejudice (LONP) process for the \$950 million pot of money that is dedicated for capital projects on existing passenger rail lines to provide connectivity to the high-speed train system. The LONP process will enable agencies to use their own funds and contract out for Proposition 1A eligible projects and to be reimbursed for those funds once bond money becomes available.

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MEMORANDUM

August 26 2010

To: Solano Transportation Authority
From: Akin Gump Strauss Hauer & Feld LLP
Re: Report for July and August

In July and August, we monitored the surface transportation reauthorization bill, the appropriations process and bills that would promote livable communities and a national freight transportation policy.

1. Surface Transportation Reauthorization

Congress and the Obama Administration remain at an impasse over how to fund surface transportation authorization legislation. Because of a variety of factors, including a significant funding gap, the upcoming elections and unresolved questions about transportation policies, Congress likely will not be able to pass multiyear legislation before the current extension of SAFETEA-LU expires on December 31.

House Transportation and Infrastructure Committee Chairman James Oberstar released a 6-year, \$500 billion draft authorization bill in June 2009. The bill's proposed funding is significantly higher than the \$286 billion authorized in SAFETEA-LU and the projected \$236 billion that the Highway Trust Fund revenues can support. The draft bill does not address how Congress will pay for the spending, which is a major concern for lawmakers, U.S. Department of Transportation officials and transportation trade groups. The bill is premised on a gasoline tax increase, which the Administration and lawmakers from both parties oppose. Secretary LaHood has expressed support for a combination of financing mechanisms, including tolling, public-private partnerships and a federal innovative infrastructure fund or bank; however, transportation proponents in Congress and from industry remain skeptical that innovative financing can fill the gap in spending left by stagnant gas tax revenues. Even if Congress could pay for a \$500 billion bill, it would fall far short of the \$225 billion annual investment that, according to the National Surface Transportation Policy and Revenue Study Commission, needs to be made over the next 50 years to keep the United States competitive in the world economy. The Commission proposed a 20 to 32 cent per gallon increase in the gasoline taxes over the next 5 years, indexed to inflation.

Revenue to the highway trust fund has continually decreased, creating a gap in transportation funding. Not only has the rate of the tax remained unchanged since 1993, but revenues have fallen due to decreased fuel usage, increased fuel efficiency of motor vehicles and the adoption

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of alternative fuel vehicles, and a reduction in vehicle miles traveled due to the downturn in the economy and in response to spiking gasoline prices in the last few years. To address the shortfall, Congress has authorized a series of transfers from the general treasury totaling \$71.2 billion over the past two years to ensure the solvency of the fund. Last month, the House Appropriations Committee approved \$56.5 billion in expenditures from the fund, even though revenue was projected at \$37.7 billion for fiscal year 2011.

Funding transportation infrastructure from the general treasury may not continue to be a viable option due to pressure on Congress to reduce the budget deficit. With signs that the sluggish economy may continue for the next two years, a growing number in Congress are arguing that the current deficit spending is unaffordable and unsustainable. Transportation spending could become a target for budgetary savings as evidenced by the House Republican Caucus's prohibition against earmarks in the fiscal year 2011 appropriations bills, and more recently by House passage of *The Surface Transportation Earmark Rescission, Savings, and Accountability Act* (H.R. 5730). This bipartisan bill, which would rescind \$713 million in transportation earmarks, passed the House by a vote of 394-23 on July 27. The bill, introduced by Representative Betsy Markey (D-CO), would cancel funding for 309 Member-designated projects from the surface transportation authorization acts of 2005, 1998, 1991, and 1987, with the savings under the bill used to reduce the deficit. Additionally, the bill establishes a process for tracking unspent project funds going forward to enable Congress to identify projects that have inactive funds or that have been completed in the previous year.

Republican critics of spending under *the American Recovery and Reinvestment Act* (ARRA) have argued that infrastructure spending has failed to create jobs and revitalize the economy. Press reports indicate that recipients have been slow to break ground on the \$230 billion dollars in infrastructure funding appropriated under the bill, with \$182 billion awarded and only \$66 billion paid out. With more Republicans and conservative candidates expected to be elected to Congress in the November election, the focus may shift from infrastructure spending as a means to revitalize the economy to a greater emphasis on innovative financing and privatization to meet the need for infrastructure investment.

Representative John Mica (R-FL), the Ranking Member of the House Transportation and Infrastructure Committee, has begun discussing what the highway program might look like under Republican leadership. He does not believe the next Congress will increase the gas tax. He also has stated that if the Republicans win control of Congress and he becomes the committee chairman, he would recommend repealing the current 18-cent per gallon tax and replacing it with a percent sales tax on gasoline to "stabilize" revenue to the trust fund. He has stated that this is not intended to immediately increase the tax. He also spoke in support of leveraging the tax revenue through public private partnerships and large-scale bonding, expanding the Transportation Infrastructure Finance and Innovation Act (TIFIA) to support additional grants,

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loans and lines-of-credit for large scale infrastructure projects, and streamlining the approval and permitting process.

There is some slim hope among industry proponents that Congress might agree to a gas tax increase during the lame duck session likely to occur in November, because retiring conservative members might align with the Democrats to approve it. Senate Environment and Public Works Committee Chair Barbara Boxer has indicated that she would like to move the surface transportation reauthorization bill in the lame duck session. However, it is more likely that Congress will extend the reauthorization bill beyond December 31.

It is difficult to predict the likelihood of passage of a reauthorization bill in the 112th Congress and the scope of such legislation. Which party controls the House and Senate and the state of the economy will impact the scope and timing of legislation. There has been some discussion of passing legislation to address discrete policies or programs, including creation of a national infrastructure bank, passage of a freight program and passage of transit safety legislation; but the leadership of the House and Senate committees with jurisdiction over transportation programs will be reluctant to move stand-alone bills for fear that it will remove the pressure from passing a long-term reauthorization bill.

Senator Boxer will be in a position to ensure that California receives its fair share of highway formula funding and to advocate for programs and policies that benefit California and Solano County as chair of the Senate Environment and Public Works Committee with jurisdiction over the highway program. Senator Dianne Feinstein serves on the Senate Transportation, Housing and Urban Development Appropriations Subcommittee and can support continued funding for STA's priorities. Congressman John Garamendi serves on the House Transportation and Infrastructure Committee and will be in a position to advocate for STA's interests, both in terms of policy and projects. Congressman Miller chairs the Education and Workforce Committee and is part of the House leadership. While he does not serve on the transportation committee he has a strong voice in policy moving through the House, including transportation policy. Speaker Pelosi will also advocate for California transportation interests.

The outcome of the elections could impact California and STA's interests in the transportation program. If Senator Boxer were to lose her race, California would lose a strong advocate for transportation funding and policies. If control of the House and/or Senate shifted to the Republicans, California may suffer some negative impacts although the transportation committees have traditionally operated in a bipartisan manner. As a result, California and STA would still have a strong voice on the reauthorization legislation – even if Senator Boxer was the ranking member of the Environment and Public Works Committee and Congressman Garamendi was a minority member of the House Transportation and Infrastructure Committee. Should Republicans take control of Congress and eliminate or further reduce earmarks in authorization

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or appropriations bills, that also could change the dynamics of how STA pursues federal funding. After the elections, we will analyze the results and discuss a strategy for moving forward.

2. Fiscal Year 2011 Appropriations

On July 29, the House of Representatives passed the Transportation and Housing and Urban Development (THUD) fiscal year 2011 appropriations bill, by a vote of 251-167. The bill includes \$79.4 billion for transportation programs, including: \$45.2 billion for the Federal Highway Administration, an increase of \$3.9 billion above the President's budget and \$4.1 billion over fiscal year 2010 levels; \$400 million for the Department of Transportation's (DOT) National Infrastructure Investments Program (TIGER grants), \$200 million less than the amount provided in FY 2010; over \$11.3 billion for public transportation programs, an increase of \$574 million above the President's budget and \$500 million over fiscal year 2010; and \$1.4 billion for the high speed and intercity passenger rail program, \$400 million above the President's budget. The bill includes \$250 million for transit operating assistance grants, if legislation is enacted authorizing these funds. A DeFazio (D-OR) amendment adopted on the House floor would prevent HUD and DOT from making available \$150 million and \$527 million, respectively, for livable communities programs, unless Congress passes authorizing legislation. As previously mentioned, the House bill includes \$750,000 for the Travis Air Force Base North Gate Access Improvements, \$750,000 for the Vacaville Intermodal Station and \$750,000 for the Vallejo Ferry Maintenance facility.

The Senate bill was approved by the Senate Appropriations Committee on July 23, but has not yet been considered by the full Senate. The Committee-passed bill provides \$67.9 billion for transportation programs in fiscal year 2011, including: \$42.9 billion for highways, \$613 million above the President's budget; \$800 million for the TIGER program, twice the amount of funding in the House bill; \$10.8 billion for transit programs, slightly less than the President's Budget; and \$1 billion in intercity and high speed rail.

House and Senate Appropriators have made slow progress in enacting the 12 Fiscal Year 2011 spending bills. The House has passed only two bills (THUD and military construction) and the Senate has not brought any of its appropriations bills to the floor. Because the fiscal year 2010 spending bills expire on September 30, Congress is likely to pass a continuing resolution to fund the federal government until after the November elections. It is possible that Congress could complete work on the transportation appropriations bill before September 30 in light of the progress it has made and the fact that the bill is relatively non-controversial.

3. Fiscal Year 2010 Highway Funding

Congress has not been able to fix the formula for distributing fiscal year 2010 Projects of National and Regional Significance (PNRS) and National Corridor Infrastructure Improvement (NCII) program funds. As we have reported, when Congress extended SAFETEA-LU last

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December, it provided for the distribution of PNRS and NCII funds based on the percentage of earmarks a state received under those programs in SAFETEA-LU. Because of timing of the extension, Chairman Oberstar agreed to this formula despite the fact that four states, including California, would receive nearly 60 percent of the funding and 23 states would receive no funding, after Senate Leader Reed agreed to fix the distribution in subsequent legislation. Since that time, Congress has attempted to include a provision that would distribute the funds to states based on their share of formula funds in SAFETEA-LU, but hold all states harmless, in various bills. In July, the House included the provision in the supplemental war spending bill (H.R. 4899) as part of an additional \$16 billion in domestic spending to the bill above the Senate proposal to fund the wars in Iraq and Afghanistan. The additional domestic spending, including highway funding, was dropped from the bill to secure Senate passage. Following the August recess, leadership will attempt to add the correction to “must pass” legislation, such as a continuing resolution or another extension of the transportation bill.

4. The Livable Communities Act

On August 3, the Senate Banking Committee approved *The Livable Communities Act* (S. 1619), as amended by voice vote. The bill authorizes a cooperative effort between the DOT, HUD and the Environmental Protection Agency to foster livable communities by helping communities develop comprehensive regional plans that incorporate transportation, long-term affordable and accessible housing, community and economic development, and environmental needs.

The bill authorizes \$475 million in competitive planning grants over four years. The bill also provides \$2.2 billion for Challenge Grants to enable communities to implement housing and transportation projects according to their comprehensive regional plans. These grants are intended to assist communities in creating and preserving affordable housing, supporting transit-oriented development, improving public transportation, creating pedestrian and bicycle thoroughfares, redeveloping brownfields, and fostering economic development.

An amendment, sponsored by Senator Mark Warner (D-VA), would create an infrastructure credit facility, modeled after the TIFIA program, to support transit-oriented development through loans to develop the initial infrastructure for projects. State and local governments would be eligible to apply for the loans. Borrowers could include government entities, corporations or public-private partnerships, joint ventures or trusts. Eligible projects would include property enhancement, including conducting environmental remediation, park development and open space acquisition; improvement of mobility and parking, including building or rehabilitating streets, transit stations, structured parking, walkways and bikeways; and utility development for new or existing drinking water, wastewater, electric, and gas utilities facilities. The bill authorizes the program at \$20 million annually for fiscal years 2011 and 2012, and \$30 million annually for fiscal years 2013 and 2014.

Speaking for the Minority, Senator Robert Bennett (R-UT) stated that the bill had been improved in Committee, but that he continues to oppose it. He explained that he is concerned that the bill

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would impose unnecessary requirements and unintended consequences on communities that have already made efforts to improve livability.

5. The FREIGHT Act

On July 22, Senators Frank Lautenberg (D-NJ), Patty Murray (D-WA), and Maria Cantwell (D-WA) introduced legislation (*The Focusing Resources, Economic Investment, and Guidance to Help Transportation "FREIGHT" Act*, S. 3629) that would establish a freight transportation policy. The bill, which is endorsed by the Coalition for America's Gateways and Trade Corridors, would establish an Office of Freight Planning and Development within DOT to develop and implement a strategic plan to improve the nation's freight transportation system and provide investment in freight transportation projects. The goals include reducing congestion and delays, increasing the timely delivery of goods and services, reducing freight-related transportation fatalities, and making freight transportation cleaner and more efficient. It also would create a new competitive grant program for freight-specific infrastructure projects, such as port infrastructure improvements, freight rail capacity expansion projects, and highway projects that improve access to freight facilities. The bill was referred to the Senate Commerce Committee.

A companion bill (H.R. 5976) was introduced in the House on July 29 by Representative Albino Sires (D-NJ) and cosponsored by Representatives Laura Richardson (D-CA), Steve Cohen (D-TN) and Adam Smith (D-WA). It was referred to the House Transportation and Infrastructure Committee.

Supporters of the legislation have said that they will enact the freight mobility legislation as part of the surface transportation reauthorization bill. The Oberstar authorization bill would provide grants to states to support freight mobility planning, but does not contain provisions to establish a national freight policy or to provide dedicated funding for infrastructure projects.



DATE: August 27, 2010
 TO: STA Board
 FROM: Sara Woo, Associate Planner
 RE: Funding Opportunities Summary

Discussion:

Below is a list of funding opportunities that will be available to STA member agencies during the next few months. Attachment A provides further details for each program.

	FUND SOURCE	AMOUNT AVAILABLE	APPLICATION DEADLINE
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately \$20 million	Application Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately \$10 million	Application Due On First-Come, First-Served Basis
3.	Caltrans Bicycle Transportation Account (BTA) Grant*	Estimated \$7 million based on previous cycles	Application Due (Anticipated Date): December 1, 2010

*New funding opportunity

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Detailed Funding Opportunities Summary

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

Fund Source	Application/Program Contact Person**	Application Deadline/Eligibility	Amount Available	Program Description	Additional Information
Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Anthony Fournier Bay Area Air Quality Management District (415) 749-4961 afournier@baaqmd.gov	Application Due On First-Come, First Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approximately \$20 million	Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment, and other sources of pollution providing early or extra emission reductions.	Eligible Projects: cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines http://www.baaqmd.gov/Divisions/Strategic-Incentives/Carl-Moyer-Program.aspx
Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (415) 749-4961 gbailey@airquality.org	Application Due On First-Come, First-Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approximately \$10 million	The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.	Eligible Projects: install particulate traps, replace older heavy-duty engines with newer and cleaner engines and add a particulate trap, purchase new vehicles or equipment, replace heavy-duty equipment with electric equipment, install electric idling-reduction equipment http://www.airquality.org/mobile/movererp/index.shtml

*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.

<p>Caltrans Bicycle Transportation Account (BTA) Grant*</p>	<p>Sylvia Fung (510) 286-5226 111 Grand Avenue (94612) P.O. Box 23660 Oakland, CA 94623-0660</p>	<p>December 1, 2010 (anticipated deadline)</p> <p>Eligible Applicants: Cities and Counties with an adopted Bicycle Transportation Plan (BTP)</p>	<p>\$7 million</p>	<p>This program provides state funds for city and county projects that improve safety and convenience for bicycle commuters.</p>	<p>Eligible Projects: (1) new bikeways serving major transportation corridors; (2) new bikeways removing travel barriers; (3) secure bicycle parking; (4) bicycle-carrying facilities on public transit; (5) installation of traffic control devices to improve safety; (6) elimination of hazardous conditions on existing bikeways; (7) planning; (8) improvement and maintenance of bikeways</p> <p>http://www.dot.ca.gov/hq/LocalPrograms/bta/BTACallForProjects.htm</p>
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*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.



DATE: August 31, 2010
TO: STA Board
FROM: Johanna Masiplat, Clerk of the Board
RE: STA Board Meeting Schedule for Calendar Year 2010

Discussion:

Below is the STA Board meeting schedule for Calendar Year 2010.

Fiscal Impact:

None.

Recommendation:

Informational.

DATE	TIME	LOCATION	STATUS
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.	Joseph P. Nelson Community Center, Suisun City	Confirmed
Dec. 8, 2010	6:00 p.m.	Suisun City Hall	Confirmed

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