



Solano Transportation Authority

SOLANO TRANSPORTATION AUTHORITY

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

... working for you!

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TECHNICAL ADVISORY COMMITTEE (TAC)

MEETING AGENDA

1:30 p.m., Wednesday, September 29, 2010

Solano Transportation Authority

One Harbor Center, Suite 130

Suisun City, CA 94585

<u>ITEM</u>	<u>STAFF PERSON</u>
I. CALL TO ORDER	Daryl Halls, Chair
II. APPROVAL OF AGENDA	
III. OPPORTUNITY FOR PUBLIC COMMENT	
IV. REPORTS FROM CALTRANS, METROPOLITAN TRANSPORTATION COMMISSION (MTC), AND STA STAFF (1:30 – 1:35 p.m.)	Janet Adams
• Presentation of Intermodal Stations in Benicia, Fairfield, Vallejo, and Vacaville	Charlie Knox Wayne Lewis Gary Leach Rod Moresco
V. CONSENT CALENDAR <i>Recommendation: Approve the following consent items in one motion.</i> (1:35 – 1:40 p.m.)	
A. Minutes of the TAC Meeting of August 25, 2010 <i>Recommendation:</i> <i>Approve TAC Meeting Minutes of August 25, 2010.</i> Pg. 1	Johanna Masielat

TAC MEMBERS

Charlie Knox	Royce Cunningham	George Hicks	Morrie Barr	Dan Kasperson	Rod Moresco	Gary Leach	Paul Wiese
City of Benicia	City of Dixon	City of Fairfield	City of Rio Vista	City of Suisun City	City of Vacaville	City of Vallejo	County of Solano

- B. Congestion Mitigation Air Quality (CMAQ)/ Transportation Development Act (TDA) Funding Swap Between the City of Dixon & the City of Vacaville** Sam Shelton

Recommendation:

Forward a recommendation to the STA Board to enter into a funding agreement between the City of Dixon and the City of Vacaville to swap \$975,000 of Transportation Development Act (TDA) funds by the end of 2015.

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VI. ACTION – FINANCIAL ITEMS

- A. I-80 Corridor Projects Priority Implementation** Janet Adams

Recommendation:

Forward recommendations to the STA Board to designate the I-80/I-680/SR 12 Interchange Project, I-80 Red Top to I-505 Express Lanes Project and I-80 Freeway Performance Initiative (FPI) Traffic Operations System along the I-80 corridor as STA priorities for implementation.

(1:40 – 1:50 p.m.)

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- B. Solano Project Mapper & Management Webtools Scope of Work** Sam Shelton

Recommendation:

Forward a recommendation to the STA Board to approve the Scope of Work described in Attachment A to develop the “Solano Project Mapper and Management Webtools” project.

(1:50 – 1:55 p.m.)

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VII. ACTION NON-FINANCIAL ITEMS

- A. STA’s Draft 2011 Legislative Priorities and Platform** Jayne Bauer

Recommendation:

Forward a recommendation to the STA Board to distribute the Draft 2011 Legislative Priorities Platform for a 30-day review and comment period.

(1:55 – 2:05 p.m.)

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- B. Bay Area Air Quality Management District (BAAQMD)’s FY 2011-12 Transportation Fund for Clean Air (TFCA) Program Manager Fund Policies** Robert Guerrero

Recommendation:

Forward a recommendation to the STA Board authorizing the Chair to send a letter to the BAAQMD commenting on the draft TFCA Program Manager Fund Policies for FY 2011-12.

(2:05 – 2:10 p.m.)

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VIII. INFORMATIONAL

- A. **3-Year Project Initiation Document (PID) Priorities for Caltrans** Robert Macaulay
Informational
(2:10 – 2:15 p.m.)
Pg. 37
- B. **Release of Draft Solano Rail Crossing Inventory and Improvement Plan** Robert Macaulay
Informational
(2:15 – 2:20 p.m.)
Pg. 43
- C. **Sustainable Communities Strategy Update** Robert Macaulay
Informational
(2:20 – 2:25 p.m.)
Pg. 115
- D. **SolanoExpress Fiscal Year (FY) 2009-10 Annual Ridership Report** Liz Niedziela
Informational
(2:25 – 2:30 p.m.)
Pg. 163

NO DISCUSSION

- E. **Solano County Transit Joint Powers Agreement (JPA) Consolidation of Benicia and Vallejo Transit Services - Status** Elizabeth Richards
Informational
Pg. 171
- F. **California Transit Association (CTA) Unfunded Transit Needs Study** Elizabeth Richards
Informational
Pg. 245
- G. **Notice of Proposed Urban Area Criteria for 2010 Census Status** Elizabeth Richards
Informational
Pg. 247
- H. **Unmet Transit Needs Process for Fiscal Year (FY) 2010-11 and FY 2011-12** Liz Niedziela
Informational
Pg. 261
- I. **10-Year Transit Fleet and Minor Transit Capital Investment Plan** Liz Niedziela
Informational
Pg. 269

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| J. | Safe Routes to School Update
<i>Informational</i>
Pg. 287 | Sam Shelton |
| K. | Project Delivery Update
<i>Informational</i>
Pg. 303 | Sam Shelton |
| L. | State Route (SR) 12 Jameson Road Canyon Bicycle and Pedestrian Corridor Study Status and Open House
<i>Informational</i>
Pg. 321 | Sara Woo |
| M. | Fiscal Year (FY) 2009-10 Abandoned Vehicle Abatement (AVA) Program Annual Report
<i>Informational</i>
Pg. 325 | Susan Furtado |
| N. | Funding Opportunities Summary
<i>Informational</i>
Pg. 327 | Sara Woo |
| O. | STA Board Meeting Highlights of September 8, 2010
<i>Informational</i>
Pg. 331 | Johanna Masiclat |
| P. | STA Board and Advisory Committee Meeting Schedule for 2010
<i>Informational</i>
Pg. 337 | Johanna Masiclat |

IX. ADJOURNMENT

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, November 17, 2010.**



TECHNICAL ADVISORY COMMITTEE
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 the comment period closes October 11th, 2010. The North Connector Ribbon Cutting has been scheduled for October 27th at 2:00 p.m.

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 previously identified priorities for STAF.

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 every 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. Solano County Transportation Joint Powers Agreement (JPA) – Consolidation of Benicia and Vallejo Transit Services

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

C. Solano Project Mapper & Management Webtools Scope of Work

This item was moved to Agenda Item VIII.A

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 GHG inventory would serve as the local match for the Strategic Growth Council planning grant.

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. Solano Project Mapper & Management Webtools Scope of Work

This item was moved to Agenda Item VIII.A

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.

B. 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.

C. 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.

D. Legislative Update

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

NO DISCUSSION

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

F. Funding Opportunities Summary

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

GH 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: September 17, 2010
TO: STA TAC
FROM: Sam Shelton, Project Manager
RE: Congestion Mitigation Air Quality (CMAQ)/ Transportation Development Act (TDA) Funding Swap Between the City of Dixon & the City of Vacaville

Background:

The Metropolitan Transportation Commission (MTC) has historically provided funds to the Bay Area Congestion Management Agencies (CMAs), such as STA, to conduct planning and programming activities in a number of categories. The source of these funds is primarily federal Surface Transportation Program (STP) and Congestion Mitigation Air Quality (CMAQ) funds. MTC has lobbied for Federal transportation funding categories to be reduced in number and consolidated into block grants in order to simplify administration and maximize flexibility, and the CMAs have lobbied MTC to do the same. With adoption of the new Regional Transportation Plan (RTP), MTC has initiated a new CMA block grant program to help provide some programming flexibility to the County CMAs.

For Fiscal Year (FY) 2010-11 and FY 2011-12, there is \$9.449M for Solano County as Block Grants in three categories: Local Streets and Roads Rehabilitation (LS&R), County Transportation for Livable Communities (TLC), and Regional Bicycle Program. \$3M of Eastern Solano CMAQ funds were also available in Cycle 1 for bicycle, pedestrian, and TLC projects within the cities of Dixon, Vacaville, and Rio Vista and the eastern portion of Solano County located in the Yolo-Solano Air Basin.

Discussion:

Between May and July 2010, the STA approved several actions to program funds for projects in these block grants. Several proposals involved programming Eastern Solano CMAQ funds for Dixon's West B St. Bicycle and Pedestrian Undercrossing Project. Currently, pedestrian and bicyclists traverse a Class 1 at-grade rail crossing. This safety project would be adjacent to the future City of Dixon Capitol Corridor train station site and assist students in walking and bicycling to Anderson Elementary School.

Unfortunately, MTC and Caltrans federal programming and project delivery deadlines prevent Dixon from using federal air quality funds to develop this project until Dixon secures all funding for their \$7M construction phase because this phase is outside the Cycle 1 timeframe.

To maintain the STA's commitment to funding Dixon's West B St. Bicycle and Pedestrian Undercrossing Project, STA staff has explored a funding swap with the City of Vacaville, involving the exchange of Vacaville's local transit dollars for federal air quality funds previously recommended for Dixon's project.

With and Without the Proposed Funding Swap

STA staff proposes to swap Eastern Solano CMAQ funds with Vacaville’s Transportation Development Act (TDA) transit funding in an amount that funds preliminary engineering for Phase 2 of the Vacaville Intermodal Station, which will construct a three to four story 400 space parking garage. Prior funding recommendations for Dixon’s project at \$1.2M have been reduced to a total \$975,000 to create a manageable funding swap given Vacaville’s available local transit resources and eligible project activities.

Agency	Prior recommendations		Without Funding Swap Cycle 1		With Funding Swap Cycle 1		Final Swapped funds available
	TDA	CMAQ	TDA	CMAQ	TDA	CMAQ	
Dixon	\$0	\$1,280,000	\$0	\$0	\$975,000	\$0	\$975,000
Vacaville	\$975,000	\$0	\$975,000	*\$0	\$0	\$975,000	\$975,000

* No other agency projects are eligible to spend Eastern-Solano CMAQ funding in FY 2010-11 or 2011-12, with the exception of the Vacaville Intermodal Station. However, STA staff does not recommend the programming of these funds without a funding swap with the City of Dixon.

Payment Period Details

Below are two proposals made by the City of Vacaville for the funding swap, which result in Dixon receiving \$975,000 of local TDA funds by the end of 2014 or 2015:

1. \$325,000 per year from 2012 to 2014 (3 year payoff)
2. \$243,750 per year from 2012 to 2015 (4 year payoff)

Unfunded Projects and Funding Strategies

Both projects in Dixon and Vacaville do not have fully funded construction phases, where Dixon’s project is projected to cost \$6M and Vacaville’s project could cost between \$10M to \$14M. This funding swap allows the City of Vacaville to secure additional construction funds sooner than would otherwise be available in annual TDA distributions while Dixon benefits from securing local funds to match future federal grants. Both projects are currently in preliminary engineering phases and would be able to complete for shovel-ready funds by the end of 2012. Due to the timing of other alternative mode grant opportunities that could help Dixon completely fund a construction phase, STA staff recommends choosing a 4-year payoff period ending in 2015. This would give Dixon enough time to secure additional funds as well as allow the City of Vacaville greater flexibility with future TDA budgets.

Fiscal Impact:

None to the STA. The cities of Dixon and Vacaville would enter into a funding swap agreement that commits the City of Vacaville to pay Dixon a total of \$975,000 by the end of 2015.

Recommendation:

Forward a recommendation to the STA Board to enter into a funding agreement between the City of Dixon and the City of Vacaville to swap \$975,000 of Transportation Development Act (TDA) funds with Eastern Solano CMAQ funds by the end of 2015.



DATE: September 22, 2010
TO: STA TAC
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: I-80 Corridor Projects Priority Implementation

Background:

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

The I-80/I-680/State Route (SR) 12 Interchange Project evolved out of the broader I-80/I-680/I-780 Major Investment Study (MIS). STA, in cooperation with Caltrans, initiated the MIS in 2001 to evaluate current and 2030 projected countywide mobility needs and corridor-related issues. In addition to the need to improve the Interchange Complex, the MIS also identified the need for High Occupancy Vehicle (HOV) Lanes along the corridor. In July 2010, the STA Board identified Alternative C (and Alternative C-1) as the locally preferred alternative for the I-80/I-680/SR 12 Interchange Project (Attachment A).

Already completed or on-going projects within the Interchange Complex include the I-80 HOV Lanes, the North Connector (Suisun Parkway), and the I-80 Eastbound Cordelia Truck Scales Relocation. The first project has been completed, the North Connector (Suisun Parkway) is under construction and the I-80 Eastbound Cordelia Truck Scales Relocation Project is currently in final design, with start of construction anticipated in 2011.

As part of the Metropolitan Transportation Commission (MTC) Transportation 2035 Plan: Change in Motion, it includes a vision for a Bay Area Express Lane Network. Solano County has two corridors identified by MTC in the proposed Bay Area Express Lanes Network, I-80 and I-680. I-80 represents to the east, the gateway to the Sacramento and Lake Tahoe regions. To the west, it serves as the gateway to the Bay Area. As part of the Bay Area Express Lanes network, the new I-80 HOV Lanes between Red Top Road and Air Base Parkway are identified by MTC as candidate for conversion to Express Lanes. New Express Lanes would have to be constructed on the remaining segments of I-80. Constructing Express Lanes in Solano County provides an opportunity for the construction of segments of these lanes within 5 to 10 years. These new lanes would provide for the HOV Lanes throughout the corridor, as HOV eligible vehicles are not proposed to pay a toll on the Express Lanes.

Caltrans is committed to using ramp metering as an effective traffic management strategy to maintain an efficient freeway system, by keeping it operating at or near capacity, and protecting the investment made in constructing the freeway system. Ramp Metering is an

integral part of the system management concept, which focuses on implementing operational strategies to reduce congestion and increase safety on California's state highway system. Ramp Metering is a low cost way to improve traffic flow on freeways. The meter allows traffic to enter the freeway at rate dependent on the conditions of the freeway traffic. Motorists are often delayed at the meter, but freeway speeds and overall travel times are improved.

MTC has proposed that I-80 corridor in Solano County receive an investment in federal Cycle 2 funds for Freeway Performance Initiative (FPI) for Ramp Metering and Traffic Operations Systems (TOS) elements.

Discussion:

The Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the I-80/I-680/SR 12 Interchange Project is being circulated for public comment. The Record of Decision is expected in late 2010 to early 2011 time frame. In addition to over \$100 million of remaining bridge toll funds, this Project was recently awarded \$24 million of Proposition 1B Corridor Mobility Improvement Account (CMIA) funds by the California Transportation Commission (CTC). An initial construction project has been identified and would be ready to begin construction by 2012.

The I-80 Express Lanes priority project is the conversion of the existing High Occupancy Vehicle (HOV) Lanes and the new construction from Air Base Pkwy to I-505 in Vacaville (Attachment B). Currently, STA is preparing to proceed with a single environmental document for this combined work, with the flexibility to construct in phases. STA has a \$1.1 million allocation of Regional Measure 2 (RM 2) funds loaned from the I-80/I-680/SR 12 project to initiate preliminary engineering for the Project. Staff is working with the Metropolitan Transportation Commission (MTC) to fully fund the Project Approval/Environmental Document (PA/ED) phase. This work is estimated to be \$15 million. Funding is being sought as either a loan from the RM 2 funds dedicated to the I-80/I-680/SR 12 Interchange or other bridge toll available funds from expected bill savings from the Antioch and Dumbarton Bridges Retrofit projects. If the Interchange Project loans the Express Lanes \$15 million in bridge toll funds, the currently identified first construction package would remain fully funded for the interchange.

With the approval of the I-80 HOV Lanes Project, ramp metering equipment installation within this Project limits will begin construction once the State Budget is approved. In addition, the I-80 Express Lanes Project through I-505 in Vacaville will require the installation of ramp metering as well. In advance of the metering lights being turned on through the Fairfield area on I-80, STA staff in partnership with Caltrans and the Cities along the corridor will engage the SoHIP (Solano Highways Partnership) to discuss policies and procedures required for this work. The intent is to engage the entire corridor as what happens in the Fairfield segment of I-80 will determine the requirements for the entire corridor looking ahead.

Recommendation:

Forward recommendations to the STA Board to designate the I-80/I-680/SR 12 Interchange Project, I-80 Red Top to I-505 Express Lanes Project and I-80 Freeway Performance Initiative (FPI) Traffic Operations System along the I-80 corridor as STA priorities for implementation.

Attachments:

- A. I-80/I-680/SR 12 Interchange Project, Alternative C and C-1
- B. STA I-80 Express Lanes Map

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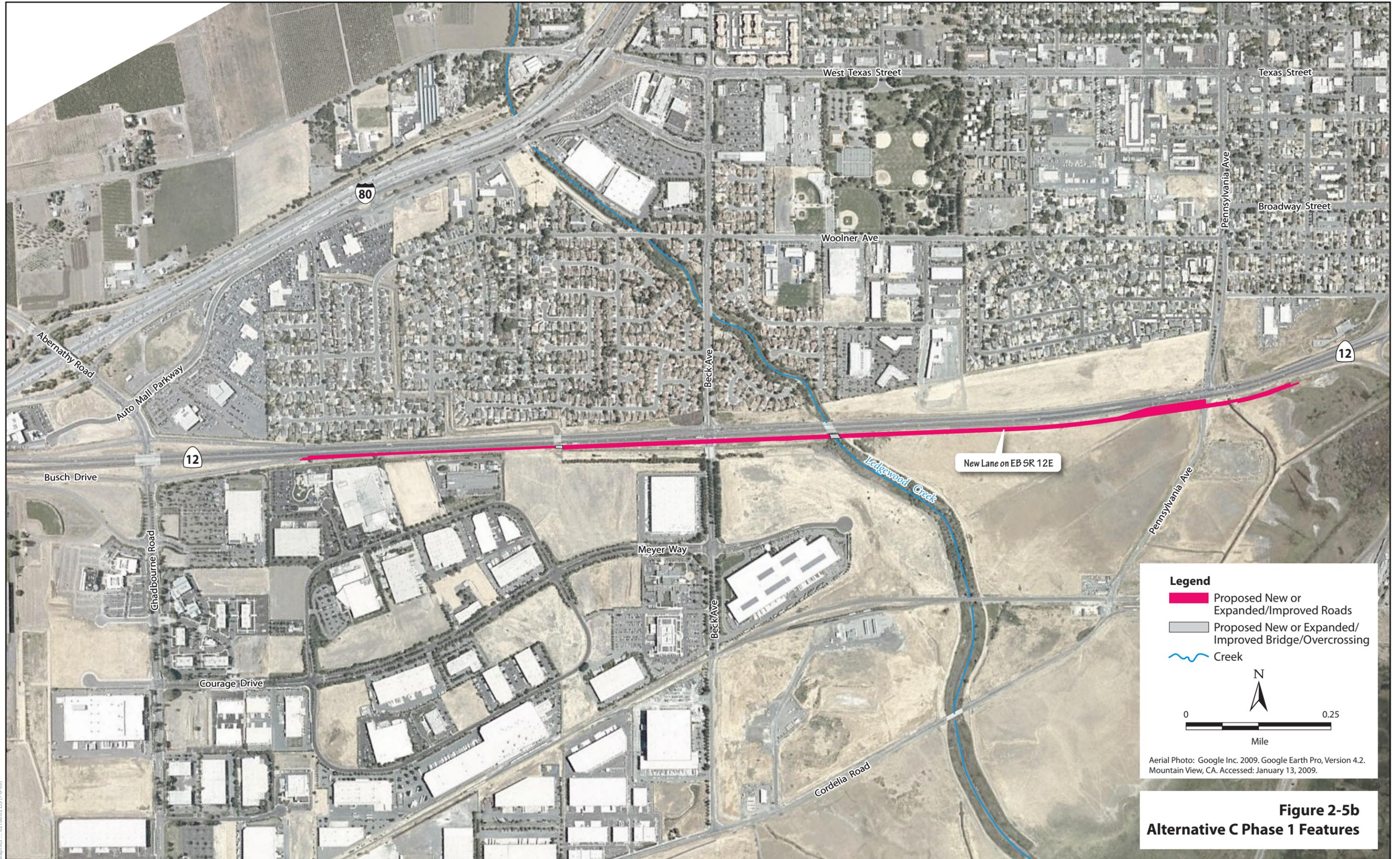
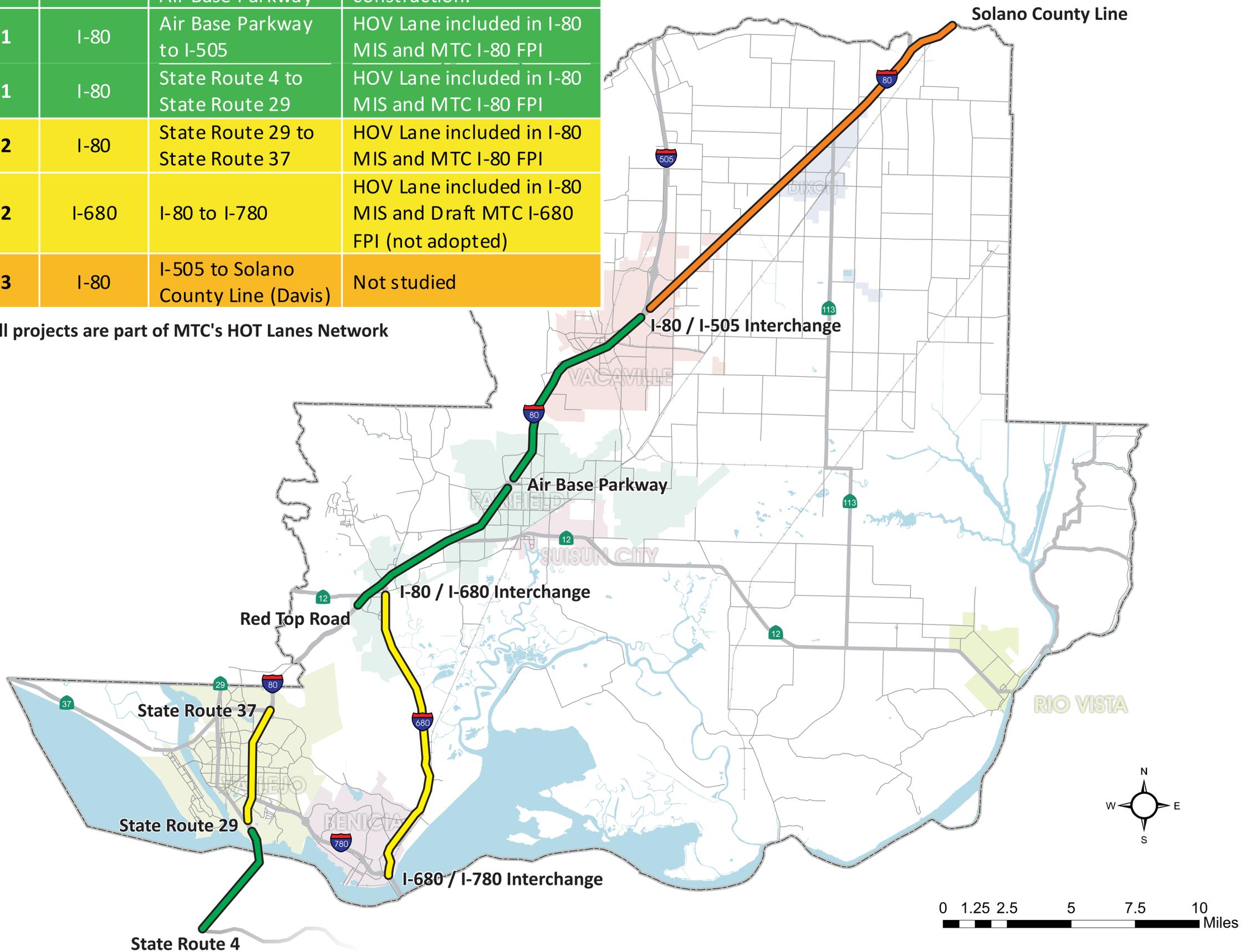


Figure 2-5b
Alternative C Phase 1 Features

Tier	Highway	Project Scope	Status*
1	I-80	Red Top Road to Air Base Parkway	HOV Lane under construction.
1	I-80	Air Base Parkway to I-505	HOV Lane included in I-80 MIS and MTC I-80 FPI
1	I-80	State Route 4 to State Route 29	HOV Lane included in I-80 MIS and MTC I-80 FPI
2	I-80	State Route 29 to State Route 37	HOV Lane included in I-80 MIS and MTC I-80 FPI
2	I-680	I-80 to I-780	HOV Lane included in I-80 MIS and Draft MTC I-680 FPI (not adopted)
3	I-80	I-505 to Solano County Line (Davis)	Not studied

* All projects are part of MTC's HOT Lanes Network



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DATE: September 17, 2010
TO: STA TAC
FROM: Sam Shelton, Project Manager
RE: Solano Project Mapper & Management Webtools Scope of Work

Background:

The STA's Project Delivery Department is responsible for the delivery of a variety of STA led projects (e.g., I-80/I-680/State Route (SR) 12 Interchange project, SR 12 Jameson Canyon project, Jepson Parkway, etc.) and monitors the delivery of STA supported & funded projects (e.g., local street rehabilitation projects, bridge toll funded transit center projects, bicycle and pedestrian projects, etc.). With a staff of three, the STA Project Delivery Department currently assists the seven cities and the County in the delivery and monitoring of over \$400 million in active federal, state, regional, and locally funded transportation projects countywide.

STA staff also coordinates and works with the Solano Project Delivery Working Group (Solano PDWG), composed of local project managers from across the county who have met monthly for the past 3 years to discuss project delivery issues and resolve them in a cooperative manner.

Discussion:

Earlier Project Delivery Deadlines Without Additional Tools

Over the last two years, the Solano PDWG has requested project delivery assistance beyond what is currently offered by the STA, the Metropolitan Transportation Commission (MTC), and the Caltrans Department of Local Assistance. This need was particularly acute during the last 2011 Transportation Improvement Program (TIP) development process to help understand project status and funding, throughout the expedited and hurried nature of spending American Recovery & Reinvestment Act (ARRA) funds, and during recent Federal Highway Administration (FHWA) audits of federally funded projects.

During the Spring of 2011, STA staff toured all local agency public works and capital improvement departments to better understand their project delivery & project management strengths and weaknesses. Each local agency has unique and distinct ways of tracking federal aid project funding and delivery deadlines, with varied level of effectiveness. Recent local agency staff turnover and budget cuts have added pressure to these tracking methods. STA staff also held a project delivery forum with MTC staff, Caltrans staff, and local agency staff to better understand challenges and opportunities for improving project delivery. One recommendation from that effort was to create an online communication and project management tool to streamline the circulation of project documents, status information, and funding information between all of the previously mentioned agencies.

Solano Project Mapper and Management Webtools Concept & Elements

The project concept is to create an efficient Capital Improvement Program (CIP) web based project management and reporting tool for all public works projects within Solano County. A set of customized applications and a shared collaborative secured website will be built to meet the needs and procedures for reporting and documenting active projects for Solano County agencies and partner agencies, such as Caltrans and MTC. As a project management tool, this program will save valuable time for administrators, managers, and engineers as they submit reports and file requests internally (e.g., council reports, grant applications) and with STA, MTC, and Caltrans (e.g., TIP amendments, E76 requests, and FHWA audits).

The following elements will be incorporated into its design:

- A web-based one-stop information center lets all contributing agencies access project information whenever they need it.
- The one-stop information center is web-based and therefore accessible anywhere, to facilitate project delivery collaboration with multiple agencies.
- Up-to-date Executive Summary displays big-picture information for quick review and alert on imminent or persistent issues.
- Using ArcGIS geographic information system links to geographic locations to project data, allowing easy data retrieval by pointing to map elements.
- Online storage of documents, data, and images offers great power and ease of use in managing large amounts of digital photos and scanned project documents.

Scope of Work

STA staff have drafted the attached Scope of Work with the County of Solano Geographic Information Systems (GIS) department, who will be contributing \$6,000 as the local match for this project (Attachment A). The STA will enter into a Cooperative Work Agreement to complete this work in partnership with Solano PDWG members.

The Scope of Work describes completing the project in three phases: 1) Project Mapping and Tracking webtools, 2) Project Management webtools, and 3) Public Accessible Project Information webtools.

Solano PDWG Draft Scope of Work Feedback

On July 27, 2010, the Solano PDWG reviewed a draft Scope of Work and generally supported the project's concept. Some Solano PDWG members requested that the webtools be developed prior to Solano PDWG members committing to its use. STA staff answered that Solano PDWG members will be part of the program's development, to help ensure that the program will be useful to project managers. Solano PDWG members were also interested in operations and maintenance costs of such a web-based program. The Solano County GIS already has a model for cost sharing of GIS based products (e.g., aerial photos), and STA will look towards implementing a similar approach as local agencies choose to use the program.

On August 24th, the Solano PDWG requested additional scope of work details and suggested that MTC and Caltrans review the scope for multi-agency communication benefits.

On August 25th, the STA Technical Advisory Committee (TAC) concurred with Solano PDWG's comments and requested a more detailed scope of work. STA staff and Solano County GIS staff have prepared a more detailed scope of work that will be presented to the PDWG and TAC at their September 2010 meetings (Attachment A).

Fiscal Impact:

\$45,000 in Surface Transportation Program (STP) federal planning funds and \$5,000 in Project Programming and Monitoring (PPM) local match funds are part of the STA Fiscal Year (FY) 2010-11 Budget for this project. The STA is currently discussing how additional local funds would come from the County of Solano's Department of Information Technology to fund this project. Operations and maintenance funding has yet to be budgeted. The estimated yearly maintenance of this tool is \$15,000 to \$20,000. STA will need to follow-up with cost-sharing options for end users for the work. Defining this cost and method of providing payment will be an early action item with the Solano PDWG and TAC.

Recommendation:

Forward a recommendation to the STA Board to approve the Scope of Work described in Attachment A to develop the "Solano Project Mapper and Management Webtools" project.

Attachment:

- A. Solano Project Mapper and Management Webtools, Scope of Work, (Sept 2010); provided under separate cover.

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DATE: September 17, 2010
TO: STA TAC
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: STA's Draft 2011 Legislative Priorities and Platform

Background:

Each year, STA staff monitors state and federal legislation that pertains directly to transportation and related issues. On November 18, 2009, the STA Board adopted its 2010 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2010. The STA Legislative Matrix (Attachment A) is highlighted with the year-end results of the state legislative activity.

Discussion:

To help ensure the STA's transportation policies and priorities are consensus-based, the STA's Legislative Platform and Priorities is first developed in draft form by staff with input from the STA's state and federal legislative consultants. The draft is distributed to STA member agencies and members of our federal and state legislative delegations for review and comment prior to adoption by the STA Board. Staff proposes that the STA Technical Advisory Committee (TAC) and Transit Consortium review the Draft 2011 Legislative Platform and Priorities (Attachment B) for comment at the TAC and Consortium meetings in September.

STA staff will forward the Draft 2011 Legislative Platform and Priorities with TAC and Consortium feedback to the Board in October, with a recommendation to distribute the draft document for a 30-day review and comment period. The Final Draft 2011 Legislative Platform and Priorities will be placed on the December 2010 STA Board agenda for consideration of adoption.

Recommendation:

Forward a recommendation to the STA Board to distribute the Draft 2011 Legislative Priorities Platform for a 30-day review and comment period.

Attachments:

- A. STA Legislative Matrix
- B. STA's Draft 2011 Legislative Priorities and Platform (to be provided under separate cover)

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 Solano Transportation Authority	LEGISLATIVE MATRIX 2009-2010 State and Federal Legislative Session <i>September 21, 2010</i>	Solano Transportation Authority One Harbor Center, Suite 130 Suisun City CA 94585-2427 Phone: 707-424-6075 Fax: 707-424-6074 http://www.solanolinks.com/programs.html#lp

AB = Assembly Bill; ACA = Assembly Constitutional Amendment; ASM = Assembly; SB = Senate Bill; SCA = Senate Constitutional Amendment; SEN = Senate

STATE Legislation:

Bill Number/Topic	Location	Summary	Position
AB 744 Torrico D Transportation: Bay Area high-occupancy vehicle network.	SEN. APPR. SUSPENSE FILE 12/10/09 - (Corrected Dec. 10.) In committee: Held under submission.	This bill would authorize the Bay Area Toll Authority to acquire, construct, administer, and operate a value pricing high-occupancy vehicle network program on state highways within the geographic jurisdiction of the Metropolitan Transportation Commission, as specified. The bill would authorize capital expenditures for this program to be funded from program revenues, revenue bonds, and revenue derived from tolls on state-owned toll bridges within the geographic jurisdiction of MTC. Last Amended on 7/15/2009	Support
AB 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 (05/12/10)
SB 82 Hancock D Community colleges: parking and transportation fees	To Enrollment 8/26/10	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 8/31/10	

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>



DATE: September 22, 2010
TO: STA TAC
FROM: Robert Guerrero, Senior Planner
RE: Bay Area Air Quality Management District (BAAQMD)'s
FY 2011-12 Transportation Fund for Clean Air (TFCA) Program Manager
Fund Policies

Background:

The Bay Area Air Quality Management District's (BAAQMD) annually provides clean air funding through the Transportation Fund for Clean Air (TFCA) Program. Eligible projects include projects that reduce air pollution from motor vehicles, such as clean air vehicle infrastructure, clean air vehicles, shuttle bus services, bicycle projects, and alternative modes promotional/educational projects. The cities of Benicia, Fairfield, Suisun City, Vallejo, and southwestern portions of Solano County are eligible for BAAQMD funding.

TFCA funds are generated by a \$4 vehicle registration fee collected from counties within the BAAQMD air basin. The majority of TFCA funds (60%) are directly administered by the BAAQMD through the Regional TFCA Program. The remaining 40% (or Program Manager TFCA Funds) are programmed directly at the county level by Congestion Management Agencies (CMAs) such as the STA. For FY 2010-11, STA programmed \$293,929 in TFCA funds.

Discussion:

The BAAQMD is considering amendments to the TFCA Program Manager funds, as shown in Attachment A (FY 2011-12 Draft TFCA County Program Manager Fund Policies). The majority of the changes are not substantial. There are, however, a few areas of potential concern to STA staff. Comments on the TFCA Program Manager are due to the BAAQMD by September 30, 2010. STA staff recommends submitting comments on the following three (3) changes to the Program Manager policies:

1. *Basic Eligibility, Item 7. The guidelines would be changed to read “**Maximum Two Years Operating Costs: Projects that provide a service, such as ridesharing programs and shuttle and feeder bus projects, are eligible to apply for a period of up to two (2) years.**”*

STA staff is concerned that this could be interpreted in a manner that limits the ability of the Solano Napa Commuter Information (SNCI) program to use TFCA Program Manager funds as an on-going source of revenue. STA staff will seek clarification on this issue. If the amended rule would limit SNCI funding, STA staff recommends against the guideline modification.

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2. *Ineligible Projects, Item 12. The guidelines would be changed to read “**Planning Activities: Feasibility studies are not eligible, nor are projects that only involve planning activities and that do not include an implementation phase. In addition, development projects (i.e., Smart Growth, Traffic Calming, and Arterial Management)** that have not completed the Preliminary Design phase are not eligible.”*

Because of the difficulty in identifying planning funds needed to advance projects, STA staff does not recommend adopting a categorical rule preventing use of TFCA Program Manager funds for planning.

3. *Eligible Project Categories, Item 26. The proposed guideline amendment expands the description of alternative fuel vehicle infrastructure that can be funded with TFCA Program Manager funds.*

STA staff supports this amendment.

STA staff is seeking additional input from the STA Technical Advisory Committee at the September 29, 2010 meeting before submitting a comment letter to the BAAQMD. The BAAQMD is expected to take action on the Program Manager Policies in October. The STA Board will need to approve the BAAQMD’s adopted Program Manager Policies before selecting TFCA projects for Solano County’s Program Manager Funds.

Fiscal Impact:

None.

Recommendation:

Forward a recommendation to the STA Board authorizing the Chair to send a letter to the BAAQMD commenting on the draft TFCA Program Manager Fund Policies for FY 2011-12.

Attachment:

- A. Draft TFCA County Program Manager Fund Policies

**DRAFT TFCA COUNTY PROGRAM MANAGER FUND
POLICIES FOR FY 2011/2012**

The following policies apply only to the Transportation Fund for Clean Air (TFCA) County Program Manager Fund.

BASIC ELIGIBILITY

1. Reduction of Emissions: Only projects that result in the reduction of motor vehicle emissions within the Air District’s jurisdiction are eligible.

Projects must conform to the provisions of the California Health and Safety Code (HSC) sections 44220 et seq. and these Air District Board of Directors adopted TFCA Program Manager Fund Policies for FY 2011/2012.

Projects must achieve surplus emission reductions, beyond what is currently required through regulations, ordinances, contracts, or other legally binding obligations at the time the Air District Board of Directors approves a funding allocation and at the time of the execution of a funding agreement.

2. TFCA Cost-Effectiveness: Projects must achieve TFCA cost-effectiveness, on an individual project basis, equal to or less than \$90,000 of TFCA funds per ton of total of emissions reduced, unless a different value is specified in the below policy for that project type. Cost-effectiveness is based on the ratio of TFCA funds awarded divided by the sum total tons of reactive organic gases (ROG), oxides of nitrogen (NO_x), and weighted particulate matter 10 microns in diameter and smaller (PM10) reduced (\$/ton).

For vehicle projects, each vehicle funded must meet the cost-effectiveness requirement.

Program Manager administrative costs are excluded from the calculation of TFCA cost-effectiveness.

3. Case-by-Case Approval of Projects: Eligible projects are those that conform to the provisions of the California Health and Safety Code (HSC) section 44241, Air District Board adopted policies and Air District guidance. On a case-by-case basis, Program Managers must receive approval by the Air District for projects that are authorized by the HSC Section 44241 and achieve Board-adopted TFCA cost-effectiveness, but do not fully meet other Board-adopted Policies.

4. Consistent with Existing Plans and Programs: All project categories must comply with the transportation control measures and mobile source measures included in the Air District's most recently approved plan for State and national ambient air quality standards and, when applicable, with other adopted State, regional, and local plans and programs.

5. Eligible Recipients: Grant recipients must be responsible for the implementation of the project, have the authority and capability to complete the project, and be an applicant in good standing.

A. Public agencies are eligible to apply for all project categories.

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BOARD-Adopted~~
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B. Non-public entities are only eligible to apply for new alternative-fuel (light, medium, and heavy-duty) vehicle and infrastructure projects, and advanced technology demonstrations, as described in HSC section 44241(b)(7). No single non-public entity may be awarded more than \$500,000 in TFCA County Program Manager Funds in each funding cycle.

- 6. **Readiness:** Projects must commence in calendar year 2012 or sooner. For purposes of this policy, “commence” means to receive delivery of vehicles, equipment, services, or to award a construction contract.
- 7. **Maximum Two Years Operating Costs:** Projects that provide a service, such as ridesharing programs and shuttle and feeder bus projects, are eligible to apply for a period of up to two (2) years.

APPLICANT IN GOOD STANDING

8. **Failed Audit:** Project sponsors who have failed either the fiscal audit or the performance audit for a prior TFCA-funded project will be excluded from future funding for five (5) years, or duration determined by the Air District Air Pollution Control Officer (APCO). Existing TFCA funds already awarded to the project sponsor will not be released until all audit recommendations and remedies have been satisfactorily implemented. A failed fiscal audit means an uncorrected audit finding that confirms an ineligible expenditure of TFCA funds. A failed performance audit means that the project was not implemented as set forth in the project funding agreement.

In case of a failed audit, a Program Manager may be subject to a reduction of future revenue in an amount equal to the amount which was inappropriately expended pursuant to the provisions of HSC Section 44242(c)(3).

9. **Authorization for County Program Manager to Proceed:** Only a fully executed funding agreement (i.e., signed by both the Air District and the County Program Manager) constitutes the Air District's award of funds for a project. Program Managers may only incur costs (i.e., an obligation made to pay funds that cannot be refunded) after the funding agreement with the Air District has been executed.

10. **Insurance:** Each County Program Manager and project sponsor must maintain general liability insurance, workers compensation insurance, and additional insurance as appropriate for specific projects, with estimated coverage amounts provided in Air District guidance and final amounts specified in the respective funding agreements.

INELIGIBLE PROJECTS

11. **Duplication:** Grant applications for projects that duplicate existing TFCA-funded projects (including Bicycle Facility Program projects) and therefore do not achieve additional emission reductions are ineligible. Combining TFCA County Program Manager Funds with TFCA Regional Funds to achieve greater emission reductions for a single project is not considered project duplication.

12. **Planning Activities:** Feasibility studies are not eligible, nor are projects that only involve planning activities and that do not include an implementation phase. In addition, development projects (i.e., Smart Growth, Traffic Calming, and Arterial Management) that have not completed the Preliminary Design phase are not eligible.

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13. **Employee Subsidy:** Projects that provide a direct or indirect financial transit or rideshare subsidy or shuttle/feeder bus service exclusively to employees of the project sponsor are not eligible.

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USE OF TFCA FUNDS

14. **Cost of Developing Proposals:** The costs of developing grant applications for TFCA funding are not eligible to be reimbursed with TFCA funds.

15. **Combined Funds:** TFCA County Program Manager Funds may be combined with TFCA Regional Funds for the funding of an eligible project with the exception of clean air vehicle projects. For the purpose of calculating TFCA cost-effectiveness, the combined sum of TFCA County Program Manager Funds and TFCA Regional Funds shall be used to calculate the TFCA cost of the project.

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16. **Administrative Costs:** Administrative costs for TFCA County Program Manager Funds are limited to a maximum of five percent (5%) of the actual Department of Motor Vehicles (DMV) fee revenues that correspond to each county, received for a given fiscal year. Interest earned on prior DMV funds received shall not be included in the calculation of the administrative costs. To be eligible for reimbursement, administrative costs must be clearly identified in the expenditure plan, application and in the funding agreement between the Air District and the Program Manager.

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17. **Expend Funds within Two Years:** County Program Manager Funds must be expended within two (2) years of receipt of the first transfer of funds from the Air District to the County Program Manager in the applicable fiscal year. A County Program Manager may, if it finds that significant progress has been made on a project, approve no more than two (2) one-year (1-year) schedule extensions for a project. Any subsequent schedule extensions for projects can only be given on a case-by-case basis, if the Air District finds that significant progress has been made on a project, and the funding agreement between the Program Manager and the Air District is amended to reflect the revised schedule.

18. **Unallocated Funds:** Pursuant to HSC 44241(f), any TFCA County Program Manager funds that are not allocated to a project within six months of the Air District Board of Directors approval of the Program Manager's Expenditure Plan may be allocated to eligible projects by the Air District. The Air District shall make reasonable effort to award these funds to eligible projects within the same county from which the funds originated.

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19. Reserved for potential future use.

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ELIGIBLE PROJECT CATEGORIES

22. **Alternative Fuel Light-Duty Vehicles:**

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Eligibility: For TFCA purposes, light-duty vehicles are those with a gross vehicle weight rating (GVWR) of 8,500 lbs. or lighter. Light-duty vehicle types and equipment eligible for funding include;

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- A. New hybrid-electric, electric, fuel cell, and CNG/LNG vehicles certified by the CARB as meeting established super ultra low emission vehicle (SULEV), partial zero emission vehicle (PZEV), advanced technology-partial zero emission vehicle (AT-PZEV), or zero emission vehicle (ZEV) standards.
- B. New electric neighborhood vehicles (NEV) as defined in the California Vehicle Code.
- C. CARB emissions compliant vehicle system retrofits that result in reduced petroleum use (e.g., plug-in hybrid systems).

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Gasoline and diesel (non-hybrid) vehicles are not eligible for TFCA funding.

Funds are not available for non-fuel system upgrades such as transmission and exhaust systems and should not be included in the incremental cost of the project.

TFCA funds awarded may not exceed incremental cost after all other applicable manufacturer and local/state/federal rebates, tax credits, and cash equivalent incentives are applied. Incremental cost is the difference in cost between the purchase or lease price of the new vehicle and/or retrofit and its new conventional vehicle counterpart that meets, but does not exceed, 2011 emissions standards.

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23. Alternative Fuel Medium **Heavy-Duty** and Heavy **Heavy-Duty** Service Vehicles (**Low-mileage utility trucks in idling service**):

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Eligibility: For TFCA purposes, medium and heavy-duty service vehicles are on-road motor vehicles with a Gross Vehicle Weigh Rating (GVWR) of 14,001 pounds or heavier. This category includes only vehicles in which engine idling is required to perform the primary function (for example, crane or aerial bucket trucks). In order to qualify for this incentive, each new vehicle must be placed into a service route that has a minimum idling time of 520 hours/year, and a minimum mileage of 500 miles/year.

TFCA funds awarded may not exceed the difference in the purchase or lease price of the new clean air vehicle that surpasses the applicable emissions standards and its new conventional vehicle counterpart that meets, but does not exceed, the emissions standards (incremental cost).

Scrapping Requirements: Project sponsors of heavy-duty clean air vehicles purchased or leased with TFCA funds that have model year 1998 or older heavy-duty diesel vehicles in their fleet are required to scrap one model year 1998 or older heavy-duty diesel vehicle for each new clean air vehicle purchased or leased with TFCA funds. Costs related to the scrapping of heavy-duty vehicles are not eligible for reimbursement with TFCA funds.

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24. Alternative Fuel Heavy-Duty Vehicles (**high mileage**):

Eligibility: For TFCA purposes, Alternative Fuel Heavy-Duty Vehicles are defined as follows: Light-heavy-duty vehicles (LHDV) are those with a GVWR between 8,501 lbs. and 14,000 lbs, medium-**heavy-duty** vehicles (**MHDV**) are those with a GVWR between 14,001 lbs. and 33,000 lbs., and heavy-**heavy-duty** vehicles (**HHDV**) are those with a GVWR equal

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to or greater than 33,001 lbs. LHDV, MHDV and HHDV types and equipment eligible for funding include the following:

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A. New hybrid-electric, electric, and CNG/LNG vehicles certified by the CARB or that are listed by the IRS as eligible for a federal tax credit pursuant to the Energy Policy Act of 2005.

B. CARB emissions compliant vehicle system retrofits that result in reduced petroleum use.

TFCA funding may not be used to pay for non-fuel system upgrades such as transmission and exhaust systems.

TFCA funds awarded may not exceed incremental cost after all other applicable manufacturer and local/state rebates, tax credits, and cash equivalent incentives are applied. Incremental cost is the difference in cost between the purchase or lease price of the vehicle and/or retrofit and its new conventional vehicle counterpart that meets, but does not exceed, 2011 emissions standards.

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Scrapping requirements are the same as those in Policy #23.

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25. Alternative Fuel Buses:

Buses are subject to the same Eligibility and Scrapping requirements listed in Policy #24.

For purposes of transit and school bus replacement projects, a bus is any vehicle designed, used, or maintained for carrying more than fifteen (15) persons, including the driver. A vehicle designed, used, or maintained for carrying more than ten (10) persons, including the driver, which is used to transport persons for compensation or profit, or is used by any nonprofit organization or group, is also a bus. A vanpool vehicle is not considered a bus.

26. Alternative Fuel Infrastructure:

Eligible refueling infrastructure projects include new dispensing and charging facilities, or additional equipment or upgrades and improvements that expand access to existing alternative fuel fueling/charging sites. This includes upgrading or modifying private fueling/charging stations to allow public and/or shared fleet access. Funding may be used to cover the cost of equipment and installation.

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TFCA funded infrastructure projects must be available to and accessible by the public. Equipment and infrastructure must be designed, installed and maintained as required by the existing recognized codes and standards and approved by the local/state authority.

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Deleted: Refueling equipment

TFCA funding is limited to 50% of the total project cost and may not exceed a maximum award amount of \$200,000 per project sponsor.

Eligible infrastructure projects include new electric vehicle charging facilities, or additional equipment or upgrades and improvements that expand access to existing electric vehicle charging sites. This includes upgrading or modifying private charging sites to allow public and/or shared fleet access. Funding may be used to cover the cost of equipment and installation.

Deleted: Applicants must provide data supporting the demand for the infrastructure (e.g., letters of support from potential users) and plans for maintaining the equipment in the future.¶

TFCA-funded charging infrastructure projects must be available to and accessible by the public. Charging/charging equipment and infrastructure must be designed, installed and

maintained as required by the existing recognized codes and standards and approved by the local/state authority.

Project sponsors are required to maintain the equipment for at least five years after installation.

TFCA funding is limited to 50% of the total project cost and may not exceed a maximum award amount of \$200,000 per project sponsor.

TFCA funding may not be used to pay for fuel, electricity, operation, and maintenance costs.

27. Reserved.

28. Shuttle/Feeder Bus Service:

Shuttle/feeder bus service projects are those requesting funds to operate a shuttle or feeder bus route to or from a rail station, airport, or ferry terminal. To be eligible, shuttle/feeder bus service schedules must be coordinated with connecting rail or ferry schedules.

Shuttle/feeder bus service applicants must either: 1) be a public transit agency or, 2) submit documentation from the General Manager of the transit agency that provides service in the area of the proposed shuttle route, which demonstrates that the proposed shuttle service does not duplicate or conflict with existing transit agency service.

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All vehicles used in shuttle/feeder bus service must meet the applicable CARB standards for public transit fleets use one of the following types of shuttle/feeder bus vehicles:

- A. an alternative fuel vehicle (CNG, liquefied natural gas, propane, electric);
- B. a hybrid-electric vehicle;
- C. a post-1998 diesel vehicle with a CARB Verified Diesel Emission Control Strategy (e.g., retrofit); or
- D. A post-1990 gasoline-fueled vehicle.

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Pilot shuttle/feeder bus service projects are required to meet a cost-effectiveness of \$125,000/ton during the first two years of operation (see Policy #2). A pilot project is a defined route that is at least 70% unique and has not previously been funded through TFCA. Applicants must provide data supporting the demand for the service, letters of support from potential users and providers, and plans for financing the service in the future.

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29. Ridesharing Projects:

Applications for projects that provide a direct or indirect financial transit or rideshare subsidy exclusively to employees of the project sponsor are not eligible.

30. Bicycle Projects:

New bicycle facility projects that are included in an adopted countywide bicycle plan or Congestion Management Program (CMP) are eligible to receive TFCA funds. Eligible projects are limited to the following types of bicycle facilities for public use that result in motor vehicle emission reductions: a) new Class-1 bicycle paths; b) new Class-2 bicycle lanes; c) new Class-3 bicycle routes; d) bicycle racks, including bicycle racks on transit buses, trains, shuttle vehicles, and ferry vessels; e) bicycle

lockers; f) attended bicycle storage facilities; g) the purchase of two-wheeled or three-wheeled vehicles (self-propelled or electric), plus mounted equipment required for the intended service and helmets; and g) development of a region-wide web-based bicycle trip planning system. All bicycle facility projects must, where applicable, be consistent with design standards published in Chapter 1000 of the California Highway Design Manual.

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31. Arterial Management:

Arterial management grant applications must specifically identify a given arterial segment and define what improvement(s) will be made to affect traffic flow on the identified arterial segment. Projects that provide routine maintenance (e.g., responding to citizen complaints about malfunctioning signal equipment) are not eligible to receive TFCA funding. Incident management projects on arterials are eligible to receive TFCA funding. Transit improvement projects include, but are not limited to, bus rapid transit and transit priority projects. For signal timing projects, TFCA funds may only be used for local arterial management projects where the affected arterial has an average daily traffic volume of 20,000 motor vehicles or more, or an average peak hour traffic volume of 2,000 motor vehicles or more. Each arterial segment must meet the cost-effectiveness requirement in Policy #2.

32. Smart Growth/Traffic Calming:

Physical improvements that support development projects and/or calm traffic, resulting in motor vehicle emission reductions, are eligible for TFCA funds, subject to the following conditions:

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A. The development project and the physical improvements must be identified in an approved area-specific plan, redevelopment plan, general plan, bicycle plan, traffic-calming plan, or other similar plan; and

Deleted: b) the

B. The project must implement one or more transportation control measures (TCMs) in the most recently adopted Air District plan for State and national ambient air quality standards. Pedestrian projects are eligible to receive TFCA funding.

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Traffic calming projects are limited to physical improvements that reduce vehicular speed by design and improve safety conditions for pedestrians, bicyclists or transit riders in residential and retail areas. Only projects with a completed and approved environmental plan may be awarded TFCA funds.



DATE: September 15, 2010
TO: STA TAC
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: 3-Year Project Initiation Document (PID) Priorities for Caltrans

Background:

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

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

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

The State Highway Operations & Protection Program (SHOPP) projects, which Caltrans is the lead agency, take priority over local projects given Caltrans' mission for preservation of the State Highway System.

On February 17, 2010, Caltrans requested STA to develop a 3-year PID work plan for all Solano County Projects, covering Fiscal Years (FY) 2010-11 through FY 2012-13. A continued theme is that current State Budget proposals include provisions that the projects are to pay for Caltrans oversight. While there are clearly several questions and concerns that exist with regard to paying for the oversight, details remain to be worked out.

Discussion:

At the March 2010 STA Board meeting, the proposed 3-year PID workplan for Solano County was approved and subsequently submitted to Caltrans (Attachment A).

On September 3, 2010, STA was notified that the March 2010 Three-Year Strategic Plan for PIDs was approved (Attachment B and C). As stated by Caltrans, the March 2010 plan identifies 21 recommendations to improve the overall PID process to be implemented over the next couple of years, including 12 key recommendations that are anticipated to be executed over the next several months.

For Solano County, the following work is in the PID 3-Year Plan:

FY 2010-11	
SOL I-80	Lagoon Valley Blvd Interchange in City of Vacaville
SOL I-80	Interchange Modification/Roundabout @ Hiddenbrooke
SOL I-80	New EB Auxiliary Lanes Airbase Pkwy to Travis in City of Fairfield
SOL I-505	Widen the SB Off-ramp at Vaca Valley Pkwy in City of Vacaville
SOL I-505	Widen Overcrossing to 2 Lanes in each direction and modify existing spread diamond to provide partial cloverleaf design. Vaca Valley Pkwy in Vacaville
Nap/SOL/ SJ SR-12	N Corridor Study SR12 (SR29 to I-5) Study

FY 2011-12	
SOL I-780	Construct Transit Center at Curtola Pkwy and Lemon St. in City of Vallejo
SOL I-80	Reconstruct Interchange I-80 at Pedrick Rd in City of Dixon
SOL I-80	Express Lanes Red Top Rd. to I-505

FY 2012-13	
SOL I-80	Reconstruct Interchange I-80 at "A" Street in City of Dixon
SOL I-80	Reconstruct Interchange I-80 at Pedrick Rd. in City of Dixon

Fiscal Impact:

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

Recommendation:

Informational.

Attachments:

- A. Solano County 3-Year PID Work Plan (FY 2010-11 through FY 2012-13)
- B. E-Mail Correspondence From Caltrans September 3, 2010
- C. March 2010 Three-Year Strategic Plan for PIDs (To be provided under separate cover to TAC members, copy available upon request)

STA NonSHOPP PROJECT INITIATION DOCUMENT PROJECTED WORK PROGRAM FY 2010/11, 2011/12 & 2012/13

No. of Project	LEAD/QA	County	Route	Begin Postmile	End Postmile	Improvement Description	Location	Anticipated PY for PID in the FY	Estimated Capital Cost (\$M)	Estimated Support Cost (PAED, PS&E, & Construction, \$M)	K-Phase EA	Estimated PID Completion Date (Month/Year)	% Complete	Type of PID	Environmental Document	Proposed FY of Construction Begin	Regional Transportation Plan	Capital Fund Source	CT Project Manager	PID Initiation Date (Month/Day/Year)	Work Program Status	Project Sponsor	District Commnet
Anticipated Carryover PIDs from FY 9/10 to FY 10/11 Wprk Plan																							
9/10 ID 25	QA	SOL	80	7.8	8.5	I/C modification (Roundabout)	American Canyon Way/Hiddenbrooke Parkway ramp junctions		2.6	TBD	1G150K	6/1/2010	5	PEER/PSR-PR*	CE	2011/12	RTP No 22632	Local	TBD	1/14/2010	Carryover	City of Vallejo	
9/10 ID 28	QA	SOL	505	1.45	1.45	I/C modification	Vaca Valley I/C in City of Vacaville		3.0	TBD		TBD		PSR-PR*/PR*	TBD	TBD	N	TBD	TBD	TBD	Carryover	City of Vacaville	
9/10 ID 31	QA	SOL	80	23.1	23.1	Realign EB on and off-ramps and widen O/C structure from 2 lanes to 4 lanes	Lagoon Valley Rd I/C in Vacaville		9.6	TBD	3A790K	TBD	30	PSR/PR*	EIR	TBD	RTP No 230708	Local - Impact Fees	TBD	5/1/2008	Carryover	City of Vacaville	
Proposed FY 10/11 PID Work Plan																							
1	QA	SOL	80	TBD	TBD	Express Lanes	I-80 Red Top Rd I/C to I-505		TBD	TBD		12/1/2011		PSR/PR*	EIR	2013/14	RTP No 230658	Enterprise Funds	TBD	7/1/2010	Proposed new	STA	
2	QA	SOL	780	TBD	TBD	Construct Transit Center at Curtola Parkway and Lemon St.	City of Vallejo		66.0	TBD		10/1/2011		PSR/PR*	TBD	2012/13	RTP No 22243	RM2 and TBD	TBD	11/1/2010	Proposed new	City of Vallejo	
3	QA	SOL	12	TBD	TBD	Study	I-5 to I-80		NA	TBD		6/1/2011		STUDY (MIS-FS-SS)	TBD	2016/17	N	Local, SHOPP, STIP	TBD	7/1/2010	Proposed new	STA	
4	QA	SOL	80	TBD	TBD	Study	I-80 Corridor through Vallejo		NA	TBD		12/1/2011		STUDY (MIS-FS-SS)	TBD	2014/15	N	Local	TBD		Proposed new	City of Vallejo	
Proposed FY 11/12 PID Work Plan																							
1	QA	SOL	80	TBD	TBD	Reconstruct Interchange	I-80 at Pederick Rd in Dixon		TBD	TBD		6/1/2013		PSR	TBD	TBD	RTP No 230708	Impact Fees	TBD	TBD	Proposed new	City of Dixon	STA requested to postpone from 9/10 to 11/12
2	QA	SOL	80	TBD	TBD	Express Lanes	I-80 Red Top to I-505		TBD	TBD		12/1/2011		PSR/PR*	EIR	2013/14	RTP No 230658	Enterprise Funds	TBD	7/1/2010	Carryover	STA	
3	QA	SOL	80	TBD	TBD	New EB and WB auxiliary lanes	From Airbase Pkwy to Travis in City of Fairfield		TBD	TBD		12/1/2011		PSR	TBD	2016/17	RTP No 230468	STIP	TBD	TBD	Proposed new	Caltrans?	Obtained CT SHOPP advisor's support?
4	QA	SOL	780	TBD	TBD	Construct Transit Center at Curtola Parkway and Lemon St.	City of Vallejo		66.0	TBD		10/1/2011		PSR/PR*	TBD	2012/13	RTP No 22243	RM2 and TBD	TBD	11/1/2010	Carryover	City of Vallejo	

Note: Using PSR/PR* requires CT District Director's approval.

STA NonSHOPP PROJECT INITIATION DOCUMENT PROJECTED WORK PROGRAM FY 2010/11, 2011/12 & 2012/13

No. of Project	LEAD/QA	County	Route	Begin Postmile	End Postmile	Improvement Description	Location	Anticipated PY for PID in the FY	Estimated Capital Cost (\$M)	Estimated Support Cost (PAED, PS&E, & Construction, \$M)	K-Phase EA	Estimated PID Completion Date (Month/Year)	% Complete	Type of PID	Environmental Document	Proposed FY of Construction Begin	Regional Transportation Plan	Capital Fund Source	CT Project Manager	PID Initiation Date (Month/Day/Year)	Work Program Status	Project Sponsor	District Commnet
Proposed FY 12/13 PID Work Plan																							
1	QA	SOL	80	TBD	TBD	Reconstruct Interchange	I-80 at "A" Street in Dixon		TBD	TBD		6/1/2014		PSR	TBD	TBD	RTP No 230708	Impact Fees	TBD	TBD	Proposed new	City of Dixon	
2	QA	SOL	80	TBD	TBD	Reconstruct Interchange	I-80 at Pederick Rd in Dixon		TBD	TBD		6/1/2013		PSR	TBD	TBD	RTP No 230708	Impact Fees	TBD	TBD	Carryover	City of Dixon	
3	QA	SOL	80	19.2	17.9	New EB and WB auxiliary lanes	From Airbase Pkwy to Travis in City of Fairfield		TBD	TBD		12/1/2011		PSR	TBD	2016/17	RTP No 230468	STIP	TBD	TBD	Carryover	CT	
4	QA	SOL	505	1.05	1.85	Widen the existing overcrossing to 2 lanes in each direction and modify existing spread diamond to provide partial cloverleaf design.	Vaca Valley Pkwy I/C in Vacaville		20.7	TBD		1/1/2014		PSR /PR*	TBD	2014/15	RTP No 230708	Local - Impact Fees	TBD	7/1/2012	Proposed new	City of Vacaville	

Note: Using PSR/PR* requires CT District Director's approval.

Janet Adams

From: Marlon Flournoy [marlon_flournoy@dot.ca.gov]
Sent: Friday, September 03, 2010 5:00 PM
To: aarmy@octa.net; achesley@sjcog.org; ACardoso@octa.net; Aileen Loe; Al Arana; Ann.Calnan@vta.org; bodermann@sbcag.org; Beverly Boucher; Bijan Sartipi; Bill Figge; Bob Pieplow; Brad Mettam; Brian Everson; Brian Tsukamoto; Bruce.Abanathie@co.kings.ca.us; BWhitney@tam.ca.gov; charles@actc-amador.org; cowell@sjcog.org; Carmen Shantz; Chad Baker; Charlie Fielder; ChenPL@metro.net; Cheryl Willis; Chi Vargas; Cindy Quon; Claudia Espino; Cowell@sjcog.org; Curt Davis; debbie@tamcmonterey.org; Darrell.Vice@vta.org; Dennis T Agar; DSteinhauser@tam.ca.gov; Eugene.Maeda@vta.org; EWright@co.tulare.ca.us; ferdinand.agbayani@dot.ca.gov; gary.slater@dot.ca.gov; greg.ramirez@dot.ca.gov; hank@tamcmonterey.org; hurleyj@samtrans.com; ilene.poinindexter@dot.ca.gov; Irene Tu; Isam Tabshouri; jadams@sta-snci.com; jim.deluca@dot.ca.gov; jnu@sandag.org; john.pagano@dot.ca.gov; john.ristow@vta.org; joyce.brenner@dot.ca.gov; James Mccarthy; James Perrault; Jay Norvell; Jeff Pulverman; Jeremy Milos; JJeff@calcog.org; Joanna Pang-Cannon; Jody Jones; John Bulinski; JStramaglia@kerncog.org; Juven Alvarez; kmathews@edctc.org; Karla Sutliff; Kathy DiGrazia; Kelly Dunlap; Ken Baxter; KKao@mtc.ca.gov; Kurt Scherzinger; Lee Taubeneck; mark.miller@dot.ca.gov; mark.robinson@dot.ca.gov; marlon.flournoy@dot.ca.gov; mcarpenter@sacog.org; mfeenstra@rctc.org; Malcolm Dougherty; Marco Sanchez; Margaret.Simmons-Cross@vta.org; Mark Miller; Marlo Tinney; Marlon Flournoy; Martin Tuttle; Mary Beth Herritt; Norma Ortega; petcar@pacbell.net; Pat Robledo; Patrick Pang; Paul Gennaro; ray.tritt@dot.ca.gov; rmckeown@mtc.ca.gov; rmoriconi@sccrtc.org; ryan.chamberlain@dot.ca.gov; Rachel Falsetti; Ray Tritt; Ray W Wolfe; Rich Krumholz; Richard Land; Rick Guevel; Robert Polyack; Ross Chittenden; Ryan Chamberlain; smedina@rctc.org; stramagl@kerncog.org; suzsmith@sctainfo.org; Scott McGowen; Scott Sauer; Sergio Aceves; Sharon Scherzinger; Sharri Bender Ehlert; Stephen Tracey; Steven J McDonald; Steven Milton; tharris@planningcompany.com; tim.craggs@dot.ca.gov; Terry Abbott; THarris@planningcompany.com; Tim Huckabay; Timothy Sobelman; Tom Hallenbeck; Tom.Fitzwater@vta.org; wli@sanbag.ca.gov; wvilla@octa.net; William A Mosby; yaled@metro.net

Subject: Approved March 2010 Strategic Plan for PIDs

All,

Recently, the March 2010 Three-Year Strategic Plan for PIDs was approved. The plan is posted on the Office of Projects/Plan Coordination (OPPC) website located at: <http://www.dot.ca.gov/hq/tpp/offices/oppc/index.html>.

I want to take this opportunity to thank everyone for your participation in the development of the March 2010 PID Strategic Plan. Without your support, developing this plan would not be possible. I am looking forward to working with many of you on implementing the recommendations identified in the plan in addition to developing future PID strategic plans. The March 2010 plan identifies 21 recommendations to improve the overall PID process to be implemented over the next couple of years, including 12 key recommendations that are anticipated to be executed over the next several months.

Much of this work will be done through a newly established PID Committee, which will be formed in the coming months. I will have more to share soon.

In the meantime, should you have questions, please do not hesitate to contact me at 916-651-6889 or via email at marlon_flournoy@dot.ca.gov or Annette Clark, PID Strategic Plan Project Manager, at 916-653-9072 or via email at annette_clark@dot.ca.gov. Thanks for your time and continued support.

Marlon Flournoy

Marlon Flournoy, PMP, Chief
Office of Project/Plan Coordination
Division of Transportation Planning
Department of Transportation

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DATE: September 22, 2010
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Draft Solano Rail Crossing Inventory and Improvement Plan

Background:

Railroads provide both passenger and freight service to Solano County. Rail traffic also disrupts the flow of traffic on surface streets, and occasionally is involved in vehicle and/or pedestrian accidents. The Solano Transportation Authority's (STA's) Fiscal Year (FY) 2009-10 Overall Work Plan includes a task to conduct a rail crossing and accident inventory. The purpose of the inventory is to help STA identify and prioritize improvements to rail crossings located throughout Solano County in order to reduce congestion, improve transit and improve safety. The STA hired Wilson and Company to prepare a comprehensive database of rail crossings and accidents. Wilson and Company has completed the inventory work.

In May and June of 2010, TAC members received and provided copies on the crossing inventory and accident inventory.

Discussion:

Attachment A is the Draft of the Solano Rail Crossing Inventory and Improvement Plan (Rail Plan). In addition to the complete crossing and accident inventories, the Rail Plan also includes information regarding surface street congestion around rail crossings, based upon the adopted STA 2030 regional traffic model, as well as available data on freight and passenger train operation and funding opportunities for improvement projects.

The Rail Plan identifies the existing at-grade Peabody Road crossing as the highest priority for a grade-separation project based upon traffic congestion. However, since the crossing will be grade-separated as part of the fully-funded Fairfield Vacaville Intermodal Transportation Center project, there is no recommendation for additional funding to implement this project.

The Rail Plan identifies the Dixon West B Street pedestrian crossing as the highest priority for a grade separation project based upon safety concerns. Since this project is not fully funded, it is recommended that STA and the partnering agencies seek additional funds to implement this project.

Because of the cost of grade-separation projects, the Rail Plan does not recommend seeking out existing at-grade crossings for improvement, except as part of a larger development project. Instead, the Rail Plan recommends focusing on restricting unauthorized access to the rail corridor between crossings, and on making crossings

sufficiently safe and attractive, and on providing good linkage from crossings to destinations such as schools, so that bicyclists and pedestrians do not attempt to cross an undesignated locations.

While the content of the Rail Plan is ready for public release, there are additional graphic details to be completed. These include in-document photos and a final appendix with four-quadrant photos and a map of each identified rail crossing. It is recommended that the content of the Rail Plan be released for public comment while the final graphics are prepared. In addition, an Executive Summary of the rail Plan will be added, along with technical items such as a Table of Contents.

Fiscal Impact:

No direct impacts. However, adoption of the final rail Plan will guide funding decisions for STA-programmed money, and may result in additional funds being focused on the West B Street Pedestrian Undercrossing project in Dixon.

Recommendation:

Informational.

Attachment:

- A. Draft Solano Rail Crossing Inventory and Improvement Plan

2010

Solano Rail Crossing Inventory and Improvement Plan



PREFACE

Rail transportation has always played an important part in Solano County life, and it continues to do so today. Raw materials and manufactured products are moved to and from businesses from one end of the county to the other, and hundreds of Solano residents commute to and from work every day by rail, as an alternative to driving on the congested freeways.

But the benefits of rail transportation come at a cost to the local communities. Where streets and railroad tracks cross, trains take priority over cars, resulting in traffic back-ups on local streets until the train has cleared the area. Sometimes cars or pedestrians just don't get out of the way in time, with horrible consequences.

The Solano Rail Crossing Inventory and Improvement Plan is intended to provide a complete inventory of rail crossings in Solano County; to identify where those crossings have negative impacts on vehicle and pedestrian safety; and, to recommend a prioritized series of steps to reduce those negative impacts. There are other health and safety issues, such as air quality and railroad noise, that are outside the scope of this plan.

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Executive Summary

The STA, in association with the Capitol Corridor Joint Powers Authority (CCJPA), identified the need to develop a comprehensive plan to improve safety and reduce surface street congestion related to railroad crossings in Solano County. In order to develop an improvement plan, a comprehensive inventory of railroad crossings and accident involving trains was needed first.

The rail crossing inventory identified 237 individual rail crossings, including at-grade street crossings, informal – and illegal – pedestrian crossings between street crossings and grade separations with roadways over or under rail lines, as well as crossings of agricultural drains, streams and industrial pipelines.

The accident inventory lists 26 accidents since January 1 of 2000, accounting for 10 deaths and 22 injuries. The accidents are clustered in three primary areas:

- The City of Dixon, around State Route 113 and the West B Street pedestrian crossing
- The cities of Fairfield and Suisun City, from East Tabor Avenue to the State Route 12 overcrossing between the two cities' downtowns
- The City of Vallejo, around Broadway Street and Sereno Drive.

The plan uses the Napa-Solano Travel demand model to project traffic patterns and volumes for the year 2030. The plan identifies 11 at-grade rail crossings where year 2030 traffic will exceed 80% of the roadway's capacity, a standard indication of a congested roadway. Of these 11 crossings, 1 is in the City of Dixon, 5 are in the cities of Fairfield or Suisun City, and 5 are in the City of Vallejo.

The plan did not identify any transit centers that were negatively impacted by rail traffic or by surface street congestion to which rail traffic contributed. The only schools with access directly impacted by traffic congestion at a rail crossing are Vanden High and Golden West Middle, located south of the Union Pacific Rail Road tracks and east of Peabody Road in eastern Fairfield.

Based upon the inventory of crossings and accidents and projected future traffic congestion, the rail recommends four areas where future investment in rail safety and congestion relief should be concentrated:

- City of Dixon, from SR 113 to West A Street
- City of Fairfield, Peabody Road crossing
- City of Fairfield and City of Suisun City, East Tabor Avenue to SR 12 overcrossing
- City of Vallejo, Broadway Avenue north of Sereno Drive, subject to an increase in rail traffic to Mare Island

The plan additionally recommends a focus on investment in access control, as a way to focus bicycle and pedestrian traffic in the improved, designated rail crossings.

The plan identifies the general cost of converting at-grade rail crossings to grade-separated crossings, typically by raising the roadway over the tracks. Because the typical 2007 cost to construct a grade separation was \$26 million, the rail plan does not recommend an extensive program of grade separations. Instead, the plan recommends only pursuing grade separation projects where traffic congestion or safety issues are most significant: Peabody Road in eastern Fairfield, and the West B Street pedestrian crossing in Dixon. The Peabody road grade separation will be constructed as a part of the Fairfield/Vacaville Intermodal Transportation Station, so no additional funds are recommended for that task. The plan does recommend pursuing additional funds for the West B Street pedestrian crossing. In addition, the rail plan recommends pursuing planning funds for the Blossom drive pedestrian overcrossing from Suisun City to Fairfield, in the East Tabor to SR 12 corridor. Finally, the plan recommends working with each jurisdiction to identify opportunities to fund access control improvements.

PURPOSE

The purpose of the Solano Rail Crossing Inventory and Improvement Plan is:

- To provide a comprehensive listing of rail crossings in Solano County, including
 - At-grade crossings by public surface streets, highways and bicycle/pedestrian paths
 - Grade-separated crossings by public surface streets, highways, freeways and bicycle/pedestrian paths
 - Private and unofficial at-grade and grade-separated crossings
 - Crossings of industrial facilities such as pipelines, and of drainage and irrigation facilities and natural creeks
- To provide a database, starting in the year 2000, of all rail-vehicle and rail-pedestrian accidents
- To identify sensitive users near rail crossings, including
 - Schools
 - Transit Centers
- To identify current and projected future roadways suffering from traffic congestion around rail crossings
- To create a database and base map that can be updated on a periodic basis to keep the information current and relevant to decision makers and the public
- To identify key areas where improvements to rail crossings can improve the safety of both rail and road travelers, and/or result in reduced traffic congestion on local roadways
- To develop a prioritized list of key rail crossing improvements

STUDY PARTNERS

The STA is primarily responsible for the conduct of the Solano Rail Crossing Inventory and Improvement Plan (Plan). Funding for the Plan was a combination of State Transit Assistance Fund (STAF) and Transportation Development Act (TDA) funds provided by STA, with additional funds contributed by the Capitol Corridor Joint Powers Authority (CCJPA), the operator of the Capitol Corridor passenger rail service for Solano County.

The consultant for the project was Wilson & Company, located in San Bernardino, CA. Wilson & Company provided initial data and mapping services and organized the rail crossing and accident databases. Crossing and accident data was subsequently reviewed and confirmed by STA member agencies. Information on existing and projected future rail activity were provided by Wilson & Company and CCJPA.

Traffic data for surface streets comes from the Napa Solano Travel Demand Model, the regional traffic model administered by the STA. The model uses existing roadway and land use data from the STA member agencies and regional agencies such as MTC and the California Department of Transportation (Caltrans), as well as projections for future roadways and land use development for the year 2030.

CROSSING INVENTORY

The following is a summary of the rail facilities and rail crossings, both public and private, in 6 of the 7 Solano County cities and in unincorporated Solano County. The cities are listed in an east-to-west, north-to-south order along the main Union Pacific Rail road (UPRR) line, followed by Vallejo, which is not on the UPRR. The City of Rio Vista is not served by any rail lines, so is not included in the inventory. Crossing maps and 4-way photos can be found in Appendix A.

The rail data presented includes the following fields:

Street/Property – the location of the crossing, whether it is a public street, private driveway, or a bridge across a pipeline, creek or drainage ditch. Roads crossing over railroads are identified as Overcrossings; where the railroad crosses above the roadway, it is identified as a Crossover.

Crossing ID – where there is an assigned crossing ID (provided to STA by Wilson Company), it is provided. The owner/operator of the rail line at that point is also provided. For crossings without an assigned ID, STA has assigned an ID number using the following criteria:

- Road crossings without an official crossing ID have been assigned identifier SOL, and numbered sequentially with a 3-digit number starting with 001 (example SOL 001).
- Non-road crossings, such as drainages, creeks and pipelines without an official crossing ID have been assigned identifier SOL, and numbered sequentially with a 3-digit number starting with 501 (example SOL 501).
- Private road crossings without an official crossing ID have been assigned identifier PC, and numbered sequentially with a 3-digit number starting with 601 (example PC 601).

Street Data – description of the street or other structure that crosses or is crossed by the rail line, and the material that makes up the crossing (concrete, asphalt, wood, metal, gravel).

Traffic – Where available, information on the peak-hour volume of street traffic is listed, rounded to the nearest 25 vehicles. Data is taken from traffic counts, studies or the STA traffic model. Low volume streets are listed as “less than 100” peak hour trips. Where the existing or future traffic is projected to be congested, the Level of Service (LOS) of a crossing is provided, based upon the Volume to Capacity Ratio. Traffic volumes on unpaved or private roads are unknown. Crossings of pipelines, creeks and drainage ditches have no surface vehicle traffic. Informal pedestrian crossings have no surface vehicle traffic, and pedestrian use has not been counted or monitored.

Signage/Guards – information provided by Wilson Company or available from aerial photos showing on-street signs and warning or control structures.

Rural Solano County

The UPRR tracks enter Solano County from Yolo County where the tracks pass under Interstate 80. The railroad crosses Putah Creek and then runs from northeast to southwest through open agricultural areas used for row crop farming. The railroad tracks from I-80 to the City of Dixon cover 5.1 miles. All but 1 crossings in this area are at grade.

Street/Property	Crossing ID	Street Data	Traffic	Signage/Guards
I-80 Overcrossing	SOL 001 UPRR	Grade Separated. 6 lanes eastbound, 5 lanes westbound; 2 structures. No sidewalk.	None – grade separated	No signage or controls
Old Davis Road	751241L UPRR	4 lanes, undivided; 45 degree angle; concrete apron; Class II bike lane on each side of road.	< 100	Painted on-street notice 450 feet; 2 gates
Levee Road	SOL 002 UPRR	Gravel road parallel to and on north side of Putah Creek; crossing unpaved. Road branches 200 feet before and after railroad with cutoff loop under the railroad overcrossing. No sidewalk.	Unknown	No signage or controls
Putah Creek	SOL 501 UPRR	No street. Bridge over Putah Creek	None	No signage or controls
Levee Road (Old Vineyard Road?)	SOL 003 UPRR	Unpaved road parallel to and on south side of Putah Creek; crossing unpaved. No sidewalk.	Unknown	No signage or controls
Agricultural Drain	SOL 502 UPRR	No street. Bridge over un-named agricultural drain.	None	No signage or controls

Street/Property	Crossing ID	Street Data	Traffic	Signage/Guards
Tremont Road	751246V UPRR	4 lanes undivided; 45 degree angle; concrete apron. No sidewalk.	< 100	Painted on-street notice 450 feet; 2 gates; overhead lights each direction.
Robben Road	751247C UPRR	2 lanes, painted divider; 45 degree angle; concrete apron. No sidewalk.	< 100	Painted on-street notice 500 feet; 2 gates; overhead lights each direction.
Campbell Soup	PC-601	Gravel crossing for trucks at Campbell Soup processing center; track appears to be unused, covered by gravel	Unknown	Unknown

Rural Solano County



City of Dixon

The UPRR tracks run for approximately 3.5 miles through Dixon, from the northeast at Pedrick Road to the southwest at Pitt School Road. The UPRR starts in the northeast industrial area of Dixon, then runs through the heart of Dixon’s older residential area and its downtown, where it is crossed by State Route (SR) 113. Beyond the downtown, the rail line runs through a mix of commercial and both older and newer residential, adjacent to approved but unbuilt single family lots, and finally out of the City and into rural Solano County. All of the crossings are at grade. There are two parallel tracks for the entire Dixon segment. There are no active sidings, switch yards or rail branches. From northeast to southwest, the crossings are:

Street/Property	Crossing ID	Street Data	Traffic	Signage/Guards
Pedrick Road	751248J UPRR	2 lanes, undivided; 45 degree angle; concrete apron. No sidewalk.	< 100	Painted on-street notice 500 feet; 2 gates
Vaughn Road	751249R UPRR	2 lanes, undivided; 45 degree angle; concrete apron. No sidewalk.	< 100	Painted on-street notice 250 feet; 2 gates
East H Street	SOL 503 UPRR	No street present; informal pedestrian crossing between separated ends of East H Street.	None – informal pedestrian crossing	No signage or controls
East H Street/ North 2 nd Street	SOL 504 UPRR	No street present; informal pedestrian crossing between east H Street industrial area and North 2 nd Street residential area.	None – informal pedestrian crossing	No signage or controls
SR 113/ North 1 st Street	751250K UPRR	2 lanes, painted divider; 45 degree angle; concrete apron. Sidewalk on east side of street.	450 VC for 1 st St. just below crossing is 0.84	Painted on-street notice 250 feet and 350 feet; 2 gates

Street/Property	Crossing ID	Street Data	Traffic	Signage/Guards
West B Pedestrian Crossing	751251S UPRR	Improved at-grade pedestrian crossing between North Jefferson Street and West B Street; concrete apron.	Heavy pedestrian and bicycle use; 300+ crossings per day. Access for Anderson Elementary, C.A. Jacobs Middle School, and Dixon High School. Adjacent to train depot and park-and-ride lot. <u>This is the highest volume pedestrian crossing in Solano County.</u>	Pedestrian sign and signal at track; no gates
West A Street	751253F UPRR	2 lanes, undivided; 45 degree angle; concrete apron. Sidewalk on both sides of street.	225	Painted on-street notice 150 feet and 250 feet; 2 gates
Between West A Street and Cherry Street	SOL 505	No street present; informal at-grade pedestrian crossing between West A Street and Cherry Street.	None – informal pedestrian crossing	No signage or controls
Pitt School Road	751245M UPRR	1 lane southbound, 2 lanes (through and left turn) northbound; 45 degree angle; concrete apron; Porter Road/Pitt School Road intersection immediately north of crossing. No sidewalk.	< 100	Painted on-street notice at 450, 600 feet; overhead lights northbound; 2 gates

City of Dixon



Rural Solano County

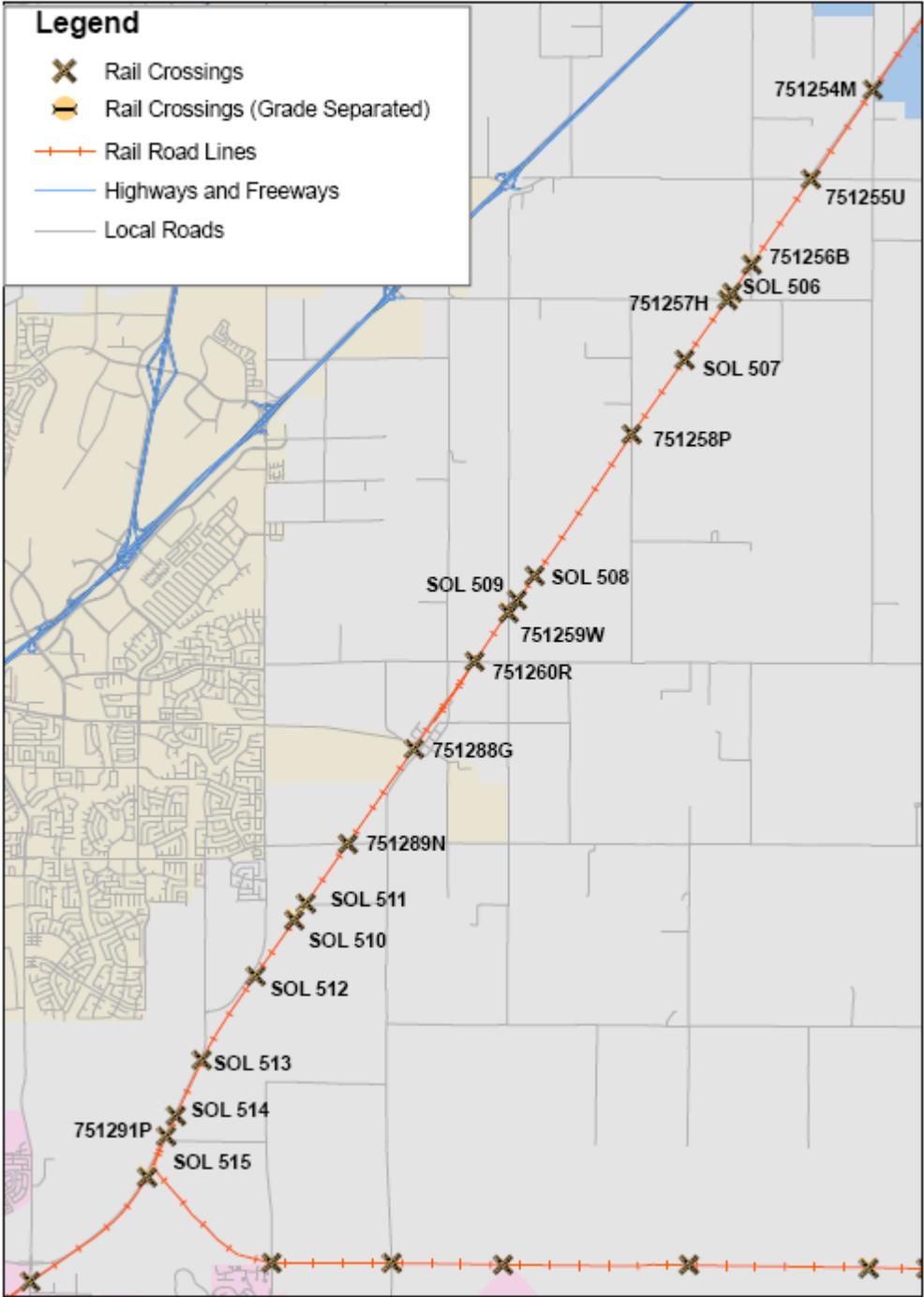
Southwest of Dixon, the railroad again enters unincorporated Solano County. It remains in the county for 6.8 miles, briefly passes through the Vacaville city limits at Elmira, and then runs another 5.3 miles until it enters the City of Fairfield at Peabody Road. Most of the land in the vicinity of the railroad tracks is agricultural, used for row crop farming. The town of Elmira is an unincorporated community with approximately ½ mile of railroad frontage. All of the road crossings in this area are at grade; the railroad does cross over several significant creek channels and agricultural ditches. Just south of Cannon Road, a spur line that accesses northeast Fairfield and connects to the rail lines in the Jepson Prairie area of central Solano County splits off from the main rail line. Previous spurs into the Vacaville area have been abandoned and the tracks removed.

Street/Property	Crossing ID	Street Data	Traffic	Signage/Guards
Midway Road	751255U UPRR	Complex intersection of Midway Road, Porter Road and UPRR tracks. Midway eastbound is 2 lanes across tracks; Midway westbound is 2 lanes angled across tracks, immediately splitting into left and right turns onto Porter (EB) and Midway WB). Concrete apron. No sidewalk.	< 100	Painted on-street notice at 250, 500 feet; 2 gates
Batavia Road	751256B UPRR	2 lanes, undivided; 45 degree angle; concrete apron. No sidewalk.	< 100	Painted on-street notice at 400 feet; 2 gates
Sweany Creek	SOL 506	No street. Crossing over channelized creek.	None	No signage or controls
Weber Road	571257H UPRR	2 lanes, undivided; 45 degree angle; concrete apron. No sidewalk.	< 100	Painted on-street notice at 350 feet; overhead lights; 2 gates

Street/Property	Crossing ID	Street Data	Traffic	Signage/Guards
Drainage Culvert	SOL 507 UPRR	No street. Crossing over agricultural ditch.		No signage or controls
Fox Road	751258P UPRR	2 lanes, undivided; 45 degree angle; concrete apron. No sidewalk.	< 100	Painted on-street notice at 350 feet; overhead lights; 2 gates
Gibson Canyon Creek	SOL 508 UPRR	No street. Crossing over channelized creek.	None	No signage or controls
Ulatis Creek Channel	SOL 509 UPRR	No street. Crossing over channelized creek.	None	No signage or controls
Lewis Road	751259W UPRR	4 lanes, undivided; 45 degree angle; concrete apron. No sidewalk.	< 100	Painted on-street notice at 400 feet; 2 gates
Hawking Road	751260R UPRR	2 lanes, undivided; 45 degree angle; concrete apron. No sidewalk.	< 100	Painted on-street notice at 400 feet; overhead lights; 2 gates
Water Street (Elmira Road)	751288G UPRR	4 lanes, undivided; concrete apron. Crossing immediately adjacent to California Pacific and Byrnes road intersection with Water Street. No sidewalk.	< 100	Painted on-street notice at 400 feet and 150 feet; overhead lights; 2 gates
Fry Road	751289N UPRR	4 lanes, undivided; 45 degree angle; concrete apron. No sidewalk.	< 100	Painted on-street notice at 500 feet; overhead lights; 2 gates
Alamo Creek Channel	SOL 510	Crossing over channelized creek.	None	No signage or controls
Cypress Footpath	SOL 511	Casual footpath at northwest edge of Cypress lakes golf course (Travis AFB).	None	No signage or controls
Drainage Culvert	SOL 512	No street. Crossing over agricultural ditch.	None	No signage or controls

Street/Property	Crossing ID	Street Data	Traffic	Signage/Guards
Drainage Culvert	SOL 513	No street. Crossing over agricultural ditch.	None	No signage or controls
Cannon Road	751291P UPRR	3 lanes (2 westbound, 1 eastbound) undivided; concrete apron. Crossing immediately adjacent to Cannon Road/Vanden Road intersection. No sidewalk.	350	Painted on-street notice at 500 feet (WB only); 2 gates
Drainage Culvert	SOL 514	No street. Crossing over agricultural ditch.	None	No signage or controls
Drainage Culvert	SOL 515	No street. Crossing over agricultural ditch.	None	No signage or controls

Rural Solano County



City of Fairfield

The UPRR tracks enter Fairfield at Peabody Road; however, near-term annexation is expected to extend the Fairfield city limits northeast past Cannon Road. The tracks in the northeast area serve a number of industrial facilities, and as such have 5 spurs between Peabody Road and Airbase Parkway. The total rail distance in Fairfield is 2.4 miles, from Peabody Road to the Tabor Road. The first 1.6 miles, from Peabody Road to Airbase Parkway, is industrial-serving. Between Airbase Parkway and East Tabor Avenue, the rail lines run through residential areas within the City of Fairfield. West of East Tabor Avenue, it continues through residential with the City of Fairfield to the north and west, and the City of Suisun City to the south and east.

The Peabody Road crossing is currently at-grade, but is planned to be converted to a grade-separated crossing (Peabody Road elevated) when the Fairfield-Vacaville train station is built in 2013. Airbase Parkway is also a grade-separated crossing (Airbase Parkway elevated). All other crossings in this area are at-grade. This segment also includes a spur that previously served Travis Air Force Base. Although the line is not active, the rails are still in place. These rails would need repair work before they could be returned to use.

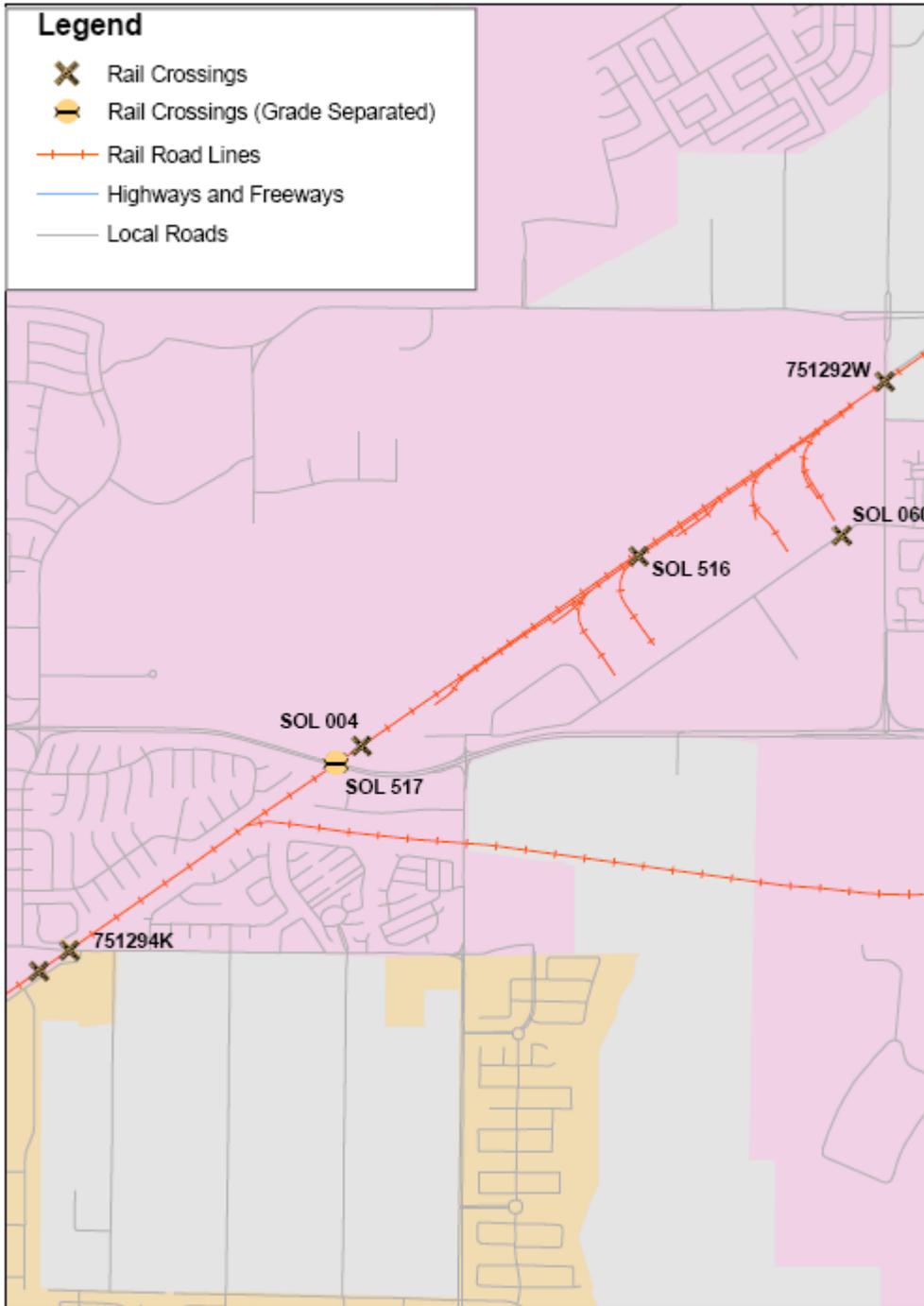
The rail line splits after Suisun City, and one portion that eventually runs through Jameson Canyon and on to Napa and Vallejo again enters Fairfield between Pennsylvania and Beck avenues. This branch of the railroad runs for 4.9 miles through the City of Fairfield (with a 0.5 mile segment in Old Town Cordelia in the unincorporated County) before passing under I-80. This portion of the track is through a mix of industrial uses, agricultural fields and historic residences in Old Town Cordelia. A rail spur at Hale Ranch Road serves the Anheuser Busch brewery, and 3 other businesses are served by rail spurs in the Beck Avenue area. There are 3 rail spurs in the Cordelia area, but two are abandoned once they reach the border of the property they previously served. While most crossings in this area are at-grade, there is a tunnel just east of Old Town Cordelia, a grade separation at I-680 (I-680 elevated) and I-80 (railroad elevated).

Fairfield - Peabody Road to Tabor Road

Street/Property	Crossing ID	Street Data	Traffic	Signage/Guards
Peabody Road	751292W UPRR	2 lane undivided; 30 degree angle; concrete apron. No sidewalk.	5,600 VC 1.0 + <u>This is the highest- volume at-grade vehicle crossing in Solano County.</u>	Painted on-street notice at 500 feet; overhead lights; 2 gates
Huntington Drive	SOL 060 UPRR	2 lane undivided; 30 degree angle; concrete apron. No sidewalk.	< 100	Painted on-street notice at 500 feet; overhead lights; 2 gates

Street/Property	Crossing ID	Street Data	Traffic	Signage/Guards
Drainage Culvert	SOL 516	No street. Crossing over agricultural ditch.	None	No signage or controls
Drainage Culvert	SOL 517	Crossing over agricultural ditch.	None	No signage or controls
Airbase Parkway	SOL 004	Grade Separated. 4 lane divided roadway overcrossing. No sidewalk.	None – grade separated	No signage or controls
E. Tabor Avenue	751294K UPRR	4 lane undivided; (2 lanes westbound, 1 through lane and 1 right-turn lane eastbound); 45 degree angle; concrete apron. Crossing is immediately adjacent to the intersection of East Tabor and Railroad Avenue. No sidewalk.	500 Railroad avenue adjacent to intersection VC 0.84	Painted on-street notice at 400 feet; 2 gates.
Walters Road	SOL 611	4 lanes, undivided; asphalt apron. Sidewalk on west side of road.	750; No rail traffic	Painted on-street notice at 400 feet; lights beside road; no gates

City of Fairfield – Peabody Road to Tabor Road



Fairfield – Pennsylvania Avenue to I-80

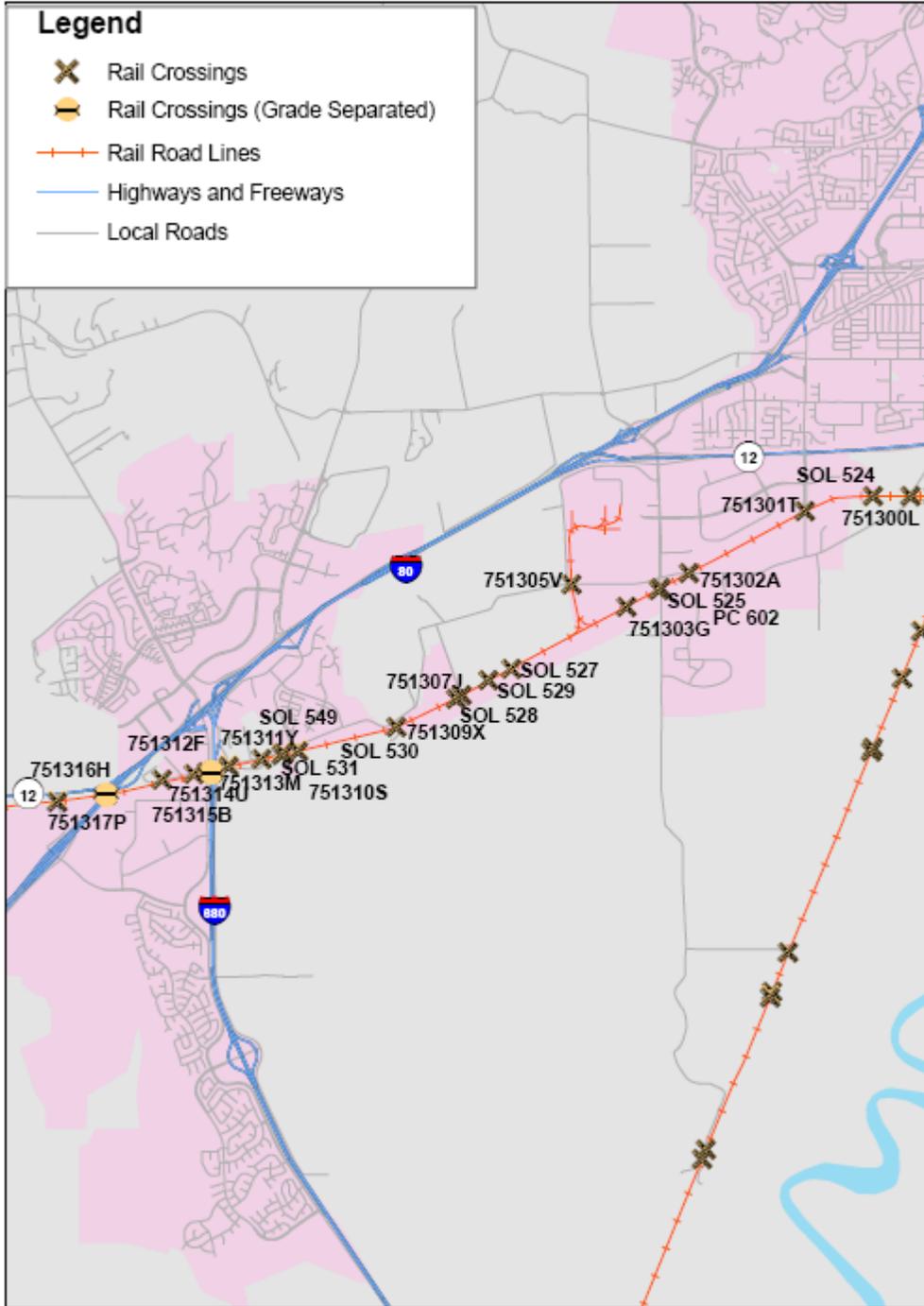
Street/Property	Crossing ID	Street Data	Traffic	Signage/Guards
Drainage Culvert	SOL 523	No street. Crossing over stormwater drainage ditch.	None	No signage or controls
Pennsylvania Ave	751300L	2 lanes, undivided; asphalt apron. Pennsylvania Ave./ Cordelia Road intersection immediately south of crossing. No sidewalk.	< 100	Painted on-street warning at 200 feet southbound and 50 feet northbound; overhead lights southbound only; 2 gates
Ledgewood Creek	SOL 524	No street. Overcrossing of Ledgewood Creek channel. Maintenance road on each side of the creek cross over the railroad tracks.	Maintenance vehicles and homeless pedestrians only. Creek ROW is fenced.	No signage or controls
Beck Avenue	751301T	1 lane southbound, 2 lanes and sidewalk northbound, divided; 60 degree angle; asphalt apron. Single rail track. Sidewalk on east side of street.	< 100	Painted on-street notice at 200 feet; overhead lights; 2 gates
Cordelia Road	751302A	2 lanes; 30 degree angle; asphalt apron. Sidewalk on north side of street; gap across railroad tracks	< 100	Painted on-street notice at 500 feet; overhead lights; 2 gates
Chadbourne Road	751303G	2 lanes; 60 degree angle; asphalt apron. No sidewalk.	< 100	No on-street notice; lights, no gates
West of Cordelia Road	SOL 525	No street. Crossing over agricultural ditch.	None	No signage or controls
West of Cordelia Road	PC 602	Private road; gravel	< 100	No signage or controls

Street/Property	Crossing ID	Street Data	Traffic	Signage/Guards
Cordelia Road	751305V	2 lanes painted divider; through and right turn lane westbound, through lane eastbound; asphalt apron. No sidewalk.	< 100	Stop sign at 200 feet eastbound; painted on-street warning at 500 feet westbound; overhead lights; 2 gates
East of Suisun Creek	SOL 527	No street. Crossing over agricultural ditch.	None	No signage or controls
Suisun Creek	SOL 528	No street. Overcrossing of Suisun Creek channel. Gravel ag road crosses tracks immediately east of Suisun creek riparian zone.	< 100	No signage or controls
Thomasson Lane	751307J	2 lanes; gravel apron. No sidewalk.	< 100	Stop sign only
West of Thomasson Lane	SOL 529	No street. Crossing of unnamed seasonal creek.	None	No signage or controls
Private Road	751309X Private	2 lanes; gravel apron. No sidewalk.	Unknown	Stop sign only
East of Wetlands Drive – Unnamed Creek	SOL 530	No street. Overcrossing of unnamed creek channel.	None	No signage or controls
East of Wetlands Drive – Green Valley Creek	SOL 531	Overcrossing of Green Valley Creek.	None	No signage or controls
Wetland Lane	751310S	Single track; 2 lanes; wooden apron. No sidewalk.	< 100	Stop sign only

Street/Property	Crossing ID	Street Data	Traffic	Signage/Guards
Bridgeport Avenue (Solano County jurisdiction)	751311Y	2 lanes; asphalt apron; crossing 50 feet away from Bridgeport Avenue/Cordelia Road intersection. No sidewalk.	< 100 Adjoining Bridgeport/Cordelia road intersection volume 650; VC1.0+	Painted on-street notice at 110 feet (northbound only); 2 gates
Central Way	SOL 549	Informal pedestrian crossing over rail line and adjoining drainage.	None – informal pedestrian crossing	No signage or controls
I-680 Overcrossing	751312F	Grade Separated. Separate northbound and southbound structures. No sidewalk.	None – grade separated	No signage or controls
Lopes Road	751313M	2 lanes (northbound 1 through, 1 right-turn only) divided; asphalt apron; crossing 70 feet from Lopes Road/Cordelia Road intersection. No sidewalk.	675 Adjoining Lopes/Cordelia road intersection VC 1.0+	Painted on-street notice at 350 feet northbound, 450 feet southbound; 2 gates in center divider; overhead lights
West Cordelia Road Spur Crossing	751314U	2 lanes, undivided; asphalt apron. No sidewalk.	None - spur is blocked at end; no rail traffic use	Painted on-street notice at 200 feet; flashing light eastbound, sign westbound
West Cordelia Road Spur Crossing (Solano County jurisdiction)	751315B	2 lanes, undivided; gravel apron. No sidewalk.	None - spur is blocked at end; no rail traffic use	No painted on-street notice; flashing lights
I-80 Crossover (Solano County jurisdiction)	751316H	Grade Separated. 5 lanes each direction. No sidewalk.	None – grade separated	No signage or controls

Street/Property	Crossing ID	Street Data	Traffic	Signage/Guards
Red Top Road (Solano County jurisdiction)	751317P	2 lane undivided; asphalt apron; crossing is 250 feet from Red Top Road/ SR 12 (Jameson Canyon) intersection. No sidewalk.	350 VC 1.0+	Painted on-street notice at 350 feet (northbound only); 2 gates; heavy vegetation around crossing
Private Crossing (Solano County jurisdiction)	PC 603	Private crossing south of Spur Trail; gravel road, gravel apron connecting agricultural buildings. No sidewalk.	Unknown	Stop sign

City of Fairfield – Pennsylvania Avenue to I-80



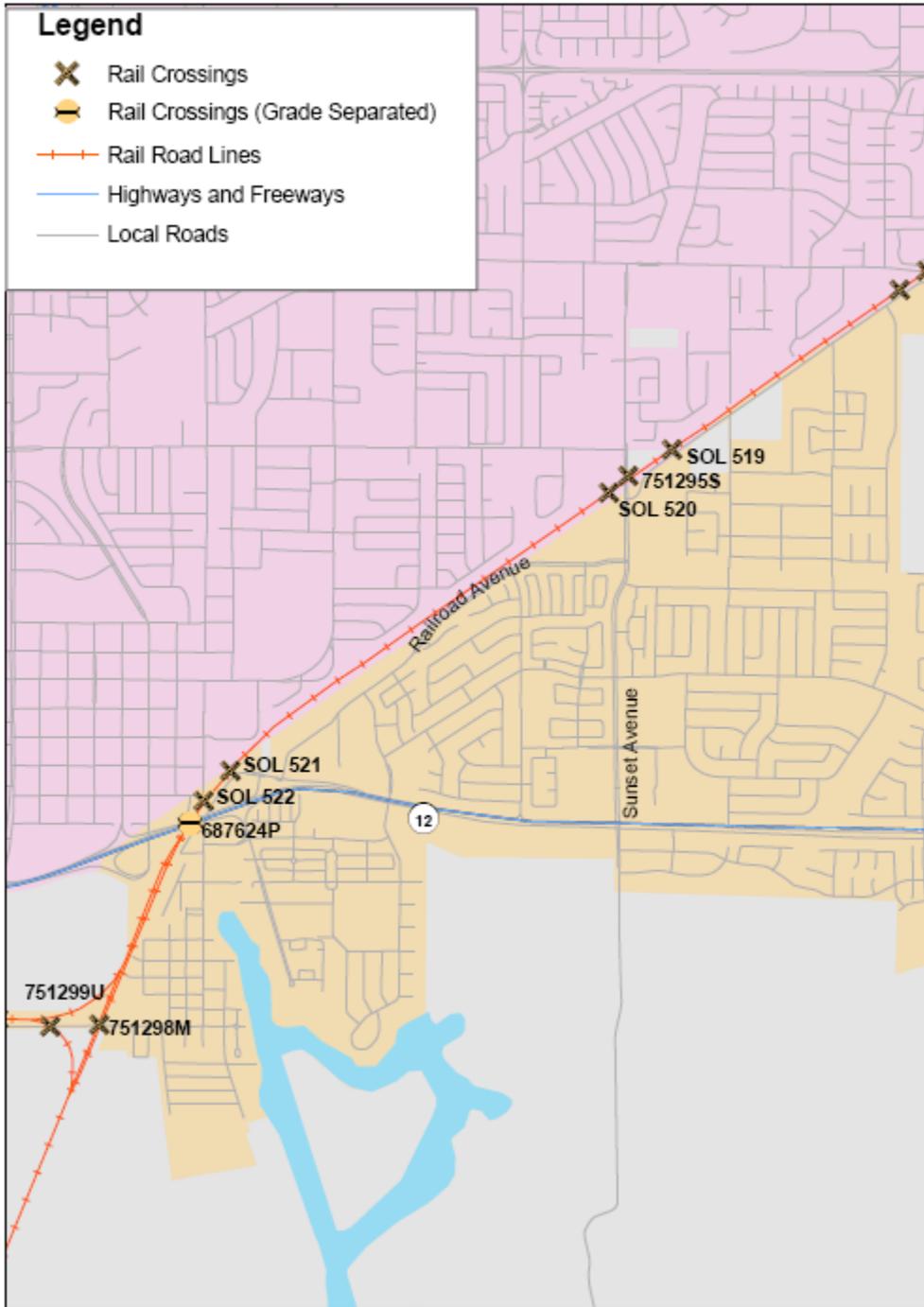
City of Suisun City

The UPRR tracks enter Suisun City from the northeast immediately after the Tabor Road crossing, and run southwest between Suisun City and Fairfield for 3.1 miles to a junction. A 0.5 mile portion of this segment, from just south of the extended North Texas Street line to Union Avenue, is actually in the City of Fairfield. From the junction, the main line immediately enters unincorporated Solano County, while the western line runs for 0.5 miles west to Pennsylvania Avenue.

Street/Property	Crossing ID	Street Data	Traffic	Signage/Guards
Laurel Creek	SOL 519	No street. Overcrossing of Laurel Creek channel.	None	No signage or controls
Sunset Avenue	715295S UPRR	2 lanes southbound, 1 lane northbound, divided; 45 degree angle; concrete apron. Sidewalk on both sides of street.	1,100 VC 0.9+	Painted on-street notice at 200 feet; overhead and road divider lights; 2 gates
Drainage Culvert	SOL 520	No street. Crossing over stormwater drainage ditch.	None	No signage or controls
Drainage Culvert	SOL 521	No street. Crossing over stormwater drainage ditch.	None	No signage or controls
Union Avenue Pedestrian Crossing	SOL 522	Pedestrian overcrossing from Union Avenue in Fairfield to Railroad Avenue/ Suisun City train station.	Pedestrian and bicycle only	No signage or controls
SR-12 Overcrossing	687624P UPRR	Grade Separated. Adjacent to Union Avenue Ped Crossing and Suisun-Fairfield train station. No sidewalk.	None – grade separated	No signage or controls

Street/Property	Crossing ID	Street Data	Traffic	Signage/Guards
Cordelia Road – Mainline	751298M UPRR	3 tracks, 2 lanes, undivided; 30 degree angle; concrete apron. Crossing is 700 feet east of the Cordelia Road junction crossing. No sidewalk.	< 100	Numerous painted on-street signs for both crossings; 2 gates
Cordelia Road – Junction	751299U	Single track; 2 lanes, undivided; 60 degree angle; asphalt apron. Crossing is 700 feet west of the Cordelia Road mainline crossing. No sidewalk.	< 100	Numerous painted on-street signs for both crossings; 2 gates; overhead lights (westbound)

City of Suisun City



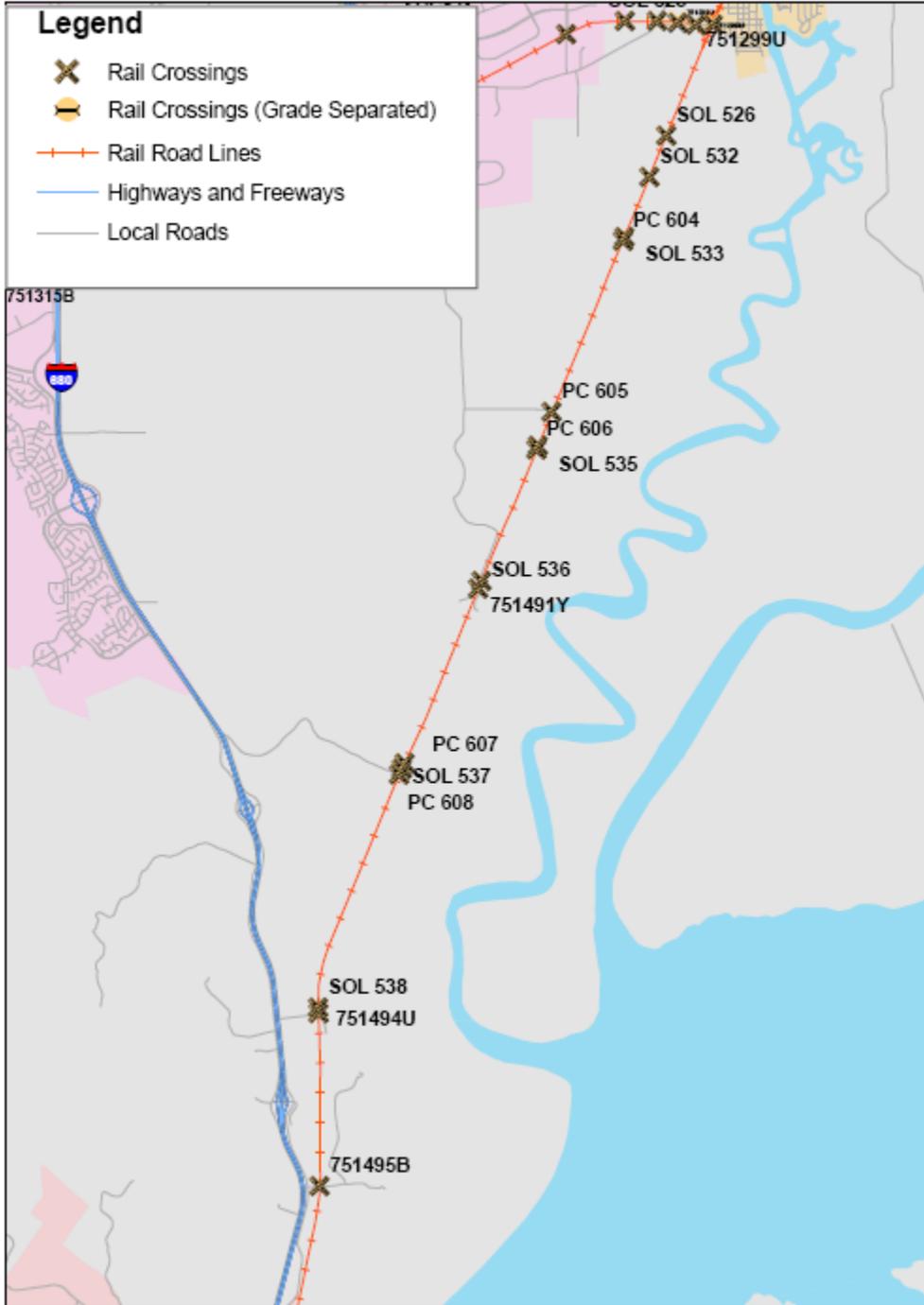
Rural Solano County – Suisun Marsh

After leaving Suisun City, the main UPRR tracks continue in an almost straight line for 7.5 miles across the Suisun Marsh, before reaching and paralleling I-680 for another 2.7 and then entering the City of Benicia at Goodyear Road. Crossings in this area are limited to small roads serving isolated residences or hunting clubs in the Suisun marsh. There are numerous crossings of marsh waterways. Just before Goodyear Road is the Bahia Crossover, where trains can switch tracks. For most of the length of this segment there are two parallel tracks. Just east of Morrow Lane, a third track is added, and the system remains 3-tracked where it enters the City of Benicia.

Street/Property	Crossing ID	Street Data	Traffic	Signage/Guards
Southwest of Old Cordelia Road	SOL 526 UPRR	No street. Crossing of Suisun Marsh waterway.	None	No signage or controls
Southwest of Old Cordelia Road – Peytonia Slough	SOL 532 UPRR	No street. Crossing of Suisun Marsh – Peytonia Slough.	None	No signage or controls
Southwest of Old Cordelia Road	SOL 533 UPRR	No street. Crossing of unnamed Suisun Marsh slough.	None	No signage or controls
Southwest of Old Cordelia Road	PC 604 UPRR	Private crossing accessed from Orchr Road. Gravel apron. No sidewalk.	Unknown	No signage or controls
Southwest of Orchr Road – Boynton Slough	SOL 535 UPRR	No street. Crossing of Suisun Marsh – Boynton Slough.	None	No signage or controls
Jacksnipe Road	PC 605 UPRR	Private crossing; concrete apron. No sidewalk.	< 100	Unlit signage, no gates
Wells Slough – Southwest of Jacksnipe Road	SOL 535 UPRR	No street. Crossing of Suisun Marsh – Wells Slough.	None	No signage or controls
Southwest of Wells Slough	PC 606 UPRR	Private crossing; concrete apron. No sidewalk.	< 100	Unlit signage, no gates
Chadbourne Slough – Southwest of Jacksnipe Road	SOL 536 UPRR	No street. Crossing of Suisun Marsh – Chadbourne Slough.	None	No signage or controls

Street/Property	Crossing ID	Street Data	Traffic	Signage/Guards
Chadbourne Road	751491Y UPRR	Private crossing; 2 lane gravel road, concrete apron; access to tracks may be restricted by metal gate. No sidewalk.	< 100	Metal gate; stop sign at tracks (southbound only)
Goodyear Road	PC 607 SOL 537 PC 608 UPRR	Three crossings combined as one entry; include a private road, the rail crossing of Cordelia Slough, and Goodyear road, all within 300 feet. Goodyear Road has 2 undivided lanes, concrete apron. No sidewalk.	< 100	No signs or controls
Northeast of Pierce Lane – unnamed slough	SOL 538 UPRR	No street. Crossing of Suisun Marsh – unnamed slough connected to Goodyear Slough.	None	No signage or controls
Pierce Lane	751494U UPRR	2 lanes, undivided; concrete apron. No sidewalk.	< 100	Painted on-street sign at 350 feet (eastbound); 2 gates
Morrow Lane	751495B UPRR	2 lanes, undivided; gravel road, concrete apron; 3 tracks. No sidewalk.	< 100	No painted on-street notice; warning lights at crossing

Rural Solano County – Suisun Ma



City of Benicia

The main UPRR line runs for only 3.6 miles through Benicia, from the northeast corner at approximately Goodyear Road, through the industrial and port area of eastern Benicia, to the Solano County/ Contra Costa County line. The rail line crosses into Contra Costa County on a draw bridge across the Carqinez Strait that is impacted by ship traffic to the oil refinery and port facilities upstream. Between the entry and exit, the track splits into west-bound and east-bound rights-of-way, and has numerous spurs and sidings that serve industrial users and the Port of Benicia. The information below is divided into three segments: combined track and west-bound-only; east-bound only; and, spurs and sidings.

Combined track and west-bound only

Street/Property	Crossing ID	Street Data	Traffic	Signage/Guards
Lake Herman Road Overcrossing	751498W UPRR	Grade Separated. 2 lanes, undivided; roadway crosses over westbound railroad tracks, single structure. No sidewalk.	175	No signage or controls
Industrial Way Crossover	751550Y UPRR	Grade Separated. 2 lanes, undivided; westbound rail in elevated viaduct over roadways and marshland, single structure. No sidewalk on Industrial Way.	None – grade separated	No signage or controls
Private road/ Pipeline Crossover	SOL 538 Private	Private road, 2 lanes, undivided, and refinery pipeline; westbound rail in elevated viaduct over roadways and marshland, single structure. No sidewalk on private road.	None – grade separated	No signage or controls

Street/Property	Crossing ID	Street Data	Traffic	Signage/Guards
Bayshore Road/ spur line	SOL 539 UPRR	2 lanes, undivided, and industrial- serving spur; westbound rail in elevated viaduct over roadways and marshland, single structure. No sidewalk.	None – grade separated	No signage or controls
I-680 Overcrossing	SOL 005 SOL 006 UPRR	Grade Separated. I-680 northbound/ George Miller Bridge connector ramps over rail line; 3 lanes, undivided and 2 lanes, undivided; 2 structures.	None – grade separated	No signage or controls
I-680 Overcrossing	SOL 061 UPRR	Grade Separated. I-680 southbound overcrossing; 4 lanes, undivided, and class 1 bikeway.	None – grade separated	No signage or controls
Bayshore Road crossover	SOL 007 UPRR	Grade Separated. Approach to rail draw-bridge across Carqinez Strait crosses over Bayshore Road; 2 lanes, undivided. No sidewalk.	None – grade separated	No signage or controls

East-bound only

Street/Property	Crossing ID	Street Data	Traffic	Signage/Guards
Bayshore Road/ spur crossover	SOL 008 UPRR	Grade Separated. Main UPRR rail line crosses over road and spur line; 2 lanes, undivided. Sidewalk on west side of Bayshore Road.	None – grade separated	No signage or controls

Street/Property	Crossing ID	Street Data	Traffic	Signage/Guards
Private Road	753750P UPRR	2 lanes, undivided; concrete apron. No sidewalk.	Unknown	No notice painted on street; 2 gates
Lake Herman Road	751499D UPRR	1 lane, at end of 2 lane undivided roadway; concrete apron. No sidewalk.	< 100	No signage or controls

Spurs and sidings

Street/Property	Crossing ID	Street Data	Traffic	Signage/Guards
Port of Benicia auto lot	751500V	Entry to Port auto storage; 2 lanes, undivided; security gate adjacent to crossing. No sidewalk.	Unknown	No on-street notices; stop sign at crossing; no gates
Bayshore Road private driveway	751523C	2 lane undivided crossing into private business; wooden apron. Crossing immediately adjacent to Bayshore Road. No sidewalk.	Unknown	No on-street notice; stop sign at crossing; no gates
Bayshore Road private driveway	751524J	2 lane undivided crossing into private business; asphalt apron. Crossing immediately adjacent to Bayshore Road. No sidewalk.	Unknown	No on-street notice; stop sign at crossing; no gates
Bayshore Road private driveway	751564R	2 lane undivided crossing into private business; concrete apron. Crossing immediately adjacent to Bayshore Road. No sidewalk.	Unknown	No on-street notice; stop sign at crossing; no gates

Street/Property	Crossing ID	Street Data	Traffic	Signage/Guards
I-680 Overcrossing	SOL 009	Grade Separated. Two separate structures.	None – grade separated	No signage or controls
Park Road	751527E	2 lanes, undivided; metal apron; crossing located 100 feet east of Park Blvd/ Bayshore Road intersection . No sidewalk.	500	Painted on-street notice at 250 feet; overhead lights; 2 gates
Bayshore Road	751528L	2 lanes, undivided, 60 degree angle; asphalt apron; crossing just prior to gated entry to refinery. No sidewalk.	< 100	Painted on-street notice at 50 feet (northbound only); stop sign and lights, no gates
Valero Refinery	SOL 540	No street. Elevated pipeline crossing over rail line.	None	No signage or controls
Valero Refinery	SOL 541	No street. Elevated pipeline crossing over rail line.	None	No signage or controls
Valero Refinery	SOL 008	2 lanes, undivided; asphalt apron. No sidewalk.	Unknown	No signage or controls
Valero Refinery	SOL 009	2 lanes, undivided; asphalt apron. No sidewalk. Tracks separated.	Unknown	No signage or controls
Park Road	751558D	2 lanes, undivided, 60 degree angle; asphalt apron. No sidewalk.	< 100	Painted on-street notice at 200 feet; signs at crossing; no lights or gate
Park Road	751559K	2 lanes, undivided, 60 degree angle; asphalt apron. No sidewalk.	< 100	Painted on-street notice at 250 (eastbound) and 100 feet (westbound); signs at crossing; no lights or gates

Street/Property	Crossing ID	Street Data	Traffic	Signage/Guards
Park Road	755212M	2 lanes, undivided, 60 degree angle; asphalt apron. No sidewalk. No sidewalk.	< 100	Painted on-street notice at 150 (eastbound) and 300 feet (westbound); signs at crossing; no lights or gates
Stone Road	751548X A	2 lanes, undivided private drive immediately adjacent to Stone Road; concrete apron (1 of 2). No sidewalk.	< 100	Sign at crossing; no lights or gates
Stone Road	751548X A	2 lanes, undivided private drive immediately adjacent to Stone Road; concrete apron (2 of 2). No sidewalk.	< 100	Sign at crossing; no lights or gates
Stone Road	751562T	2 lanes, undivided, 60 degree angle; asphalt apron; also provides private driveway off of Stone Road. No sidewalk.	< 100	Painted on-street notice at 150 feet (northbound only); sign at crossing; no lights or gates
Iowa Street	751561L	2 lanes, undivided; asphalt apron. No sidewalk.	< 100	No painted on-street notice; signs at crossing; no lights or gates
Oregon Street	751545R	2 lanes, undivided; asphalt apron. No sidewalk.	< 100	Painted on-street notice at 250 feet (eastbound only); sign at crossing; no lights or gates
Industrial Court	751548X	2 lanes, undivided; asphalt apron; 3 rail tracks. No sidewalk.	< 100	Painted on-street notice at 300 feet; overhead lights; no gates

Street/Property	Crossing ID	Street Data	Traffic	Signage/Guards
Harbor Road	751505E	2 lane undivided; asphalt apron; 3 rail lines, also crossed over by pipeline; adjacent to Bayshore Road and controlled gate access to port. No sidewalk.	< 100	No painted on-street notice; signs at crossing; no lights or gates
Bayshore Road/ Port of Benicia Pier access	SOL 610	2 crossings in 150 foot area from Bayshore Road to Port of Benicia pier; all crossings have 3 rail lines, asphalt aprons, adjacent to Bayshore Road. No sidewalk.	< 100	No painted on-street notice; signs at crossings; no lights or gates
Van Buren Road/ Port of Benicia Pier access	751519M	Access to Port of Benicia pier; 3 rail lines, asphalt apron, adjacent to Bayshore Road. No sidewalk.	< 100	No painted on-street notice; signs at crossing; no lights or gates
Bayshore Road	751512P	2 lanes, undivided; 60 degree angle, asphalt apron. No sidewalk.	< 100	No painted on-street notice; no signs at crossing, lights or gates
Jackson Street	171516S	2 lanes, undivided; 60 degree angle, asphalt apron. No sidewalk.	< 100	No painted on-street notice; no signs at crossing, lights or gates

City of Vallejo

The tracks serving Vallejo are owned and operated by the Northern California railroad. These tracks enter the City of Vallejo at the Napa/Solano county line, just east of SR 29 and Broadway Street. The tracks run parallel to Broadway Street for 1.7 miles, cross under SR 37, and then split just before Sereno Street. One branch of the rail continues to run south, slowly separating from Broadway Street, to the port area on the east side of the Mare Island Strait, to the old sugar facility on Derr Street. This area is mostly residential, but the tracks are adjacent to some commercial development, a Kaiser medical center, a high school, several parks and, finally, an industrial area of limited use. From the junction to the end of the line is 3.3 miles.

From the junction at Sereno Street, the second rail line runs largely west through commercial land uses to the Mare Island Strait. This spur belongs to The City of Vallejo and is being leased to San Francisco Bay Railroad (SFBR). SFBR has hired Summit Signal to upgrade and maintain this section. The rail line crosses the strait on the Mare Island causeway, and shares the causeway and drawbridge with G Street. From the Sereno Street junction to the west end of the Mare Island causeway is 2.5 miles. Once across the water, the rail line splits into numerous spurs that serve industrial facilities on Mare Island. Only limited rail service to Mare Island is provided.

Central Vallejo

Street/Property	Crossing ID	Street Data	Traffic	Signage/Guards
Mini Drive	751462N California Northern	4 lanes plus left turn westbound, undivided; asphalt apron. Rail crossing is located between two "T" intersections only 200 feet apart. Sidewalk on both sides of street; gap at tracks.	875 VC 1.0+	Painted on-street notices at 100 feet; 2 gates
SR 37 Overcrossing	SOL 010 California Northern	Grade Separated. 2 lane off ramp plus 3 lanes divided; freeway crosses over railroad; 2 structures. No sidewalk.	None – grade separated	No signage or controls
Lewis Brown Road	751463V California Northern	4 lanes, painted divider; concrete apron. No sidewalk.	Unknown	Painted on-street notices at 100 feet; overhead lights; 2 gates

Street/Property	Crossing ID	Street Data	Traffic	Signage/Guards
Tuolumne Street	751464C California Northern	4 lanes, undivided; metal apron; crossing offset from Almond Street/Tuolumne Street intersection by 50 feet. Sidewalk on both sides of street; gap at rail.	600	Painted on-street notice at 200 feet; overhead lights; 2 gates
Sereno Drive	751465J California Northern	4 lanes plus shared left turn lane; concrete apron. Sidewalk on both sides of street; obstructed by signal base.	300 No rail service	Painted on-street notice at 350 feet (eastbound) and 100 feet (westbound); overhead lights; 2 gates
Redwood Street	751466R California Northern	Complex intersection; 4 lanes, divided, plus left turn lane; tracks adjacent to Broadway Street; crossing located between Sereno/Broadway and Sereno/Alameda intersection (250 foot separation). Sidewalk on both sides of street.	750 No rail service	Painted on-street notice at 150 feet; overhead lights; no gates
Valley Vista Avenue	751467X California Northern	Complex intersection; 2 lanes, undivided, plus left turn lane; tracks adjacent to Broadway Street; crossing located between Sereno/Broadway and Sereno/Alameda intersection (200 foot separation). No sidewalks.	650 No rail service	Painted on-street notice at 200 feet; overhead lights; 2 gates

Street/Property	Crossing ID	Street Data	Traffic	Signage/Guards
Nebraska Street	751468E California Northern	2 lanes, undivided; asphalt apron. Adjacent to High School, athletic field. Sidewalk on both sides of street; obstructed by signal base.	Unknown No rail service	Painted on-street notice at 200 feet; overhead lights; 2 gates
Tennessee Street	751469L California Northern	4 lanes, undivided; asphalt apron; crossing located 100 feet from Tennessee Street/ Monterey Street intersection. Sidewalk on both sides of street; obstructed by signal base.	1,725 No rail service	Painted on-street notice at 200 feet; 1 gate
Louisiana Street	751470F California Northern	2 lanes, undivided; asphalt apron. Sidewalk on both sides of street.	Unknown No rail service	Painted on-street notice at 300 feet (eastbound) and 150 feet (westbound); overhead lights; 2 gates
Spring Street	751471M California Northern	2 lanes, undivided; asphalt apron. Street dead-ends at rail line, but sidewalk access is open. Sidewalk on both sides of street.	Unknown No rail service	Street barricaded to prevent crossing of rail line
Florida Street	751472U California Northern	4 lanes, undivided; asphalt apron. Sidewalk on both sides of street.	125 No rail service	Painted on-street notice at 300 feet; overhead lights; 2 gates
Georgia Street	751474H California Northern	4 lanes, painted divider; asphalt apron. Sidewalk on both sides of street; obstructed by signal base.	500 No rail service	Painted on-street notice at 200 feet; 2 gates

Street/Property	Crossing ID	Street Data	Traffic	Signage/Guards
Maine Street	751475P California Northern	4 lanes, undivided; wooden apron; crossing is 100 feet from the Main Street/ Colusa Street intersection. Sidewalk on both sides of street; obstructed by signal base	850 No rail service	Painted on-street notice at 200 feet; overhead lights; 2 gates
Solano Avenue	751476W California Northern	2 lanes, undivided; 45 degree angle; concrete apron. No sidewalks.	1,350 No rail service	Painted on-street notice at 100 feet (eastbound) and 300 feet (westbound); 2 gates
Curtola Parkway	751980J California Northern	Complex intersection, located on curve of street; 4 lanes, painted divider; concrete apron; crossing located 10 feet from the Curtola/Solano/ Monterey intersection. Sidewalk on south side of street; obstructed by signal base.	1,750 VC 0.9 + No rail service	Painted on-street notice at 100 feet (eastbound) and 300 feet (westbound); overhead lights; 2 gates
5 th Street	751478K California Northern	2 lanes, undivided; 30 degree angle; asphalt apron. Sidewalk on north side of street; obstructed by signal base.	750 VC 0.8 + No rail service	Painted on-street notice at 300 feet; 2 gates

Mare Island Access

Street/Property	Crossing ID	Street Data	Traffic	Signage/Guards
Sonoma Blvd/ SR 29	751479S California Northern	4 lanes, undivided; 30 degree angle; metal apron. Sidewalk on both sides of street; obstructed by signal base.	1,750 VC 0.9 + No rail service	Painted on-street notice at 400 feet; overhead lights; 2 gates
Broadway Street	928442W City of Vallejo/ San Francisco Bay Rail Road	4 lanes, undivided; asphalt apron. Sidewalk on east side of road.	1,700 VC 0.9 +	Painted on-street notice at 300 feet; overhead lights; 2 gates
Sereno Street	928443D City of Vallejo/ San Francisco Bay Rail Road	4 lanes, undivided; metal apron. Sidewalk on both sides of street; obstructed by signal base.	300	Painted on-street notice at 100 feet; overhead lights; 2 gates
Redwood Street	928445S City of Vallejo/ San Francisco Bay Rail Road	4 lanes plus painted left turn lane; metal apron. Sidewalk on both sides of street; obstructed by signal base.	575	Painted on-street notice at 100 feet (westbound) and 200 feet (eastbound); overhead lights; 2 gates
Valley Vista	928446Y City of Vallejo/ San Francisco Bay Rail Road	2 lanes, undivided; asphalt apron. Sidewalk on both sides of street;; gap at tracks; obstructed by signal base.	Unknown	Painted on-street notice at 150 feet; 2 gates
Sonoma Blvd/ SR 29	928447F City of Vallejo/ San Francisco Bay Rail Road	4 lanes plus left turn lane; 45 degree angle; concrete apron. Crossing located 250 feet north of Sonoma/ Mississippi intersection, 100 feet south of Sonoma/ Missouri intersection. Sidewalk on both sides of street.	1,650 VC 0.9 +	Painted on-street notice at 150 feet (northbound only); overhead lights; 2 gates

Street/Property	Crossing ID	Street Data	Traffic	Signage/Guards
Mississippi Street	928448M City of Vallejo/ San Francisco Bay Rail Road	2 lanes, undivided; 45 degree angle; asphalt apron. Sidewalk on both sides of street; south side obstructed by signal base.	Unknown	Painted on-street sign at 100 feet ; 1 gate
Nebraska Street	928449U City of Vallejo/ San Francisco Bay Rail Road	2 lanes, undivided; 45 degree angle; asphalt apron. Sidewalk on both sides of street.	Unknown	Painted on-street notice at 100 feet; lights, no gates
Sacramento Street Overcrossing.	SOL 011 City of Vallejo/ San Francisco Bay Rail Road	Grade Separated. 4 lanes, undivided; 45 degree angle. Sidewalk on both sides of street.	None – grade separated	No signage or controls
North Butte Street	928450N City of Vallejo/ San Francisco Bay Rail Road	2 lanes, undivided; asphalt apron; crossing immediately north of the N Butte/ Tennessee intersection. Sidewalk on both sides; east side obstructed by signal base.	850 VC 0.9 +	Painted on-street notice at 200 feet; 2 gates
Wilson Avenue	928451V City of Vallejo/ San Francisco Bay Rail Road	Complex intersection; Wilson and Tennessee streets both curve, crossing is located immediately north of Tennessee Street; 4 lanes plus left turn lane, right turn separated lane; concrete divider; concrete apron. Sidewalk on both sides of street.	2,300 VC 1.0 +	Painted on-street notice at 200 feet; overhead lights; 4 gates

Street/Property	Crossing ID	Street Data	Traffic	Signage/Guards
Mare Island Causeway	SOL 012 City of Vallejo/ San Francisco Bay Rail Road	2 lanes; asphalt surface. Rail line crosses from the north side of Mare Island Way to the center of the street, and crosses the Mare Island Strait down the middle of the causeway, including the draw bridge. Sidewalk on south side of causeway.	2,100 VC 1.0 +	No signage or controls

City of Vallejo



Mare Island

Mare Island is within the City of Vallejo city limits, but is listed separately. The island is the site of a former naval shipyard, but that facility is now closed, and the island is undergoing substantial redevelopment. Many of the old naval shipyard buildings are being removed or reused for non-industrial purposes, and numerous rail lines have already been removed from the island. However, there are still heavy industrial uses on the island, including one that refurbishes rail cars, and limited rail service to Mare Island was restarted in early 2010.

Because of the changing nature of rail service on Mare island, many crossings do not have the designation or warning/control facilities found in the remainder of the county or cities. In addition, traffic volumes for most streets are unknown. Data is only provided for major through streets.

Street/Property	Crossing ID	Street Data	Traffic	Signage/Guards
West end of Mare Island Causeway – private road	PC 611	Rail/ causeway overcrossing; 2 lanes, undivided.	Unknown	No signage or controls
Nimitz Avenue	SOL 013	2 lanes, undivided; 30 degree angle; metal apron.	Unknown	Painted on-street notice at 100 feet; no lights or gates
Pintado Street	SOL 014	2 lanes, undivided; 60 degree angle; concrete apron.	Unknown	No signage or controls
Nimitz Avenue	SOL 015	2 lanes, undivided; metal apron; crossing runs through middle of Nimitz/ "C" Street/ Waterfront intersection.	Unknown	Painted on-street notice at 100 feet; no lights or gates
Nimitz Avenue	SOL 016 SOL 017	2 tracks merge at this crossing; 2 lanes, undivided; metal apron; bike lane on east side of Nimitz Ave crosses tracks.	Unknown	Painted on-street notice at 150 feet; no gates
A Street	SOL 019	2 lanes, undivided; 45 degree angle; asphalt apron.	Unknown	Painted on-street notice at 150 feet (eastbound only); no gates
Nimitz Avenue	SOL 20	2 lanes, undivided; 45 degree angle; metal apron; bike lane on east side of Nimitz Ave crosses tracks.	Unknown	No signage or controls

Street/Property	Crossing ID	Street Data	Traffic	Signage/Guards
Nimitz Avenue	SOL 21	2 lanes, undivided; 60 degree angle; asphalt apron.	Unknown	No signage or controls
Kansas Street	SOL 22	2 lanes, undivided; asphalt apron. @ rail lines merge at this point.	Unknown	No signage or controls
Nimitz Avenue	SOL 23	2 lanes, undivided; shallow angle crossing; asphalt apron.	Unknown	No signage or controls
Ferry Street/ Nimitz Avenue	SOL 24	2 lanes, undivided; concrete apron. Rail line crosses Nimitz Way and runs obliquely across west end of Ferry , then along north side of ferry.	Unknown	No signage or controls
Nimitz Avenue	SOL 25 SOL 26 SOL 27	2 lanes, undivided; asphalt apron; spurs from main line down the center of Nimitz Way to dry-docks.	Unknown	No signage or controls
Nimitz Avenue	SOL 28	2 lanes, undivided; asphalt apron.	Unknown	No signage or controls
Nimitz Avenue / Bagley Street	SOL 29 SOL 30	2 lanes, undivided; asphalt apron; spur cuts across corner of Nimitz/ Bagley intersection.	Unknown	No signage or controls
Nimitz Avenue	SOL 31	2 lanes, undivided; 45 degree angle; asphalt apron.	Unknown	No signage or controls
Nareus Street	SOL 32	2 lanes, undivided; 45 degree angle; asphalt apron.	Unknown	No signage or controls
Nimitz Avenue	SOL 33	2 lanes, undivided; 60 degree angle; asphalt apron.	Unknown	No signage or controls
15 th Street	SOL 34	2 lanes, undivided; 30 degree angle; asphalt apron.	Unknown	No signage or controls

Street/Property	Crossing ID	Street Data	Traffic	Signage/Guards
15 th Street	SOL 35	2 lanes, undivided; asphalt apron.	Unknown	No signage or controls
Railroad Avenue	SOL 36	2 lanes, undivided; 60 degree angle; asphalt apron.	Unknown	No signage or controls
Nereus Street	SOL 37	2 lanes, undivided; asphalt apron	Unknown	No signage or controls
13 th Street	SOL 38	2 lanes, undivided; asphalt apron. Crossing at intersection of 13 th and Railroad.	Unknown	No signage or controls
Railroad Avenue	SOL 39 SOL 40	Complex intersection; Railroad avenue (angled) and Bagley Street (offset); 2 lanes, undivided; railroad runs obliquely through intersection; concrete apron.	Unknown	No signage or controls
8 th Street	SOL 41	2 lanes, undivided; asphalt apron. Crossing at intersection of 8 th and Railroad.	Unknown	Painted on-street notice at 150 feet (eastbound only); no lights or gates
Railroad Avenue	SOL 42	2 lanes, undivided; 30 degree angle; metal apron.	Unknown	Painted on-street notice at 100 feet (eastbound only); no lights or gates
Connolly Street	SOL 43	Rail line along Connolly splits to Railroad at Connolly/Railroad intersection. 2 lanes, undivided; 30 degree angle; asphalt apron.	Unknown	Painted on-street notice at 150 feet (eastbound only); no lights or gates
Walnut Street	SOL 44	2 lanes, undivided; metal apron.	Unknown	Painted on-street notice at 150 feet; no lights or gates
Walnut Street	SOL 45	3 parallel tracks; 2 lanes, undivided; metal aprons.	Unknown	Painted on-street notice at 200 feet; no lights or gates

Street/Property	Crossing ID	Street Data	Traffic	Signage/Guards
A Street	SOL 46	2 lanes, undivided; 30 degree angle; asphalt apron.	Unknown	Painted on-street notice at 100 feet; no lights or gates
A Street	SOL 47	2 lanes, undivided; asphalt apron. Crossing located at A /Railroad intersection.	Unknown	No signage or controls
Railroad Avenue	SOL 48	3 lanes (2 northbound, 1 southbound); 30 degree angle; metal apron.	Unknown	Painted on-street notice at 150 feet; no lights or gates
Railroad Avenue	SOL 49	3 lanes (2 northbound, 1 southbound); 30 degree angle; metal apron.	1,500 VC 0.8 +	Painted on-street notice at 150 feet; no lights or gates
Railroad Avenue	SOL 50	3 lanes (2 northbound, 1 southbound); metal apron. Crossing located at Railroad/A intersection.	1,500 VC 0.8 +	Painted on-street notice at 150 feet (northbound only); no lights or gates
Railroad Avenue	SOL 51	3 lanes (2 northbound, 1 southbound); metal apron.	1,500 VC 0.8 +	Painted on-street notice at 150 feet (northbound only); no lights or gates
C Street	SOL 52	2 lanes, undivided; asphalt apron. Crossing located at edge of A Street/ Railroad intersection.	Unknown	No signage or controls
C Street	SOL 53	2 lanes, undivided; asphalt apron.	Unknown	No signage or controls
Railroad Avenue	SOL 54	3 lanes (2 northbound, 1 southbound), undivided; 30 degree angle; metal apron.	1,500 VC 0.8 +	Painted on-street notice at 250 feet (northbound only); no lights or gates

Street/Property	Crossing ID	Street Data	Traffic	Signage/Guards
I Street	SOL 55	2 lanes, undivided; asphalt apron. Crossing adjacent to I Street/Azuar intersection.	Unknown	No signage or controls
Azuar Drive	PC 612	Private driveway onto Azuar drive. 2 lanes, asphalt apron.	Unknown	Stop sign
L Street	SOL 56	2 lanes, undivided; asphalt apron.	Unknown	Stop sign
Azuar Drive/ O Street	PC 613	Private driveway onto Azuar Drive; asphalt apron. Crossing adjacent to O street/Azuar drive intersection.	Unknown	No signage or controls

Mare Island



Solano County East of Fairfield

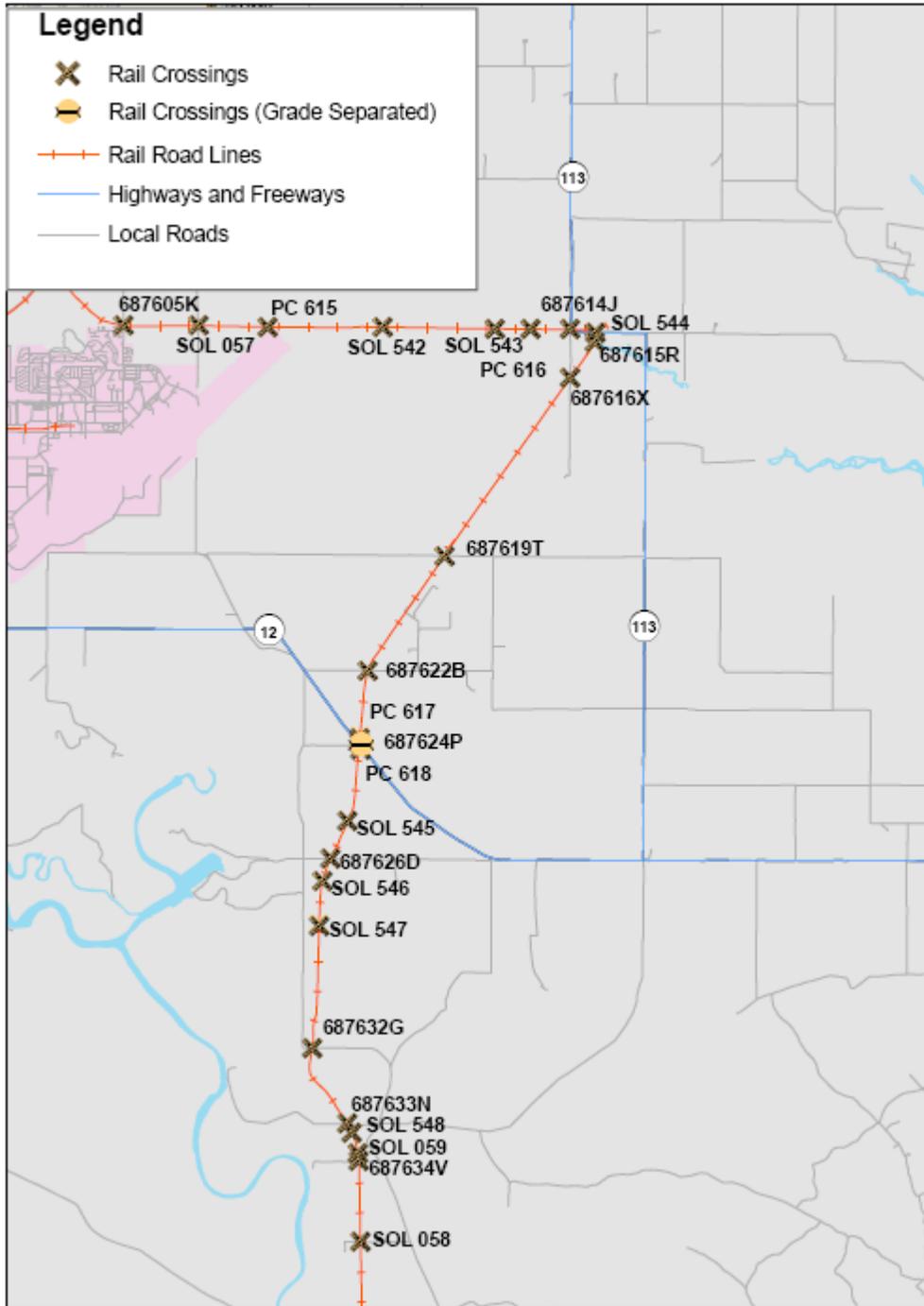
One-quarter mile south-west of Canon Road on Vanden Road, an additional rail line splits from the main UPRR track. This line runs along the north edge of Travis Air Force Base and out into the Jepson Prairie and SR 113, then turns south towards SR 12 and eventually to Birds Landing and Collinsville. The rail right of way exists for the entire length, but in some places the rails themselves have been removed. A portion of the rail line near SR 12 is used by the Western Rail Road Museum.

Street/Property	Crossing ID	Street Data	Traffic	Signage/Guards
North Gate Road	687605K	2 lanes, undivided; asphalt apron. Railroad tracks are closed by gates on each side of road.	500 VC 0.9 +	Signs by side of road at crossing; no other signs, lights or gates
Meridian Road	SOL 057	2 lanes, undivided; gravel road and apron. Road closed by gate immediately south of crossing.	< 100	No signage or controls
Travis AFB Perimeter Road	PC 615	1 lane; gravel apron; immediately north of end of TAFB runway.	Unknown	No signage or controls
Drainage Culvert	SOL 542	No street. Crossing over agricultural ditch.	None	No signage or controls
Drainage Culvert	SOL 543	No street. Crossing over agricultural ditch.	None	No signage or controls
Argyle Park private crossing	PC 616	Gravel road and apron at Argyle Park off-road vehicle area.	Unknown	No signage or controls
SR 113	687614J	2 lanes, undivided; asphalt apron.	500	Signs by side of road at crossing; no other signs, lights or gates
SR 113	687615R	2 lanes, undivided; 60 degree angle; asphalt apron.	500	Painted on-street warning at 500 feet; signs by side of road at crossing; no lights or gates
Southwest of SR 113	SOL 544	No street. Crossing over Barker slough.	None	No signage or controls

Street/Property	Crossing ID	Street Data	Traffic	Signage/Guards
Cook Lane	687616X	2 lanes, undivided; 45 degree angle; gravel roadway and apron.	< 100	Signs by side of road at crossing; no other signs, lights or gates
Creed Road	687619T	2 lanes, undivided; 45 degree angle; gravel roadway and apron.	< 100	Signs by side of road at crossing; no other signs, lights or gates
Lambie Road	687622B	2 lanes, undivided; asphalt apron.	< 100	Painted on-street warning at 450 feet; signs by side of road at crossing; no lights or gates
North of SR 12	PC 617	Gravel crossing.	Unknown	No signage or controls
SR 12 Overcrossing	687624P	Highway passes over railroad tracks; 2 lanes, divided. Single structure	None – grade separated	No signage or controls
Western Railroad Museum	PC 618	Multiple private crossings of private rail line within museum grounds.	Unknown	Unknown
Northeast of Little Honker Bay Road	SOL 545	Bridge over unnamed drainage.	None	No signage or controls
Little Honker Bay Road	687626D	2 lanes, undivided; asphalt apron.	Unknown	Painted on-street warning at 450 feet; signs by side of road at crossing; no lights or gates
South of Little Honker bay road	SOL 546	No street. Culvert for unnamed drainage.	None	No signage or controls

Street/Property	Crossing ID	Street Data	Traffic	Signage/Guards
Private Crossing	SOL 547	Located 3 miles south of SR 12, east of Shiloh church. 2 parallel gravel roads, accessing ag building and gas well. 2 gravel ag access roads one-half mile south.	Unknown	No signage or controls
Shiloh Road	687632G	2 lanes, undivided; asphalt apron.	< 100	Painted on-street warning at 400 feet; signs by side of road at crossing; no lights or gates
Birds Landing Road	687632N	2 lanes, undivided; 60 degree angle; asphalt apron.	< 100	Painted on-street warning at 400 feet; signs by side of road at crossing; no lights or gates
South of Birds Landing Road	SOL 548	No street. Bridge over unnamed drainage.	None	No signage or controls
North of Dinkel Spiel	SOL 059	Private crossing; gravel apron.	Unknown	No signage or controls
Dinkel Spiel	687634V	2 lanes, undivided; gravel road and apron.	Unknown	Painted on-street warning at 400 feet; signs by side of road at crossing; no lights or gates
Dutton Road	SOL 058	Right-of-way crosses road, but tracks removed.	< 100 No rail service	No signage or controls

Solano County East of Fairfield



ACCIDENT HISTORY

One of the most significant negative aspects of rail traffic in a community is the danger of collisions. Rail vehicles typically move at high rates of speed, have long stopping distances, and have no ability to maneuver around obstructions on the tracks. When vehicles, bicyclists or pedestrians are stopped in the path of a moving train, the results are catastrophic.

In Solano County, a review of rail and local law enforcement records shows 26 accidents since January 1, 2000. Those accidents have claimed 10 lives and injured an additional 22 people (18 in a single incident). Even when no one is killed or injured, the disruption to rail and surface street traffic from an accident is significant, often involving a train unable to move for hours as an accident investigation is completed.

The table below provides a summary of rail accidents in Solano County since January 1, 2000. The table provides information on the date, time and location of the accident, the type of crossing and the number of individuals injured or killed. Appendix B contains a more detailed database of accident information, including information on time of day and weather, and the behavior of the surface traffic involved in the accident.

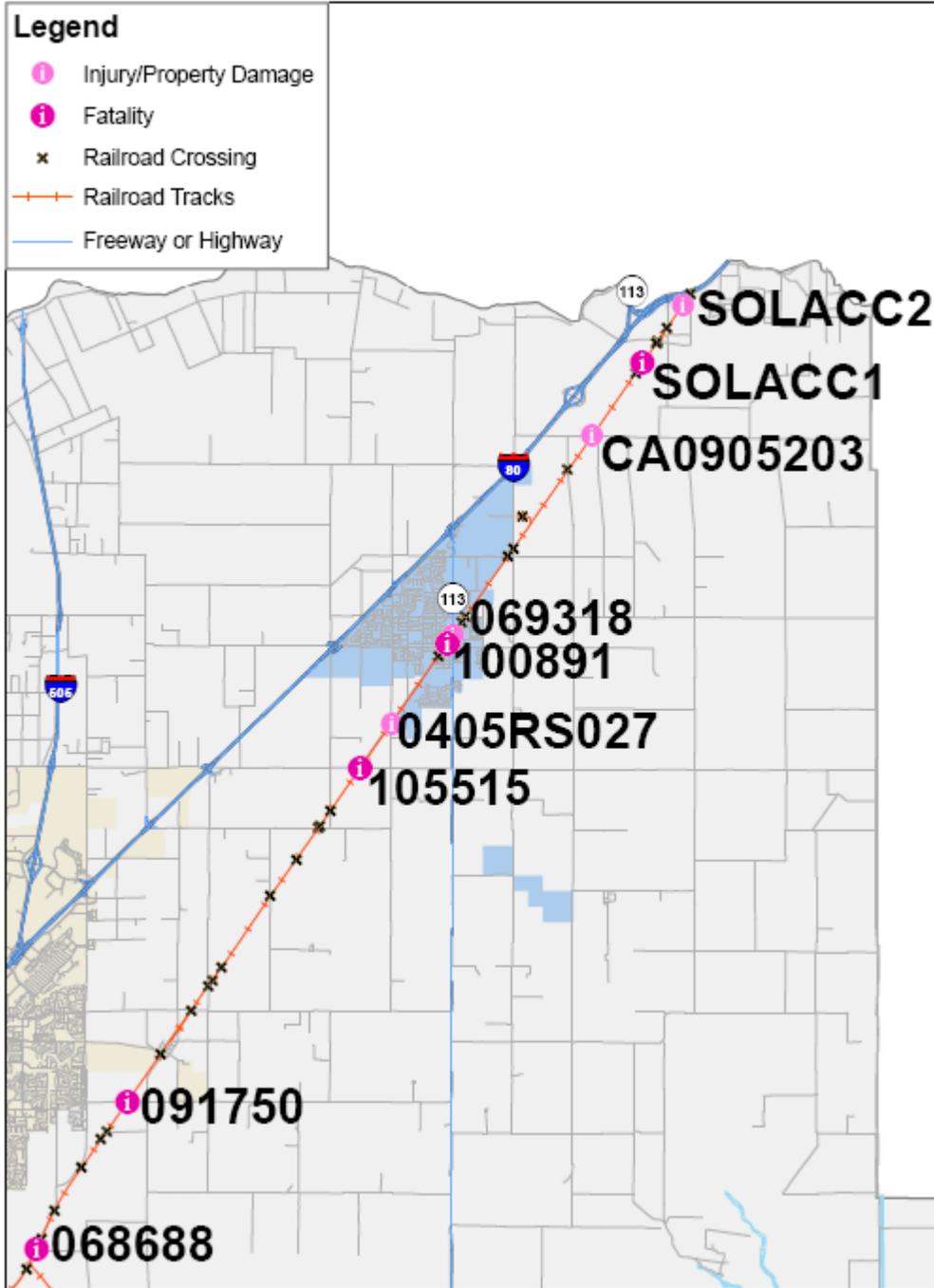
CROSSING	JURISDICTION	STREET	MILE-POST	CROSSING TYPE	INCIDENT NO	DATE	TIME	NO. KILLED	NO. INJURED
51500V	Benicia	Bay Shore Rd.	35.34	Private	0200RS011	2/5/00	6:30 pm	0	0
751516S	Benicia	Bayshore Rd.	37.53	Private	1204RS021	12/21/04	2:00 pm	0	0
751558D	Benicia	Park	38.12	Public	1006RS031	10/26/06	10:45 am	0	0
751494U	Benicia	Pierce Ln.	40.10	Public	105349	8/17/07	3:02 pm	0	18
751250K	Dixon	N 1 st St.	67.60	Public	069318	7/20/01	8:36 pm	0	1
751250K	Dixon	N 1 st St.	67.60	Public	SOLACC5	2/1/09		1	0
751254M	Dixon	Pitt School Rd.	65.90	Public	0405RS027	4/17/05	3:10 am	0	0
751246V	Dixon	Tremont Rd.	71.60	Public	CA0905203	9/19/05	7:15 am	0	1

CROSSING	JURISDICTION	STREET	MILE-POST	CROSSING TYPE	INCIDENT NO	DATE	TIME	NO. KILLED	NO. INJURED
751251S	Dixon	W B Ped Xing	67.50	Public Ped/Bike	100891	6/1/06	9:10 pm	1	0
751255U	Dixon	Midway Rd.	65.00	Public	105515	9/5/07	9:05 am	1	0
751292W	Fairfield	Peabody	53.80	Public	065579	12/5/00	1:43 pm	0	1
751294K	Fairfield	E. Tabor	51.40	Public	1101RS037	11/2901	8:43 am	0	1
751291P	Solano County	Canon Rd.	55.40	Public	068688	6/18/01	6:50 am	1	0
751289N	Solano County	Fry Rd.	58.30	Public	091750	3/16/04	6:43 am	1	0
751241L	Solano County	Old Davis Rd.	73.00	Public	SOLACC1	8/25/09	9:35 am	1	0
751241L	Solano County	Old Davis Rd.	75.00	Public	SOLACC2	1/30/10	9:03 am	1	0
751295S	Suisun City	Sunset	50.40	Public	103640	2/2307	10:11 am	1	0
751294K	Suisun City	E. Tabor	51.40	Public	SOLACC3	7/28/09	4:45 pm	1	0
CR-4	Suisun City	Railroad Ave	48.00	Public	SOLACC4	8/4/09	7:00 pm	1	0
751465J	Vallejo	Broadway St	0.00	Public	480701022	2/24/01	9:22 am	0	0
928442W	Vallejo	Broadway St	0.00	Public	480701080	8/7/01	11:45 am	0	0
SOL 13	Vallejo	Railroad Ave	0.00	Public	0620694	11/21/02	10:26 am	0	0

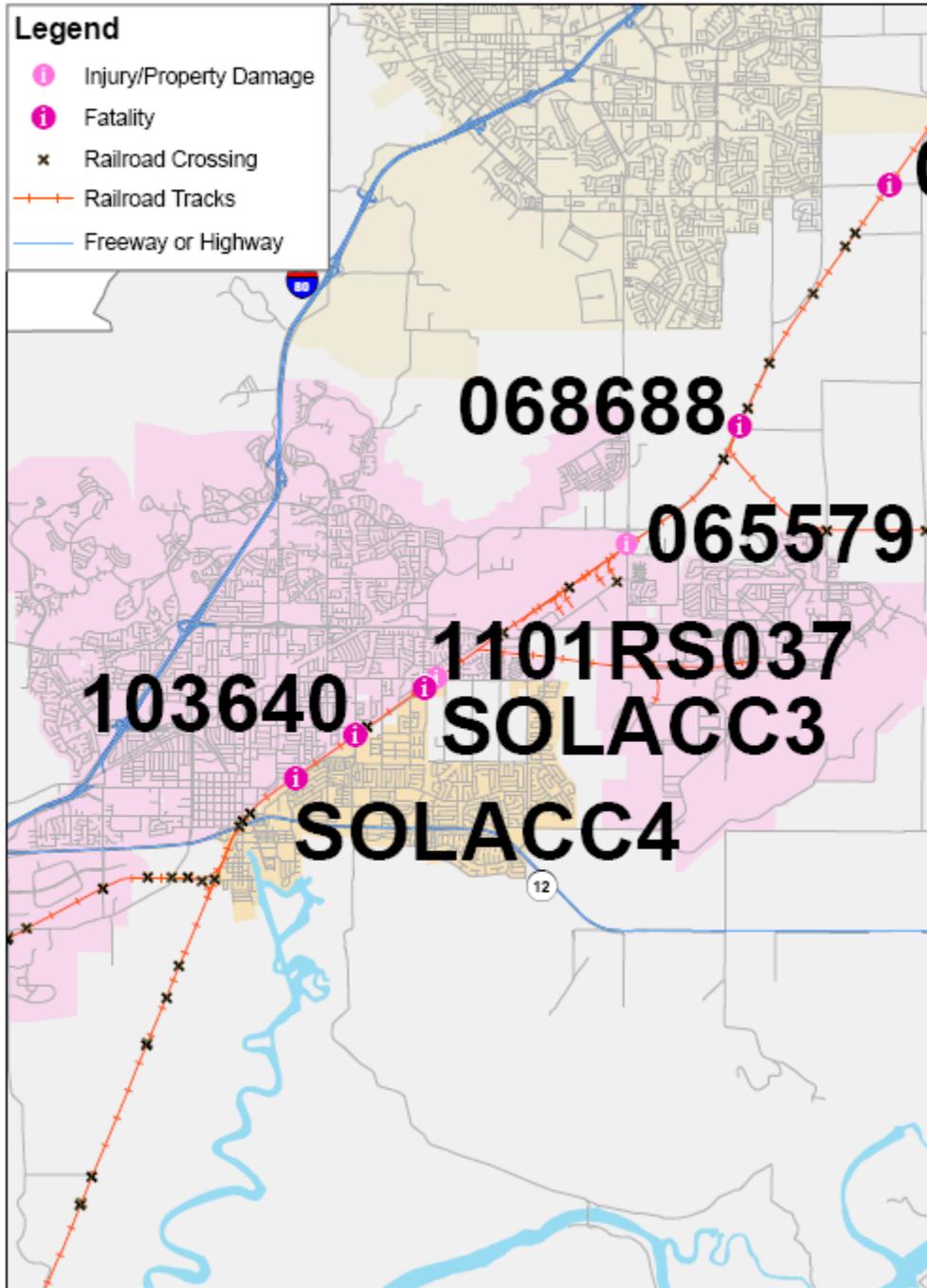
CROSSING	JURISDICTION	STREET	MILE-POST	CROSSING TYPE	INCIDENT NO	DATE	TIME	NO. KILLED	NO. INJURED
928445S	Vallejo	Redwood St	0.00	Public	2093053	6/22/05	11:55 am	0	0
928443D	Vallejo	Sereno #1 (W)	0.00	Public	IX070161	3/9/07	12:53 pm	0	0
751465J	Vallejo	Broadway St	0.00	Public	3086470	3/9/07	1:13 pm	0	0
SOL 32	Vallejo	Nimitz Ave	0.00	Public	3620557	2/5/08	1:10 pm	0	0

The following figures show the locations of accidents listed in the table, grouped by location; Dixon, Fairfield/Suisun, and Benicia and Vallejo.

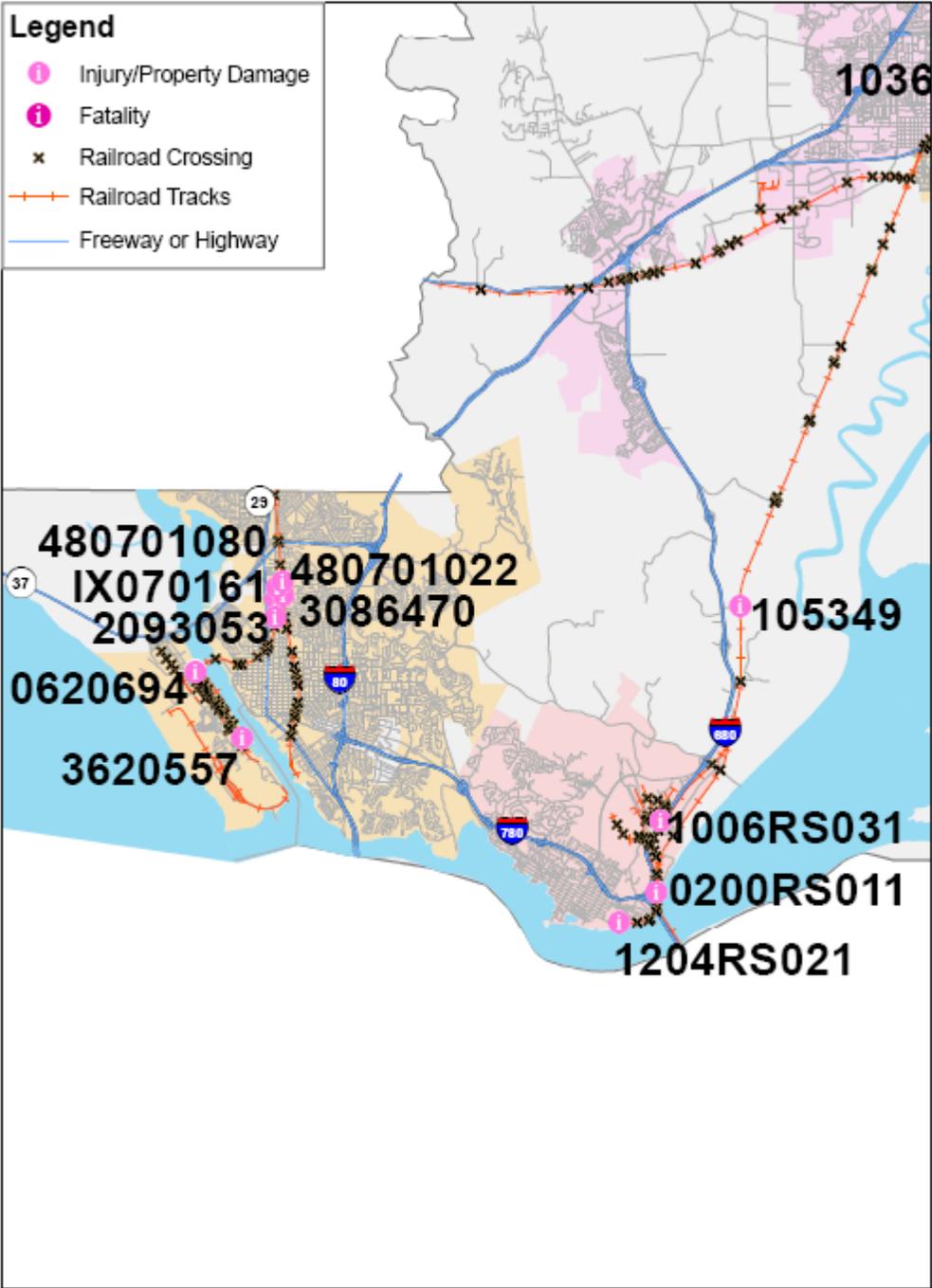
Rural Solano County and Dixon Rail Accidents



Fairfield and Suisun City Rail Accidents



Benicia and Vallejo Rail Accidents



As can be seen from preceding the table and figures, accidents are clustered in three areas:

- Dixon, in the 1st Street/West A Street area downtown
- Fairfield/Suisun City, from East Tabor Avenue to Sunset Avenue
- Vallejo, near Broadway Avenue and Sereno Drive .

RAIL TRAFFIC

The mail rail line running through Solano County is operated by the UPRR, and carries both freight and Capitol Corridor passenger trains. The secondary rail line splits off from the main UPRR line in southwestern Suisun City, and runs west through Fairfield and Napa County to eventually serve Vallejo, including Mare Island. This line carries only freight traffic; there is no passenger service on this line. A third line splits off from the main UPRR line in east Fairfield and runs east, across the northern border of Travis Air Force Base, and then south into the Jepson Prairie. This line is discontinuous. It carries no freight traffic. A small portion carries periodic passenger/tourism traffic from the Western Railroad Museum.

Main Line Freight Traffic

UPRR does not provide detailed information on current or predicted future freight train traffic. In large part, this is because they are not in direct control of the volume of freight traffic; as a common carrier, they are obligated to handle whatever freight is presented for shipping, which is in turn based upon the overall level of economic activity. The UPRR operates most of their freight trains during the evening and nighttime hours, in order to avoid conflicts with the passenger trains. Due to customer needs, however, some freight trains are operated during daylight hours. Similarly, switching of cars between tracks/sidings or into or out of trains often occurs in daylight, resulting in obstruction of surface streets at at-grade crossings. This is most likely to be a problem in the Fairfield industrial park areas near Peabody and Huntington Roads, and in the Port of Benicia.

Main Line Passenger Traffic

The Capitol Corridor operates 8 train sets, consisting of 1 locomotive and 4 to 5 passenger cars (1 of which also serves as a food service car). A train set has the capacity to carry from 320 to 350 passengers. The Capitol Corridor trains make 32 weekday trips, with 22 weekend trips.

Side Line Freight Traffic

No passenger trains operate on the secondary line from Suisun City west through Jameson Canyon and on to Napa and Vallejo. Information on the number, frequency and time of freight traffic run by California Northern Railroad on this track is not available.

ROADWAY CONGESTION

Rail traffic brings with it surface street congestion, for the same reason that it brings with it the risk of accidents; high speed, long stopping distances, and inflexibility of routing. In addition, trains – especially

freight trains – are long vehicles, with the typical length of a freight train on the UPRR tracks being 8,000 to 10,000 feet.

As trains move through a community, roadways are shut down. Lights sound and gates come down (where present) before the train arrives, stay down during its passage, and are deactivated after the train passes. For passenger trains, this time of road closure can be as short as 1 minute. For freight trains moving at 60 miles an hour, a 10,000 foot train takes more than 2 minutes to clear a crossing. In industrial areas or where trains are switching tracks or adding or removing cars, road traffic can be blocked for substantially longer.

Those roadways at or adjacent to rail crossings that also have a Volume to Capacity (VC) Ratio of 0.8 or greater – a standard designation of a congested roadway – are identified below.

- City of Dixon – North 1st Street/SR 113, just south of the UPRR tracks.
- City of Fairfield – Peabody Road.
- City of Fairfield/City of Suisun city – East Tabor avenue/Railroad Avenue.
- City of Suisun City – Sunset Avenue.
- City of Fairfield – Old Cordelia Road near Lopes Road.
- City of Fairfield – Red Top Road.
- City of Vallejo – Mini Drive
- City of Vallejo – Broadway Street
- City of Vallejo – Sonoma Blvd./SR 29
- City of Vallejo – Tennessee Street/Mare Island Causeway
- City of Vallejo – Railroad Avenue

Additional streets in the City of Vallejo that have existing or projected traffic congestion cross railroad tracks that are inactive. These streets are Tennessee Street, Curtola Parkway, 5th Avenue and Sonoma Blvd./SR 29. If rail use is resumed beyond Sereno Drive, rail/surface street interaction on these congested streets may once again become an issue.

AREAS FOR FUTURE INVESTMENT

Grade Separation

As stated in the preface, the purpose of this plan is to identify those areas where STA and its member agencies identify areas where investments in crossings can improve mobility and safety. An examination of the preceding data and maps shows the following areas crossings with high rates of accidents or closely-spaced congested crossings:

- City of Dixon downtown, from North 1st Street/SR 113 to West A Street.
- City of Fairfield, Peabody Road.
- City of Fairfield and City of Suisun City, from East Tabor Avenue to the SR 12 Overcrossing.
- City of Vallejo, along Broadway avenue north of Sereno Drive.

Each of these areas is discussed in detail below.

City of Dixon downtown, from North 1st Street/SR 113 to West A Street. Downtown Dixon has three heavily-used crossings within a 1,200 foot area: North 1st Street/SR 113, the B Street pedestrian crossing, and West A Street. While the total traffic volume for North 1st Street and West A Street is low compared to some other communities, these streets represent the heart of Dixon’s business and civic communities. The presence of more than 300 school-age pedestrian and bicycle users crossing the tracks twice per day is the greatest single rail safety risk in Solano County.

The City of Dixon has developed a plan to underground the B Street pedestrian crossing. The project would not only remove the potential for pedestrian/bicyclist conflict with trains, it would also serve as access to the center of the rail tracks for Dixon’s proposed passenger rail station. The project, which is in preliminary design, is expected to cost in excess of \$6 million.

As a part of the City of Dixon train station plan, the City is also proposing to grade-separate West A Street. Initial plans call for the street to be undergrounded. Preliminary cost projections for the West A Street undergrounding have not been developed.

City of Fairfield, Peabody Road. Peabody Road is projected to carry 5,600 p.m. peak hour trips in 2030, and is a critical north-south roadway link between Fairfield (including the Travis Air Force Base main entry) and Suisun City to the south, and Vacaville to the north. The crossing is adjacent to the rail-served industrial park along Huntington Drive, and switching activity associated with these businesses also contributes to back-ups on Peabody Road.

The future Jepson Parkway project will build a new grade-separated crossing with the northern extension of Walters Road that will take traffic off of Peabody road. In addition, construction of the Fairfield-Vacaville train station will include building a grade separated crossing of Peabody Road over the UPRR tracks. This structure will carry both auto and bicycle/pedestrian traffic.

City of Fairfield and City of Suisun City, from East Tabor Avenue to the SR 12 Overcrossing. This 2.5 mile stretch is surrounded on both sides by housing, and includes heavily-used at-grade crossings at both East Tabor Avenue and Sunset Avenue. Two grade –separated crossings – the Union Avenue pedestrian crossing and the SR 12 highway overcrossing – are at the west end of the corridor, adjacent to both Fairfield and Suisun City’s downtowns. Three fatal accidents have occurred in this corridor.

There are no plans for new at-grade crossings in this corridor, or to convert existing at-grade crossings to grade separations. The City of Suisun City has proposed constructing a grade-separated pedestrian overcrossing at Blossom Drive, but this is a preliminary proposal only, with no detailed engineering or environmental planning, and no estimate of the project’s cost.

The project to rebuild the I-80/I-680/SR 12 interchange, approximately 5.6 roadway miles west of the SR 12 railroad overcrossing, would include reworking of the SR 12/Jackson street off-ramps which lead to downtown Suisun City and are adjacent to the Suisun City passenger rail station. These plans, along with the designation of potential high-density residential development and existing concentrations of

employment in the two cities' downtowns, may result in the need to re-examine auto and pedestrian access across the train tracks between these two downtowns.

City of Vallejo, along Broadway Avenue north of Sereno Drive. This relatively small area (approximately 30 acres) has 5 recorded accidents; fortunately, all are property damage only, with no injuries or fatalities. With the closing of the Mare Island Naval Shipyard, train traffic in Vallejo has been substantially reduced, and the risk of additional accidents appears to be low at this time. However, as Mare Island is redeveloped and the potential for rail traffic increases, the traffic and accident statistics in this area deserve careful monitoring.

The highest-volume at-grade crossing – Peabody Road – will be converted to a grade-separated crossing by the Fairfield-Vacaville train station project, which is fully funded. The crossing with the greatest safety concern is the B Street pedestrian crossing in the City of Dixon, which is not fully funded.

Other intersections with high volumes or levels of congestion are North 1st Street in Dixon (VC 0.8+), East Tabor Ave in Fairfield (VC 0.8+), Sunset Avenue in Suisun City (1,100 peak hour trips, VC 0.9+), and North Gate Road in the unincorporated county (VC 0.9+). If rail traffic increases to the City of Vallejo in general, and Mare Island in particular, other crossings with congestion issues include Mini Drive in Vallejo (VC 1.0+), Tennessee Street (1,725 peak hour trips), Solano Avenue (1,350 peak hour trips), Curtola Parkway (1,750 peak hour trips, VC 0.9+), 5th Street (VC 0.8+), Sonoma Blvd. in Vallejo (1,750 peak hour trips, VC 0.9+), Broadway Street (1,700 peak hour trips, VC 0.9+), Sonoma Blvd. (1,650 peak hour trips, VC 0.9+), Wilson Avenue (2,300 peak hour trips, VC 1.0+) the Mare Island Causeway (2,100 peak hour trips, VC 1.0+), and Railroad Avenue on Mare Island (1,500 peak hour trips, VC 0.8+).

Of these high volumes, congested streets, 5 have recorded accidents: North 1st in Dixon (2), E. Tabor in Fairfield/Suisun City (2), Canon Road in Solano County (1), Sunset Avenue in Suisun City (1), and Broadway Street in Vallejo (3).

Access Control

An effective method of reducing trespassing in the railroad right-of-way is effective fencing, so long as it is complimented with adequate safe and convenient options for crossing the railroad. Of the 26 accidents identified in this report, only 6 do not occur at road crossings. Two of these accidents occur in unincorporated Solano County northeast of Dixon, in an area with low traffic volumes. Two occur in Vallejo, in the Broadway Avenue area north of Sereno Drive. The last two occur in the East Tabor Avenue to Downtown Suisun City corridor.

Both the Vallejo and Suisun City areas were identified previously as containing both congested streets and a high concentration of accidents. As was also noted above, the Suisun City corridor is also an area with residential development on both sides of the tracks. Finally, anecdotal information from Capitol Corridor staff and local law enforcement and public works staff indicates that the Suisun City corridor is an area with numerous incidents of pedestrian trespassers within the railroad right-of-way.

In downtown Dixon, there is little in the way of access control, but there are adequate designated areas for crossing the railroad tracks, and the number of crossings reported away from these areas is low. In

contrast, to the east and west of downtown Dixon, there are several informal rail crossings identified, although rail and local government staff do not report frequent trespassing incidents in these areas. In Benicia, the three reported accidents are widely scattered in location.

The level of concern regarding accidents in Vallejo will be based upon future rail usage on these lines. If train traffic increases significantly, improvements to crossings and improved access control may become a high priority. At the current rate of rail usage, however, the potential for accidents is low, and investments in improving crossings and access control does not appear warranted.

In Dixon, the proposed changes to the North 1st Street/B Street pedestrian crossing/ West A Street area will not eliminate any of the crossing opportunities that currently exist. No new access control appears to be needed in this area.

East of downtown Dixon and in the corridor from East Tabor Avenue to downtown Suisun City appear to be areas that justify further consideration of access control. The number of crossings in the area east of downtown Dixon is unknown, and further investigation is needed before any decision can be made on investments in this area.

The East Tabor avenue to downtown Suisun City corridor has benefitted from recent improvements to the Central Solano bikeway, just east of the rail station. This project included the installation of new chain link fencing that has, so far, not been cut or torn down. However, this improvement only impacts the western one-half mile of the corridor. It remains to be seen if the reduction in trespassing in this area will have a benefit on the rest of the corridor.

Funding Options

STA does not have a local revenue source to fund grade separation projects. The Cities of Vacaville, Fairfield, Suisun City, Benicia and Vallejo have transportation impact fees, charged at the time of building permit issuance, to pay for improvements to roadways and other transportation facilities, and grade separation projects can be eligible for such funds if identified in the city's traffic Capital Improvement Plan. At this time, no city wide transportation impact fee program has a grade separation project included. The City of Dixon and Solano County do not have transportation impact fees.

Regional Bicycle Funds and Transportation Development Act (TDA) Article 3 Bicycle and Pedestrian Funds. MTC allocates funds to the 9 Bay Area counties for projects on the regional bicycle network. TDA funds are allocated to STA based upon a population-based formula; TDA Article 3 funds are specifically designated for bicycle and pedestrian projects. Both fund sources can be used for grade separation projects that are either part of the regional bicycle network or that carry significant pedestrian or bicycle traffic.

Congestion Mitigation and Air Quality (CMAQ) funds are federal funds allocated through MTC. CMAQ funds can be used for a variety of projects, so long as they result in improvements to air quality. Grade separation projects that reduce surface street congestion and/or increase bicycle and pedestrian use are eligible for CMAQ funds.

State Transportation Improvement Program (STIP) funds allocated to Solano County and the cities can be used for grade separation projects. STIP funds are also used for roadway improvements such as the new Jepson Parkway and North Connector projects, and the demand for STIP funds exceeds the available money by a factor of ____.

The California Department of Transportation (Caltrans) administers the Section 190 Grade Separation Fund Program, which provides funds to public agencies to separate existing crossings, or to improve existing grade-separated crossings. Projects are selected off a list of eligible projects, which is revised every two years. Funding is set by statute at \$15 million a year, with the Program able to fund up to 80% of a project's cost. Factors used to rank projects are Average Daily Vehicle Traffic, Average Daily Freight/Commuter Train Traffic, Average Daily Light Rail Train Traffic, Accident History, Project Cost Share to be allocated from Grade Separation Fund, and Special Conditions Factor and Separation Factor.

Proposition 1B, approved by California voters in 2006, authorized \$2 billion to the Trade Corridors Improvement Fund (TCIF), including "projects that separate rail lines from highway or local road traffic." The \$2 TCIF billion was allocated by the California Transportation Commission (CTC) along federally designated "Trade Corridors of National Significance" and other corridors with high volumes of freight movement. Another \$1 billion is authorized for distribution by the CTC to goods movement projects that result in emissions reduction. Proposition 1B also created the Highway-Railroad Crossing Safety Account (HRCSA), which was authorized at \$250 million. Projects funded from this account require a dollar-for-dollar match of non-state funds. \$150 million is to be allocated according to the California Public Utilities Commission's (CPUC) existing process for identifying and funding high-priority grade crossings. The other \$100 million is to be allocated by the CTC, in consultation with the CPUC, considering projects that are not on the CPUC's statewide list of high-priority grade crossings.

Recommended Priorities

Rail crossing improvements are typically expensive projects. A 2007 report from the California State Auditor found that the typical cost for a grade separation project is \$26 million. Access improvements are significantly less expensive if they involve improvements to fencing along the right-of-way. If existing fencing is replaced with a wall, both for access control and for noise reduction, the cost rises substantially.

Given the limited financial resources available and the significant cost of grade crossing projects, it is recommended that STA follow a strategy of funding one priority project for construction at a time, and funding two priority projects for planning and engineering at a time. In addition, STA and the local jurisdictions should monitor where trespassing on the railroad right-of-way is occurring, and develop access control projects to address the areas with the greatest frequency of incidents.

Priority Construction Project:

The top congestion relief priority is the Peabody Road crossing in Fairfield. Since this project is designed and funded, no additional investment in the project is recommended as a part of this plan.

No other grade separation projects are ready for construction funding at this time.

Priority Planning Projects:

The top safety priority is the Dixon B Street under crossing. This project is partly designed, and is not fully funded for construction. This project should therefore be the top priority for grade separation planning funds and, when fully designed, should become the top priority for construction funds.

The second priority for planning funds should be the Blossom Drive pedestrian crossing between Fairfield and Suisun City. This crossing would be located between the Sunset Avenue and East Tabor Avenue at-grade crossings. West of Sunset Avenue, the two cities can work with proposed developers of vacant property in Suisun City to further extend the recently-installed effective barrier fencing.

The third planning priority should be to work with each jurisdiction to improve access control between official crossings, and at the same time to improve the quality of crossings (where needed) and the connections between crossings and end destinations. This combination of disincentives to use undesignated crossings – and to trespass into the railroad right-of-way – and incentives to use the designated, improve crossings can substantially improve the safety of the rail corridors.



DATE: September 22, 2010
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: 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.

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.

Discussion:

The California Air Resources Board (CARB) released draft GHG reduction goals for the major MPOs, including the Metropolitan Transportation Commission (MTC). Although SB 375 requires CARB adopt the final targets in September 2010, the deadline is currently not expected to be met.

On September 9, 2010, the Executive Directors of MTC and the Association of Bay Area Governments (ABAG) met with the Solano County members to MTC, ABAG, the Bay Area Air Quality Management District, the Bay Conservation and Development Commission, and the chair and vice-chair of STA to discuss Solano County's participation in the SCS process. Later that evening, the City County Coordinating Council (4Cs) meeting also included an agenda item on SB 375 and the SCS. The presentation for those meetings is included as Attachment A. The 4Cs conveyed support for the STA serving as the facilitating agency for SCS in Solano County in order to coordinate meetings and input to the regional agencies on SCS development.

The 4Cs also supported the approach of identifying local programs and projects that are already under way or can be successfully implemented and that will have a measurable impact on GHG emissions, supporting those programs and projects, and making sure that

the regional agencies are aware of the work that Solano County and the cities have already done or are currently undertaking. An important item in this list Solano County's 25 year legacy of concentrating of urban growth focused in the seven incorporated cities and the preservation of farmland and open space through the Orderly Growth Ordinance and the recently updated Solano County General Plan that will approve extending this approval for another 25 years.

MTC's Partnership Technical Advisory Committee (PTAC) received a presentation from MTC staff on September 20, 2010, regarding development of the SCS (Attachment B). This includes background information on the SCS and, at the end, a series of flow charts showing how each step relates to the others. Members of PTAC commented that they do not find the current regional SCS process clear and easy to follow.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. Presentation to 4Cs on SCS and Solano Strategy
- B. MTC Presentation to PTAC on SCS

Status of Solano County's Sustainable Communities Strategy

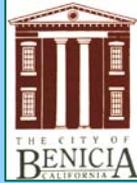


Solano Transportation Authority Presentation at
OneBayArea Leadership Roundtable Meeting, September 9, 2010



Solano's Coordinated Strategy

City County Coordinating Council (CCCC)

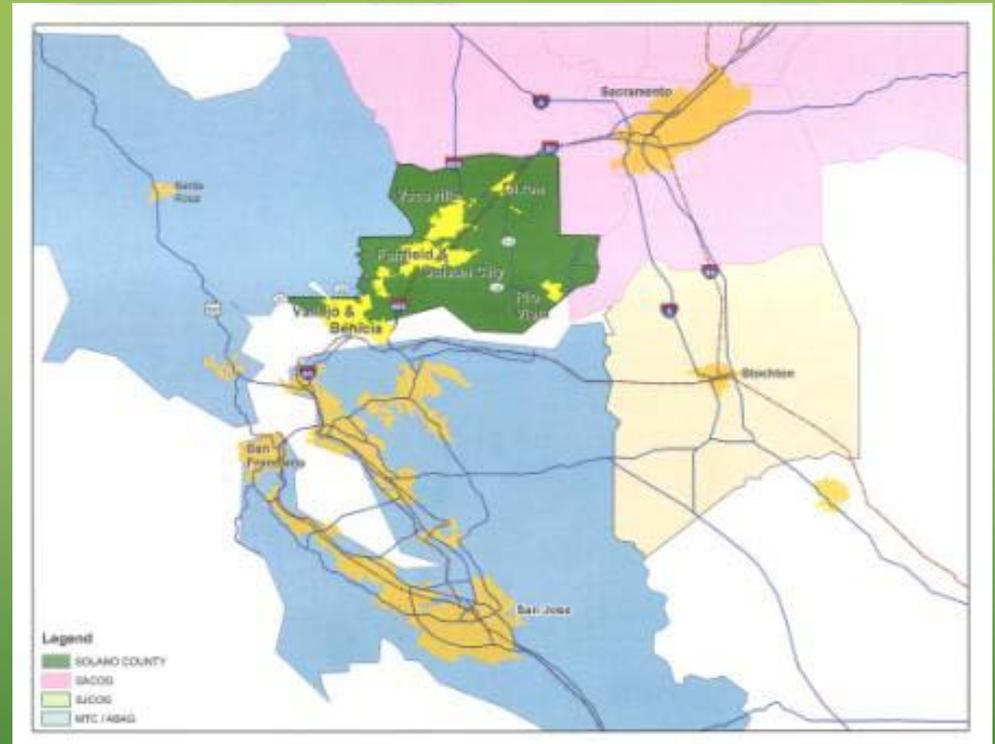


Solano City Managers Group

- City Managers
 - County Administrator
 - STA Exec. Director
- City Planning Directors
 - City Public Works Directors/TAC

Solano Population

- As of 1/1/2010 in Solano County:
 - 427,837 population
 - 148,160 households
 - 140,120 jobs



Solano Jobs/Employees

- **Major Employers**

Kaiser Health Care
Travis Air Force Base

Six Flags Discovery Kingdom
Northbay Health Care

- **Industry Clusters**

HEALTH CARE

Kaiser Health Care: Vallejo, Fairfield, Vacaville
Sutter-Solano Medical Center; Vallejo
Northbay Health Care; Fairfield

BIOTECH

Genentech; Vacaville
ALZA; Vacaville

FINANCE

Westamerica Banking; Fairfield
Travis Credit Union; Vacaville

AGRICULTURE/FOOD

Anheuser Busch; Fairfield
Jelly Belly; Fairfield

MANUFACTURING/DISTRIBUTION

CSK/Kragen; Dixon
Meyer Corporation; Fairfield
Albertson's Distribution Center; Vacaville
Valero Refinery; Benicia
Copart; Fairfield

Solano Agriculture/Open Space

Open Space:

- Suisun Marsh: 85,000 acres of wetlands
- Additional wetlands and islands in the Solano portion of the Sacramento/San Joaquin Delta
- Substantial hillside areas preserved as open space



Agricultural Land:

- 357,816 acres – irrigated & grazing agriculture (61% of Solano County land area)



Solano Facts:

- City-centered Orderly Growth Initiative approved by Solano voters in mid-1980's
- The Solano County General Plan Update was approved by voters in 2008, extending the Orderly Growth Initiative for another 25 years



Population Stats: Solano

- For both 2009 and 2010, the State Department of Finance figures show that 95.3% of Solano County's population lived in one of the 7 incorporated cities. This is the highest percentage of residents living in California cities other than San Francisco.



STA Climate Change Strategy

The STA Board adopted the Solano Climate Change Strategy in December, 2009



STA Climate Change Strategy

1. Solano Napa Commuter Information (SNCI) Programs
2. Safe Routes to School (SR2S) Program
3. Alternative Fuel Fleets
4. STA Solano County T-PLUS Program
5. Benicia Climate Action Plan



STA Climate Change Strategy

1. Solano Napa Commuter Information (SNCI) Programs

STA, in partnership with the Napa County Transportation and Planning Agency (NCTPA), provides rideshare and vanpool support services and markets the Solano Express Intercity Transit bus service, and conducts a yearly employer-based Commute Challenge to encourage employer-based commute alternatives.



STA Climate Change Strategy

2. Safe Routes to School (SR2S) Program

STA has developed a comprehensive Safe Routes to School Plan, involving every school district in Solano County. The SR2S Plan addresses the 4Es of Engineering, Encouragement, Education and Enforcement.



STA Climate Change Strategy

3. Alternative Fuel Fleets

STA financially supports alternative fuel vehicle programs run by several cities.



STA Climate Change Strategy

4. STA Solano County T-PLUS Program

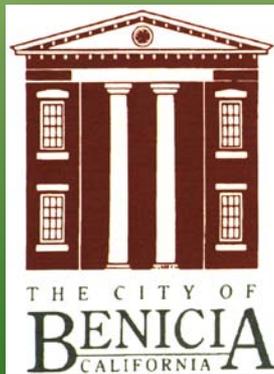
In partnership with MTC, STA's T-PLUS program provides technical and financial assistance to agencies to plan and implement transportation and land use strategies that promote smart growth concepts.



STA Climate Change Strategy

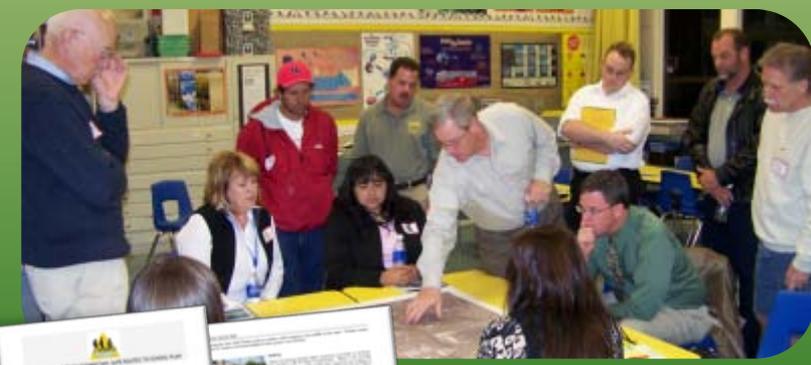
5. Benicia Climate Action Plan

The City of Benicia and Solano County have conducted Greenhouse Gas emission inventories; Benicia adopted a comprehensive Climate Action Plan in 2009, while Solano County is developing one.



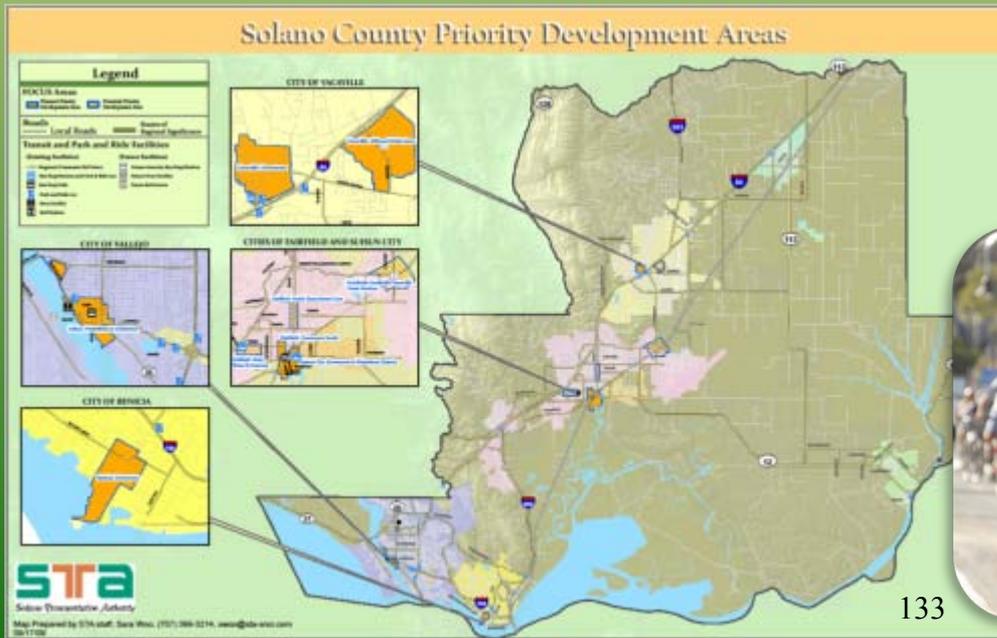
STA Future Action Items

1. Solano GHG Emission Inventory and Action Plan
2. Safe Routes to Transit
3. Safe Routes to School Phase 2



STA Future Action Items

4. Solano Bicycle and Pedestrian Master Plans
5. Proposed State Route (SR) 12 Jameson Canyon Transit and TDM Corridor
6. Solano County Priority Development Areas Implementation



STA Future Action Items



1. Solano GHG Emission Inventory and Action Plan

STA is working to complete a Greenhouse Gas (GHG) emission inventory for the 6 remaining cities, and to help develop common Climate Action Plan (CAP) for all cities and the County. This project will be completed by May 2011.



• Task 1. Project Kickoff and Baseline Data Collection

- Kickoff Meeting and Scope Refinement September 30, 2010
- Collect and Review Baseline 2005 Data October 31, 2010

• Task 2. Prepare 2005 GHG Emissions Inventories

- Prepare Draft 2005 GHG Emissions Inventories Feb. 28, 2011
- Prepare Final 2005 GHG Emissions Inventories April 30, 2011



STA Future Action Items

2. Safe Routes to Transit

STA will develop a countywide Safe Routes to Transit (SR2T) Plan, based upon intercity transit centers and Priority Development Areas.



STA Future Action Items

3. Safe Routes to School Phase 2

STA is working with school districts to expand the number of schools with detailed transportation studies, so that at least 80 schools have complete walking audits and local maps by the end of Fiscal Year 2011.



STA Future Action Items

4. Solano Bicycle and Pedestrian Master Plans

STA is updating, master plans for bicycle and pedestrian transportation. The bicycle master plan includes implementation of MTC's regional bicycle plan. The plans draft plans will be publically released by December 2010.



STA Future Action Items

5. **Proposed State Route (SR) 12 Jameson Canyon Transit and TDM Corridor**

The soon-to-be expanded SR 12 through Jameson Canyon will largely solve traffic bottlenecks for this corridor, but it will also open up the possibility of a low-delay transit corridor between Solano and Napa counties. STA and NCT&PA are working to fund a 2-year pilot transit program for this currently un-served corridor.



STA Future Action Items

6. Solano County Priority Development Areas Implementation

STA is actively working with the 5 Solano cities that have designated PDAs (1 in Benicia, 1 in Vallejo, 1 in Suisun City, 4 in Fairfield and 2 in Vacaville) to develop transportation and land use projects in these locations.



Opportunities



- Corridors:

- I-80

- Capitol Corridor/Amtrak

- Existing: Suisun-Fairfield Train Station

- SolanoExpress Bus

- Existing: Baylink/WETA Ferry System

- 3 Bridges

- Travis Air Force Base



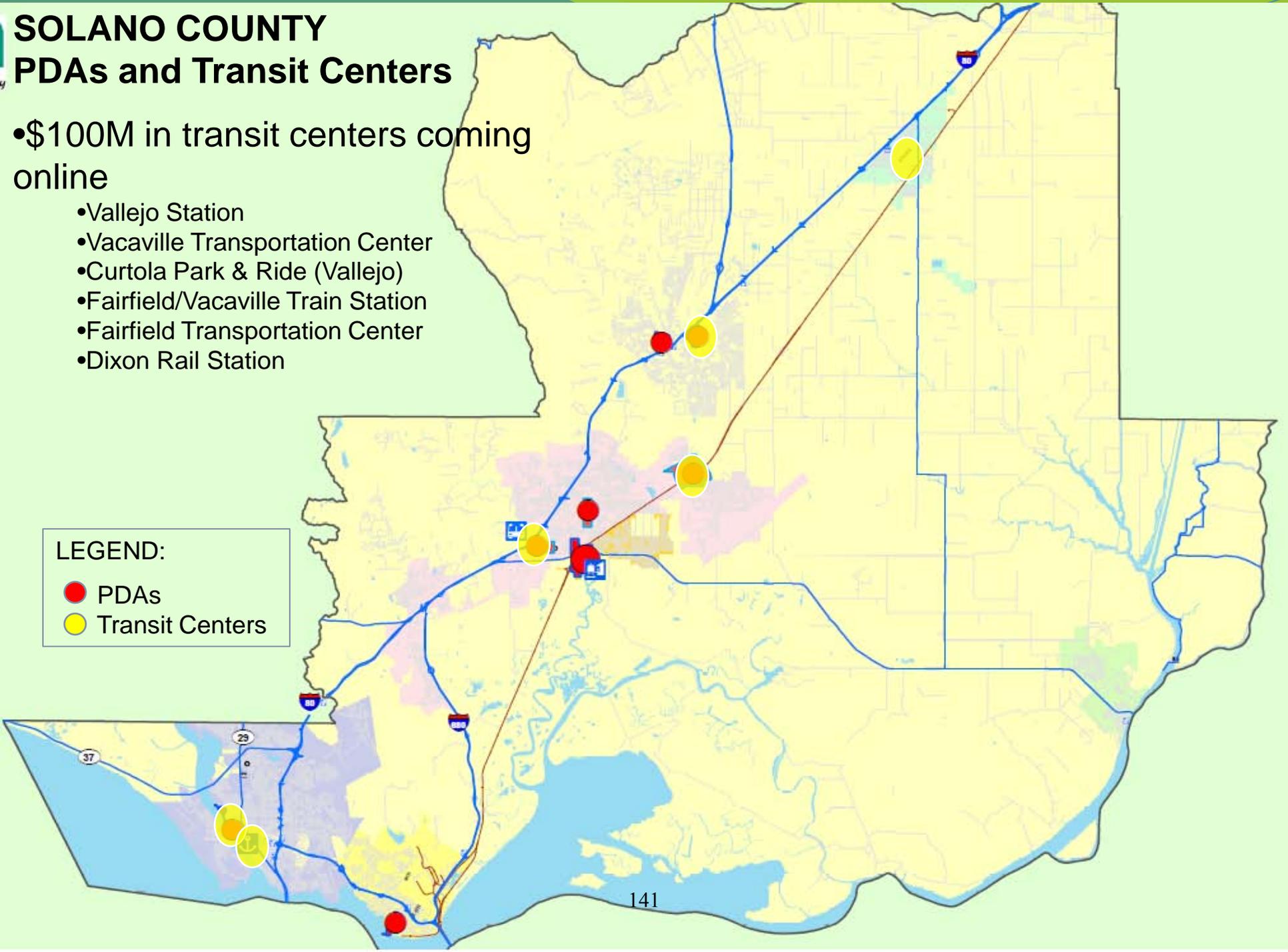
SOLANO COUNTY PDAs and Transit Centers

•\$100M in transit centers coming online

- Vallejo Station
- Vacaville Transportation Center
- Curtola Park & Ride (Vallejo)
- Fairfield/Vacaville Train Station
- Fairfield Transportation Center
- Dixon Rail Station

LEGEND:

- PDAs
- Transit Centers



Population – SCS Forecast Implications

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%



QUESTIONS

- What assistance do ABAG and MTC want from local Solano County governments and STA?
- What role does ABAG want local Solano County governments to play in designating the location and type of growth for the SCS?
- How does a regional SCS get local buy-in?
- If new development is to be directed into PDAs, and PDAs need substantial infrastructure development, how do you see the PDA infrastructure needs being funded?

QUESTIONS

- Growth has been happening in suburban areas. How will the SCS account for the fact that many people still want to live in the suburban communities?
- How does preservation of agricultural and open space stand in comparison to construction of new housing in the regional strategy?
- How does PDA funding play out in next the RTP?

QUESTIONS

- How will MTC coordinate developing and implementing the SCS and RTP with neighboring regions? Will they consider concepts such as the Northern California Megaregion, or ideas from the I-80 Smarter Growth study?
- How should these decisions shape Solano's transportation and land use decisions?
- Will investment of discretionary transportation funds lead or follow land use decisions? If they lead, what is the remedy if the land use planning decisions, especially housing construction, are not followed by actual implementation?

QUESTIONS

- How should local Solano governments position ourselves to go after regional transportation and development funds?
- What challenges do we see posed by the SCS and related GHG/climate laws for Solano County, the cities and STA? What opportunities?
- Should we position ourselves to be in the best competitive position in dealing with GHG/climate laws in regards to economic development?

QUESTIONS

- How will we work together to develop an SCS and climate action strategy that benefits Solano County? Should we coordinate our efforts? If so, how?
- What do we need to implement and support development in our Priority Development Areas?

STA Staff Contact:



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Solano Transportation Authority
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Suisun City CA 94585
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METROPOLITAN
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COMMISSION

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WEB www.mtc.ca.gov

Memorandum

TO: Partnership Technical Advisory Committee

DATE: September 20, 2010

FR: Ashley Nguyen

W.I. 1114

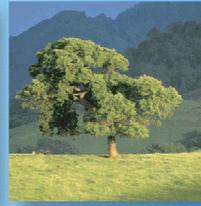
RE: Sustainable Communities Strategy Overview

At your September 20 meeting, MTC staff will present an overview of the Sustainable Communities Strategy (SCS) work plan. The purpose of this presentation is to provide you with a general but clear picture as to the key planning activities that will occur over the next three years. The work plan begins with identification of performance targets by which we will measure the plan's performance, then analysis of vision and detailed SCS scenarios, technical analysis and preparation of the draft plan, and ultimately the adoption of the final plan.

Attached for your information are: (1) SCS fact sheet, (2) Frequently Asked Questions about SB 375 and the SCS, and (3) SCS planning process chart. You may also find additional information about the SCS on the OneBayArea website, which is www.OneBayArea.org.

Attachments

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Sustainable Communities Strategy

Overview

The Sustainable Communities Strategy aims to reduce greenhouse gas emissions by integrating planning for transportation and land use and housing. Required by SB 375, a state law approved in 2008, the Sustainable Communities Strategy will be developed in close collaboration with local elected officials and community leaders.

Sustainable Communities Strategy Basics

- Metropolitan Planning Organizations (MPOs) in 18 regions across California need to develop a Sustainable Communities Strategy.
- The Strategy must identify specific areas in the nine-county Bay Area to accommodate the entire region's projected population growth, including all income groups, for at least the next 25 years.
- The Strategy must try to achieve targeted reductions in greenhouse gas emissions from cars and light trucks.
- The Strategy will reflect the "Three E" goals of sustainability: Economy, Environment and Equity, by establishing targets or benchmarks for measuring our progress toward achieving these goals.

Development of the SCS

- MTC, as the Bay Area's MPO, and the Association of Bay Area Governments (ABAG), the region's Council of Governments, will develop the SCS in partnership with the Bay Area Air Quality Management District and the Bay Conservation and Development Commission.
- The four regional agencies will team with local governments, county congestion management agencies, public transit agencies, interested

residents, stakeholders and community groups to ensure that all those with a stake in the outcome are actively involved in the Strategy's preparation.

- MTC must adopt the SCS as part of its next Regional Transportation Plan (RTP) for the Bay Area, which is due in 2013. State and federal law require that everything in the plan must be consistent with the SCS, including local land use plans.
- State law requires that the SCS must also be consistent with the Regional Housing Needs Allocation (RHNA). ABAG administers RHNA, which ABAG will adopt at the same time that MTC adopts the RTP. Local governments will then have another 18 months to update their housing elements; related zoning changes must follow within three years.

SCS Benefits

- Since over 40% of the Bay Area's emissions come from cars and light trucks, integrating land uses (jobs, stores, schools, homes, etc.) and encouraging more complete communities will become an important strategy to reduce the Bay Area's auto trips.
- Clustering more homes, jobs and other activities around transit can make it easier to make trips by foot, bicycle or public transit.
- Planning land uses and transportation together can help improve the vitality and quality of life for our communities, while improving public health.

How do I get involved?

- Ongoing public and local government engagement has begun and will continue through 2013. For more information on how you can get involved, go to www.OneBayArea.org.

OneBayArea

Sustainable Communities Strategy

Frequently Asked Questions

What is the Sustainable Communities Strategy?

The Sustainable Communities Strategy (SCS) is an integrated land use and transportation plan that all metropolitan regions in California must complete under Senate Bill 375. In the San Francisco Bay Area this integration includes ABAG's Projections and Regional Housing Needs Allocation (RHNA) and MTC's Regional Transportation Plan (RTP).

What will the SCS do?

State law requires that the SCS accomplish three principal objectives:

1. Identify areas to accommodate all the region's population associated with Bay Area economic growth, including all income groups, for at least the next twenty-five years;
2. Develop a Regional Transportation Plan that meets the needs of the region; and
3. Reduce greenhouse-gas emissions from automobiles and light trucks.

In responding to these three state mandates, the SCS will also need to be responsive to a host of other regional and local quality-of-life concerns.

What size of population will the SCS need to accommodate?

The Bay Area currently has 7.3 million people. Over the next twenty-five years it is expected to grow by about another two million; this additional growth is equivalent to approximately five times the current population of the City of Oakland.

What are the greenhouse-gas reduction targets?

On August 9, 2010, the California Air Resources Board (ARB) staff proposed a seven percent reduction target for 2020 and a fifteen percent reduction target for 2035 for the Bay Area. These targets are based on per capita greenhouse gas emissions from passenger vehicles relative to 2005. Final greenhouse gas (GHG) targets will be adopted by ARB on September 23, 2010.

Who will prepare the SCS?

Within the Bay Area, the law gives joint responsibility for the SCS to the Association of Bay Area Governments (ABAG) and to the Metropolitan Transportation Commission (MTC). The two agencies will work with the Bay Area Air Quality Management District

(the Air District) and the Bay Conservation and Development Commission (BCDC). They will also partner with local governments, county congestion management agencies and a wide range of stakeholders to ensure broad public input in the SCS's preparation.

How will the SCS affect local land-use control?

SB 375 does not alter the authority of city and county governments to make decisions about local land use and development. However, the law does require that the SCS be consistent with the Regional Housing Needs Allocation (RHNA) and therefore affects the next iteration of housing elements in local general plans.

How does the SCS relate to the Regional Transportation Plan (RTP) and RHNA?

Regional Transportation Plans include land use projections. The SCS will be the land use allocation in the next RTP, slated for adoption in March 2013. SB 375 stipulates that the SCS will incorporate an 8-year housing projection and allocation pursuant to RHNA.

Aside from the RHNA requirement, why would local governments want to conform to the SCS?

1. To benefit from incentives that will be available to conforming localities—for example, Transportation for Livable Communities (TLC) funding, Station Area Planning Grants, investments from the Regional Transportation Plan, and assistance in meeting the requirements of the California Environmental Quality Act (CEQA);
2. To improve the quality of life of our neighborhoods by providing cleaner air, improved public health, better mobility, more walkable streets, and homes closer to transit, jobs, and services.

Why the emphasis on automobiles and light trucks?

Transportation is the largest single source of greenhouse gases in California. In the Bay Area, it accounts for 41 percent of our emissions, and over three quarters of these come from personal travel in on-road vehicles. If we are to significantly reduce our contribution to global warming, then we need to reduce the impact of our travel within the region. The SCS aims to reduce emissions by:

- Reducing the separation of land uses (jobs, stores, schools, and homes) and encouraging more complete, mixed-use communities, so people can drive less and increase their walking, biking, and use of transit;
- Clustering more homes, jobs and other activities around transit, so people will be encouraged to take transit rather than drive; and
- Planning land uses and transportation together, so we can manage traffic congestion and vehicle speeds, reducing emissions from excessive idling and other inefficiencies.

Land use development changes very slowly and many places will not change much. How much difference can the SCS really make?

We acknowledge that it will likely be decades before changes in the land use pattern make an appreciable difference to the total emissions from personal vehicles. Improvements in vehicle technology and transportation pricing mechanisms (e.g., parking) are likely to have a greater impact, both in the short and longer term. However, the impact of more efficient vehicles could be significantly reduced if the amount we drive and congestion continue to increase because of inefficient land uses. There is a broad consensus that there isn't just one thing that we should do; we will need to move on all fronts. Changes in technology will have to be accompanied by changes in travel behavior if we have any hope of reducing emissions to the levels required by the middle of this century. If we are to be successful in reconfiguring the region by 2050 or so, we need to start now.

While we implement the long-term land-use changes, is there anything we can do that will have more immediate impact?

Yes. The state law which requires a SCS allows us to use transportation measures and policies. These might include road pricing (new and increased tolls), parking regulations, and incentives to accelerate the adoption of alternative vehicles like electric cars, among others.

The extraordinarily high gas prices in 2008 demonstrated that an increase in the cost of driving had an immediate effect on travel patterns: fewer people drove, while more took transit. However, while transportation pricing policies could be powerful and fast-acting measures, the impact on people's pocketbooks will be politically contentious and difficult to implement. In addition, the equity consequences could be particularly challenging: we do not want to make life more unaffordable for those who are already struggling. If we increase the costs of driving, we need to supply land use and transportation choices so people have a genuine ability to avoid or mitigate those costs.

What are some of the other regional efforts related to the SCS?

The Air District and BCDC are developing policies and regulations that will affect the region's land use pattern and placement of public infrastructure, including transportation.

In its effort to control local and regional air pollution (smog, particulate matter, and airborne toxins), the Air District is considering an indirect source rule (ISR) that regulates the construction and long-term transportation impacts of land development. The ISR may require mitigation or payments in lieu of development that increases automobile travel and vehicle emissions. The Air District also recently adopted new thresholds for the evaluation of development projects under CEQA.

BCDC will be releasing an adaptation plan to prepare for inevitable sea-level rise and storm surges affecting areas on and near the Bay shoreline. This will have implications for the location of future development and perhaps for the relocation of existing development and infrastructure. The SCS needs to consider this adaptation work.

What if the SCS is not able to meet its targets?

If we cannot meet the greenhouse-gas reduction targets in the SCS, then we must prepare an Alternative Planning Strategy (APS) to accompany the SCS. The APS will be structured like the SCS, but it is an unconstrained plan that does not have to be as feasible or achievable as the SCS, since it would not be adopted as part of the RTP. The APS would identify the physical, economic, or political conditions required to meet the regional greenhouse gas targets. The APS may provide some CEQA streamlining to housing or mixed-use development projects which are consistent with certain aspects of its land use pattern.

What type of CEQA assistance might be provided through the SCS or APS?

The CEQA relief to be provided through the SCS or APS could include the following:

1. Residential or mixed use projects that comply with the general use designation, density, building intensity and other policies specified for the project area in the SCS will not be required to deal with growth-inducing impacts or transportation-related project-specific or cumulative impacts on global warming or on the regional transportation network required by CEQA.
2. Transit priority projects, which meet a number of land use, density and location criteria as well as including high-quality transit might be totally exempt from CEQA or might qualify for a streamlined review called a sustainable communities environmental assessment.

The SCS sounds like a big project. Are we starting from scratch?

Thankfully, we are not. For over a decade, the Bay Area has been encouraging more focused and compact growth to help revitalize older communities, develop complete communities, reduce travel time and expense, make better use of the existing transportation system, control the costs of providing new infrastructure, protect resource land and environmental assets, promote affordability, and generally improve the quality of life for all Bay Area residents. Reducing greenhouse-gas emissions just provides another reason to continue and accelerate these ongoing efforts.

Responding to the regional agencies' FOCUS program, over sixty local governments have voluntarily designated over 120 Priority Development Areas (PDAs). Located within existing urbanized areas and served by high-quality public transit, PDAs consume only about three percent of the region's land area but are being planned by their local jurisdictions to house nearly one-half of the region's projected population growth to the year 2035. FOCUS PDAs and associated incentive programs like TLC – which has reached its 10-year anniversary – provide a solid foundation upon which to build the SCS.

How much time do we have to complete the Sustainable Communities Strategy?

According to the State, the Bay Area's SCS is due in March 2013. However, a draft SCS needs to be completed by the beginning of 2012 so it can guide the investments in the transportation plan, to ensure consistency with the eight-year RHNA, and make sure that environmental impact documents are completed in time to allow sufficient public review. We will receive our final greenhouse-gas targets from the California Air Resources Board in September 2010. That leaves less than a year and a half to work with all our partners to actually produce the SCS.

Over the next few months, we will build the necessary analytic tools, strengthen partnerships with local governments and other stakeholders, and work out the information and engagement mechanisms to make the process transparent and worthy of public support.

Who should we contact with questions?

- Doug Kimsey, MTC, (510) 817-5790, dkimsey@mtc.ca.gov
- Ken Kirkey, ABAG, (5410) 464-7955, kennethk@abag.ca.gov
- Henry Hilken, BAAQMD, (415) 749-4642, hhilken@baaqmd.gov
- Joe LaClair, BCDC, (415) 352-3656, joel@bcdca.gov

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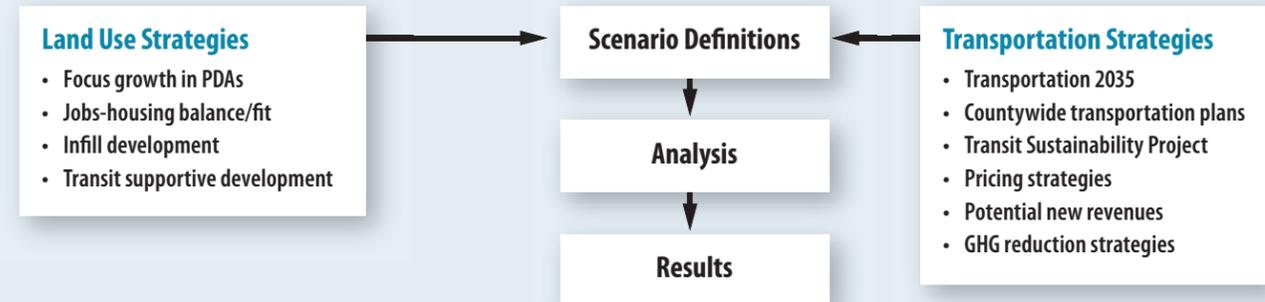
Sustainable Communities Strategy (SCS): Planning Process

Three Es, Goals and Targets March 2010 — December 2010 Economy + Environment + Equity

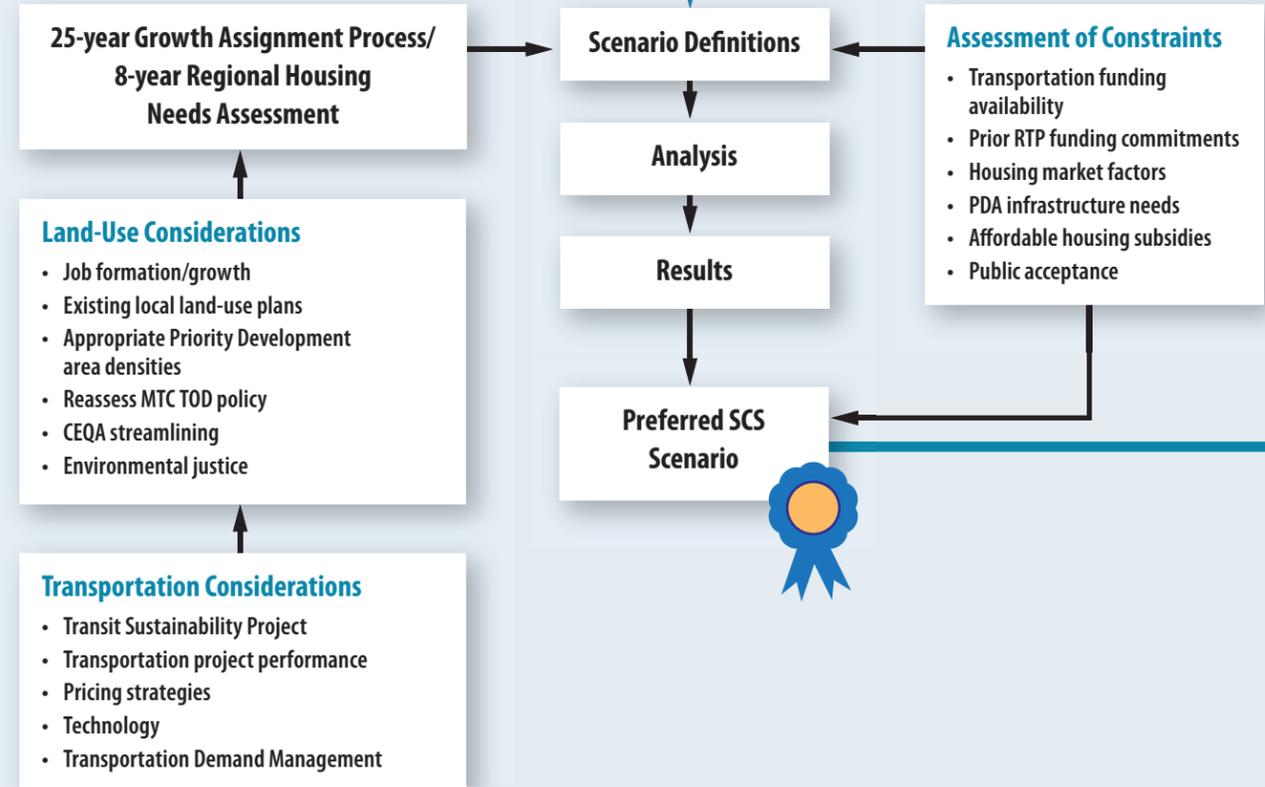


Start Round One Vision Scenario

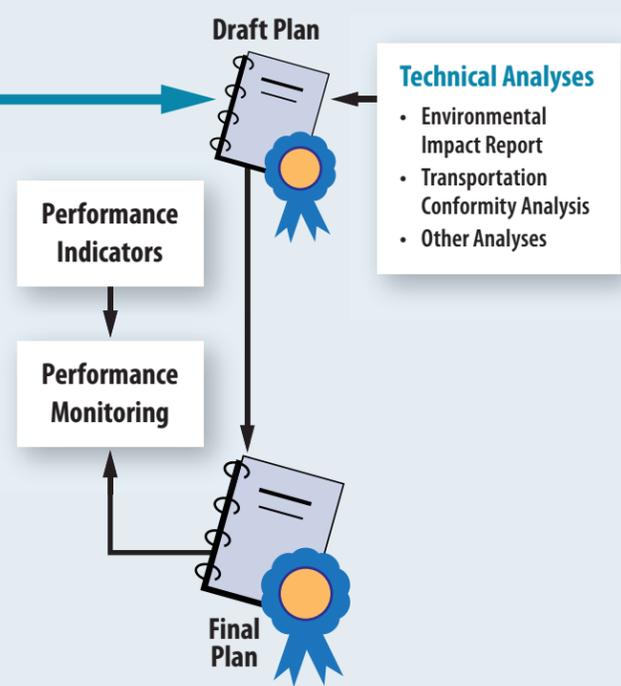
Scenario Assessment Round One: Vision Scenarios How Can We Reach Our Targets? October 2010 — April 2011



Round Two: Detailed SCS Scenarios What Can We Realistically Accomplish? May 2011 — January 2012



Plan Technical Analysis and Document Preparation February 2012 — April 2013



ABAG Regional Planning Committee

MTC Policy Advisory Council

Regional Advisory Working Group

Executive Working Group

County and Corridor Working Groups

Ongoing Public and Local Government Engagement (May 2010 through 2013)

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Sustainable Communities Strategy: Overview



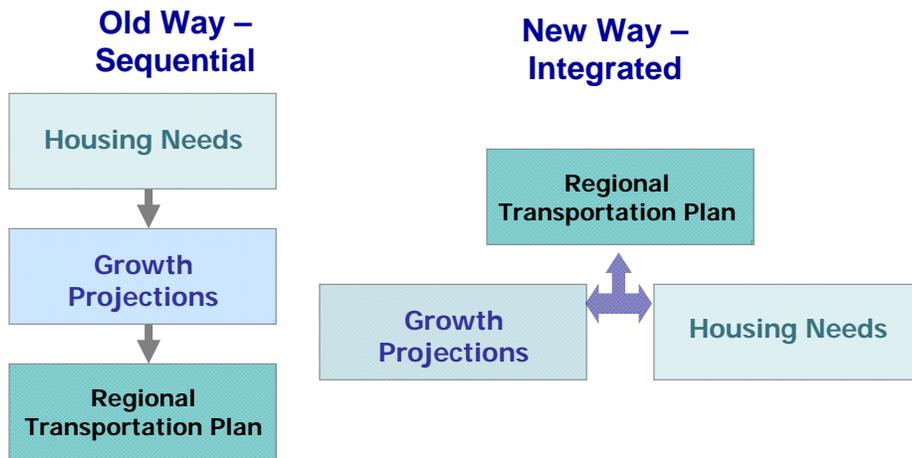
Partnership Technical Advisory Committee
September 20, 2010

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 Regional Transportation Plans
- Requires separate Alternative Planning Strategy if GHG targets not met
- Provides CEQA streamlining incentives for projects consistent with SCS/APS
- Coordinates the regional housing needs allocation with the regional transportation planning process



SB 375 Calls for New Planning Approach



SCS Goals

- Meet Bay Area GHG emission reduction target for cars and light trucks through the SCS
- Integrate regional planning processes for transportation, housing, and land use
- Engage local governments, transportation partners, and stakeholders in an interactive and participatory outreach process
- Deliver a SCS that captures the region's vision for its future



SCS Work Plan (March – December 2010):

Target Setting

What Goals Do We Want to Attain? How High Should We Aim?

Economy + Environment + Equity



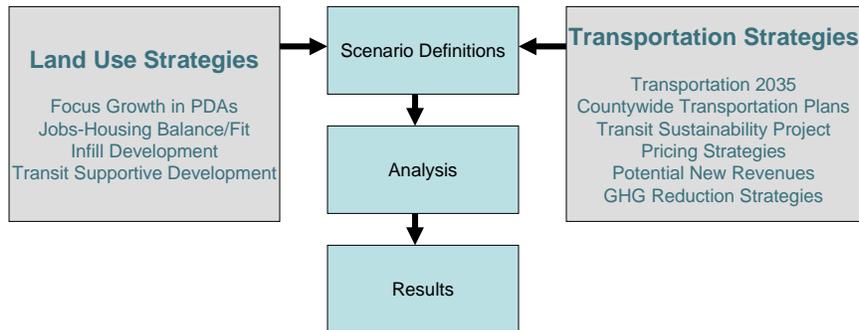
- 7% GHG reduction in 2020
- 15% GHG reduction in 2035

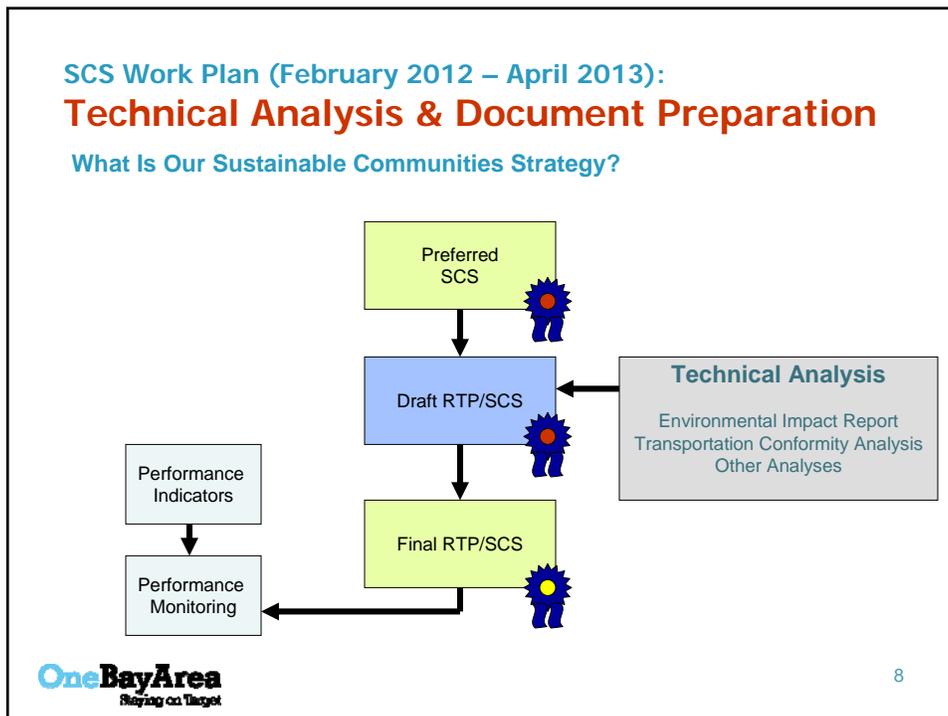
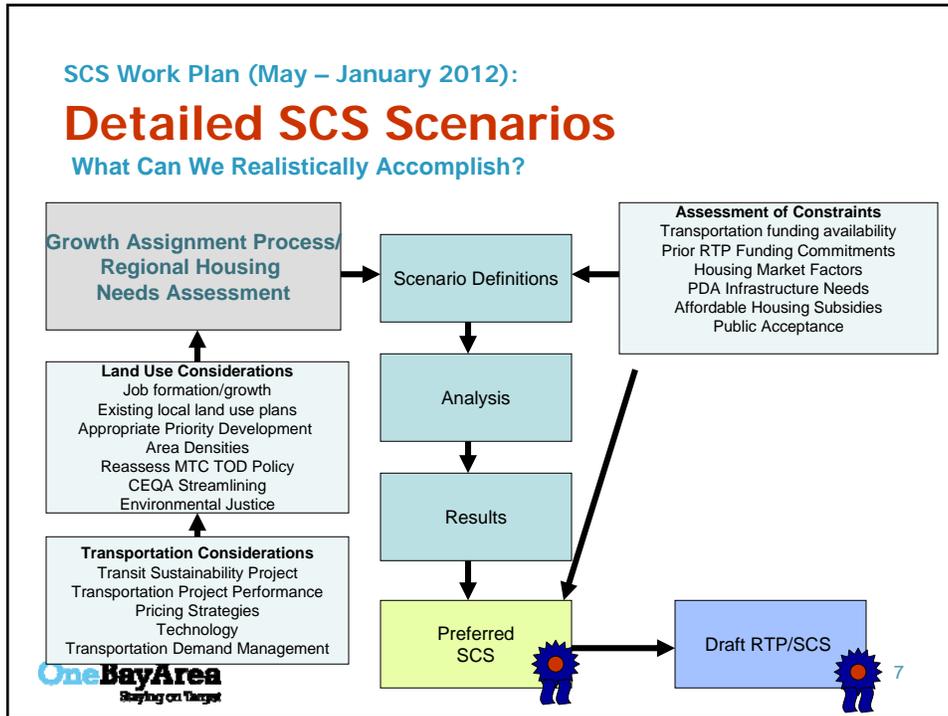


SCS Work Plan (October 2010 – April 2011):

Vision Scenarios

How Can We Reach Our Targets?







DATE: September 20, 2010
TO: STA TAC
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: SolanoExpress Fiscal Year (FY) 2009-10 Annual Ridership Report

Background

Funding for Intercity Transit Routes 20, 30, 40, 78, 80, 85, and 90 is provided by the Intercity Transit Funding Agreement among six cities, the County of Solano and STA (Attachment A). Collectively, these seven routes have been marketed as SolanoExpress. Fairfield and Suisun Transit's (FAST) Route 30 and 90 and Vallejo Transit's Route 78 comprise three of the seven SolanoExpress Routes funded through this agreement and policy oversight is provided by the STA Board through operating agreements with FAST and Vallejo Transit.

In FY 2008-09, the overall ridership for SolanoExpress intercity routes exceeded one million riders with an increased ridership of 1.7% from the previous fiscal year. The first six months of the year had a significant increase in ridership. The mid-year ridership statistics (July –December 2008) had an overall increase of 14% in comparison to the same time period from the previous year. The intercity routes were able to retain the new passengers that began taking transit during the fuel spike earlier in the year and also attracted more passengers. In the following six months, the unstable economy with the unemployment rate rising, gas prices declining and stabilizing, and the increase of fares started to negatively impact the intercity ridership. The ridership for the intercity routes for January – June 2009 declined 5% compared to the same time period from the previous year.

Discussion:

The seven SolanoExpress routes deliver varying levels of service ranging from weekday peak period only to all day, seven days/week service. As a result, ridership on these routes range from approximately 40,000 annual passenger trips for Routes 20, 30, 40 to almost 400,000 for Route 80. The other three routes (Rt. 78, 85 and 90) carry between 76,000 to over 200,000 passengers trips annually (Attachment B).

In FY 2007-08 and FY 2008-09, SolanoExpress had an increase in ridership. In FY 2009-10, the SolanoExpress ridership decreased 8.1% compared to the previous year (FY 2008-09) dropping overall ridership below 1 million. All SolanoExpress routes lost ridership ranging from 1% to as high as 22% (Attachment C).

The transit operators have not finalized the year end numbers needed to determine farebox ratio. By using preliminary numbers, it appears all the intercity routes will exceed the 20% farebox recovery ratio (Attachment D). STA staff has not received farebox information for Route 20 and Route 30.

The strongest farebox performers are Vallejo Transit's Route 80 and FAST's Route 90 with 49% and 45% respectively. Route 90 decreased by 4% while Route 80 increased by 1%. While ridership for Route 80 decreased 6%, Vallejo Transit was successful in making this route more cost efficient in FY 2008-09 by reducing service frequency during non-peak time from every 15 minutes to 30 minutes and the cost savings are represented in the farebox ratio this year.

Vallejo Transit's relatively new SolanoExpress Route 78 that travels from Vallejo, Benicia, to Pleasant Hill BART and Walnut Creek BART stations had a good initial year making the Regional Measure (RM) 2 required farebox ratio of 20% for last FY 2008-09. This year, Route 78 farebox increased by 1%. RM 2 regulations require that a new RM 2 service makes the farebox ratio of 20% by the third year and Route 78 achieved this requirement in its first year. Based on its initial year of service, Route 78 ranked 4th of 7 SolanoExpress routes in total ridership.

Recommendation:

Informational.

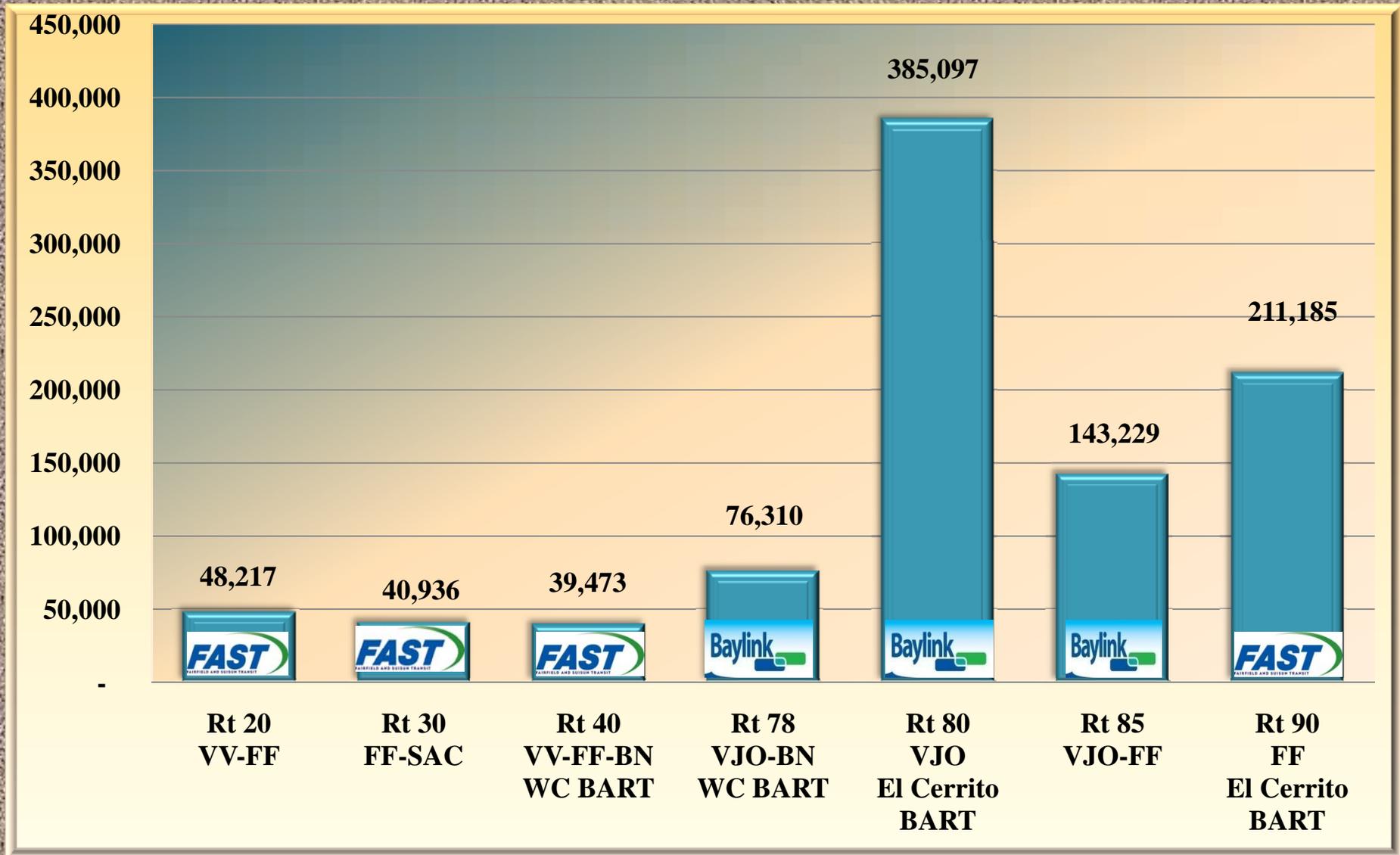
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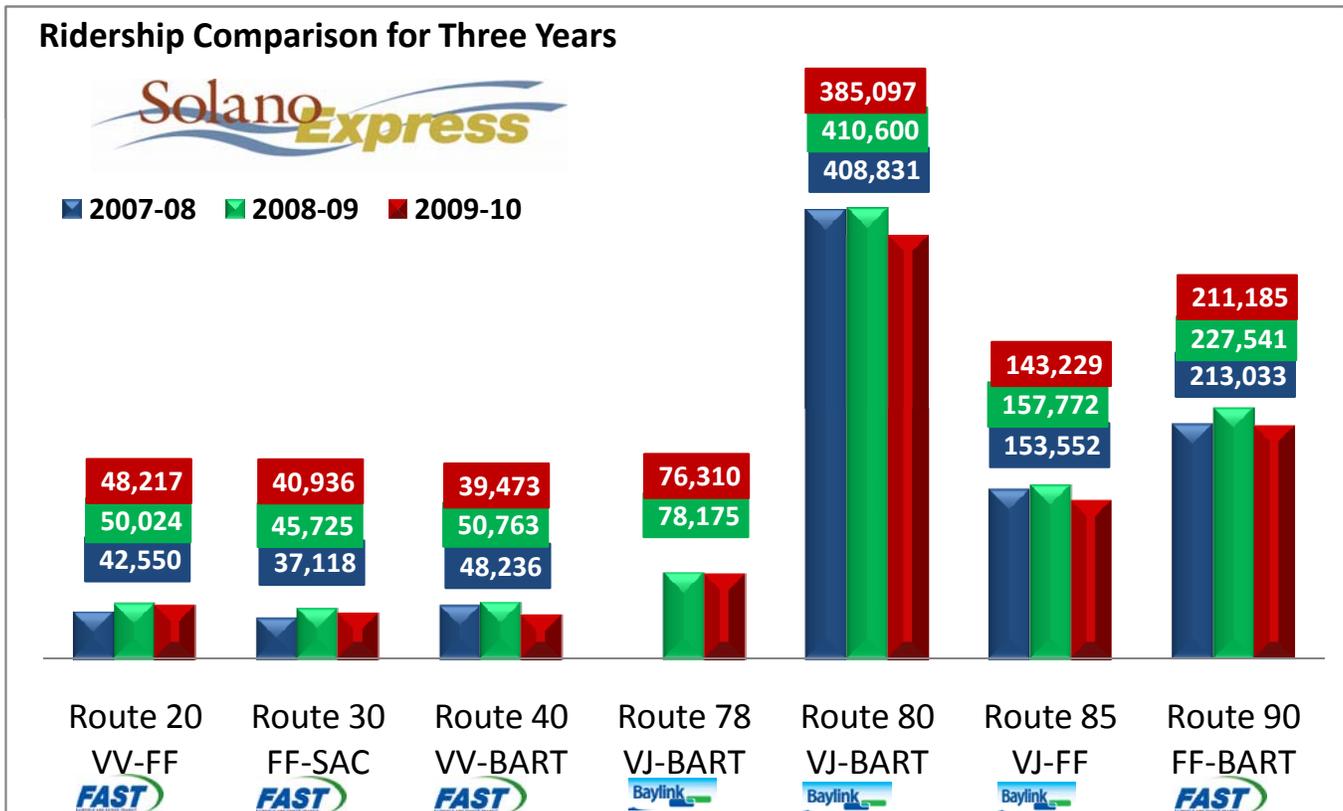
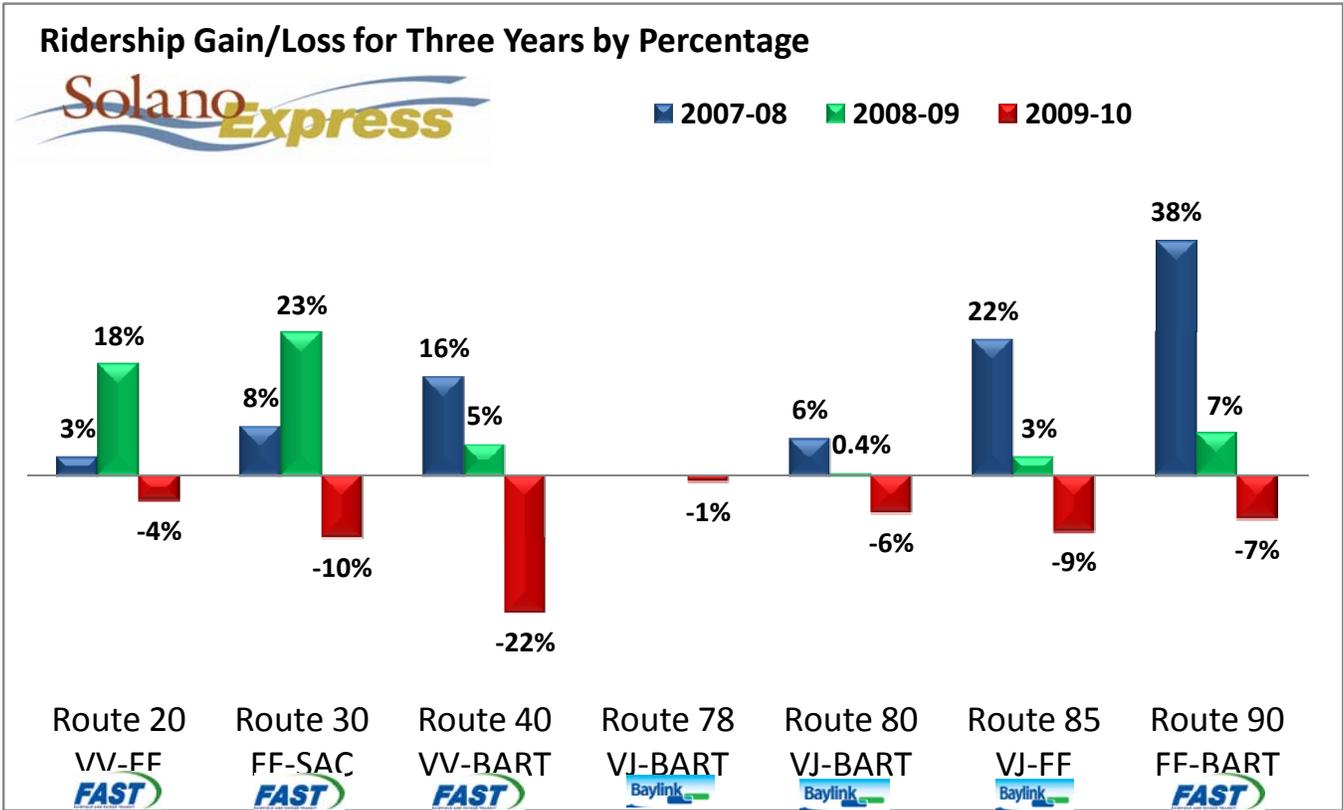
- A. SolanoExpress Bus Routes
- B. SolanoExpress Ridership FY 2009-10
- C. SolanoExpress Ridership Gain/Loss for Three Years
- D. SolanoExpress Farebox Ratio Three Year Comparison

**FY 2009-10
Annual Ridership
by Route**



**944,447 Passenger Trips
8.1% Loss**



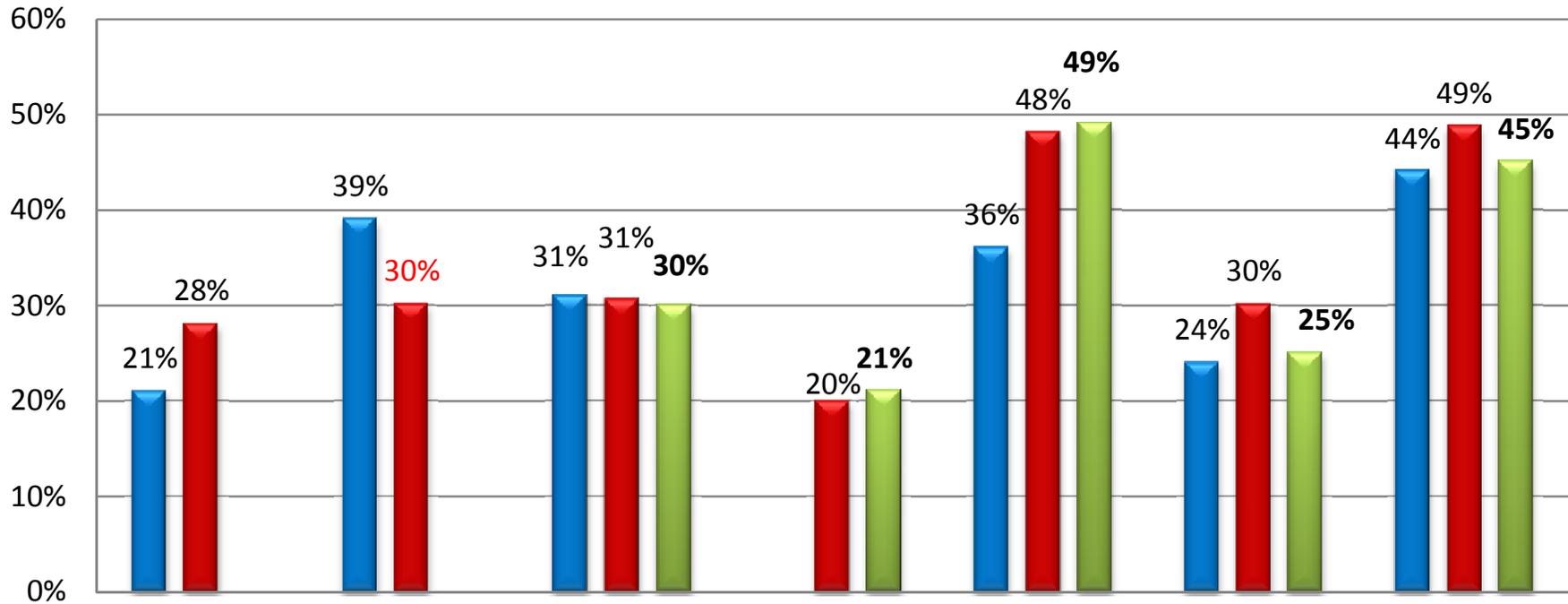


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Farebox Ratio Comparison for Three Years

2007-08 2008-09 2009-10



Route #: Rt 20
Service Area: VV-FF



Route #: Rt 30
Service Area: FF-SAC



Route #: Rt 40
Service Area: VV-BART



Route #: Rt 78
Service Area: VJ-BN -BART



Route #: Rt 80
Service Area: VJ - BART



Route #: Rt 85
Service Area: VJ-FF



Route #: Rt 90
Service Area: FF-BART



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DATE: September 20, 2010
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Solano County Transit Joint Powers Agreement (JPA)
Consolidation of Benicia and Vallejo Transit Services - Status

Background:

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

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

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

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

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

A JPA was drafted, 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 will be Solano's MTC representative;
- The STA will be an ex-officio member of the Board;

The Coordinating Committee directed that the JPA be forwarded to the member agencies once a Transition Plan was completed. The Transition Plan has been prepared to guide the development of the new SolTrans organization (Attachment 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 to function as the Interim Executive Director of the new JPA. When the JPA is approved by the member agencies, he will work with the new SolTrans Board to begin the steps necessary to build the organization prior to transferring and hiring staff, hiring a permanent Executive Director, transferring service and other contracts, and transferring operating funds and capital assets related to operating service. This transitional process is projected to conclude by the Spring of 2011.

Construction of transit capital projects such as Curtola Park and Ride, Vallejo Station, and Benicia's Park-and-Rides will 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 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. STA and SolTrans will approach MTC to assist with these costs and State Transit Assistance Funds (STAF) funds were approved by the STA Board in June 2009 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 will 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 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 the Vallejo Council's Transit Advisory Committee (VTAC). The STA consultant team and Benicia and Vallejo transit staff have been working to respond to these issues.

Discussion:

This item was brought to the TAC in August. Given that multiple issues remained unresolved, the item was tabled. Subsequently the STA Board at their September meeting approved the STA becoming a member of the JPA contingent upon several conditions (see Attachment E). A Vallejo Council briefing was held on September 14, 2010. Issues raised by Vallejo Finance Department presented at the Council meeting will be addressed when the item is returned to Vallejo Council October 12. Some of the final issues that have been under discussion (budget, impact of Baylink Ferry transferring to WETA) will necessitate modifications to the Transition Plan.

Discussions between the legal counsels of Vallejo and STA to resolve the final language of the JPA document are nearing conclusion. The Coordinating Committee is scheduled to reconvene October 1 to address proposed modifications to the Transition Plan and the JPA. This will be followed by the Benicia City Council action on October 5, Vallejo Council action on October 12 and the STA Board on October 13. If approved, this will enable the new SolTrans JPA to meet in November.

Fiscal Impact:

STA will support the transition as needed with staff time, legal counsel services, and consultant services in support of this effort.

Recommendations:

Informational.

Attachment:

- A. South County Transit Guiding Principles
- B. South County Transit MOU – October 29, 2010
- C. Solano County Transit JPA – approved by Coordinating Committee May 2010
- D. Solano County Transit Transition Plan – July 2, 2010
- E. Solano County Transit JPA STA Conditions

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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.

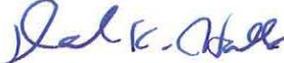
M. Entirety of Agreement.

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.

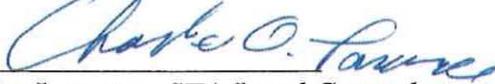
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IN WITNESS WHEREOF, this Agreement was executed by the PARTIES hereto as of the date first above written.

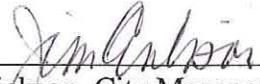
SOLANO TRANSPORTATION AUTHORITY

By: 
Daryl K. Halls, Executive Director

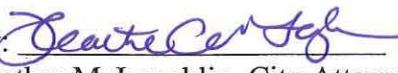
APPROVED AS TO FORM

By: 
Charles Lamoree, STA Legal Counsel

CITY OF BENICIA

By: 
Jim Erickson, City Manager

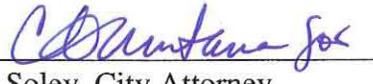
APPROVED AS TO FORM

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

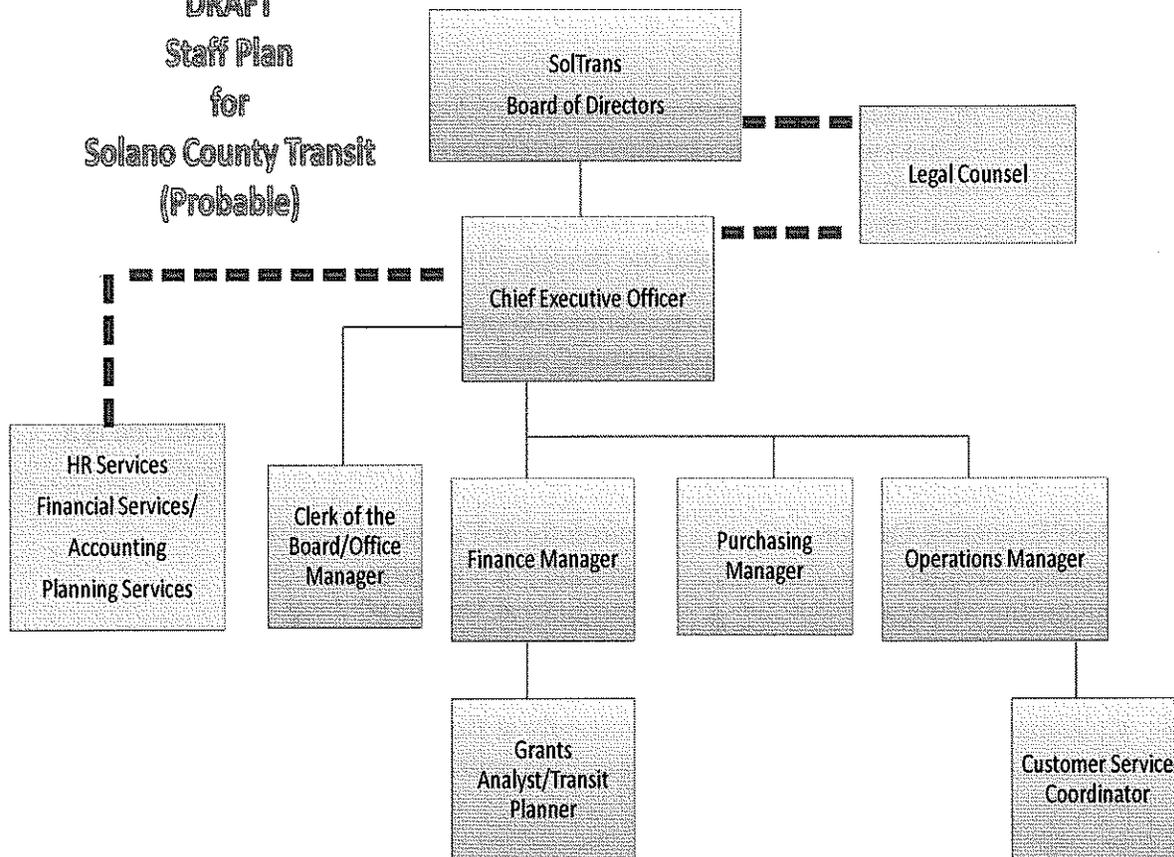
In order to address the issues of organizational structure and staffing for the proposed Solano County Transit (SolTrans) joint powers agreement, a comparison study was performed of transit properties in the North Bay and Contra Costa County of similar size and scope. A concurrent job analysis study 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	Pool Total	Projected								
Bus Revenues														
Fares	\$3,021,000	\$30,000	\$3,071,000	-	\$3,107,000	\$3,143,000	\$3,179,000	\$3,223,840	\$3,265,800	\$3,291,000	\$3,329,000	\$3,370,000	\$3,368,000	
FTA Section 5307 Operating Assistance	1,339,813	-	1,339,813	-	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	
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	
FTA ARRA Preventive Maintenance	400,000	-	400,000	-	-	-	-	-	-	-	-	-	-	
FTA Section 5311 Non-Urbanized Area	-	-	-	-	-	-	-	-	-	-	-	-	-	
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	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	
Regional Measure 2 (RM-2)	1,223,840	512,415	1,223,840	1,223,840	1,223,840	1,223,840	1,223,840	1,223,840	1,223,840	1,223,840	1,223,840	1,223,840	1,223,840	
Transportation Development Act (TDA)	3,182,847	3,695,262	3,182,847	3,695,262	6,306,460	6,026,083	4,073,558	4,333,803	4,610,760	4,905,439	5,214,906	5,546,291	5,965,291	
Intercity Funding Agreement	400,000	(66,660)	334,340	334,340	344,000	354,000	365,000	376,000	387,000	399,000	411,000	423,000	423,000	
Bridge Toll AB 664 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	
Other Revenues	20,500	10,000	30,500	-	21,100	21,700	22,400	22,800	23,100	23,800	24,500	25,200	26,000	
Bus Revenues Subtotal	9,968,000	\$25,000	10,493,000	2,000	11,432,400	11,398,633	10,532,155	11,297,819	10,904,899	11,297,819	11,212,118	12,149,069	12,610,121	
Ferry Revenues														
Fares	6,320,000	-	6,320,000	-	6,320,000	6,320,000	6,320,000	6,320,000	6,320,000	6,320,000	6,320,000	6,320,000	6,320,000	
FTA Section 5307 Preventive Maintenance	1,000,000	-	1,000,000	-	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	
Bridge Toll 2% Revenue Program	400,000	-	400,000	-	400,000	400,000	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	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	2,740,500	2,740,500	2,740,500	2,740,500	2,740,500	2,740,500	2,740,500	2,740,500	
One-time Salano County	-	-	-	-	-	-	-	-	-	-	-	-	-	
Supplemental Regional Measure 2 (R/ETA) for Contingency	2,174,500	-	2,174,500	-	2,174,500	2,174,500	2,174,500	2,174,500	2,174,500	2,174,500	2,174,500	2,174,500	2,174,500	
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	19,000	19,000	19,000	19,000	
Terminal Leases	-	-	-	-	-	-	-	-	-	-	-	-	-	
Transfer In, General Fund	-	-	-	-	-	-	-	-	-	-	-	-	-	
Labor Day Weekend Service (BATV)	-	-	-	-	-	-	-	-	-	-	-	-	-	
Other Revenues	2,000	-	2,000	-	2,000	2,000	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									
Paratransit Revenues														
Fares - Excluding	118,000	13,000	131,000	131,000	120,000	120,000	120,000	120,000	120,000	120,000	120,000	120,000	120,000	
FTA Section 5307 10% ADA set-aside	667,000	667,000	667,000	667,000	667,000	667,000	667,000	667,000	667,000	667,000	667,000	667,000	667,000	
STAF Operating Assistance	-	-	-	-	-	-	-	-	-	-	-	-	-	
Transportation Development Act (TDA)	339,830	404,000	763,000	763,000	788,200	835,600	883,200	933,200	983,200	1,033,200	1,083,200	1,133,200	1,183,200	
Paratransit Revenues Subtotal	1,144,000	417,000	1,561,000	1,561,000	1,575,200	1,622,600	1,670,200	1,720,200	1,770,200	1,820,200	1,870,200	1,920,200	1,970,200	
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	
Transportation Development Act (TDA)	361,000	11,000	372,000	372,000	372,000	372,000	372,000	372,000	372,000	372,000	372,000	372,000	372,000	
Taxi Strip Revenues Subtotal	9,597,000	66,735	9,673,735											
PANBBOX REVENUES														
FUNDING SOURCE REVENUES	15,732,000	888,265	16,620,265	16,620,265	9,914,700	9,692,232	9,038,055	9,038,055	9,038,055	9,038,055	9,038,055	9,038,055	9,038,055	
Total Revenues	\$25,309,000	\$953,000	\$26,262,000	\$26,262,000	\$13,279,700	\$13,093,232	\$12,478,055	\$13,297,819	\$12,897,009	\$13,340,319	\$13,897,918	\$14,299,169	\$14,816,521	
Net Annual Results														
Bus	-	-	-	-	(496,277)	(1,512,445)	(1,506,701)	(1,478,981)	(1,445,182)	(1,395,931)	(1,333,879)	(1,269,000)	(1,199,000)	
Ferry	-	-	-	-	0	0	0	0	0	0	0	0	0	
Paratransit	-	-	-	-	0	0	0	0	0	0	0	0	0	
Taxi	-	-	-	-	0	0	0	0	0	0	0	0	0	
Transportation Development Act (TDA) Beginning Balance	4,796,443	176,711	4,973,254	4,823,745	2,116,715	4,028,586	4,274,545	4,534,513	4,809,254	5,099,609	5,406,465	5,730,739	6,081,691	
Annual Revenue - Vallejo	3,790,551	793,936	4,584,487	4,383,745	3,795,795	4,028,586	4,274,545	4,534,513	4,809,254	5,099,609	5,406,465	5,730,739		
Annual Revenue - Benicia	-	-	-	-	-	-	-	-	-	-	-	-	-	
Add: Investment Income	(3,649,847)	(923,680)	(4,573,527)	(4,573,527)	(149,291)	(148,383)	(149,291)	(148,383)	(149,291)	(148,383)	(149,291)	(148,383)		
Use for Operations	(136,622)	(23,847)	(160,469)	(160,469)	(140,721)	(144,943)	(140,721)	(144,943)	(140,721)	(144,943)	(140,721)	(144,943)		
Transportation Development Act (TDA) Ending Balance	4,890,625	231,200	5,123,745	4,823,745	2,116,715	4,028,586	4,274,545	4,534,513	4,809,254	5,099,609	5,406,465	5,730,739	6,081,691	
Reserve	-	-	-	-	16%	-1%	-1%	-1%	-1%	-1%	-1%	-1%	0%	

City of Vallejo - Vallejo Transit
Ten Year - FY 2009/10 - FY 2018/19

Detailed Operating Expenditure by Mode

-12%

	Vallejo FY2010/11 Revised	Benicia FY2010/11 Projected	JPA Proj Total	JPA FY2011/12 Projected	JPA FY2012/13 Projected	JPA FY2013/14 Projected	JPA FY2014/15 Projected	JPA FY2015/16 Projected	JPA FY2016/17 Projected	JPA FY2017/18 Projected	JPA FY2018/19 Projected
Bus Expenses											
Operating Contract	8,537,000	355,000	8,892,000	9,159,000	9,434,000	9,716,000	10,008,000	10,308,000	10,617,000	10,936,000	11,264,000
Fuel	1,777,000	57,000	1,834,000	1,870,000	1,929,000	1,987,000	2,046,000	2,105,000	2,163,000	2,222,000	2,280,000
Insurance costs	400,000		400,000	412,000	424,000	437,000	450,000	464,000	478,000	492,000	507,000
Security	136,000		136,000	140,100	144,300	148,600	153,100	157,700	162,400	167,300	172,300
Bus Facility Maintenance	62,000		62,000	63,900	65,800	67,800	69,800	71,900	74,100	76,300	78,600
Bus Maintenance	19,000		19,000	20,000	21,000	22,000	23,000	24,000	25,000	26,000	27,000
Utilities	32,000		32,000	33,000	34,000	35,000	36,100	37,200	38,300	39,400	40,600
Printing	13,000		13,000	13,400	13,800	14,200	14,600	15,000	15,500	16,000	16,500
Professional Services	6,000		6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000
Route 200: Transfer costs to WETA	(1,481,000)		(1,481,000)	(1,541,000)	(1,672,000)	(1,722,000)	(1,774,000)	(1,827,000)	(1,881,000)	(1,937,000)	(1,994,000)
Ferry Ticker Office Transfer to Ferry	(177,000)		(177,000)	(182,000)	(187,000)	(193,000)	(199,000)	(205,000)	(211,000)	(217,000)	(224,000)
General Administration - Ferry Absorb				750,000	773,000	796,000	820,000	845,000	870,000	896,000	923,000
General Administration - Bus	669,000	88,000	757,000	688,000	705,000	730,000	752,000	775,000	798,000	822,000	847,000
Bus Expenses Subtotal	9,968,000	525,000	10,493,000	11,432,400	11,694,900	12,044,600	12,405,600	12,776,800	13,155,300	13,545,000	13,944,000
Ferry Expenses											
Operating Contract	6,408,000		6,408,000								
Professional Services	128,000		128,000								
Fuel	4,518,000		4,518,000								
Dry Docking	180,000		180,000								
Security	68,000		68,000								
Space Rental & Lease Dockage Fees	74,000		74,000								
Building Maintenance	74,000		74,000								
Utilities	106,000		106,000								
Printing	14,000		14,000								
Route 200 Costs	1,481,000		1,481,000								
Ferry Ticker Office from Bus	177,000		177,000								
General Administration	728,000		728,000								
Ferry Expenses Subtotal	13,956,000	-	13,956,000	-							
Paratransit Expenses											
Operating Contract - Existing	1,024,000	328,000	1,352,000	1,406,000	1,449,000	1,492,000	1,537,000	1,583,000	1,630,000	1,679,000	1,729,000
Fuel	44,000		44,000	45,000	46,000	48,000	49,000	50,000	52,000	53,000	55,000
Maintenance	4,000	45,000	49,000	46,000	47,000	48,000	49,000	50,000	52,000	54,000	56,000
Printing	9,000		9,000	9,300	9,600	9,900	10,200	10,500	10,800	11,100	11,400
General Administration	67,000	44,000	111,000	69,000	71,000	73,000	75,000	77,000	79,000	81,000	83,000
Paratransit Expenses Subtotal	1,144,000	417,000	1,561,000	1,575,300	1,623,600	1,670,900	1,720,200	1,770,500	1,823,800	1,878,100	1,934,400
Taxi Scrip Expenses											
Scrip Payments - Local	230,000	11,000	241,000	241,000	241,000	241,000	241,000	241,000	241,000	241,000	241,000
Scrip Payments - Regional	15,000		15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000
General Administration	16,000		16,000	16,000	16,000	16,000	16,000	16,000	16,000	16,000	16,000
Taxi Scrip Expenses Subtotal	261,000	11,000	272,000	272,000	272,000	272,000	272,000	272,000	272,000	272,000	272,000
OPERATING CONTRACT	9,561,000	683,000	10,244,000	10,565,000	10,883,000	11,208,000	11,545,000	11,891,000	12,247,000	12,615,000	12,993,000
OTHER EXPENSES	1,812,000	270,000	2,082,000	2,714,700	2,706,500	2,779,500	2,852,800	2,928,300	3,004,100	3,080,100	3,157,400
Total Expenses	\$26,329,000	\$953,000	\$26,282,000	\$13,279,700	\$13,689,500	\$13,987,500	\$14,397,800	\$14,819,300	\$15,251,100	\$15,695,100	\$16,150,400
PROOF											
Annual price per gallon	\$3.14	\$3.14	\$3.14	\$3.20	\$3.30	\$3.40	\$3.50	\$3.60	\$3.70	\$3.80	\$3.90
Growth			5%	2%	3%	3%	3%	3%	3%	3%	3%
Fuel Annual Consumption (in gallons)											
Ferry	1,439,000		1,439,000	1,439,000	1,439,000	1,439,000	1,439,000	1,439,000	1,439,000	1,439,000	1,439,000
Bus	566,000	18,155	584,155	584,155	584,155	584,155	584,155	584,155	584,155	584,155	584,155
Paratransit	14,000		14,000	14,000	14,000	14,000	14,000	14,000	14,000	14,000	14,000
Total	2,019,000	18,155	2,037,155	2,037,155	2,037,155	2,037,155	2,037,155	2,037,155	2,037,155	2,037,155	2,037,155
General Admin costs	1,480,000	132,000	1,612,000	1,523,000	1,569,000	1,615,000	1,663,000	1,713,000	1,763,000	1,815,000	1,869,000
				-5%	3%	3%	3%	3%	3%	3%	3%

Note: All other expenditures are projected to increase by 3% annually.

APPENDIX B

CAPITAL ASSETS

City of Benicia
 Transit - Schedule of Capital Assets
 As of June 30, 2009

Z:\My Documents\SolTrans SoCo Transit\Transition Plan\070210 Transition Plan\[(06) Appendix B Capital Assets Ben, transit capital assets (4).xls]Transit

Sys No	Ext	In Svc Date	Est Life	Acquired Value	Prior Accum Depn	Current Depreciation	Accum Depn
Class = Equipment							
002468	Fd Cutaway	09/26/95	07 00	12,616.75	12,616.75	0.00	12,616.75
002809	35' Gillig bus	05/22/00	12 00	266,525.39	180,856.52	22,210.45	203,066.97
002810	35' Gillig bus	05/22/00	12 00	266,525.39	180,856.52	22,210.45	203,066.97
002866	Gillig Phantom	09/22/00	12 00	267,397.00	172,693.87	22,283.08	194,976.95
002867	00 Ventura minivan	12/22/00	05 00	32,947.00	32,947.00	0.00	32,947.00
002992	00 Ventura minivan	02/22/01	05 00	32,895.84	32,895.84	0.00	32,895.84
002993	00 Ford cutaway	07/18/01	07 00	58,760.91	58,061.40	699.51	58,760.91
002994	00 Ford cutaway	07/19/00	07 00	59,527.25	59,527.25	0.00	59,527.25
003159	03 Toyota Prius	04/08/03	06 00	21,350.45	18,681.65	2,668.80	21,350.45
003254	DAR vehicle	06/30/04	05 00	2,080.00	1,664.00	416.00	2,080.00
003321	06 Eldorado Aerotech	11/30/05	05 00	51,374.49	26,543.49	10,274.90	36,818.39
003322	06 Eldorado Aerotech	11/30/05	05 00	51,374.50	26,543.49	10,274.90	36,818.39
003323	06 Eldorado Aerotech	11/30/05	05 00	51,374.49	26,543.49	10,274.90	36,818.39
003324	Bus fareboxes	12/30/05	05 00	30,230.57	15,115.28	6,046.11	21,161.39
003330	Farebox, decals, shell	06/22/06	05 00	18,983.23	7,593.30	3,796.65	11,389.95
003364	07 Cutaway-starcraft	06/30/07	07 00	62,519.02	8,931.29	8,931.29	17,862.58
003452	08 Cutaway-starcraft	06/30/08	07 00	74,419.39	0.00	10,631.34	10,631.34
003454	Particulate traps	06/30/08	07 00	21,863.47	0.00	3,123.35	3,123.35
003455	Particulate traps	06/30/08	07 00	21,863.47	0.00	3,123.35	3,123.35
003456	Particulate traps	06/30/08	07 00	21,863.47	0.00	3,123.35	3,123.35
003457	Particulate traps	06/30/08	07 00	133,275.61	0.00	19,039.37	19,039.37
003458	Foothill bus-donated	06/30/08	07 00	25,829.91	0.00	3,689.99	3,689.99
003459	Foothill bus-donated	06/30/08	07 00	20,352.24	0.00	2,907.46	2,907.46
003460	Foothill bus-donated	06/30/08	07 00	3,234.03	0.00	462.01	462.01
003461	Foothill bus-donated	06/30/08	07 00	18,991.76	0.00	2,713.11	2,713.11
003462	Particulate traps	06/30/08	07 00	21,863.47	0.00	3,123.35	3,123.35
Class = E				1,650,039.10	862,071.14	172,023.72	1,034,094.86
Less disposals and transfers				0.00	0.00		0.00
Count = 0							
Net Subtotal				1,650,039.10	862,071.14	172,023.72	1,034,094.86
Count = 26							
Class = Structure							
002558	Bus stops	06/30/97	05 00	5,000.00	5,000.00	0.00	5,000.00
Class = S				5,000.00	5,000.00	0.00	5,000.00
Less disposals and transfers				0.00	0.00		0.00
Count = 0							
Net Subtotal				5,000.00	5,000.00	0.00	5,000.00
Count = 1							
Division = TRANSIT				1,655,039.10	867,071.14	172,023.72	1,039,094.86
Less disposals and transfers				0.00	0.00		0.00
Count = 0							
Net Subtotal				1,655,039.10	867,071.14	172,023.72	1,039,094.86
Count = 27							

#	DESCRIPTION	USE	Vehicle ID No.	Serial Number / VIN	Manufacturer	Useful Life	Acq Date	Age	In need of Replace/Rehab	Replace Year	Fed Share 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%	20%	TDA/AB 664	1850 Broadway	128,194.77	80,121.72	48,073.05
2	1983 RTS's	Transit Bus	1027	1G0YTR2J0D921615	GGT GMC / RTS	12	9/1/1983	26	YES	2013	80%	20%	TDA/AB 664	1850 Broadway	128,194.77	80,121.72	48,073.05
3	1983 RTS's	Transit Bus	1049	1G0YTR2J0D921651	GGT GMC / RTS	12	9/1/1983	26	YES	2013	80%	20%	TDA/AB 664	1850 Broadway	128,194.77	80,121.72	48,073.05
4	1983 RTS's	Transit Bus	1063	1G0YTR2J0D921637	GGT GMC / RTS	12	11/1/1983	26	YES	2013	80%	20%	TDA/AB 664	1850 Broadway	128,194.77	80,121.72	48,073.05
5	1983 RTS's	Transit Bus	1065	1G0YTR2J0D921606	GGT GMC / RTS	12	11/1/1983	26	YES	2013	80%	20%	TDA/AB 664	1850 Broadway	128,194.77	80,121.72	48,073.05
6	1995 Transit Bus	Transit Bus	4313	A000181	Gilling Corp	12	3/1/1995	14	YES	2013	80%	20%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
7	1995 Transit Bus	Transit Bus	4314	A000182	Gilling Corp	12	3/1/1995	14	YES	2013	80%	20%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
8	1995 Transit Bus	Transit Bus	4315	A000183	Gilling Corp	12	3/1/1995	14	YES	2013	80%	20%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
9	1995 Transit Bus	Transit Bus	4316	A000184	Gilling Corp	12	3/1/1995	14	YES	2013	80%	20%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
10	1995 Transit Bus	Transit Bus	4317	A000185	Gilling Corp	12	3/1/1995	14	YES	2013	80%	20%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
11	1995 Transit Bus	Transit Bus	4318	A000186	Gilling Corp	12	3/1/1995	14	YES	2013	80%	20%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
12	1995 Transit Bus	Transit Bus	4319	A000187	Gilling Corp	12	3/1/1995	14	YES	2013	80%	20%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
13	1995 Transit Bus	Transit Bus	4320	A000188	Gilling Corp	12	3/1/1995	14	YES	2013	80%	20%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
14	1995 Transit Bus	Transit Bus	4321	A000189	Gilling Corp	12	3/1/1995	14	YES	2013	80%	20%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
15	1995 Transit Bus	Transit Bus	4322	A000190	Gilling Corp	12	3/1/1995	14	YES	2013	80%	20%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
16	1995 Transit Bus	Transit Bus	4401	A000191	Gilling Corp	12	3/1/1995	14	YES	2013	80%	20%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
17	1995 Transit Bus	Transit Bus	4402	A000192	Gilling Corp	12	3/1/1995	14	YES	2013	80%	20%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
18	1995 Transit Bus	Transit Bus	4403	A000193	Gilling Corp	12	3/1/1995	14	YES	2013	80%	20%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
19	1995 Transit Bus	Transit Bus	4404	A000194	Gilling Corp	12	3/1/1995	14	YES	2013	80%	20%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
20	1995 Transit Bus	Transit Bus	4405	A000195	Gilling Corp	12	3/1/1995	14	YES	2013	80%	20%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
21	1995 Transit Bus	Transit Bus	4406	A000196	Gilling Corp	12	3/1/1995	14	YES	2013	80%	20%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
22	1995 Transit Bus	Transit Bus	4407	A000197	Gilling Corp	12	3/1/1995	14	YES	2013	80%	20%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
23	1995 Transit Bus	Transit Bus	4408	A000198	Gilling Corp	12	3/1/1995	14	YES	2013	80%	20%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
24	1995 Transit Bus	Transit Bus	4409	A000199	Gilling Corp	12	3/1/1995	14	YES	2013	80%	20%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
25	2001 Transit Bus	Transit Bus	4410	1VH5H3H2416501627	Orion Bus	12	10/1/2001	8		2013	80%	20%	TDA/AB 664	1850 Broadway	336,824.36	210,515.20	126,309.16
26	2001 Transit Bus	Transit Bus	4411	1VH5H3H2816501628	Orion Bus	12	10/1/2001	8		2013	80%	20%	TDA/AB 664	1850 Broadway	336,824.36	210,515.20	126,309.16
27	2001 Transit Bus	Transit Bus	4412	1VH5H3H2816501629	Orion Bus	12	10/1/2001	8		2013	80%	20%	TDA/AB 664	1850 Broadway	336,824.36	210,515.20	126,309.16
28	2001 Transit Bus	Transit Bus	4413	1VH5H3H2416501630	Orion Bus	12	10/1/2001	8		2013	80%	20%	TDA/AB 664	1850 Broadway	336,824.36	210,515.20	126,309.16
29	2001 Transit Bus	Transit Bus	4414	1VH5H3H2616501631	Orion Bus	12	10/1/2001	8		2013	80%	20%	TDA/AB 664	1850 Broadway	336,824.36	210,515.20	126,309.16
30	2001 Transit Bus	Transit Bus	4415	1VH5H3H2816501632	Orion Bus	12	10/1/2001	8		2013	80%	20%	TDA/AB 664	1850 Broadway	336,824.36	210,515.20	126,309.16
31	2001 Transit Bus	Transit Bus	4416	1VH5H3H2X16501633	Orion Bus	12	10/1/2001	8		2013	80%	20%	TDA/AB 664	1850 Broadway	336,824.36	210,515.20	126,309.16
32	2001 Transit Bus	Transit Bus	4417	1VH5H3H2X16501634	Orion Bus	12	10/1/2001	8		2013	80%	20%	TDA/AB 664	1850 Broadway	336,824.36	210,515.20	126,309.16
33	1987 MCI TMC	Transit Bus	BL01	TUFC6H6A1H0006068	MCI	12	8/1/1987	22	YES	2016	80%	20%	TDA/AB 664	1850 Broadway	121,945.36	75,841.45	45,804.91
34	1987 MCI TMC	Transit Bus	BL02	TUFC6H6A1H0006068	MCI	12	8/1/1987	22	YES	2016	80%	20%	TDA/AB 664	1850 Broadway	121,945.36	75,841.45	45,804.91
35	1987 MCI TMC	Transit Bus	BL03	TUFC6H6A1H0006068	MCI	12	8/1/1987	22	YES	2016	80%	20%	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%	20%	TDA/AB 664	1850 Broadway	280,921.00	280,921.00	119,791.00
37	2001 MCI	Transit Bus	BL05	1M8PDMFA1P053962	MCI	12	6/1/2001	6		2016	80%	20%	TDA/AB 664	1850 Broadway	280,921.00	280,921.00	119,791.00
38	2001 MCI	Transit Bus	BL07	1M8PDMFA1P055607	Motor Coach Industries	12	6/1/2001	6		2016	80%	20%	TDA/AB 664	1850 Broadway	280,921.00	280,921.00	119,791.00
39	2003 MCI	Transit Bus	BL08	1M8PDMFA1P055608	Motor Coach Industries	12	12/20/2003	6		2016	80%	20%	TDA/AB 664	1850 Broadway	280,921.00	280,921.00	119,791.00
40	2003 MCI	Transit Bus	BL09	1M8PDMFA1P055609	Motor Coach Industries	12	12/20/2003	6		2016	80%	20%	TDA/AB 664	1850 Broadway	280,921.00	280,921.00	119,791.00
41	2003 MCI	Transit Bus	BL10	1M8PDMFA1P055610	Motor Coach Industries	12	12/20/2003	6		2016	80%	20%	TDA/AB 664	1850 Broadway	280,921.00	280,921.00	119,791.00
42	2003 MCI	Transit Bus	BL11	1M8PDMFA1P055611	Motor Coach Industries	12	12/20/2003	6		2016	80%	20%	TDA/AB 664	1850 Broadway	280,921.00	280,921.00	119,791.00
43	2003 MCI	Transit Bus	BL12	1M8PDMFA1P055612	Motor Coach Industries	12	12/20/2003	6		2016	80%	20%	TDA/AB 664	1850 Broadway	280,921.00	280,921.00	119,791.00
44	2003 MCI	Transit Bus	BL13	1M8PDMFA1P055613	Motor Coach Industries	12	12/20/2003	6		2016	80%	20%	TDA/AB 664	1850 Broadway	280,921.00	280,921.00	119,791.00
45	2003 MCI	Transit Bus	BL14	1M8PDMFA1P055614	Motor Coach Industries	12	12/20/2003	6		2016	80%	20%	TDA/AB 664	1850 Broadway	280,921.00	280,921.00	119,791.00
46	2003 MCI	Transit Bus	BL15	1M8PDMFA1P055615	Motor Coach Industries	12	12/20/2003	6		2016	80%	20%	TDA/AB 664	1850 Broadway	280,921.00	280,921.00	119,791.00
47	2003 MCI	Transit Bus	BL16	1M8PDMFA1P055616	Motor Coach Industries	12	12/20/2003	6		2016	80%	20%	TDA/AB 664	1850 Broadway	280,921.00	280,921.00	119,791.00
48	2003 MCI	Transit Bus	BL17	1M8PDMFA1P055617	Motor Coach Industries	12	12/20/2003	6		2016	80%	20%	TDA/AB 664	1850 Broadway	280,921.00	280,921.00	119,791.00
49	2003 MCI	Transit Bus	BL18	1M8PDMFA1P055618	Motor Coach Industries	12	12/20/2003	6		2016	80%	20%	TDA/AB 664	1850 Broadway	280,921.00	280,921.00	119,791.00
50	2003 MCI	Transit Bus	BL19	1M8PDMFA1P055619	Motor Coach Industries	12	12/20/2003	6		2016	80%	20%	TDA/AB 664	1850 Broadway	280,921.00	280,921.00	119,791.00
51	2003 MCI	Transit Bus	BL20	1M8PDMFA1P055620	Motor Coach Industries	12	12/20/2003	6		2016	80%	20%	TDA/AB 664	1850 Broadway	280,921.00	280,921.00	119,791.00
52	2003 MCI	Transit Bus	BL21	1M8PDMFA1P055621	Motor Coach Industries	12	12/20/2003	6		2016	80%	20%	TDA/AB 664	1850 Broadway	280,921.00	280,921.00	119,791.00
53	2003 MCI	Transit Bus	BL22	1M8PDMFA1P055622	Motor Coach Industries	12	12/20/2003	6		2016	80%	20%	TDA/AB 664	1850 Broadway	280,921.00	280,921.00	119,791.00
54	2003 MCI	Transit Bus	BL23	1M8PDMFA1P055623	Motor Coach Industries	12	12/20/2003	6		2016	80%	20%	TDA/AB 664	1850 Broadway	280,921.00	280,921.00	119,791.00
55	2003 MCI	Transit Bus	BL24	1M8PDMFA1P055624	Motor Coach Industries	12	12/20/2003	6		2016	80%	20%	TDA/AB 664	1850 Broadway	280,921.00	280,921.00	119,791.00
56	2003 MCI	Transit Bus	BL25	1M8PDMFA1P055625	Motor Coach Industries	12	12/20/2003	6		2016	80%	20%	TDA/AB 664	1850 Broadway	280,921.00	280,921.00	119,791.00
57	2003 MCI	Transit Bus	BL26	1M8PDMFA1P055626	Motor Coach Industries	12	12/20/2003	6		2016	80%	20%	TDA/AB 664	1850 Broadway	280,921.00	280,921.00	119,791.00
58	2003 MCI	Transit Bus	BL27	1M8PDMFA1P055627	Motor Coach Industries	12	12/20/2003	6		2016	80%	20%	TDA/AB 664	1850 Broadway	280,921.00	280,921.00	119,791.00
59	2003 MCI	Transit Bus	BL28	1M8PDMFA1P055628	Motor Coach Industries	12	12/20/2003	6		2016	80%	20%	TDA/AB 664	1850 Broadway	280,921.00	280,921.00	119,791.00
60	2003 MCI	Transit Bus	BL29	1M8PDMFA1P055629	Motor Coach Industries	12	12/20/2003	6	</								

City of Velje
 Transportation Division
 Bus - Capital Assets Listing

#	DESCRIPTION	6/30/2009	Vehicle Serial No./ID No.	VIN	Manufacturer	Useful Life	Acq Date	In need of Replace/Year	Fed Shares Grant No.	Local Share Grant Name	LOCATION	Acquisition Cost	Commulative Depreciation	Book Value
1	In-Bus Monitoring Camera System		BL07		Mole Coach Industries	12	12/20/2003	6	2016	80% CA-90-Y130	20% TCR/PAB 664	8,892.47	4,446.20	4,446.27
2	In-Bus Monitoring Camera System		BL08		Mole Coach Industries	12	12/20/2003	6	2016	80% CA-90-Y130	20% TCR/PAB 664	8,892.47	4,446.20	4,446.27
3	In-Bus Monitoring Camera System		BL09		Mole Coach Industries	12	12/20/2003	6	2016	80% CA-90-Y130	20% TCR/PAB 664	8,892.47	4,446.20	4,446.27
4	In-Bus Monitoring Camera System		BL10		Mole Coach Industries	12	12/20/2003	6	2016	80% CA-90-Y130	20% TCR/PAB 664	8,892.47	4,446.20	4,446.27
5	In-Bus Monitoring Camera System		BL11		Mole Coach Industries	12	12/20/2003	6	2016	80% CA-90-Y130	20% TCR/PAB 664	8,892.47	4,446.20	4,446.27
6	In-Bus Monitoring Camera System		BL12		Mole Coach Industries	12	12/20/2003	6	2016	80% CA-90-Y130	20% TCR/PAB 664	8,892.47	4,446.20	4,446.27
7	In-Bus Monitoring Camera System		BL13		Mole Coach Industries	12	12/20/2003	6	2016	80% CA-90-Y130	20% TCR/PAB 664	8,892.47	4,446.20	4,446.27
8	In-Bus Monitoring Camera System		BL14		Mole Coach Industries	12	12/20/2003	6	2016	80% CA-90-Y130	20% TCR/PAB 664	8,892.47	4,446.20	4,446.27
9	In-Bus Monitoring Camera System		BL15		Mole Coach Industries	12	12/20/2003	6	2016	80% CA-90-Y130	20% TCR/PAB 664	8,892.47	4,446.20	4,446.27
10	In-Bus Monitoring Camera System		BL16		Mole Coach Industries	12	12/20/2003	6	2016	80% CA-90-Y130	20% TCR/PAB 664	8,892.47	4,446.20	4,446.27
11	In-Bus Monitoring Camera System		BL17		Mole Coach Industries	12	12/20/2003	6	2016	80% CA-90-Y130	20% TCR/PAB 664	8,892.47	4,446.20	4,446.27
12	In-Bus Monitoring Camera System		BL18		Mole Coach Industries	12	12/20/2003	6	2016	80% CA-90-Y130	20% TCR/PAB 664	8,892.47	4,446.20	4,446.27
13	In-Bus Monitoring Camera System		BL19		Mole Coach Industries	12	12/20/2003	6	2016	80% CA-90-Y130	20% TCR/PAB 664	8,892.47	4,446.20	4,446.27
14	In-Bus Monitoring Camera System		BL20		Mole Coach Industries	12	12/20/2003	6	2016	80% CA-90-Y130	20% TCR/PAB 664	8,892.47	4,446.20	4,446.27
15	In-Bus Monitoring Camera System		BL21		Mole Coach Industries	12	12/20/2003	6	2016	80% CA-90-Y130	20% TCR/PAB 664	8,892.47	4,446.20	4,446.27
16	In-Bus Monitoring Camera System		BL22		Mole Coach Industries	12	12/20/2003	6	2016	80% CA-90-Y130	20% TCR/PAB 664	8,892.47	4,446.20	4,446.27
17	In-Bus Monitoring Camera System		BL23		Mole Coach Industries	12	12/20/2003	6	2016	80% CA-90-Y130	20% TCR/PAB 664	8,892.47	4,446.20	4,446.27
18	In-Bus Monitoring Camera System		BL24		Mole Coach Industries	12	12/20/2003	6	2016	80% CA-90-Y130	20% TCR/PAB 664	8,892.47	4,446.20	4,446.27
19	In-Bus Monitoring Camera System		BL25		Mole Coach Industries	12	12/20/2003	6	2016	80% CA-90-Y130	20% TCR/PAB 664	8,892.47	4,446.20	4,446.27
20	In-Bus Monitoring Camera System		BL26		Mole Coach Industries	12	12/20/2003	6	2016	80% CA-90-Y130	20% TCR/PAB 664	8,892.47	4,446.20	4,446.27
21	In-Bus Monitoring Camera System		BL27		Mole Coach Industries	12	12/20/2003	6	2016	80% CA-90-Y130	20% TCR/PAB 664	8,892.47	4,446.20	4,446.27
22	In-Bus Monitoring Camera System		BL28		Mole Coach Industries	12	12/20/2003	6	2016	80% CA-90-Y130	20% TCR/PAB 664	8,892.47	4,446.20	4,446.27
23	In-Bus Monitoring Camera System		BL29		Mole Coach Industries	12	12/20/2003	6	2016	80% CA-90-Y130	20% TCR/PAB 664	8,892.47	4,446.20	4,446.27
24	In-Bus Monitoring Camera System		BL30		Mole Coach Industries	12	12/20/2003	6	2016	80% CA-90-Y130	20% TCR/PAB 664	8,892.47	4,446.20	4,446.27
25	In-Bus Monitoring Camera System		BL31		Mole Coach Industries	12	12/20/2003	6	2016	80% CA-90-Y130	20% TCR/PAB 664	8,892.47	4,446.20	4,446.27
26	In-Bus Monitoring Camera System		BL32		Mole Coach Industries	12	12/20/2003	6	2016	80% CA-90-Y130	20% TCR/PAB 664	8,892.47	4,446.20	4,446.27
27	In-Bus Monitoring Camera System		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		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

#	DESCRIPTION	USE	Vehicle ID No.	Serial Number / VIN	Manufacturer	Useful Life	Acq Date	Age	In need of Replace/Rehab	Replace Year	Fed Share	Fed Grant No.	Local Share	Local Grant Name	LOCATION	Acquisition Cost	Cummulative Depreciation	Book Value
1	2008 Ford Van	Paratransit Van	1710	FDXE455E6DA09091	El Dorado Bus Sales	7	8/20/2008	3		2012	80%	CA-90-Y327	20%	AB 664	3215 Sonoma	70,480.01	20,556.65	49,923.36
2	2008 Ford Van	Paratransit Van	1711	FDXE455E6DA02090	El Dorado Bus Sales	7	8/20/2008	3		2012	80%	CA-90-Y327	20%	AB 664	3215 Sonoma	70,480.01	20,556.65	49,923.36
3	2008 Ford Van	Paratransit Van	1712	FDXE455E6DA02089	El Dorado Bus Sales	7	8/20/2008	3		2012	80%	CA-90-Y327	20%	AB 664	3215 Sonoma	70,480.01	20,556.65	49,923.36
4	2001 Ford F350 Type 2	Paratransit Van	1701	FDXE45581HB03318	El Dorado Bus Sales	7	7/12/2001	8	YES		80%	CA-90-X989	20%	AB 664	3215 Sonoma Blvd	55,709.80	55,709.80	-
5	2001 Ford F350 Type 2	Paratransit Van	1702	FDXE45581HB03323	El Dorado Bus Sales	7	7/12/2001	8	YES		80%	CA-90-X989	20%	AB 664	3215 Sonoma Blvd	55,709.80	55,709.80	-
6	2001 Ford F350 Type 2	Paratransit Van	1703	FDXE45581HB03321	El Dorado Bus Sales	7	7/12/2001	8	YES		80%	CA-90-X989	20%	AB 664	3215 Sonoma Blvd	55,709.80	55,709.80	-
7	2001 Ford F350 Type 2	Paratransit Van	1704	FDXE45581HB03320	El Dorado Bus Sales	7	7/12/2001	8	YES		80%	CA-90-X989	20%	AB 664	3215 Sonoma Blvd	55,709.80	55,709.80	-
8	2001 Ford F350 Type 2	Paratransit Van	1705	FDXE45581HB03322	El Dorado Bus Sales	7	7/12/2001	8	YES		80%	CA-90-X989	20%	AB 664	3215 Sonoma Blvd	55,709.80	55,709.80	-
9	2001 Ford F350 Type 2	Paratransit Van	1706	FDXE45581HB03324	El Dorado Bus Sales	7	7/12/2001	8	YES		80%	CA-90-X989	20%	AB 664	3215 Sonoma Blvd	55,709.80	55,709.80	-
10	2001 Ford F350 Type 2	Paratransit Van	1707	FDXE45581HB03323	El Dorado Bus Sales	7	7/12/2001	8	YES		80%	CA-90-X989	20%	AB 664	3215 Sonoma Blvd	55,709.80	55,709.80	-
11	2001 Ford F350 Type 2	Paratransit Van	1708	FDXE45581HB03279	El Dorado Bus Sales	7	7/12/2001	8	YES		80%	CA-90-X989	20%	AB 664	3215 Sonoma Blvd	55,709.80	55,709.80	-
12	2001 Ford F350 Type 2	Paratransit Van	1709	FDXE45581HB03277	El Dorado Bus Sales	7	12/12/2001	8	YES		80%	CA-90-X989	20%	AB 664	3215 Sonoma Blvd	71,282.23	563,058.15	149,770.08
13	1980 Ford Ranger	Service Vehicle	107	1FTCR107LUC20270	Wilson-Cornelius Ford	5	8/1/80	19	YES		80%	CA-90-X358	20%	TDA/AB 664	1850 Broadway	9,476.00	9,476.00	-
14	1981 Ford F-350 Dly	Service Truck	106	2FDLFJ7MMA30219	Wilson-Cornelius Ford	5	10/1/80	19	YES		80%	CA-90-X358	20%	TDA/AB 664	1850 Broadway	20,684.00	20,684.00	-
15	1987 Ford F-350	Service Truck	110	3FEJF73V5MA33495	Wilson-Cornelius Ford	5	10/1/87	12	YES		80%	CA-90-X358	20%	TDA/AB 664	1850 Broadway	20,684.00	20,684.00	-
16	2000 Ford Windstar	Supervisor Car	112	2FVZA514YBB73355	Wilson-Cornelius Ford	5	5/7/2000	9	YES		80%	CA-90-X358	20%	TDA/AB 664	1850 Broadway	16,776.69	16,776.69	-
17	2001 Taurus	Supervisor Car	113	1FAFP96U01G173966	Wilson-Cornelius Ford	5	5/7/2002	7	YES		80%	CA-90-X083	20%	TDA/AB 664	1850 Broadway	15,516.94	15,516.94	-
18	2001 Taurus	Supervisor Car	114	1FAFP96U21G283104	Wilson-Cornelius Ford	5	5/7/2002	7	YES		80%	CA-90-X083	20%	TDA/AB 664	1850 Broadway	15,516.94	15,516.94	-
19	2002 Ford F150	Service Truck	115	1FTRP17242NB23034	Wilson-Cornelius Ford	5	5/7/2002	7	YES		80%	CA-90-X083	20%	TDA/AB 664	1850 Broadway	17,101.84	17,101.84	-
20	2005 Ford Taurus	Supervisor Car	117		Wilson-Cornelius Ford	5	7/12/2005	4		2010	80%	CA-90-X083	20%	TDA/AB 664	1850 Broadway	25,000.00	25,000.00	-
21	1980 Ford Ranger	Admin/Maint Facility Building			Lead Asset	50	3/1/88	20		2039	80%	CA-09-0042, 0036	20%	TDA/AB 664	1850 Broadway	374,548.00	374,548.00	-
22	1981 Ford F-350 Dly	Admin/Maint Facility - Land			Amcorco Construction	50	3/1/89	20		2039	80%	CA-09-0042, 0036	20%	TDA/AB 664	1850 Broadway	1,033,000.00	493,544.42	539,455.58
23	1987 Ford F-350	Admin/Maint Facility - Building			Amcorco Construction	50	3/1/89	20		2039	80%	CA-09-0042, 0036	20%	TDA/AB 664	1850 Broadway	37,300.00	17,821.09	19,478.91
24	2000 Ford Windstar	Admin/Maint Facility - Vehicle Wash			Amcorco Construction	50	3/1/89	20		2039	80%	CA-09-0042, 0036	20%	TDA/AB 664	1850 Broadway	25,300.00	22,207.72	3,092.28
25	2001 Taurus	Admin/Maint Facility - Bus Terminal			Amcorco Construction	45	3/1/989	20		2034	80%	CA-09-0042, 0036	20%	TDA/AB 664	York & Main Parking Lot	7,707.00	2,140.80	5,566.20
26	2001 Taurus	Security Tower			Amcorco Construction	45	3/1/989	20		2034	80%	CA-09-0042, 0036	20%	TDA/AB 664	Cunha & Lamon Parking Lot	1,869.53	1,869.53	5,739.47
27	2002 Ford F150	Security Tower			Amcorco Construction	45	6/02/2006	20		2034	80%	CA-90-1130, 1240	100%	TDA	1850 Broadway	1,776,707.00	36,500.00	1,739,307.27
28	2005 Ford Taurus	Security Tower			Amcorco Construction	5	6/02/2005	20	YES		80%	CA-90-X358	100%	TDA	1850 Broadway	5,100.00	5,100.00	706.90
29	1980 Ford Ranger	Admin/Maint Facility - Land			Flat Computing Inter	5	5/1/81	20		2010	80%	CA-90-X358	20%	TDA/AB 664	1850 Broadway	8,500.00	8,500.00	-
30	1981 Ford F-350 Dly	Admin/Maint Facility - Building			Cummins	3	6/30/2006	3	YES		80%	CA-90-Y130	20%	TDA/AB 664	1850 Broadway	638,257.89	638,257.89	-
31	1987 Ford F-350	Admin/Maint Facility - Vehicle Wash			Trapaz Software Group	5	5/28/2004	5		2013	80%	CA-90-Y414	100%	STA	1850 Broadway	108,867.33	108,867.33	-
32	2000 Ford Windstar	Admin/Maint Facility - Bus Terminal			O'Connell Jetting Systems	5	9/23/2008	1		2013	80%	CA-90-Y327	20%	Brigge Toll AB 664	1850 Broadway	6,624.38	6,624.38	7,761.94
33	2001 Taurus	Admin/Maint Facility - Bus Terminal			AH-PAC Tire Dist, Inc.	5	11/12/2008	1		2010	80%	CA-90-Y199	20%	TDA & STAF	1850 Broadway	5,202.01	5,202.01	7,381.81
34	2001 Taurus	Admin/Maint Facility - Bus Terminal			Cash Specialties	2	6/30/2008	1		2010	80%	CA-90-Y199	20%	TDA & STAF	1850 Broadway	21,066.75	105,238.39	105,238.39
35	2002 Ford F150	Admin/Maint Facility - Bus Terminal			Ron Silkscreen & Sign	2	6/30/2008	1		2010	80%	CA-90-Y199	20%	TDA & STAF	1850 Broadway	36,357.36	16,178.65	20,178.71
36	2005 Ford Taurus	Admin/Maint Facility - Bus Terminal			Amcorco Construction	20	10/11/988	21	YES		80%	CA-09-0042, 0036	20%	TDA & STAF	1850 Broadway	15,400.00	15,400.00	-
37	2005 Ford Taurus	Admin/Maint Facility - Bus Terminal			Amcorco Construction	20	10/11/988	21	YES		80%	CA-09-0042, 0036	20%	TDA & STAF	1850 Broadway	36,600.00	36,600.00	-
38	2005 Ford Taurus	Admin/Maint Facility - Bus Terminal			Amcorco Construction	20	10/11/988	21	YES		80%	CA-09-0042, 0036	20%	TDA & STAF	1850 Broadway	297,000.00	200,475.00	96,525.00
39	2005 Ford Taurus	Admin/Maint Facility - Bus Terminal			Amcorco Construction	20	10/11/988	21	YES		80%	CA-09-0042, 0036	20%	TDA & STAF	1850 Broadway	50,500.00	34,087.50	16,412.50
40	2005 Ford Taurus	Admin/Maint Facility - Bus Terminal			Amcorco Construction	20	6/30/2008	0		2023	80%	CA-90-Y414	20%	Prop 1B	Bus Stop	5,677.00	5,677.00	5,635.08
41	2005 Ford Taurus	Admin/Maint Facility - Bus Terminal			Amcorco Construction	20	6/30/2008	0		2023	80%	CA-90-Y414	20%	Prop 1B	Bus Stop	5,677.00	141.93	5,535.08
42	2005 Ford Taurus	Admin/Maint Facility - Bus Terminal			Tolar Manufacturing Co.	20	6/30/2008	0		2023	80%	CA-90-Y414	20%	Prop 1B	Bus Stop	4,924,617.61	1,974,065.51	2,950,552.10
43	2005 Ford Taurus	Admin/Maint Facility - Bus Terminal			Tolar Manufacturing Co.	20	6/30/2008	0		2023	80%	CA-90-Y414	20%	Prop 1B	Bus Stop	27,666,429.46	16,500,933.85	11,064,475.51

**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.

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DATE: September 20, 2010
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: California Transit Association (CTA) Unfunded Transit Needs Study

Background/Discussion:

The California Transit Association (CTA) is a Sacramento, non-profit organization advocating for California transit interests. CTA has initiated a study that will serve as a part of an assessment of the state's overall unfunded transportation infrastructure needs (including state highways, local streets and roads, local and regional bus and rail transit, ports, etc.) on a 10-year planning horizon. That information, in turn, is expected to be useful for the California Transportation Commission, in its role as an advisory body to the legislature and governor, in addressing the state's future transportation funding needs.

The study is funded with Federal Transit Assistance (FTA) funds which have been allocated to the Sacramento Council of Governments (SACOG). SACOG is issuing the Request for Proposals (RFP) for the study on behalf of CTA. The proposals were due September 17th, and the consultant will start work October 1st. Draft deliverables are due early December with final deliverables due at the end of December. This is obviously an accelerated schedule.

The selected consultant will need information to flow quickly and accurately from transit operators to complete this study on time. This is an opportunity for transit to make its collective needs known at the state level. Although further details on the nature of the data to be requested is unknown, it is important that Solano transit operators be aware of this impending request and be prepared to provide the data once requested and forward it in a timely manner. This effort dovetails in part with the STA's request for minor and fleet transit capital needs updated (see separate report).

Fiscal Impact:

None.

Recommendation:

Informational.

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DATE: September 20, 2010
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Notice of Proposed Urban Area Criteria for 2010 Census Status

Background/Discussion:

Distribution of federal transit funds known as “5307 funds” for several Solano transit operators are based on formulas related to Urbanized Areas. Currently Vallejo Transit, Benicia Breeze, Fairfield and Suisun Transit (FAST), and Vacaville City Coach receive 5307 funds. The other two operators (Dixon Redit-Ride and Rio Vista Delta Breeze) located in rural areas receive similar federal funds through the rural 5311 formula program. The current urbanized areas were defined by the 2000 census data. With 2010 census data, new criteria for the proposed Urbanized Areas are being developed by the federal government and can be found in the August 24th Federal Register, Notice of Proposed Urban Area Criteria for 2010 Census Status (Attachment A).

The proposed changes to the Urbanized Area (UA) appear to include some significant changes to UA boundaries in Solano and could ultimately change how the federal transit funds are distributed to and within Solano County. Currently the Fairfield/Suisun area and Vacaville are two distinct small UAs and each receives a formula distribution of 5307 funds. With their 2010 combined population of over 200,000 for the first time, the two areas are proposed to be combined into one. There are two potential key implications of being ‘upgraded’ to a Large UA vs. a Small UA. First, if the current policy remains that 5307 can only be used for capital in Large UAs, this removes the flexibility that Vacaville City Coach and FAST have enjoyed by being able to also use these funds for operating. Secondly, there would be one allocation to the UA which FAST and VV City Coach would need to coordinate with one another, and MTC, on how to share the funds between their two systems.

Benicia Breeze and Vallejo Transit are currently both in the Small Vallejo UA. They have *not* had the flexibility to use the 5307 funds for operating without incurring some restrictions on their capital funding priorities and have had to coordinate with one another on how to share the funds between their two systems. With ferry and bus service into the urban core of the Bay Area, Vallejo has also been able to take advantage of regional funding from the San Francisco (UA). Given the near-term potential consolidation of the Benicia Breeze and Vallejo Transit, clarity on how this area of the county will be affected by the proposed UA policy is of great interest.

The proposed policy has been issued for comments. Comments are due November 22, 2010. The STA has begun discussions with its federal lobbyist and arranged a meeting with MTC to better clarify the potential implications to Solano transit with the proposed criteria. A verbal update of the results of these meetings will be provided at the Consortium. STA staff suggests further discussion at the Consortium.

Fiscal Impact:

None to STA. Impact to local transit operators to be determined

Recommendation:

Informational.

Attachment:

- A. Federal Register – Notice of Proposed Urban Area Criteria for the 2010 Census



Federal Register

**Tuesday,
August 24, 2010**

Part IV

Department of Commerce

Bureau of the Census

**Proposed Urban Area Criteria for the
2010 Census; Notice**

DEPARTMENT OF COMMERCE**Bureau of the Census**

[Docket Number 100701026–0260–02]

Proposed Urban Area Criteria for the 2010 Census**AGENCY:** Bureau of the Census, Department of Commerce.**ACTION:** Notice of proposed criteria and request for public comment.

SUMMARY: This notice provides the Bureau of the Census' (hereafter, Census Bureau's) proposed criteria for defining urban areas based on the results of the 2010 Decennial Census (the term "urban area" as used throughout this notice refers generically to urbanized areas of 50,000 or more population and urban clusters of at least 2,500 and less than 50,000 population). It also provides a description of the changes from the final criteria used for Census 2000. The Census Bureau is requesting public comment on these proposed criteria.

The Census Bureau's urban-rural classification is fundamentally a delineation of geographical areas, identifying both individual urban areas and the rural areas of the nation. The Census Bureau's urban areas represent densely developed territory, and encompass residential, commercial, and other non-residential urban land uses. The Census Bureau delineates urban areas after each decennial census by applying specified criteria to decennial census and other data. Since the 1950 Census, the Census Bureau has reviewed and revised these criteria, as necessary, for each decennial census. The revisions over the years reflect the Census Bureau's desire to improve the classification of urban and rural territory to take advantage of newly available data, as well as advancements in geographic information processing technology.

DATES: Any comments, suggestions, or recommendations concerning the criteria proposed herein should be submitted in writing no later than November 22, 2010.

ADDRESSES: Please submit written comments on the proposed criteria to Timothy Trainor, Chief, Geography Division, U.S. Census Bureau, Washington, DC 20233–7400.

FOR FURTHER INFORMATION CONTACT: Vincent Osier, Chief, Geographic Standards and Criteria Branch, Geography Division, U.S. Census Bureau, via e-mail at vincent.osier@census.gov or telephone at 301–763–9039.

SUPPLEMENTARY INFORMATION: The Census Bureau's urban-rural classification is fundamentally a delineation of geographical areas, identifying both individual urban areas and the rural areas of the nation. The Census Bureau's urban areas represent densely developed territory, and encompass residential, commercial, and other non-residential urban land uses. The boundaries of this "urban footprint" have been defined using measures based primarily on population counts and residential population density, but also through criteria that account for non-residential urban land uses, such as commercial, industrial, transportation, and open space that are part of the urban landscape. Since the 1950 Census, when densely settled urbanized areas (UAs) of 50,000 or more people were first defined, the urban area delineation process has addressed non-residential urban land uses through criteria designed to account for commercial enclaves, special land uses such as airports, and densely developed noncontiguous territory.

In delineating urban and rural areas, the Census Bureau does not take into account or attempt to meet the requirements of any nonstatistical uses of these areas or their associated data. Nonetheless, the Census Bureau recognizes that some federal and state agencies use the Census Bureau's urban-rural classification for allocating program funds, setting program standards, and implementing aspects of their programs. The agencies that use the classification and data for such nonstatistical uses should be aware that the changes to the urban area criteria also might affect the implementation of their programs.

The Census Bureau is not responsible for the use of its urban-rural classification in nonstatistical programs. If a federal, tribal, state, or local agency voluntarily uses the urban-rural classification in a nonstatistical program, it is that agency's responsibility to ensure that the classification is appropriate for such use. In considering the appropriateness of the classification for use in a nonstatistical program, the Census Bureau urges each agency to consider permitting appropriate modifications of the results of implementing the urban-rural classification specifically for the purposes of its program. When a program permits such modifications, the Census Bureau urges each agency to describe and clearly identify the different criteria being applied to avoid confusion with the Census Bureau's official urban-rural classifications.

I. History

Over the course of a century in defining urban areas, the Census Bureau has introduced conceptual and methodological changes to ensure that the urban-rural classification keeps pace with changes in settlement patterns and with changes in theoretical and practical approaches to interpreting and understanding the definition of urban areas. Prior to the 1950 Census, the Census Bureau primarily defined "urban" as any population, housing, and territory located within incorporated places with a population of 2,500 or more. That definition was easy and straightforward to implement, requiring no need to calculate population density; to understand and account for actual settlement patterns on the ground in relation to boundaries of administrative units; or to consider densely settled populations existing outside incorporated municipalities. For much of the first half of the twentieth century, that definition was adequate for defining "urban" and "rural" in the United States, but by 1950 it became clear that it was incomplete.

Increasing suburbanization, particularly outside the boundaries of large incorporated places led the Census Bureau to adopt the UA concept for the 1950 Census. At that time, the Census Bureau formally recognized that densely settled communities outside the boundaries of large incorporated municipalities were just as "urban" as the densely settled population inside those boundaries. Due to the limitations in technology for calculating and mapping population density, delineation of UAs was limited to cities of at least 50,000 people and their surrounding territory. The geographic units used to analyze settlement patterns were enumeration districts, but to facilitate and ease the delineation process, each incorporated place was analyzed as a single unit—that is, the overall density of the place was calculated and if it met the minimum threshold, it was included in its entirety in the UA. Outside UAs, "urban" was still defined as any place with a population of at least 2,500. The Census Bureau recognized the need to identify distinct unincorporated communities existing outside the UAs, and thus created the "census designated place" (CDP)¹ and designated those with populations of at least 2,500 as urban.

¹ A CDP is a statistical geographic entity encompassing a concentration of population, housing, and commercial structures that is clearly identifiable by a single name, but is not within an incorporated place. CDPs are the statistical counterparts of incorporated places.

Starting with the 1960 Census and continuing through the 1990 Census, the Census Bureau made a number of changes to the methodology and criteria for defining UAs, but retained the 1950 Census basic definition of "urban," which was defined as UAs with a population of 50,000 or more and defined primarily on the basis of population density; and places with a population of 2,500 or more located outside UAs. The enhancements made by the Census Bureau to the methodology and criteria used during this period included:

(1) Lowering, and eventual elimination, of minimum population criteria for places that formed the "starting point" for delineating a UA. This made recognition of population concentrations independent of the size of any single place within the concentration.

(2) Identification of "extended cities"—incorporated places containing substantial amounts of territory with very low population density, which were divided into urban and rural components using 100 persons per square mile (ppsm) as the criterion. This kept the extent of urban territory from being artificially exaggerated by thinly settled corporate annexations.

(3) Implementation for the 1990 Census of nationwide coverage by census blocks, and use of interactive analysis of population density patterns at the census block level, or by groups of blocks known as "analysis units," using Census Bureau-developed delineation software. This enhancement allowed greater flexibility when analyzing and defining potential UAs, as opposed to using enumeration districts and other measurement units defined prior to data tabulation.

(4) Implementation of qualification criteria for incorporated places and CDPs for inclusion in a UA based on the existence of a densely populated "core" containing at least fifty percent of the place's population. This eliminated certain places from the urban area classification because much of their population was scattered rather than concentrated.

For Census 2000, the Census Bureau took advantage of technological advances associated with geographic information systems (GIS) and spatial data processing to classify urban and rural territory on a more consistent and nationally uniform basis than had been possible previously. Rather than delineating urban areas in an interactive and manual fashion, the Census Bureau developed and utilized software that automated the examination of population densities and other aspects

of the criteria to delineate urban areas. This new automated urban area delineation methodology provided for a more objective application of criteria compared to previous censuses in which individual geographers applied the urban area criteria to delineate urban areas interactively. This new automated approach also established a baseline for future delineations to enable the Census Bureau to provide comparable data for subsequent decades.

Changes for Census 2000

The Census Bureau adopted six substantial changes to its urban area criteria for Census 2000:

(1) Defining urban clusters (UCs). Beginning with Census 2000, the Census Bureau created and implemented the concept of an urban cluster. Urban clusters are defined as areas of at least 2,500 and less than 50,000 people using the same residential population density-based criteria as applied to UAs. This change provided for a conceptually consistent, seamless classification of urban territory. For previous censuses, the lack of a density-based approach for defining urban areas of less than 50,000 people resulted in underbounding of urban areas where densely settled populations existed outside place boundaries or overbounding when cities annexed territory with low population density. Areas where annexation had lagged behind expansion of densely settled territory, or where communities of 2,500 up to 50,000 people were not incorporated and were not defined as CDPs, were most affected by the adoption of density-based UCs. As a result of this change, the Census Bureau no longer needed to identify urban places located outside UAs for the purpose of its urban-rural classification.

(2) Disregarding incorporated place and CDP boundaries when defining UAs and UCs. Taking place boundaries into account in previous decades resulted in the inclusion of territory with low population density within UAs when the place as a whole met minimum population density requirements, and excluded densely settled population when the place as a whole fell below minimum density requirements. Implementation of this change meant that territory with low population density located inside place boundaries (perhaps due to annexation, or the way in which a CDP was defined) no longer necessarily qualified for inclusion in an urban area. However, it also meant that non-residential urban land uses located inside a place's boundary and located on the edge of an urban area might not

necessarily qualify to be included in a UA or UC.

(3) Adoption of 500 persons per square mile (ppsm) as the density criterion for recognizing some types of urban territory. The Census Bureau adopted a 500 ppsm population density threshold at the same time that it adopted its automated urban area delineation methodology. This ensured that census blocks that might contain a mix of residential and non-residential urban uses, but might not have a population density of at least 1,000 ppsm, could qualify for inclusion in an urban area. For the 1990 Census, geographers could interactively modify analysis units to include census blocks with low population density that might contain non-residential urban uses, while still achieving an overall population density of at least 1,000 ppsm. Adoption of the lower density threshold facilitated use of the automated urban area delineation methodology, and provided for comparability with the 1990 methodology. This change did not result in substantial increases to the extent of urban areas.

(4) Increase in the jump distance from 1.5 to 2.5 miles. The Census Bureau increased the jump distance from 1.5 to 2.5 miles. A "jump" is the distance across territory with low population density separating noncontiguous qualifying territory from the main body of an urban area. The increase in the jump distance was a result of changing planning practices that led to the creation of larger clusters of single-use development. In addition, research conducted prior to Census 2000 showed that some jumps incorporated in UA definitions in 1990 were actually longer than 1.5 miles as a result of the subjective identification of undevelopable territory. As used in previous censuses, only one jump was permitted along any given road connection.

(5) Introduction of the hop concept to provide an objective basis for recognizing small gaps within qualifying urban territory. For Census 2000, the Census Bureau officially recognized the term "hops," which is defined as gaps of 0.5 miles or less within a qualifying urban territory. Hops are used primarily to account for territory in which planning and zoning processes result in alternating patterns of residential and non-residential development over relatively short distances. This provided for a more consistent treatment of short gaps with low population density, some of which had been treated as jumps in the 1990 urban area delineation process (and not

permitted if identified as a second jump), while others were interpreted as part of the pattern of urban development and grouped with adjacent, higher density blocks to form qualifying analysis units.

(6) Adoption of a zero-based approach to defining urban areas. The urban area delineation process in previous censuses had generally been an additive process, where the boundary of a UA from the previous census providing the starting point for review for the next census. The changes made for Census 2000 were substantial enough to warrant the Census Bureau to re-evaluate the delineation of all urban areas as if for the first time, rather than simply making adjustments to the existing boundary. The Census Bureau adopted this zero-based approach to ensure that all urban areas were defined in a consistent manner.

The six changes described above represent the major modifications implemented for the 2000 Census. They illustrate the substantial shift in approach adopted by the Census Bureau in its procedure for delineating urban areas. However, the availability of new

datasets and continued research since the 2000 Census show the potential for further improvements for the 2010 Census.

II. Differences Between the Proposed 2010 Census Urban Area Criteria and the Census 2000 Urban Area Criteria

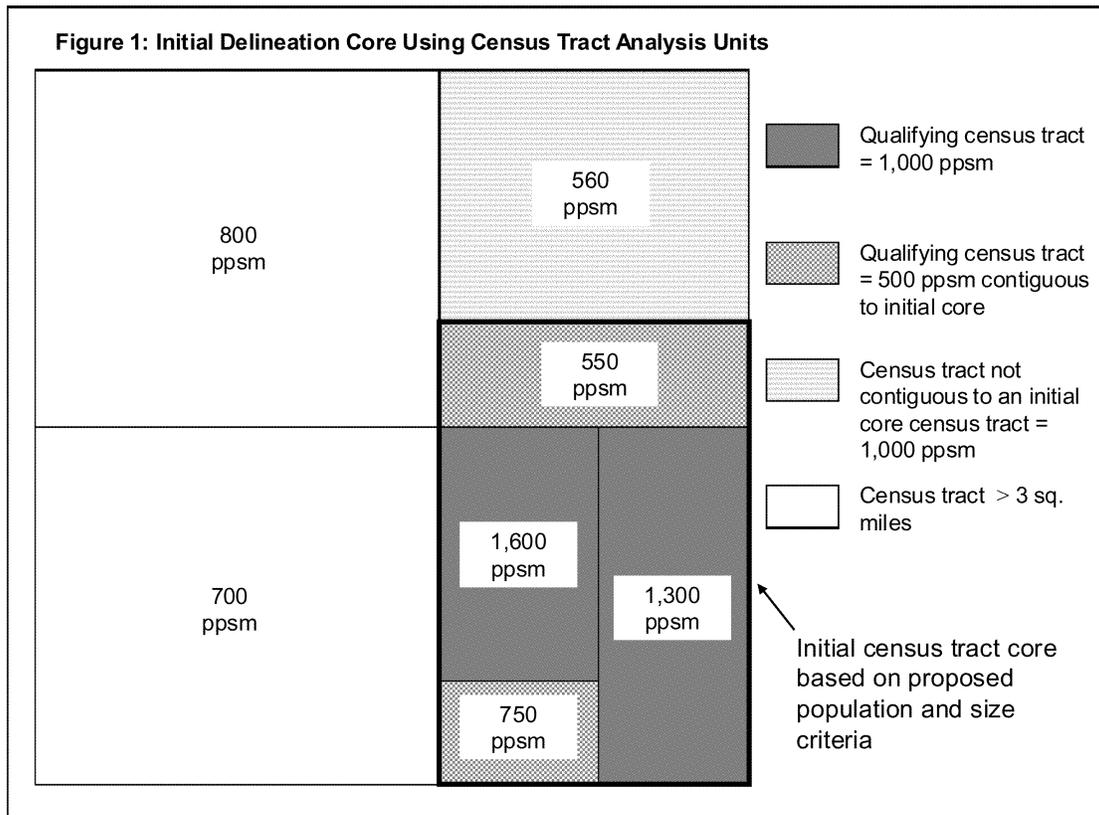
For the 2010 Census, the Census Bureau proposes moderate changes and enhancements to the criteria to improve upon the classification of urban and rural areas while continuing to meet the objective of a uniform application of criteria nationwide. The proposed changes and enhancements recognize that the Census Bureau's urban-rural classification provides an important national baseline definition of urban and rural areas.

The following summary describes the differences between the Census 2000 urban area criteria and the urban area criteria proposed for the 2010 Census.

Use of Census Tracts as Analysis Units in the Initial Phase of Delineation

For the Census 2000 urban area delineation process, the Census Bureau used blocks and block groups as

analysis units (geographic building blocks). For the 2010 Census delineation process, the Census Bureau proposes replacing block groups with census tracts as the analysis unit during the delineation of the initial urban area core. Similar to the way block groups were used in 2000, if a census tract does not meet specified proposed area measurement and density criteria, the focus of analysis will shift to individual census blocks within the tract, and delineation will continue at the block level. During the initial urban area core delineation (see section B.1 in the proposed urban area criteria below for a description of an initial urban area core), the maximum size threshold for qualifying census tracts will be three square miles compared to the two square mile threshold adopted for block groups for Census 2000 (Figure 1). Changing the urban area core delineation analysis unit to the census tract offers advantages of increased consistency and comparability, since census tracts are more likely to retain their boundaries over time than block groups.



Although census tracts will be used in the delineation of initial urban area cores, as in Census 2000 census blocks will continue to form the analysis units

when analyzing territory beyond the qualifying tracts, for example on the edge of the urban area or when

including noncontiguous territory via hops and jumps.

Test delineations of initial cores in selected areas of the United States

(Figure 2) show slight decreases in territory and only slight increases in population qualifying as urban when

the initial analysis unit is changed from the block group to the census tract.²

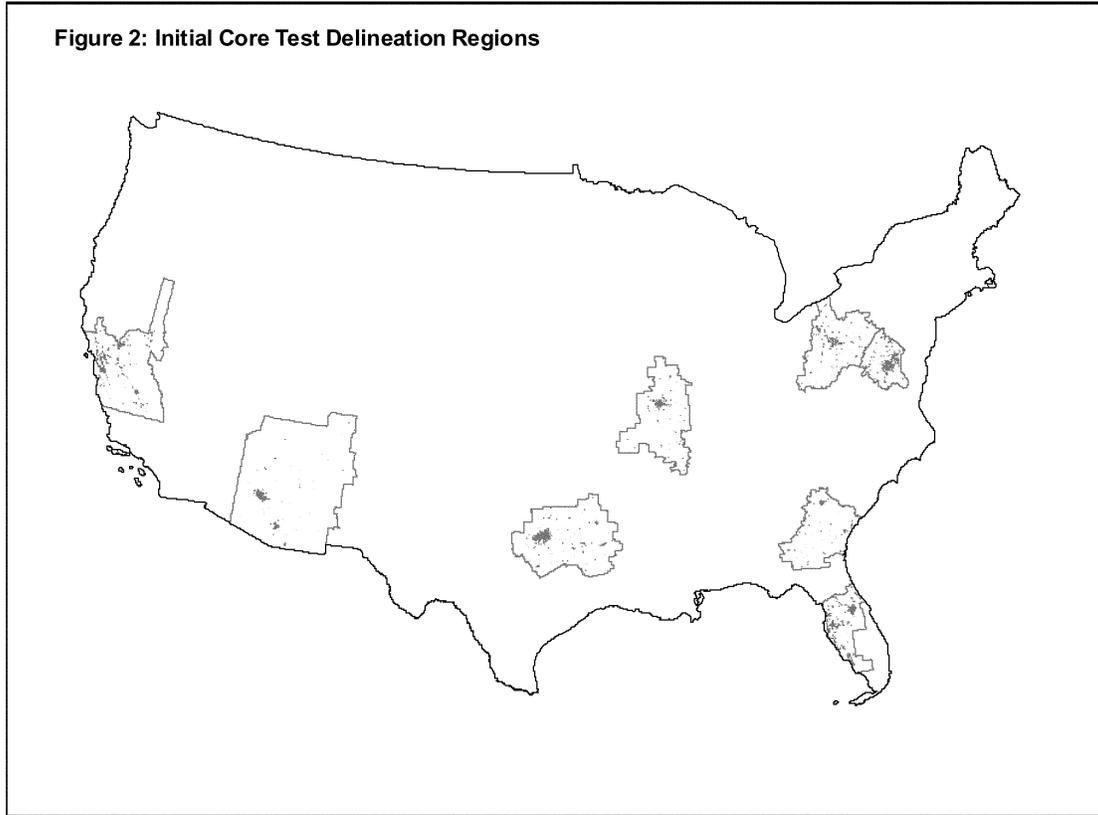


Table 1 provides a comparison of the number of cores defined using block groups as analysis units with the

number defined using census tracts. Population, land area, and population

density for the cores also are provided for comparison.

TABLE 1—COMPARISON OF INITIAL URBAN AREA CORES DEFINED USING BLOCK GROUPS OR CENSUS TRACTS AS ANALYSIS UNITS

	Number of cores	Population in cores (Census 2000)	Land area (sq. miles)	Population density (people per square mile)
Block group as analysis unit when defining cores	904	42,213,521	15,027	2,809
Census tract as analysis unit when defining cores	924	42,384,952	14,525	2,918

The small reduction in initial urban area core territory shown by the test data is due to the use of census tracts, which are larger geographic units, and therefore less likely than block groups to qualify under the density requirements. As a result, when using census tracts, the delineation process shifts to census block-level analysis sooner than would be the case when using block groups.

Maximum Distances of Jumps

The Census Bureau is considering reducing the maximum jump distance to 1.5 miles based on data users' comments that the 2.5 mile distance adopted for the 2000 Census was too generous in some situations and resulted in the overextension of urban area territory. The Census Bureau seeks comment on whether the jump distance should revert

to the 1.5 mile maximum that was in use from 1950 through 1990.

Use of Land Use/Land Cover Data

The Census Bureau plans to use the newly available National Land Cover Database (NLCD) developed by the Multi-Resolution Land Characteristics Consortium to identify business districts and commercial zones, located both on

² Two initial core test delineations were performed for eight test delineation regions covering an area of approximately 392,900 square miles. The first initial core test delineation used the same population count, population density,

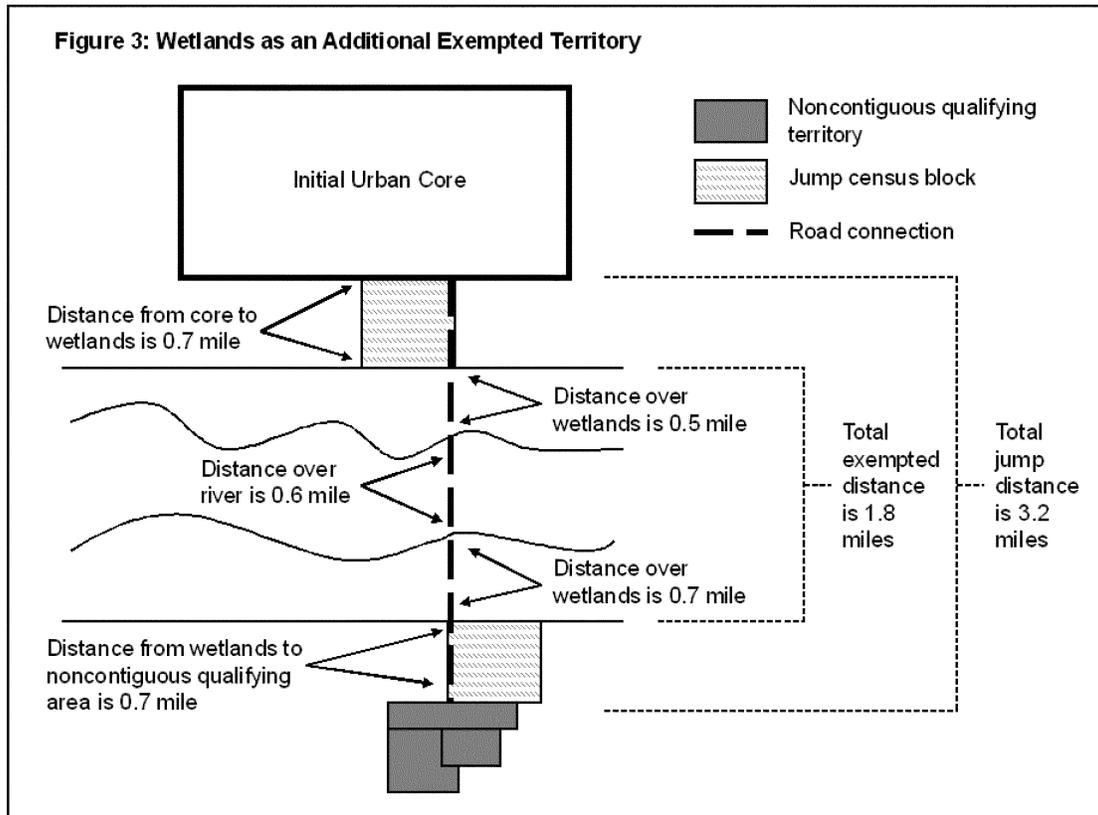
geographic area, and proximity criteria used for the Census 2000 urban area delineation. The second test used the proposed criteria for the same items, but also reflected the 2010 Census proposed use of census tracts in the identification of initial cores.

Both tests used Census 2000 population counts and geography and implemented the impervious surface and enclave criteria proposed for the 2010 Census in this notice.

the edge and in the interior of an urban area that would not qualify as urban based on residential population measures alone. The NLCD is a consistently defined national land cover dataset³ that would enable the Census Bureau to add further territory to the list of exempted territory and enforce its

qualification criteria objectively (Figure 3). This nationwide dataset will assist the Census Bureau in identifying, and qualifying as urban, sparsely populated urban-related territory associated with a high degree of impervious surface land cover. It also will assist the Census Bureau to identify land cover types that

restrict development, such as marshes, wetlands, and estuaries, which will be included as exempted territory. Without such recognition, these types of undevelopable land covers would otherwise prohibit two or more communities to connect via a jump, even though they share functional ties.



Qualification of Airports for Inclusion in Urban Areas

For Census 2000, airports with an annual enplanement (departing passengers) of 10,000 or greater qualified for inclusion in an urban area if adjacent to other qualifying territory. For the 2010 Census, the Census Bureau proposes lowering the minimum annual enplanement threshold to 2,500 passengers to provide a better inclusion of airports, particularly those adjacent to smaller initial urban cores. Based on annual passenger boarding and all-cargo data published by the Federal Aviation Administration for the 2007 calendar year, lowering the enplanement threshold would result in an additional 152 airports included in urban areas.⁴

Elimination of the Central Place Concept

The Census Bureau proposes to discontinue identifying central places as part of the 2010 Census urban area delineation process. A central place is the most populous place within an urban area or any other place that meets specified population criteria. Starting with the 1990 Census, the identification of central places was no longer necessary for the process of delineating urban areas. For Census 2000, the urban area delineation process moved away from a "place-based" definition of urban areas, which caused some central places to be split between urban and rural territory. Moreover, the Office of Management and Budget (OMB) identifies principal cities as part of the

metropolitan and micropolitan statistical areas program.⁵ The list of principal cities identified by the OMB is quite similar to what would emerge if the urban area process created a list of central places. The Census Bureau no longer sees a need for a second representation of the same concept in its statistical and geographic data products. Therefore, the Census Bureau proposes to eliminate the use of central places in the 2010 Census urban area delineation criteria.

Requirement for Minimum Population Residing Outside Institutional Group Quarters

The Census 2000 urban area delineation criteria resulted in the identification of 24 urban clusters consisting entirely or predominantly of

³ The NLCD includes data for the entirety of the United States, Puerto Rico, and the U.S. Virgin Islands.

⁴ The Federal Aviation Administration (FAA) annual passenger boarding and all-cargo data

extracted from the Air Carrier Activity Information System published for the 2007 calendar year reports 409 airports had an annual enplanement of at least 10,000 passengers in any year between 2000 and 2007.

⁵ See the "2010 Standards for Delineating Metropolitan and Micropolitan Statistical Areas," *Federal Register*, Vol. 75, No. 123, Monday, June 28, 2010.

population residing in institutional group quarters (GQs). Most of these urban clusters comprised only the few census blocks in which the institutional GQ was located. These blocks met the population density requirements specified in the Census 2000 criteria, and encompassed at least 2,500 persons. Although the population densities of these areas exceed the minimum thresholds specified in the Census 2000 urban area criteria, and the total populations exceed 2,500, they lack most of the residential, commercial, and infrastructure characteristics typically associated with urban territory. The Census Bureau proposes that in addition to at least 2,500 total population, an area must contain at least 1,500 persons who reside outside institutional GQs to qualify as urban.

Splitting Large Urban Agglomerations

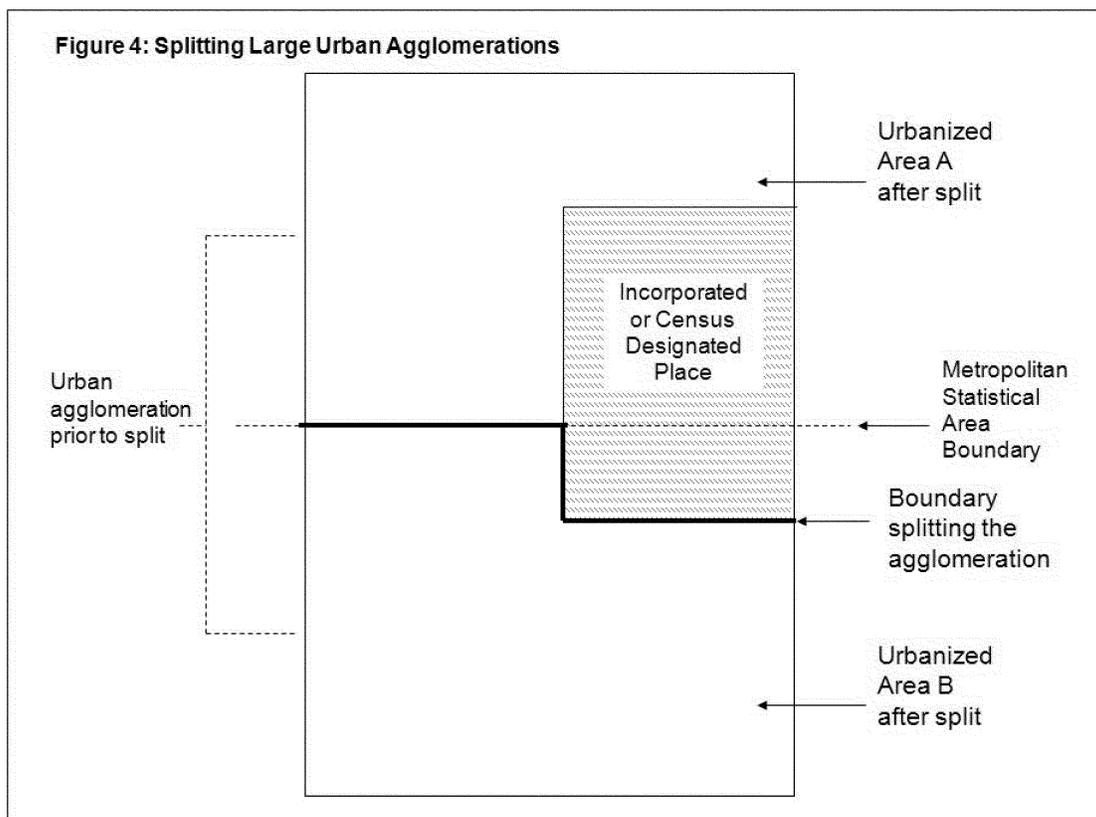
Similar to the delineation process used for the 2000 Census, the Census Bureau will use the same automated urban area delineation methodology for determining urban and rural areas in the 2010 Census. Use of this approach will result in some exceptionally large urban

agglomerations of continuously developed territory. Although such areas do reflect the reality of urbanization at one scale, the areas may be cumbersome and less satisfactory for more localized applications. For example, an area of virtually continuous urbanization exists from northeastern Maryland through the Philadelphia area, central New Jersey, the New York City area, and central Connecticut to beyond Springfield, MA. This area of near-continuous urbanization encompasses nine UAs defined for Census 2000. Another area of continuous urbanization exists in the San Francisco Bay area, including the San Francisco-Oakland, San Jose, and several smaller areas.

The Census Bureau anticipates that many data users would find these large agglomerations to be inconvenient for meaningful analysis, and therefore, proposes that they be split in some consistent fashion. For example, the Census Bureau split large agglomerations for Census 2000 by using metropolitan statistical area and primary metropolitan statistical area (PMSA) boundaries as a guide to identify the narrowest area along the

high density “corridor” between larger core areas. For instance, the corridor of high residential population density between Baltimore, MD, and Washington, DC, was narrowest in northern Prince George’s County, MD, in the area of Beltsville, MD, and near the boundary between the Washington PMSA and the Baltimore PMSA.

For the 2010 Census urban area delineation process, the Census Bureau proposes splitting large agglomerations along metropolitan statistical area boundaries, resulting in the identification of individual UAs. In New England, large agglomerations would be split based on the boundaries of metropolitan New England city and town areas (NECTAs). In areas where an incorporated place or a CDP crosses the metropolitan statistical area or NECTA boundary, the boundary splitting the large agglomeration would be modified to follow the incorporated place or CDP boundary. The incorporated place or CDP would be assigned to the resulting UA that contains the largest proportion of the place’s land area (Figure 4). Urban clusters would not be created as a result of splitting.



This approach has the advantage of simplicity and ease of implementation. It also maintains some comparability

with previous decades’ criteria and definitions. This approach, however, results in some circularity of

outcomes—the metropolitan statistical area and NECTA definitions that would be used to split large agglomerations are

those that were defined on the basis of Census 2000 data, including Census 2000 urban area definitions; the 2010 UAs resulting from the splitting process will form the cores of metropolitan statistical areas and NECTAs. In addition, this approach will result in the movement of some territory and population from one UA to another. For example, the split between the Washington and Baltimore UAs would occur along the Howard County, MD-Prince George's County, MD boundary; territory in northern Prince George's County, MD that currently is in the Baltimore UA would be included in the Washington UA. The split between the San Francisco-Oakland and San Jose UAs would shift northward to follow the San Mateo County, CA-Santa Clara County, CA boundary.

Based on Census 2000 UAs, the Census Bureau has identified 52 potential agglomerations consisting of multiple and currently separate UAs. These agglomerations contain UAs that currently are contiguous as well as some that are in close proximity to each other and that potentially could form a continuous agglomeration when areas

are redefined based on 2010 Census data (note, however, that inclusion in the list below does not necessarily mean that contiguity will exist between two UAs when redefined). The following table lists the potential agglomerations, the component UAs, and the estimated population based on the 2006–2008 ACS 3-year estimates (margins of error are not noted in the table below; 3-year estimates were used because not all UAs met the 65,000 person threshold for ACS 1-year estimates). The Census Bureau is considering applying a 1,000,000 person minimum population threshold to identify agglomerations to be split, but seeks comment on the appropriate population size threshold to determine which large agglomerations would be split. Other minimum population thresholds under consideration are 500,000 and 250,000. Based on 2006–2008 ACS estimates, 27 of the 52 potential agglomerations have populations less than 1,000,000; 14 have populations less than 500,000; and four have populations less than 250,000. If a threshold of 1,000,000 people is chosen as the minimum for splitting large agglomerations, all formerly separate

UAs in agglomerations of less than 1,000,000 people would be merged to form a single UA. If 500,000 people is adopted as the minimum threshold, then all formerly separate UAs in agglomerations of less than that threshold would be merged. Because UAs form the cores of metropolitan statistical areas, the merger of formerly separate UAs might affect the delineation of metropolitan and micropolitan statistical areas. It is important to note that some of the agglomerations listed below are contained within the same metropolitan statistical area, and as a result, would not be split, regardless of the threshold chosen. The agglomerations are: Dallas-Fort Worth; Houston-Texas City; Phoenix-Mesa; San Diego-Mission Viejo; St. Louis-Alton; Pittsburgh-Uniontown-Monessen; Kansas City-Lee's Summit; Charlotte-Gastonia-Concord; Nashville-Murfreesboro; Oklahoma City-Norman; Honolulu-Kailua; Stockton-Lodi-Manteca; Boise City-Nampa; Modesto-Turlock; Santa Rosa-Petaluma; Beaumont-Port Arthur; and Fairfield-Vacaville.

TABLE 2—POTENTIAL URBAN AGGLOMERATIONS

Potential urban agglomeration	Census 2000 UAs contained within the potential agglomeration	2006–2008 ACS 3-year estimated population
New York-Philadelphia-Connecticut	New York-Newark, NY-NJ-CT; Philadelphia, PA-NJ-DE-MD; Allentown-Bethlehem, PA-NJ; Lancaster, PA; Pottstown, PA; Reading, PA; Trenton, NJ; Hightstown, NJ; Vineland, NJ; Poughkeepsie-Newburgh, NY; Bridgeport-Stamford, CT; Danbury, CT-NY; Hartford, CT; New Haven, CT; Norwich-New London, CT; Waterbury, CT; Springfield, MA-CT.	29,028,337
Los Angeles-Riverside-San Bernardino	Los Angeles-Long Beach-Santa Ana, CA; Riverside-San Bernardino, CA; Camarillo, CA; Hemet, CA; Oxnard, CA; Santa Barbara, CA; Santa Clarita, CA; Simi Valley, CA; Temecula-Murrieta, CA; Thousand Oaks, CA.	15,492,749
Chicago-Kenosha-Racine-Round Lake Beach	Chicago, IL-IN; Kenosha, WI; Round Lake Beach-McHenry-Grayslake, IL-WI; Racine, WI.	8,944,789
Boston-Providence-Worcester	Boston, MA; Providence, RI-MA; Worcester, MA-CT; Barnstable Town, MA; Leominster-Fitchburg, MA; New Bedford, MA; Dover-Rochester, NH; Manchester, NH; Nashua, NH; Portsmouth, NH.	6,692,295
Baltimore-Washington	Aberdeen, MD; Baltimore, MD; Washington, DC-VA-MD; St. Charles, MD ..	6,585,315
San Francisco-Oakland-San Jose	San Francisco-Oakland, CA; San Jose, CA; Antioch, CA; Concord, CA; Livermore, CA; Vallejo, CA.	5,870,212
Dallas-Fort Worth	Dallas-Fort Worth-Arlington, TX; Denton-Lewisville, TX; McKinney, TX	5,006,527
Houston-Texas City	Houston, TX; Texas City, TX; Galveston, TX; The Woodlands, TX	4,599,176
Detroit-Ann Arbor-Port Huron	Detroit, MI; Ann Arbor, MI; Port Huron, MI; South Lyon-Howell-Brighton, MI	4,326,040
Atlanta-Gainesville	Atlanta, GA; Gainesville, GA	4,196,670
San Juan-Aguadilla-Ponce	San Juan, PR; Aguadilla-Isabela-San Sebastián, PR; Arecibo, PR; Fajardo, PR; Florida-Barceloneta-Bajadero, PR; Guayama, PR; Juana Díaz, PR; Mayagüez, PR; Ponce, PR; San Germán-Cabo Rojo-Sabana Grande, PR; Yauco, PR.	3,591,491
Phoenix-Mesa-Avondale	Phoenix-Mesa, AZ; Avondale, AZ	3,328,183
San Diego-Mission Viejo	San Diego, CA; Mission Viejo, CA	3,273,255
Seattle-Bremerton-Marysville	Seattle, WA; Bremerton, WA; Marysville, WA	3,206,057
Cleveland-Akron-Canton-Lorain-Elyria	Cleveland, OH; Akron, OH; Canton, OH; Lorain-Elyria, OH	2,722,194
Tampa-St. Petersburg-Lakeland-Winter Haven	Tampa-St. Petersburg, FL; Lakeland, FL; Winter Haven, FL; Brooksville, FL.	2,719,812
Cincinnati-Dayton-Middletown	Cincinnati, OH-KY-IN; Dayton, OH; Middletown, OH; Springfield, OH	2,426,070
Denver-Boulder-Longmont	Denver-Aurora, CO; Boulder, CO; Longmont, CO; Lafayette-Louisville, CO	2,339,587
St. Louis-Alton	St. Louis, MO-IL; Alton, IL	2,184,037

TABLE 2—POTENTIAL URBAN AGGLOMERATIONS—Continued

Potential urban agglomeration	Census 2000 UAs contained within the potential agglomeration	2006–2008 ACS 3-year estimated population
Orlando-Ocala-Kissimmee	Orlando, FL; Ocala, FL; Kissimmee, FL; Lady Lake, FL; Leesburg-Eustis, FL	1,814,061
Pittsburgh-Uniontown-Monessen	Pittsburgh, PA; Uniontown-Connellsville, PA; Monessen, PA	1,792,892
Kansas City-Lee's Summit	Kansas City, MO-KS; Lee's Summit, MO	1,468,106
Salt Lake City-Ogden-Layton	Salt Lake City, UT; Ogden-Layton, UT	1,439,004
Indianapolis-Anderson	Indianapolis, IN; Anderson, IN	1,367,392
Charlotte-Gastonia-Concord	Charlotte, NC-SC; Gastonia, NC; Concord, NC; Rock Hill, SC	1,282,839
Nashville-Murfreesboro	Nashville-Davidson, TN; Murfreesboro, TN	983,180
Raleigh-Durham	Raleigh, NC; Durham, NC	974,582
Palm Bay-Melbourne-Titusville-Vero Beach	Palm Bay-Melbourne, FL; Titusville, FL; Vero Beach-Sebastian, FL; Port St. Lucie, FL	938,675
Oklahoma City-Norman	Oklahoma City, OK; Norman, OK	875,469
Honolulu-Kailua (Honolulu County)	Honolulu, HI; Kailua (Honolulu County), HI	854,430
McAllen-Harlingen	McAllen, TX; Harlingen, TX	753,816
Greensboro-High Point-Winston-Salem	Greensboro, NC; High Point, NC; Winston-Salem, NC	741,457
Sarasota-Bradenton-Punta Gorda	Sarasota-Bradenton, FL; North Port-Punta Gorda, FL	726,695
Bonita Springs-Naples-Cape Coral	Bonita Springs-Naples, FL; Cape Coral, FL	659,480
Harrisburg-York-Lebanon	Harrisburg, PA; York, PA; Lebanon, PA	651,160
Greenville-Spartanburg	Greenville, SC; Spartanburg, SC; Mauldin-Simpsonville, SC	568,737
Pensacola-Fort Walton Beach	Pensacola, FL-AL; Fort Walton Beach, FL	506,715
Stockton-Lodi-Manteca	Stockton, CA; Lodi, CA; Manteca, CA	501,544
Spokane-Coeur d'Alene	Spokane, WA-ID; Coeur d'Alene, ID	441,042
Boise City-Nampa	Boise City, ID; Nampa, ID	422,639
Modesto-Turlock	Modesto, CA; Turlock, CA	414,571
South Bend-Elkhart	South Bend, IN-MI; Elkhart, IN-MI	408,373
Salinas-Santa Cruz-Watsonville	Salinas, CA; Santa Cruz, CA; Watsonville, CA	388,071
Charleston-Huntington	Charleston, WV; Huntington, WV-KY-OH	354,568
Santa Rosa-Petaluma	Santa Rosa, CA; Petaluma, CA	351,752
Rockford-Beloit	Rockford, IL; Beloit, WI-IL	337,215
Atlantic City-Wildwood	Atlantic City, NJ; Wildwood-North Wildwood-Cape May, NJ	280,698
Appleton-Oshkosh	Appleton, WI; Oshkosh, WI	263,213
Beaumont-Port Arthur	Beaumont, TX; Port Arthur, TX	249,716
Macon-Warner Robins	Macon, GA; Warner Robins, GA	232,780
Kingsport-Johnson City	Kingsport, TN-VA; Johnson City, TN	208,241
Fairfield-Vacaville	Fairfield, CA; Vacaville, CA	207,859

Proposed Urban Area Criteria for the 2010 Census

The proposed criteria outlined herein apply to the United States,⁶ Puerto Rico, and the Island Areas.⁷ The Census Bureau proposes the following criteria and characteristics for use in identifying the areas that will qualify for designation as urbanized areas and urban clusters for use in tabulating data from the 2010 Census, the American Community Survey (ACS), the Puerto Rico Community Survey, and potentially other Census Bureau censuses and surveys.

⁶ For Census Bureau purposes, the United States includes the 50 States and the District of Columbia.

⁷ For Census Bureau purposes, the Island Areas include American Samoa, the Commonwealth of the Northern Mariana Islands, Guam, the U.S. Virgin Islands, and the U.S. Minor Outlying Islands. The U.S. Minor Outlying Islands are an aggregation of nine U.S. territories: Baker Island, Howland Island, Jarvis Island, Johnston Atoll, Kingman Reef, the Midway Islands, Navassa Island, Palmyra Atoll, and Wake Island.

A. 2010 Census Urban Area, Urbanized Area, and Urban Cluster Definitions

For the 2010 Census, an urban area will comprise a densely settled core of census tracts⁸ and/or census blocks⁹ that meet minimum population density requirements, along with adjacent territory containing non-residential urban land uses as well as territory with low population density included to link outlying densely settled territory with the densely settled core. To qualify as an urban area, the territory identified according to the proposed criteria mentioned above must encompass at least 2,500 people, at least 1,500 of which reside outside institutional group quarters. Urban areas that contain

⁸ A census tract is made up of from one to ten census block groups within a single county. A census block group is a collection of one to 999 census blocks within a single census tract.

⁹ A census block is the smallest geographic area for which the Census Bureau tabulates data and is an area normally bounded by visible features, such as streets, rivers or streams, shorelines, and railroads, and by nonvisible features, such as the boundary of an incorporated place, MCD, county, or other 2010 Census tabulation entity.

50,000 or more people are designated as urbanized areas (UAs); urban areas that contain at least 2,500 and less than 50,000 people are designated as urban clusters (UCs). The term “urban area” refers to both UAs and UCs. The term “rural” encompasses all population, housing, and territory not included within an urban area.

As a result of the urban area delineation process, an incorporated place or census designated place (CDP) may be partly within and partly outside an urban area. Any place that is split by an urban area boundary is referred to as an extended place. Any census geographic areas, with the exception of census blocks, may be partly within and partly outside an urban area.

All proposed criteria based on land area, population, and population density, reflect the information contained in the Census Bureau's Master Address File/Topologically Integrated Geographic Encoding and Referencing (MAF/TIGER) Database (MTDB) at the time of the initial delineation. All calculations of

population density include only land; the areas of water contained within census tracts and census blocks are not used to calculate population density.

B. Proposed UA and UC Delineation Criteria

The Census Bureau proposes to define urban areas primarily on the basis of residential population density measured at the census tract and census block levels of geography. Two population density thresholds are utilized in the delineation of urban areas: 1,000 ppsm and 500 ppsm. The higher threshold is consistent with final population density criteria used in the 1960 through 1990 urban area delineation processes; it is used to identify the starting point for delineation of individual, potential urban areas and ensures that each urban area contains a densely settled core area that is consistent with previous decades' delineations. The lower threshold was adopted for the Census 2000 process when the Census Bureau adopted an automated delineation methodology; it ensures that additional territory that may contain a mix of residential and non-residential urban uses can qualify for inclusion in an urban area.

1. Identification of Initial Urban Area Cores

The Census Bureau proposes to begin the delineation process by identifying and aggregating contiguous census tracts, each having a land area less than three square miles and a population density of at least 1,000 ppsm. If a qualifying census tract does not exist, then one or more contiguous census blocks that have a population density of at least 1,000 ppsm are identified and aggregated. This aggregation of contiguous census tracts or census blocks, as appropriate, would be known as the "initial urban area core."

After the initial urban area core with a population density of 1,000 ppsm or more is identified, a census tract is included in the initial urban area core if it is adjacent to other qualifying territory and has a land area less than three square miles and a population density of at least 500 ppsm.

A census block¹⁰ is included in the initial urban area core if it is adjacent to other qualifying territory and

¹⁰ Due to imposed restrictions on the selection of features that could be used as census block boundaries within military installations for the 2010 Census, blocks on military installations that have a population of 2,500 or more are treated as having a population density of 1,000 ppsm if the density is less than 1,000 ppsm. Census blocks that have a population greater than 1,000 and less than 2,500 are treated as having a population density of 500 ppsm.

a. Has a population density of at least 500 ppsm; or

b. At least one-third of the census block consists of territory with a level of imperviousness of at least twenty percent,¹¹ and is compact in nature as defined by a shape index. A census block is considered compact when the shape index is at least 0.185 using the following formula: $I = 4\pi A/P^2$ where I is the shape index, A is the area of the entity, and P is the perimeter of the entity.

The Census Bureau would apply proposed criteria 1.a and 1.b above until there are no blocks to add to the urban area.

2. Inclusion of Noncontiguous Territory Separated by Exempted Territory

The Census Bureau proposes to identify and exempt territory in which residential development is substantially constrained or not possible due to either topographic or land use conditions.¹² Such "exempted" territory offsets urban development due to particular land use, land cover, or topographic conditions. For the 2010 Census, the Census Bureau proposes the following to be exempted territory:

- Bodies of water; and
- Wetlands (belonging to one of eight wetlands class definitions¹³).

Noncontiguous qualifying territory would be added to a core when separated by exempted territory, provided that:

a. The road connection across the exempted territory (located on both sides of the road) is no greater than five miles; and

b. The road connection does not cross more than a total of 2.5 miles of territory not classified as exempted (those segments of the road connection where exempted territory is not on both sides of the road); and

c. The total length of the road connection (exempt distance and non-exempt distance) is no greater than five miles for a jump and no greater than 2.5 miles for a hop.

¹¹ The Census Bureau has found in testing the NLCD that territory with an impervious percent less than twenty percent results in the inclusion of road and structure edges, and not the actual roads or buildings themselves.

¹² The land cover and land use types used to define exempted territory are limited to only those that are included in or can be derived from the Census Bureau's MTDB or the MRLC's 2001 NLCD nationally, consistently, and with some reasonable level of accuracy.

¹³ For the MRLC's 2001 NLCD, wetlands are identified as belonging to one of eight wetlands class definitions including woody, palustrine forested, palustrine scrub/shrub, estuarine forested, estuarine scrub/shrub, emergent herbaceous, palustrine emergent (persistent), or estuarine emergent.

3. Inclusion of Noncontiguous Territory via Hops and Jumps

Noncontiguous territory that meets the proposed population density criteria specified in section B.1.a and b above, but is separated from an initial urban area core of 1,000 or more people, may be added via a "hop" along a road connection of no more than 0.5 miles. Multiple hops may be made along a single road connection, thus accounting for the nature of contemporary urban development which often encompasses alternating patterns of residential and non-residential uses.

After adding territory to an initial urban area core via hop connections, the Census Bureau will identify all cores that have a population of 1,500 or more and add other qualifying territory via a jump connection.¹⁴ Jumps are used to connect densely settled noncontiguous territory separated from the core by territory with low population density measuring greater than 0.5 and no more than 2.5 road miles across. This process recognizes the existence of larger areas of non-residential urban uses or other territory with low population density that does not provide a substantial barrier to interaction between outlying territory with high population density and the main body of the urban area. Because it is possible that any given densely settled area could qualify for inclusion in multiple cores via a jump connection, the identification of jumps in an automated process starts with the initial urban area core that has the largest total population and continues in descending order based on the total population of each initial urban area core. Only one jump is permitted along any given road connection. This limitation, which has been in place since the inception of the urban area delineation process for the 1950 Census, prevents the artificial extension of urban areas over large distances that result in the inclusion of communities that are not commonly perceived as connected to the particular initial urban area core. Exempted territory is not taken into account when measuring road distances across hop and jump corridors.

In addition to the distance criteria listed above, a hop or a jump will qualify if:

a. The census tracts and blocks identified in the high density destination and along the hop or jump corridor have a combined overall

¹⁴ All initial urban area cores with a population less than 1,500 are not selected to continue the delineation as separate urban areas; however, these cores still are eligible for inclusion in an urban area using subsequent proposed criteria and procedures.

population density of at least 500 ppsm, or

b. The high density destination to be added via the hop or jump has a total population of 1,000 or more.

No additional jumps may originate from a qualifying area after the first jump in that direction unless the territory being included as a result of the jump was an initial urban area core with a population of 50,000 or more.

4. Inclusion of Airports

After all territory has been added to the initial core via hop and jump connections, the Census Bureau will then add whole tabulation blocks that approximate the territory of major airports, provided at least one of the blocks that represent the airport is included within or adjacent to the initial core. An airport is identified as a "major airport" if it had an annual enplanement of at least 2,500 passengers in any year between 2000 and the last year of reference in the Federal Aviation Administration's (FAA) Air Carrier Activity Information System.

5. Inclusion of Enclaves

The Census Bureau will add enclaves within the urban area, provided that they are surrounded only by land, by territory that qualified for inclusion in the urban area based on the proposed population density criteria, and at least one of the following conditions is met:

a. The area of the enclave must be less than five square miles; or

b. All area of the enclave is surrounded by territory that qualified for inclusion in the initial core, and is more than a straight-line distance of 2.5 miles from a land block that is not part of the initial core; or

c. The area of the enclave is less than five square miles, is surrounded by both land that qualified for inclusion in the initial core and water, and the length of the line of adjacency with the water is less than the length of the line of adjacency with the land.

6. Inclusion of Indentations

The Census Bureau proposes to evaluate and include territory that forms an indentation within the urban area. Including such territory will produce a smoother and more manageable boundary for each urban area. It would also recognize that small sparsely settled areas that are wholly or partially enveloped by urban territory are more likely to be affected by and integrated with adjacent urban territory and may become more densely settled by future development.

To determine whether an indentation should be included in the urban area,

the Census Bureau proposes to identify a "closure line," defined as a straight line no more than one mile in length, that extends from one point along the edge of the urban area across the mouth of the indentation to another point along the edge of the urban area.

A census block located wholly or partially within an indentation will be included in the urban area if at least 75 percent of the area of the block is inside the closure line. The total area of those blocks that meet or exceed the proposed 75 percent criterion is compared to the area of a circle, the diameter of which is the length of the closure qualification line. The territory within the indentation will be included in the urban area if its area is at least four times the area of the circle and less than five square miles.

If the collective area of the census blocks inside the closure line does not meet the criteria listed above, the Census Bureau will define successive closure lines within the indentation, starting at the mouth and working inward toward the base of the indentation, until the criteria for inclusion are met or it is determined that the indentation will not qualify for inclusion.

7. Splitting Large Agglomerations

The automated urban area delineation methodology that will be used for the 2010 Census may result in large urban agglomerations of continuously developed territory. If such results occur, the Census Bureau proposes splitting large agglomerations of 1,000,000 or more people along metropolitan statistical area boundaries to identify individual UAs. In New England, large agglomerations will be split based on the boundaries of metropolitan New England city and town areas (NECTAs). In situations where an incorporated place or a CDP crosses the metropolitan statistical area or metropolitan NECTA boundary, the boundary splitting the large agglomeration will be modified to follow the incorporated place or CDP boundary. The incorporated place or CDP will be assigned to the resulting UA that contains the largest proportion of the place's land area. Urban clusters would not be created as a result of splitting.

8. Assigning Urban Area Titles

A clear, unambiguous title based on commonly recognized place names helps provide context for data users, and ensures that the general location and setting of the urban area can be clearly identified and understood. The title of an urban area identifies the

place(s) that is (are) most populated within the urban area. All population requirements for places and MCDs apply to the portion of the entity's population that is within the specific urban area being named. The Census Bureau proposes the following criteria to determine the title of a urban area:

a. The most populous incorporated place with a population of 10,000 or more within the urban area will be listed first in the urban area title.

b. If there is no incorporated place with a population of 10,000 or more, the urban area title will include the name of the most populous incorporated place or CDP having at least 2,500 people in the urban area.

Up to two additional places, in descending order of population size, may be included in the title of an urban area, provided that:

a. The place has 250,000 or more people in the urban area; or

b. The place has at least 2,500 people in the urban area, and that population is at least two-thirds of the urban area population of the most populous place in the urban area.

If the urban area does not contain a place of at least 2,500 people, the Census Bureau will use the following rules to identify an urban area title, applying each in order until a title is identified:

a. The governmental MCD having the largest total population in the urban area; or

b. A local name recognized for the area by the United States Geological Survey (USGS)' Geographic Names Information System (GNIS), with preference given to names recognized by the United States Postal Service (USPS).

The urban area title will include the USPS abbreviation of the name of each state or statistically equivalent entity into which the urban area extends. The order of the state names is the same as the order of the related place names in the urban area title.

If a single place or MCD qualifies as the title of more than one urban area, the largest urban area will use the name of the place or MCD. The smaller urban area will have a title consisting of the place or MCD name and the direction (North, South, East, or West) of the smaller urban area as it relates to the larger urban area.

If any title of an urban area duplicates the title of another urban area within the same state, or uses the name of an incorporated place, CDP, or MCD that is duplicated within a state, the name of the county that has most of the population of the largest place or MCD is appended, in parentheses, after the duplicate place or MCD name for each

urban area. If there is no incorporated place, CDP, or MCD name in the urban area title, the name of the county having the largest total population residing in the urban area will be appended to the title.

C. Definitions of Key Terms

Census Block: A geographic area bounded by visible and/or invisible features shown on a map prepared by the Census Bureau. A block is the smallest geographic entity for which the Census Bureau tabulates decennial census data.

Census Designated Place (CDP): A statistical geographic entity encompassing a concentration of population, housing, and commercial structures that is clearly identifiable by a single name, but is not within an incorporated place. CDPs are the statistical counterparts of incorporated places for distinct unincorporated communities.

Census Tract: A small, relatively permanent statistical geographic division of a county defined for the tabulation and publication of Census Bureau data. The primary goal of the census tract program is to provide a set of nationally consistent small, statistical geographic units, with stable boundaries that facilitate analysis of data across time.

Contiguous: Refers to two or more areas sharing common boundaries.

Core Based Statistical Area (CBSA): A statistical geographic entity defined by the U.S. Office of Management and Budget, consisting of the county or counties associated with at least one core (urbanized area or urban cluster) of at least 10,000 population, plus adjacent counties having a high degree of social and economic integration with the core as measured through commuting ties with the counties containing the core. Metropolitan and micropolitan statistical areas are the two types of core based statistical areas.

Exempted Territory: Pre-existing landcover that offsets the pattern of urban development.

Group Quarters (GQs): A place where people live or stay, in a group living arrangement, that is owned or managed by an entity or organization providing housing and/or services for the residents. These services may include custodial or medical care, as well as

other types of assistance, and residency is commonly restricted to those receiving these services. This is not a typical household-type living arrangement. People living in GQs are usually not related to each other. GQs include such facilities as college residence halls, residential treatment centers, skilled nursing facilities, group homes, military barracks, correctional facilities, and workers' dormitories.

Impervious Surface: Paved, man-made surfaces, such as roads and parking lots.

Incorporated Place: A type of governmental unit, incorporated under state law as a city, town (except in New England, New York, and Wisconsin), borough (except in Alaska and New York), or village, generally to provide specific governmental services for a concentration of people within legally prescribed boundaries.

Metropolitan Statistical Area: A core based statistical area associated with at least one urbanized area that has a population of at least 50,000. A metropolitan statistical area comprises a central county or counties containing an urbanized area, plus adjacent outlying counties having a high degree of social and economic integration with the central county as measured by commuting.

Micropolitan Statistical Area: A core based statistical area associated with at least one urban cluster that has a population of at least 10,000, but less than 50,000. A micropolitan statistical area comprises a central county or counties containing an urban cluster, plus adjacent outlying counties having a high degree of social and economic integration with the central county as measured by commuting.

Minor Civil Division (MCD): The primary governmental or administrative division of a county in 29 states and the Island Areas having legal boundaries, names, and descriptions. MCDs represent many different types of legal entities with a wide variety of characteristics, powers, and functions depending on the state and type of MCD. In some states, some or all of the incorporated places also constitute MCDs.

New England City and Town Area (NECTA): A statistical geographic entity that is delineated by the U.S. Office of Management and Budget using cities and towns in the New England states as

building blocks, and that is conceptually similar to the metropolitan and micropolitan statistical areas.

Noncontiguous: Refers to two or more areas that do not share common boundaries, such that the areas are separated by intervening territory.

Rural: Territory not defined as urban.

Topologically Integrated Geographic Encoding and Referencing (TIGER): Database developed by the Census Bureau to support its mapping needs for the decennial census and other Census Bureau programs. The topological structure of the TIGER database defines the location and relationship of boundaries, streets, rivers, railroads, and other features to each other and to the numerous geographic areas for which the Census Bureau tabulates data from its censuses and surveys.

Urban: Generally, densely developed territory, encompassing residential, commercial, and other non-residential urban land uses within which social and economic interactions occur.

Urban Area: The generic term used to refer collectively to urbanized areas and urban clusters.

Urban Cluster (UC): A statistical geographic entity consisting of a densely settled core created from census tracts or blocks and adjacent densely settled territory that together have at least 2,500 people but fewer than 50,000 people.

Urbanized Area (UA): A statistical geographic entity consisting of a densely settled core created from census tracts or blocks and adjacent densely settled territory that together have a minimum population of 50,000 people.

Executive Order 12866

This notice has been determined to be not significant under Executive Order 12866.

Paperwork Reduction Act

This notice does not contain a collection of information subject to the requirements of the Paperwork Reduction Act, 44 United States Code, Chapter 35.

Dated: August 17, 2010.

Robert M. Groves,

Director, Bureau of the Census.

[FR Doc. 2010-20808 Filed 8-23-10; 8:45 am]

BILLING CODE 3510-07-P



DATE: September 20, 2010
TO: STA TAC
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Unmet Transit Needs Process for Fiscal Year (FY) 2010-11
and FY 2011-12

Background:

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

In FY 2009-10, the City of Rio Vista and the County of Solano used TDA for Streets and Roads. Solano County is the remaining county in the Bay Area that uses TDA funds for streets and roads in FY 2010-11. Annually, the Metropolitan Transportation Commission (MTC), the state designated RTPA for the Bay Area, holds a public hearing in the fall to begin the process to determine if there are any transit needs not being reasonably met in Solano County. Based on comments raised at the hearing and the received written comments, MTC staff then identified pertinent comments for Solano County's local jurisdictions for response. The STA coordinates with the transit operators who must prepare responses specific to their operation.

For FY 2010-11, MTC held a public hearing and received written comments. MTC has summarized the key issues of concern and forwarded them to the STA to coordinate a response. After working with Solano's transit operators, STA prepared a response for submittal to MTC. MTC presented the responses to the Programming and Allocations Committee in July 14, 2010 and the Commission made a finding that there are no unmet transit needs that are reasonable to meet in Solano County for FY 2010-11.

When MTC took final action on the FY 2009-10 Unmet Transit Needs process and concluded that there were no reasonable unmet transit needs, they also took action that directed Rio Vista and the County of Solano to develop a TDA phase out plan. Since MTC took this action, MTC and STA have met with both Rio Vista and County of Solano to discuss the TDA phase out plan. As a result of this, in February 2010 Rio Vista City Council took action directing that Rio Vista no longer use TDA funds for streets and roads beginning FY 2010-11. A strategy to phase the County of Solano out of the Unmet Needs process approved by the STA Board April 14, 2010. Therefore, the Unmet Transit Needs process will still be required to allow the County of Solano to claim TDA for streets and roads for FY 2011-12.

Discussion:

On August 17, 2010 MTC staff requested that the County of Solano formally commit to phasing out of the Unmet Transit Needs process prior to MTC programming \$580,000 in shifted Cycle 1 finding for additional local streets and roads projects in FY 2010-11 as programmed by the STA. On August 23rd, STA and County of Solano staff discussed phase out funding options. Based on this meeting, Option B was recommended which would meet MTC's FY 2011-12 phase out deadline and enable the programming of \$580,000 of Cycle 1 funds the STA has dedicated for the County of Solano in Cycle 1 (Attachment A). If FY 2011-12 is the last year the County of Solano uses TDA for streets and roads, the Unmet Needs process will no longer be required in Solano County since no jurisdiction will be using TDA funds for streets and roads after the FY 2011-12 Unmet Transit Needs Hearing in December 2010.

MTC has begun establishing the process for FY 2011-12. MTC staff received approval at the September 8, 2010 Program and Allocation Committee meeting to proceed with the Solano County Unmet Needs Public Hearing. MTC will be working with STA staff to establish a date and location for the public hearing as well as outreach for the Unmet Transit Needs process. The TAC, Consortium, and Paratransit Coordinating Council (PCC) will be included in this notification.

Recommendation:

Informational.

Attachments:

- A. STA Letter to County re: Summary of Proposed Phasing Out of the Unmet Needs Process by the County of Solano



Solano Transportation Authority

... working for you!

SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

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

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

September 17, 2010

Clifford K. Covey
Interim Director of Resource Management
Solano County Resource Management
675 Texas Street, Suite 5500
Fairfield, CA 94533

RE: Summary of Proposed Phasing Out of the Unmet Transit Needs Process by the County of Solano

Dear Cliff:

I am writing in follow-up to our recent meeting where we discussed options and the timing of the County of Solano phasing out of the Unmet Transit Needs Process that has been utilized to allow the County of Solano to utilize a portion of its local Transportation Development Act (TDA) funds for local streets and roads rehabilitation projects. At the conclusion of this discussion, it was recommended the Solano County consider taking action either through a resolution or via a letter forwarded to the Metropolitan Transportation Commission (MTC) taking action to phase out of the Unmet Transit Needs Process by the conclusion of Fiscal Year (FY) 2011-12 in order to be eligible to receive \$580,000 in Cycle 1 federal Surface Transportation Program (STP) funds in FY 2010-11 or 2011-12.

In recent years, all of Solano County's cities and all of the other Bay Area counties and cities have phased out of the Unmet Transit Needs Process. Beginning in FY 2010-11, the County of Solano is now the only Bay Area local jurisdiction requesting the Unmet Transit Needs Process. In order to accommodate the request of the local agency to utilize local TDA for local streets and roads, MTC schedules an Unmet Transit Needs hearing in Solano County with the assistance of the Solano Transportation Authority (STA). Based on public comments received at the meeting and provided during a two to three week comment period, the STA works with all of Solano's transit operators and the County of Solano to respond to these public comments to help MTC ascertain if there are any reasonable unmet transit needs not being met within the boundaries of the jurisdiction, in this case the County unincorporated area, requesting to use a portion of their TDA funds for local streets and roads. This process does occur in more rural areas of the State of California, but is not common in the more urban regions.

In recent years, the STA has been working with our local transit operators to pursue various opportunities for regional discretionary funds for various transit operations, capital and programs. This effort has been somewhat hampered by Solano County's continued participation in the Unmet Transit Needs Process. In recognition, several of the remaining Solano cities participating in this process have phased out the last three years. Dixon, Suisun City, and Vacaville all phased out joining Benicia, Fairfield and Vallejo in dedicating all of their local TDA funds for transit purposes.

MTC has made it clear that they would like to eliminate the Unmet Transit Need Process from the region by the conclusion of Cycle 1 of the regional allocation of flexible federal STP and Congestion Mitigation and Air Quality (CMAQ) funds which covers FY's 2010-11 and 2011-12. Last year, MTC met with the County and the City of Rio Vista, the last two local agencies in Solano County and the Bay Area region still participating in the Unmet Transit Needs Process, to discuss the two agencies phasing out of the process. Subsequently, the Rio Vista City Council agreed to come out of the process beginning in FY 2010-11.

As part of the allocation of the federal cycle funds in Cycle 1, MTC has provided all nine Bay Area Congestion Management Agencies, including STA, with some flexibility (up to 20%) for programming funds between three categories – local streets and roads, regional bike projects, and Priority Development Areas (PDAs)/Transportation for Livable Communities (TLC).

In recognition of MTC's request for the County of Solano to phase out of this process, the STA Board, on April 14, 2010, approved shifting up to 20% of federal Bicycle, Pedestrian, and TLC grant funding during Cycle 1 to the County of Solano for local streets and roads rehabilitation projects. With this action, an estimated total of \$580,000 in Cycle 1 funds will be available to the County of Solano over the two year timeframe (FY's 2010-11 and 2011-12). This action by the STA Board was intended to help relieve the near-term impact of the loss of the County TDA funds being available for local streets and roads.

Currently, the STA Board only has authority to program Cycle 1 funding (FY 2010-11 & FY 2011-12), which includes the shifting of \$580,000 of Cycle 1 bicycle, pedestrian and TLC funding to Solano County for local streets and roads projects. Once Cycle 2 funding is authorized by MTC, STA staff will recommend that STA Board prioritize Cycle 2 funding priorities at that time, including the shift of up to 20% of TLC, bike and pedestrians funds toward County of Solano for local streets and roads as directed by the STA Board on April 14, 2010, and if MTC allows flexing of Cycle 2 funds. As part of this recommendation, STA staff will seek the County TDA funds be used for countywide benefit projects, such Lifeline projects, Senior and Disabled Study Priority projects, Transit Consolidation Implementation, Intercity Transit Funding Agreement increased contributions, implementation of local element of regional transit projects, or pilot multi-jurisdictional projects.

On the transit side, having additional County TDA funds available for transit will provide the County of Solano with the opportunity to help fund Countywide transit priorities such as transit services for senior and disabled citizens (e.g., Taxi Scrip, paratransit, etc.), support for transit capital projects, support for sustaining or improving Solano Express Service (such as new service on SR 12 Jameson Canyon a component of the Solano County Sustainable Communities Strategy for transportation), Lifeline Transit Service for lower income residents, and opportunities for improved transit efficiencies and accountability (Proposed merger of Benicia Breeze and Vallejo Transit into the Solano County Transit (SolTrans) Joint Powers Agreement). It is recognized by the STA that this shift in funds would reduce the County of Solano's ability to rehabilitate rural roadways in future fiscal years during a period of dwindling government resources.

STA Ltr. to CCovey dated Sept. 17, 2010 re. Summary of Proposed Phasing Out of the Unmet Transit Needs Process by the County of Solano

On August 17, 2010, MTC staff requested that the County of Solano formally commit to phasing out of the Unmet Transit Needs process prior to MTC programming the \$580,000 in shifted cycle one funding for additional local streets and roads projects in FY 2010-11 as programmed by the STA. On August 23rd, STA and County of Solano staff discussed phase out funding options. Based on this meeting, Option B was recommended which would meet MTC's FY 2011-12 phase out deadline and enable the programming of \$580,000 of cycle one funds the STA has dedicated for the County of Solano in cycle 1 shifted funding.

Let me know if you have any questions regarding the specifics of this issue.

Sincerely,



Daryl Halls
Executive Director

CC: Solano County Board of Supervisors
James P. Spering, MTC Commissioner and STA Board Member
STA Board Members
Michael Johnson, County Administrator, County of Solano
Birgitta Corsello, Assistant County Administrator
Paul Wiese, Engineering Manager
Ann Flemer and Alix Bockelman, Metropolitan Transportation Commission

Attachments:

- A. 08-17-2010 Email from MTC to STA regarding "Block Grant funds: Flex to County for Rehabilitation and TDA Unmet Needs Process"
- B. 09-08-2010 MTC Programming and Allocations Committee agenda item 2d: "Block Grant funds: Flex to County for Rehabilitation and TDA Unmet Needs Process"
- C. STA Unmet Transit Needs Phase Out Recommendation & Five-Year Funding Summary

Sam Shelton

From: Craig Goldblatt [CGoldblatt@mtc.ca.gov]
Sent: Tuesday, August 17, 2010 2:10 PM
To: Sam Shelton
Cc: Alix Bockelman; Bob Bates; Ross McKeown; Daryl Halls; ERichards@sta-snci.com; Janet Adams
Subject: Block Grant funds: Flex to County for Rehabilitation and TDA Unmet Needs Process

Hi, Sam:

Following up on our discussion about Solano's block grant program, we discussed the maximum flexing of amounts from the Regional Bicycle and County TLC programs to the LSR Rehabilitation Program. Through the Strategic Plan process, MTC had concurred that the County of Solano would receive the flexed funds for streets and roads rehabilitation purposes, predicated on a commitment from the County of Solano to phase out their streets and roads claim on TDA funds in 2 years with FY 2011-12 being the last year. As I understand, there has been no formal board action by the County Board of Supervisors to date or letter confirming this understanding by the Public Works Director .

Therefore, MTC is requesting formal communication from the County prior to programming STP funds to their 2012 Pavement Overlay Program, which is the beneficiary of the flex funds. We will not be adding it to the 2011 TIP until we have this documentation; then the project will be added as a TIP amendment to the 2011 TIP. This should not be burdensome to the County as the STP funds they are requesting are not needed until FY 2012.

Let me know if STA or the county has any questions about this.

Craig

**Metropolitan Transportation Commission
Programming and Allocations Committee**

September 8, 2010

Item Number 2d

Unmet Transit Needs Hearings

Subject: Unmet Transit Needs Public Hearing for Solano County

Background: Each year before Transportation Development Act (TDA) funds can be allocated for streets and roads purposes, MTC must conduct a public hearing to receive testimony to determine whether there are any “unmet transit needs which are reasonable to meet” within the jurisdictions of the claimants. We anticipate that TDA funds will be claimed for streets and roads purposes in Solano County. No other county in the Bay Area claims TDA funds for streets and roads purposes.

In accordance with the provisions of Resolution No. 2380, Revised, MTC will hold an unmet transit needs public hearing in November or December 2010 for the upcoming fiscal year 2011-12. Staff is working with the County of Solano and the Solano Transportation Authority to phase out their use of TDA funds for streets and roads purposes in the coming years. Based on current discussions, FY 2011-12 would be the final year for the county to use TDA for streets and roads. If this schedule is maintained, this would be the last Unmet Needs Hearing in Solano County and the region as a whole.

The final date will be chosen based on the schedules of attending Commissioners, Solano Transportation Authority staff, and MTC staff, who will be managing the hearing. Issues identified at the hearing will be forwarded to the jurisdictions by January 1st and be brought to the Committee in Fall 2011, before any streets and roads claims are brought to the Commission for approval.

Issues: None

Recommendation: We request the Programming and Allocations Committee’s authorization to proceed with the public hearing.

Attachments: None

J:\COMMITTEEPAC\2010 PAC Meetings\09_Sep10_PAC\2d_HearingRequest September UTNeeds.doc



DATE: September 20, 2010
TO: STA TAC
FROM: Liz Niedziela, Transit Program Manager
RE: 10-Year Transit Fleet and Minor Transit Capital Investment Plan

Background:

Various capital transit funding opportunities become available and will continue over the next several years. Some of these funding opportunities include the State Transportation Improvement Program (STIP), Proposition 1B, and Lifeline.

With the passage of Proposition 1B by the voters in November 2006, The Metropolitan Transportation Commission (MTC) passed Resolution 3814 regarding the distribution and use of the \$347 million of Bay Area share of Proposition 1B Regional Transit capital funds estimated to be available over a ten year cycle. Of this total, Solano County will receive approximately \$500,000 annually for Small Operators/North Counties - Capital Improvements category.

Based on the 10-Year Transit Fleet Plan approved by STA Board in 2007, prioritization was used as the basis of funding the following three transit vehicle replacement projects of \$1,475,912 in Prop 1B matching funds as follows:

Fairfield and Suisun Transit (5 vehicles)	\$400,000
Vacaville Transit (5 vehicles)	\$240,000
<u>Vallejo Transit (20 vehicles)</u>	<u>\$835,912</u>
TOTAL	\$1,475,912

In addition, County has also received and may continue to receive funding from the Lifeline Funding for Transit Operators. MTC's Lifeline Transportation Funding Program is intended to improve mobility for residents of low-income communities and, more specifically, to fund solutions identified through the community-based transportation plans. In the Lifeline Funding Cycle of Fiscal Year (FY) 2009-11, almost \$3.8 million was awarded for bus shelters, replacement vehicles, bike racks, expanding and sustaining Lifeline identified service (Attachment A). The STA is requesting the transit operators provide a status update on these projects.

Discussion:

At several recent Consortium meetings, there has been discussion about updating the Transit Capital lists for two key purposes: 1.) show how previous funding allocations have been used to meet transit capital needs, and 2.) to update lists to be prepared when funding opportunities arise. Solano County last went through this exercise in the Fall of 2007. The list from that time has been updated with information we received in 2008 which was a limited update. STA staff requested information relating to transit details including unfunded

capital needs in February 2010 to update the 10-Year Transit Fleet (Attachment B) and Minor Transit Capital Investment Plan (Attachment C). Three transit (Dixon, Rio Vista, and Vacaville) operators have updated their transit capital and three transit operators have not. The 10-Year Transit Fleet and Minor Transit Capital Investment Plan is intended to be a guide for not only programming decisions over the next decade but also to be a document that provides detailed information about transit capital priority needs in the county for near-term funding opportunities. It was recommended that STA will update the 10-Year Transit Fleet and Minor Transit Capital Investment Plan at least every two years in association with other capital investment plans.

Over the past year, federal stimulus provided funding to transit operators for transit capital projects (Attachment D). Solano County transit operators received almost \$18 million in funding for transit capital projects from the Federal Transit Administration (FTA). The federal economic stimulus funded projects that need to be updated and/or removed from the Transit Capital List. Attachment D provides details for the transportation projects for Solano County that have received federal stimulus funding. The STA staff is also requesting the transit operators review and update the transit stimulus list by providing completion date and anticipated completion dates.

It is requested each operator email their updated Minor Transit Capital and Fleet Inventory forms to Liz Niedziela. If your 10-Year Transit Fleet and Minor Transit Capital Investment Plan are not updated, STA staff cannot include transit operators to the STA Board for their approval. The lists are scheduled to be presented to the Board at its December meeting. Submit completed forms to STA by October 20th.

Instruction for Completing the Transit Capital Forms

Minor Transit Capital

This list is organized by jurisdiction and near-term (within 5 years) and long-term. Please update your agency's information. If an item has been funded, complete the green columns to describe where it is in the funded/purchased process and the type of funding used. If a project remains unfunded, complete the yellow columns updating the year, cost and amount that is unfunded. Feel free to offer any comments to clarify, identify if there is no longer a need, etc.

Fleet Inventory

The fleet inventory is also organized by jurisdiction. The fleet inventory is from our 2007 exercise with a few updates/comments. Update the information in the blank columns at the right. Add any new vehicles that have been received. A "comments" column has been added for any clarifying notes such as if vehicles have been surplus, don't need to be replaced due to reduced service fleet demands, are new, fund source of newly procured vehicles, etc.

Fiscal Impact:

The 10-Year Transit Fleet and Minor Transit Capital Investment Plan is intended to be a guide for future programming of transit capital funds such as Prop. 1B Transit Capital and other transit capital funds.

Recommendation:

Informational.

Attachments:

- A. Lifeline Funding
- B. 10-Year Transit Fleet Investment Plan
- C. 10-Year Minor Transit Capital Needs
- D. Stimulus Funding For Transit Capital Projects

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LIFELINE FUNDING

			Total	Status
JARC	Vallejo Transit	Expanding Route 5 to Vallejo Campus (2 Years)	\$250,000	
JARC	Benicia CAC	DRIVES/CARS Programs	\$30,000	
JARC	FAST	Installation of MCI Luggage/Bike Racks	\$45,000	
JARC	FAST	Route 8 Frequency for Travis AFB Shuttle	\$91,834	
TOTAL JARC			\$416,834	

STAF	Vallejo Transit	Route 85 - Sustaining (4 Years)	\$ 500,000	
STAF	Vallejo Transit	Route 1 - Sustaining (4 Years)	\$ 800,000	
STAF	Dixon Read-Ride	Saturday and Weekday Service (4 Years)	\$ 521,159	
STAF	FAST	Route 30 Saturday Service (Year 2010-11)	\$ 68,385	
TOTAL STAF			\$ 1,889,544	

Prop 1B	Dixon Read-Ride	Bus Replacement	\$ 60,000	
Prop 1B	FAST	Shelters	\$ 419,088	
Prop 1B	Vallejo Transit	Shelters	\$ 761,014	
Prop 1B	Vacaville City Coach	Shelters	\$ 109,800	
Prop 1B	Dixon Read-Ride	Bus (local match)	\$ 15,000	
Prop 1B	FAST	Replacement Vehicle	\$ 41,600	
Prop 1B	FAST	Downtown Flex Shuttle	\$ 60,000	
TOTAL PROP 1B			\$ 1,466,502	

TOTAL Lifeline Funds Awarded \$ 3,772,880

Capital Projects are in Bold

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Status December 2007															
Operator	Bus Number	Manufacturer	Model	Mode of Power	Year of Purchase	Planned Year of Retirement	Tier	Mileage	Date Mileage Taken	Capacity - Seated	Capacity - Standing	Wheel-chair Positions	In Service/ Spare	Intercity, Local FR, Paratransit	Condition
RIO VISTA															
Rio Vista	15	Supreme	Champion	Diesel	1993	2007	1	146,133	9/30/2006	8	0	1	Spare	Local	Poor
Rio Vista	16	Supreme	Champion	Diesel	2001	2010	1	73,928	9/30/2006	8	5	1	In Service	Local	Good
Rio Vista	17	El Dorado National	Aerotech	Diesel	2006	2015	2	0	9/30/2006	16	10	2	In Service	Local	Excellent
Rio Vista	18	El Dorado National	Aerotech	Diesel	2006	2015	2	0	9/30/2006	16	10	2	In Service	Local	Excellent
Rio Vista	124	Diamond Coach	Ford E450	Diesel	2005	2007	1	50,043	9/30/2006	20	10	2	Spare	Local	Excellent

Status/Notes- Feb 2010					Comments
Mileage	Date Mileage Taken	In Service/ Spare	Intercity, Local FR, Paratransit	Condition	(include if vehicle has been surplus, retired, doesn't need replacement, new vehicle, etc)

Status December 2007																
Operator	Bus Number	Manufacturer	Model	Mode of Power	Year of Purchase	Planned Year of Retirement	Tier	Mileage	Date Mileage Taken	Mileage Taken	Capacity - Seated	Capacity - Standing	Wheel-chair Positions	In Service/ Spare	Intercity, Local FR, Paratransit	Condition
VACAVILLE																
Vacaville	901	Gillig	30/96b6ct Phantom	Diesel	1995	2010	1	389,524	Marh 2006	30	15	2	In Service	Local FR	Very Good	
Vacaville	902	Gillig	30/96b6ct Phantom	Diesel	1995	2010	1	401,756	Mar-06	30	15	2	In Service	Local FR	Very Good	
Vacaville	903	Gillig	30/96b6ct Phantom	Diesel	1995	2010	1	385,469	Mar-06	30	15	2	In Service	Local FR	Very Good	
Vacaville	904	Gillig	30/96b6ct Phantom	Diesel	1995	2010	1	397,583	Mar-06	30	15	2	In Service	Local FR	Very Good	
Vacaville	905	Gillig	30/96b6ct Phantom	Diesel	1995	2010	1	358,661	Mar-06	30	15	2	In Service	Local FR	Very Good	
Vacaville	906	Gillig	30/96b6ct Phantom	Diesel	1995	2010	1	398,995	Mar-06	30	15	2	Spare	Local FR	Very Good	
Vacaville	907	Gillig	30/96b6ct Phantom	Diesel	1995	2010	1	376,421	Mar-06	30	15	2	Spare	Local FR	Very Good	
Vacaville	908	BlueBird	2903 QBRE	CNG	2001	2013	2	97,810	Mar-06	30	15	2	In Service	Local FR	Very Good	
Vacaville	909	BlueBird	2904 QBRE	CNG	2001	2013	2	99,925	Mar-06	30	15	2	In Service	Local FR	Very Good	
Vacaville	910	BlueBird	2905 QBRE	CNG	2001	2013	2	94,575	Mar-06	30	15	2	In Service	Local FR	Very Good	
Vacaville	911	BlueBird	2906 QBRE	CNG	2001	2013	2	103,909	Mar-06	30	15	2	Spare	Local FR	Very Good	
Vacaville	912	BlueBird	2907 QBRE	CNG	2001	2013	2	98,982	Mar-06	30	15	2	Spare	Local FR	Very Good	
Vacaville																
Vacaville	954	El Dorado	Ford E350 Turtletop	Diesel	1999	2008	1	98,563	Mar-06	8	0	2	In Service	Paratransit	Good	
Vacaville	955	El Dorado	Ford E350 Turtletop	Diesel	1999	2008	1	97,852	Mar-06	8	0	2	Spare	Paratransit	Good	
Vacaville	956	El Dorado	Ford E350 El Dorado	Diesel	2006	2015	2	23,011	Mar-06	8	0	2	In Service	Paratransit	New	
Vacaville	957	El Dorado	Ford E350 El Dorado	Diesel	2006	2015	2	21,028	Mar-06	8	0	2	In Service	Paratransit	New	
Vacaville	958	El Dorado	Ford E350 El Dorado	Diesel	2006	2015	2	21,009	Mar-06	8	0	2	Spare	Paratransit	New	
Vacaville	959	El Dorado	Ford E350 El Dorado	Diesel	2006	2015	2	22,695	Mar-06	8	0	2	Spare	Paratransit	New	

Status/Notes- Feb 2010					Comments
Mileage	Date Mileage Taken	In Service/ Spare	Intercity, Local FR, Paratransit	Condition	(include if vehicle has been surplusd, retired, doesn't need replacement, new vehicle, etc)

SOLANO TRANSPORTATION AUTHORITY
SOLANO TRANSIT OPERATORS' FLEET INVENTORY
02-11-10 Status Update

Status December 2007																
Operator	Bus Number	Manufacturer	Model	Mode of Power	Year of Purchase	Planned Year of Retirement	Tier	Mileage	Date Mileage Taken	Mileage Taken	Capacity - Seated	Capacity - Standing	Wheel-chair Positions	In Service/ Spare	Intercity, Local FR, Paratransit	Condition
BENICIA																
Benicia	115	Supreme	Champion	Diesel	1997	2007	1	221,735	9/30/2006	10	5	1	1	In Service	Paratransit	Fair
Benicia	116	Chevrolet	Venture	Gasoline	2001	2011		144,603	6/19/2007	6	0	2	2	In Service	Support	Good
Benicia	117	Chevrolet	Venture	Gasoline	2001	2011		180,716	6/19/2007	6	0	2	2	In Service	Support	Good
Benicia	2000	Gillig	Phantom	Diesel	2000	2013	2	428,549	6/19/2007	35	17	2	2	In Service	Intercity	Fair
Benicia	2001	Gillig	Phantom	Diesel	2000	2013	2	451,687	6/19/2007	35	17	2	2	In Service	Intercity	Fair
Benicia	2002	Gillig	Phantom	Diesel	2001	2014	2	360,720	6/19/2007	35	17	2	2	In Service	Intercity	Good
Benicia	2003	Goshen Coach	Ford E450	Diesel	2000	2008	1	234,248	6/19/2007	21	10	2	2	In Service	Local	Fair
Benicia	2004	Goshen Coach	Ford E450	Diesel	2000	2009	1	239,724	6/19/2007	21	10	2	2	In Service	Local	Fair
Benicia	2005	El Dorado National	Aerotech	Diesel	2006	2012	2	40,840	6/19/2007	12	10	2	2	In Service	Paratransit	Good
Benicia	2006	El Dorado National	Aerotech	Diesel	2006	2012	2	32,468	6/19/2007	12	10	2	2	In Service	Paratransit	Good
Benicia	2007	El Dorado National	Aerotech	Diesel	2006	2012	2	39,629	6/19/2007	12	10	2	2	In Service	Paratransit	Good
Benicia	2008	Ford	Allstar	Gasoline	2007			4,358	6/19/2007	20	10			In Service	Paratransit	Good
Benicia	2009	Gillig	Phantom	Diesel	1996			597,039	6/19/2007	44	10				Fixed Route	Fair
Benicia	2010	Gillig	Phantom	Diesel	1996			603,885	6/19/2007	44	25				Fixed Route	Fair
Benicia	2011	Gillig	Phantom	Diesel	1996			607,926	6/19/2007	44	25				Fixed Route	Fair
Benicia	2012	Gillig	Phantom	Diesel	1996			544,555	6/19/2007	44	25				Fixed Route	Fair
Benicia	2021	Toyota	Prius	Gasoline Hybrid	2003	2013		40,693	6/19/2007	5	0	0	0	In Service	Support	Excellent
Benicia	2201	El Dorado National	Aerotech	Diesel	2001	2009	1	237,415	6/19/2007	21	10	2	2	In Service	Local	Good
Benicia	3510	Gillig	Phantom	Diesel	1991	2008	1	448,865	9/30/2006	37	30	2	2	In Service	Local	Fair
Benicia	3512	Gillig	Phantom	Diesel	1991	2008	1	461,328	9/30/2006	37	30	2	2	In Service	Local	Fair
Benicia	3513	Gillig	Phantom	Diesel	1991	2008	1	522,373	9/30/2006	37	30	2	2	In Service	Local	Fair
DIXON																
Dixon	300	Ford	E450	Gasoline	2006	2013	2	47,960	2/16/2010	16	0	1	1	Inservice	GPPV	Excellent
Dixon	301	Ford	E450	Gasoline	2007	2014	1	40,468	2/16/2010	18	0	4	4	Spare	GPPV	Poor
Dixon	305	Ford	E450	Gasoline	1999	2008	1	160,950	2/16/2010	20	0	2	2	Inservice	GPPV	Fair
Dixon	306	Ford	E450	Gasoline	2001	2009	1	155,232	2/16/2010	18	0	2	2	Inservice	GPPV	Fair
Dixon	307	Ford	E450	Gasoline	2002	2010	1	140,695	2/16/2010	18	0	2	2	Inservice	GPPV	Good
Dixon	308	Ford	E450	Gasoline	2002	2010	1	159,613	2/16/2010	18	0	2	2	Inservice	GPPV	Good
Dixon	309	Ford	E450	Gasoline	2003	2011	1	96,046	2/16/2010	18	0	2	2	Inservice	GPPV	Good

Status/Notes- Feb 2010					Comments
Mileage	Date Mileage Taken	In Service/ Spare	Intercity, Local FR, Paratransit	Condition	(include if vehicle has been surplus, retired, doesn't need replacement, new vehicle, etc)

Status December 2007															
Operator	Bus Number	Manufacturer	Model	Mode of Power	Year of Purchase	Planned Year of Retirement	Tier	Mileage	Date Mileage Taken	Capacity - Seated	Capacity - Standing	Wheel-chair Positions	In Service/ Spare	Intercity, Local FR, Paratransit	Condition
RIO VISTA															
Rio Vista	15	Supreme	Champion	Diesel	1993	2007	1	146,133	9/30/2006	8	0	1	Spare	Local	Poor
Rio Vista	16	Supreme	Champion	Diesel	2001	2010	1	73,928	9/30/2006	8	5	1	In Service	Local	Good
Rio Vista	17	El Dorado National	Aerotech	Diesel	2006	2015	2	0	9/30/2006	16	10	2	In Service	Local	Excellent
Rio Vista	18	El Dorado National	Aerotech	Diesel	2006	2015	2	0	9/30/2006	16	10	2	In Service	Local	Excellent
Rio Vista	124	Diamond Coach	Ford E450	Diesel	2005	2007	1	50,043	9/30/2006	20	10	2	Spare	Local	Excellent

Status/Notes- Feb 2010					Comments
Mileage	Date Mileage Taken	In Service/ Spare	Intercity, Local FR, Paratransit	Condition	(include if vehicle has been surplus, retired, doesn't need replacement, new vehicle, etc)

Status December 2007															
Operator	Bus Number	Manufacturer	Model	Mode of Power	Year of Purchase	Planned Year of Retirement	Tier	Mileage	Date Mileage Taken	Capacity - Seated	Capacity - Standing	Wheel-chair Positions	In Service/ Spare	Intercity, Local FR, Paratransit	Condition
VACAVILLE															
Vacaville	901	Gillig	30/96b6ct Phantom	Diesel	1995	2010	1	389,524	Marh 2006	30	15	2	In Service	Local FR	Very Good
Vacaville	902	Gillig	30/96b6ct Phantom	Diesel	1995	2010	1	401,756	Mar-06	30	15	2	In Service	Local FR	Very Good
Vacaville	903	Gillig	30/96b6ct Phantom	Diesel	1995	2010	1	385,469	Mar-06	30	15	2	In Service	Local FR	Very Good
Vacaville	904	Gillig	30/96b6ct Phantom	Diesel	1995	2010	1	397,583	Mar-06	30	15	2	In Service	Local FR	Very Good
Vacaville	905	Gillig	30/96b6ct Phantom	Diesel	1995	2010	1	358,661	Mar-06	30	15	2	In Service	Local FR	Very Good
Vacaville	906	Gillig	30/96b6ct Phantom	Diesel	1995	2010	1	398,995	Mar-06	30	15	2	Spare	Local FR	Very Good
Vacaville	907	Gillig	30/96b6ct Phantom	Diesel	1995	2010	1	376,421	Mar-06	30	15	2	Spare	Local FR	Very Good
Vacaville	908	BlueBird	2903 QBRE	CNG	2001	2013	2	97,810	Mar-06	30	15	2	In Service	Local FR	Very Good
Vacaville	909	BlueBird	2904 QBRE	CNG	2001	2013	2	99,925	Mar-06	30	15	2	In Service	Local FR	Very Good
Vacaville	910	BlueBird	2905 QBRE	CNG	2001	2013	2	94,575	Mar-06	30	15	2	In Service	Local FR	Very Good
Vacaville	911	BlueBird	2906 QBRE	CNG	2001	2013	2	103,909	Mar-06	30	15	2	Spare	Local FR	Very Good
Vacaville	912	BlueBird	2907 QBRE	CNG	2001	2013	2	98,982	Mar-06	30	15	2	Spare	Local FR	Very Good
Vacaville															
Vacaville	954	El Dorado	Ford E350 Turtletop	Diesel	1999	2008	1	98,563	Mar-06	8	0	2	In Service	Paratransit	Good
Vacaville	955	El Dorado	Ford E350 Turtletop	Diesel	1999	2008	1	97,852	Mar-06	8	0	2	Spare	Paratransit	Good
Vacaville	956	El Dorado	Ford E350 El Dorado	Diesel	2006	2015	2	23,011	Mar-06	8	0	2	In Service	Paratransit	New
Vacaville	957	El Dorado	Ford E350 El Dorado	Diesel	2006	2015	2	21,028	Mar-06	8	0	2	In Service	Paratransit	New
Vacaville	958	El Dorado	Ford E350 El Dorado	Diesel	2006	2015	2	21,009	Mar-06	8	0	2	Spare	Paratransit	New
Vacaville	959	El Dorado	Ford E350 El Dorado	Diesel	2006	2015	2	22,695	Mar-06	8	0	2	Spare	Paratransit	New

Status/Notes- Feb 2010					Comments
Mileage	Date Mileage Taken	In Service/ Spare	Intercity, Local FR, Paratransit	Condition	(include if vehicle has been surplusd, retired, doesn't need replacement, new vehicle, etc)

STA TRANSIT CAPITAL PLAN - Minor Capital
Preliminary Project List -2010 Update
11-Feb-10

Near Term									
Jurisdiction	Project	Year	Total Cost	Unfunded	Funded Projects Update	Unfunded Projects Update		Comments	
Status December 2007					Status-2010		Status-2010		
					Purchased, Procured, or Funded	Fund Source(s)	Year		Total Cost
Benicia	Bus Stop Amenities	FY 07-08 - Future	\$53,654	\$22,000					
Benicia	Bus Stop Improvement at 1st St	FY 08-09	\$500,000	\$500,000					
Benicia	Office Equipment	FY 08-09	\$25,000	\$25,000					
Benicia	Replace Admin Sedan	FY 11-12	\$30,000	\$30,000					
Dixon	New Dispatch System	FY2007-08	\$15,000	\$15,000					
Fairfield	AVL System	FY 07-08- FY 08-09	\$1,532,940	\$766,470					
Fairfield	Bus Stop Improvements	FY2007-08;FY2008-09	\$151,800						
Fairfield	Transit Equipment (Exterior Graphics; bike racks)	FY2007-08;FY2008-09	\$53,500						
Fairfield	FTC Capital Facilities	FY2007-08;FY2008-09	\$340,000						
Fairfield	Maintenance Equipment	FY2007-08	\$104,100						
Fairfield	Misc.	FY2007-08;FY2008-09	\$100,000						
Rio Vista	Dispatch Software, Office Equip	FY 08-09- FY 10-11	\$50,000	\$50,000					
Rio Vista	Bus Bench	FY2007-08	\$5,119	\$0					
Rio Vista	Particulate Trap	FY2007-08	\$25,000	\$0					
Rio Vista	Radio Base Station & 10 Mobile Units	FY2007-08	\$4,440	\$0					
Rio Vista	Computer Equipment	FY2007-08	\$3,600	\$0					
Rio Vista	Bus Stop Signs & Benches	FY2008-09	\$10,000	\$10,000					
Rio Vista	Administrative Vehicle	FY2008-09	\$25,000	\$25,000					
Rio Vista	Office Equipment	FY2008-09	\$2,500	\$2,500					
Vacaville	Transit Maintenance Tools	FY09/10; FY10/11;FY12/13	\$150,000						
Vacaville	Transit Amenities: Bus Shelters, Benches etc.	FY08/09; FY09/10; FY10/11	\$240,000						
Vallejo	Systemwide Bus Shelter Repl.	FY 06-07	\$250,000	\$150,000					
Vallejo	Misc Support Equipment	FY 06-07	\$50,000	\$10,000					
Vallejo	Port Security FMF	FY 06-07	\$281,250	\$56,250					
Vallejo	Tire Machine	FY 07-08	\$10,000	\$10,000					
Vallejo	Close Monitoring Wells	FY 07-08	\$25,000	\$25,000					
Vallejo	Replace DPF Mufflers	FY 07-08	\$190,000	\$190,000					
Vallejo	Replace Shop Truck	FY 07-08	\$60,000	\$60,000					
Vallejo	9 Computers for Transit Facility	FY 07-08	\$27,000	\$27,000					
Vallejo	Install new DECS for MCI buses	FY 08-09	\$700,000	\$700,000					
Vallejo	Exhaust fan for DPF Cleaner	FY 08-09	\$30,000	\$30,000					
Vallejo	Major Ferry Components Rehab	FY 08-09	\$848,140	\$169,628					
Vallejo	Surveillance Cameras for 60 buses	FY 08-09	\$250,000	\$250,000					
Vallejo	Paratransit Scheduling Software	FY 08-09	\$50,000	\$50,000					
Vallejo	5 Computers for Paratransit Sched	FY 08-09	\$26,000	\$26,000					
Vallejo	Bus Stop Maint/Inventory Software	FY 08-09	\$25,000	\$25,000					
Vallejo	Paving Bus Maintenance Facility	FY 08-09	\$500,000	\$500,000					
Vallejo	Replace Bus Wash	FY 08-09	\$300,000	\$300,000					
Vallejo	Replace Gillig Transmissions	FY 08-09	\$80,000	\$80,000					
Vallejo	Replace Gillig Engines	FY 08-09	\$140,000	\$140,000					
Vallejo	Replace Maint Facility HVAC	FY 08-09	\$100,000	\$100,000					
Vallejo	Renovate Driver Break Room	FY 08-09	\$5,000	\$5,000					
Vallejo	Bus Facility Security Surveillance	FY 08-09	\$50,000	\$50,000					
Vallejo	Replace 10 Computers for Transit	FY 08-09	\$40,000	\$40,000					
Vallejo	Upgrade Base Radio Equipment	FY 08-09	\$150,000	\$150,000					
Vallejo	PT Maint Support Equip - Battery	FY 08-09	\$10,000	\$10,000					
Vallejo	Transit Misc Support Equip	FY 08-09	\$72,000	\$72,000					
Vallejo	Surveillance Cameras for Sereno TC	FY 09-10	\$75,000	\$75,000					
Vallejo	Support Vehicles	FY 09-10	\$85,000	\$85,000					
Vallejo	Seal Shop Floor	FY 09-10	\$100,000	\$100,000					
Vallejo	Security Enhance. O&M Facility	FY 09-10	\$300,000	\$300,000					
Vallejo	Replace 6 Computers for Ferry	FY 09-10	\$25,000	\$25,000					
Vallejo	Replace Misc Office Equipment	FY 09-10	\$50,000	\$50,000					
Vallejo	Expand Dispatch in Bus Ops Fac	FY 10-11	\$700,000	\$700,000					
Vallejo	Systemwide AVL	FY 10-11							
Vallejo	Engine Repower	FY 08-09	\$6,500,000	\$1,300,000					
Vallejo	Engine Repower	FY 09-10	\$6,500,000	\$1,300,000					
5 YEAR TOTAL, MINOR CAPITAL			\$22,026,043	\$8,606,848					
Longer-term									
Benicia	AVL System	Future	\$475,000	\$475,000					
Rio Vista	Bus Stop and Amenities	Future	\$25,119	\$5,000					
Rio Vista	AVL for Transit Buses	Future	\$150,000	\$150,000					
TOTAL, FUTURE MINOR CAPITAL			\$650,119	\$630,000					

Tier	Local Agency	Project Title	ARRA	Status
T1	City of Benicia	Fueling Station Upgrade	\$ 57,000	
T1	City of Benicia	Replace 12 Bus Shelters	\$ 68,400	
T1	City of Benicia	Operating Assistance	\$ 6,600	
FTA 5311	City of Dixon	Preventative Maintenance for Dixon Re	\$ 48,000	
FTA 5311	City of Dixon	Municipal Service Center	\$ 381,676	
FTA 5311	City of Dixon (STA transferred)	Paratransit Buses (3)	\$ 225,000	
T1	City of Fairfield	FAST Preventative Maintenance	\$ 826,080	
T1	City of Fairfield	Bus Purchase/Replacement (3)	\$ 417,747	
T1	City of Fairfield	GFI Fareboxes	\$ 1,577,660	
T1	City of Fairfield	Operating Assistance	\$ 313,498	
T1-S	City of Fairfield	GFI Fareboxes	\$ 172,340	
T2	City of Fairfield	Bus Purchase/Replacement (6)	\$ 788,484	
FTA 5311	City of Rio Vista	Preventative Maintenance	\$ 75,000	
T1	City of Vacaville	Fixed Route Bus Replacement	\$ 1,734,372	
T1	City of Vacaville	Vacaville Intermodal Station	\$ 482,702	
T1-S	City of Vacaville	Fareboxes	\$ 115,330	
T2	City of Vacaville	Vacaville Intermodal Station	\$ 527,655	
T1	City of Vallejo	Rehab/Preventative Maintenance	\$ 3,238,768	
T1	City of Vallejo	Ferry Terminal ADA, Rehab	\$ 800,000	
T1	City of Vallejo	Bus Maintenance Facility	\$ 812,324	
T1	City of Vallejo	Repower Ferry Engines	\$ 2,000,000	
T1	City of Vallejo	Operating Assistance	\$ 761,232	
T1-S	City of Vallejo	Vallejo Station Bus Transit Center	\$ 439,212	
T2	City of Vallejo	Vallejo Station	\$ 2,009,466	
FTA 5311	City of Vallejo (STA transferred)	Paratransit Buses (1)	\$ 75,000	
			\$ 17,953,546	



DATE: September 17, 2010
TO: STA TAC
FROM: Sam Shelton, Project Manager
RE: Safe Routes to School Program Update

Background:

The Solano Transportation Authority (STA) began the development of its Safe Routes to School (SR2S) Program in 2005, in response to the growing childhood obesity epidemic, student travel safety concerns, growing air pollution, and traffic congestion near schools in Solano County. The program works to encourage more students to walk and bike to school by identifying a balance of traffic calming and safety engineering projects, student education & safety training, encouragement contests & events, and enforcement coordination with police. The program also strives to increase interagency cooperation to continue to plan and implement SR2S projects with all local agencies.

Funding Summary

Between Fiscal Year (FY) 2008-09 and FY 2009-10, the STA's SR2S Education & Encouragement Program has expended \$386,794 of the \$736,000 in current air district and federal grants, mostly on radar speed feedback signs. Between FY 2010-11 and FY 2011-12, the Program will add \$1.029 M to \$1.529 M in additional grant funding, previously from Metropolitan Transportation Commission (MTC)'s SR2S CMAQ funded program for mostly education and encouragement activities.

On June 9th, the STA Board approved of over \$1.3M in federal air quality funds and local air district funds for education and encouragement events, which will fund the STA's SR2S Program until the end of FY 2011-12. Additional Cycle 2 MTC SR2S funds are possible in FY 2012-13 and STA will have to submit as competitive federal SRTS grants (administered by Caltrans) in order to maintain the Solano SR2S Program.

Discussion:

\$500,000 MTC Innovative Grant for SR2S Mapping Project

Last summer, STA staff submitted a grant requesting \$500,000 for the next phases of the STA's SR2S Walk and Bike to School Maps project. This project will help create "Suggested Routes to School Map" for every school in Solano County as well as create an interactive mapping program to help streamline distribution of information and the creation of walking school bus student walking groups. MTC plans to announce grant awardees in early October.

Completed SR2S Engineering Projects

On May 4, 2009, the STA Board approved \$275,000 of Bay Area Air Quality Management District (BAAQMD) Regional Transportation for Clean Air (TFCA) funds for a total of 28 radar

speed signs in the cities of Benicia, Fairfield, Suisun City, and Vallejo. In June 2008, the City of Rio Vista received Yolo-Solano Air Quality Management District (YSAQMD) Clean Air Funds (CAF) for radar speed signs at Riverview Middle School. By the end of September 2010, all radar speed sign projects will have been installed, with most having been installed prior to the beginning of this FY 2010-11 school year.

In 2008, Caltrans awarded the City of Vallejo \$130,460 for SR2S sidewalk improvements and safety lighting, and radar speed signs at Steffan Manor Elementary. This project was completed this summer.

STA SR2S FY 2010-11 School Events & Marketing Materials

To date, the STA has 15 schools participating the STA's SR2S Program's education and encouragement activities: safety assemblies, bicycle rodeos, and Walk n' Roll Prize Weeks. During August and September, STA staff has made presentations to all school principals countywide, inviting their schools to participate in the program. All elementary schools in Vacaville and a number of schools in Dixon, Vallejo, and Benicia have scheduled SR2S events at their schools.

Attached are various marketing materials being used to promote the STA's SR2S Program to students, parents, school staff, and volunteers (Attachment A). The STA's new SR2S Program website lists participating schools and their scheduled events, found at SolanoSR2S.ca.gov.

Recommendation:

Informational.

Attachment:

- A. FY 2010-11 Safe Routes to School Program Marketing Materials

FY 2010-11 & FY 2011-12 Safe Routes to School Project & Program Funding

Project/Program	MTC SR2S CMAQ¹	STA SR2S ECMAQ²	TDA Article 3³	YSAQMD CAF⁴
Suisun City Grizzly Island Trail Project	\$300,000			
STA SR2S Program ⁵	\$642,000	\$215,000	\$142,000	\$30,000
\$1.364M TOTAL	\$942,000	\$215,000	\$142,000	\$30,000

1. Metropolitan Transportation Commission (MTC) Safe Routes to School (SR2S) Congestion Mitigation and Air Quality (CMAQ) Program; \$942,000 in Solano County shares as distributed during MTC's Cycle 1 Block Grants.
2. STA SR2S Eastern CMAQ Program; remaining ECMAQ funding for eligible SR2S projects not recommended for other priority bicycle and pedestrian projects.
3. Transportation Development Act (TDA) Article 3; Already recommended by STA Board 05-12-10
4. Yolo Solano Air Quality Management District (YSAQMD) Clean Air Funding (CAF); Already recommended by STA Board 03-10-10, to be considered by YSAQMD in June 2010.
5. STA would be the project sponsor while the Solano County Department of Public Health would be the implementing agency.

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safe routes to school

IN SOLANO COUNTY



free program events

Bike Rodeos

Bike Rodeos are fun training courses that teach kids bike riding and safety skills, while having a great time! They take place at the school and require **8 to 10 volunteers** for **1 to 2 hours**.

Walk & Roll Week

Walk and Roll Week is an encouragement program, including a one-day walk and bike event which requires **4 to 5 volunteers** to observe students demonstrating safe and appropriate walking and riding to school behaviors. Students will receive a gift bag with educational materials, snacks, water and an incentive item. They will also be entered into a raffle for a variety of prizes.

Traffic Safety Assemblies

Traffic Safety Assemblies educate students about how to walk and ride to school safely. Students are separated by grade levels, each attending a **45 to 60 minute** presentation.

about the program

The Safe Routes to School program encourages students to walk and bike to school and supports these activities with educational events throughout the year. The program brings together city planners, traffic engineers, police and public health experts to make the routes to our schools safer and less congested. Parents are encouraged to get involved by volunteering for a walking school bus or bicycle train and helping out with an educational event.

The Solano Transportation Authority launched the County's Safe Routes to School program in 2008 in response to the growing childhood obesity epidemic, student travel safety concerns, growing air pollution and traffic

congestion near schools. The program has expanded to include all of Solano County schools this year.

The goals of the program are to:

- Increase the number of children who walk and bike to school
- Reduce traffic congestion and air pollution around the school
- Improve children's health by increasing physical activity

Schedule an event!

To schedule an event at your school email your preferred event, date and times to:

Tracy Nachand
tnachand@solanocounty.com
 (707) 553-5543

Questions about the program?

Sam Shelton

(707) 399-3211

sshelton@sta-snci.com

www.solanosr2s.ca.gov

a program of



in partnership with



BAY AREA
AIR QUALITY
TRANSPORTATION
FUND FOR
CLEAN AIR



The Solano Transportation Authority's Safe Routes to School Program is not a school district sponsored or endorsed program. Parents remain responsible for ensuring that their students walk and bicycle to school safely.

safe routes to school

IN SOLANO COUNTY



eventos gratis del programa

Rodeos en Bici

Los Rodeos en Bici son divertidos cursos de entrenamiento para enseñar a los niños a andar en bicicleta de manera segura al tiempo que se divierten en grande. Los rodeos se efectúan en la escuela y requieren de **8 a 10 voluntarios** durante **1 o 2 horas**.

Semana Walk & Roll

La semana Walk and Roll (A pie y sobre ruedas) es un programa de motivación que incluye un evento de un día de ir a la escuela a pie o en bicicleta, el cual requiere de **4 o 5 voluntarios** para asegurarse de que los estudiantes sigan las recomendaciones de seguridad durante el trayecto. Los estudiantes recibirán una bolsa de regalos con materiales instructivos, golosinas, agua y un artículo motivacional. También quedarán inscritos en una rifa de varios premios.

Asambleas de Seguridad en el Tráfico

Las Asambleas de Seguridad en el Tráfico enseñan a los estudiantes la forma segura de ir a la escuela a pie o en bicicleta. Se les separa por grado escolar y cada grupo asiste a una presentación de **45 a 60 minutos**.

sobre el programa

El programa Rutas Seguras a la Escuela anima a los estudiantes a irse a pie o en bicicleta a la escuela, y brinda apoyo para estas actividades con eventos informativos a lo largo del año. El programa reúne a planificadores urbanos, ingenieros de tránsito, oficiales de policía y expertos en salud pública para que las rutas a nuestras escuelas sean más seguras y estén menos congestionadas. Exhortamos a los padres de familia a participar como voluntarios en los autobuses escolares a pie, los trenes de bicicletas o los eventos informativos.

El Departamento de Tránsito de Solano inició el programa Rutas Seguras a la Escuela en 2008 en respuesta a la creciente epidemia de obesidad infantil, a la preocupación por la seguridad de los estudiantes en el trayecto a la escuela y al creciente problema

de contaminación atmosférica y congestión de tráfico cerca de los colegios. El programa se ha ampliado y este año incluye a todas las escuelas del Condado de Solano.

Las metas del programa son:

- Aumentar el número de niños que van a la escuela a pie o en bicicleta
- Reducir la congestión de tráfico y la contaminación atmosférica alrededor de las escuelas
- Mejorar la salud de los niños al incrementar sus actividades físicas

Programe un evento

Para programar un evento en su escuela mande por correo electrónico el evento, la fecha y la hora de su preferencia a:

Tracy Nachand

tnachand@solanocounty.com
(707) 553-5543

¿Tiene preguntas acerca del programa?

Sam Shelton
(707) 399-3211

sshelton@sta-snci.com
www.solanosr2s.ca.gov

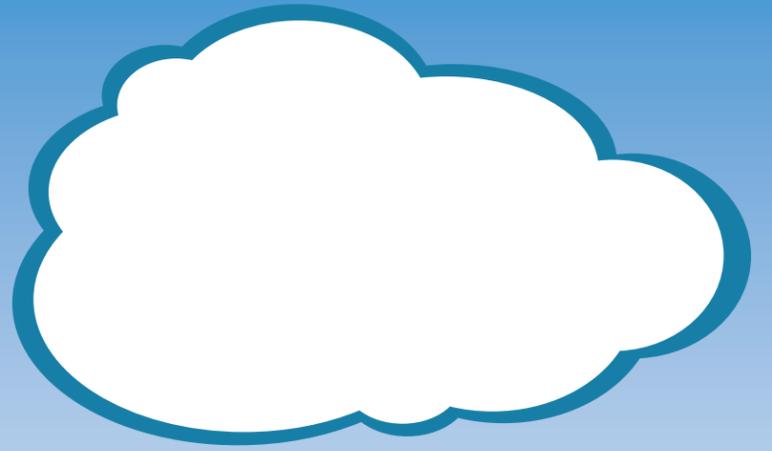
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en alianza con



El Programa Rutas Seguras del Departamento de Tránsito de Solano no es un programa apoyado ni avalado por el distrito escolar. La responsabilidad de que los estudiantes vayan a la escuela a pie o en bicicleta de manera segura corresponde a los padres de familia.



walk,
& roll
win!

bicycle rodeo

PRIZES!

DATE

walk & roll day

PRIZES!

DATE



walk, roll! & win!



bicycle rodeo Bicycle Check-up, Slow Race, Obstacle Course, and more!

PRIZES!

DATE

walk & roll day

PRIZES!

DATE

Safe Routes to Schools Program in Solano County, www.solanosr2s.ca.gov
Contact Tracy Nachand, (707) 553-5543, tnachand@solanocounty.com or
Sam Shelton, (707) 399-3211, sshelton@sta-snci.com





choose freedom!



walk or roll to school with your friends and win!

bicycle rodeo Bicycle Check-up, Slow Race, Obstacle Course, and more!

PRIZES!

DATE

walk & roll day

PRIZES!

DATE

Safe Routes to Schools Program in Solano County, www.solanosr2s.ca.gov
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Let's Do it!

The Safe Routes to School Checklist

- Sign up to participate** by filling out the form on the other side and returning it to the school office.
- Use a recommended route map** to explore the safest way to and from school if available.
- Practice the route with your child**, reviewing safety lessons and using intersections with crossing guards.
- Join a **walking school bus**, carpool, or group of bike riders at www.solanosr2s.ca.gov.
- Make sure your child has a properly **fitted helmet**.
- Attend a **Safety Assembly** at your school.
- Fill out **your child's walk/bike friends** on the back page and keep for your records.
- Enjoy getting to school with your friends in a walking school bus or bicycle train! **Join your friends at** _____ (fill in street name or intersection)

Manos a la obra

Lista de control para Rutas Seguras a la Escuela

- Inscríbese para participar**; llene el formulario que aparece al dorso y envíelo a la dirección de la escuela.
- Use un mapa de rutas recomendadas**, si lo hay, para familiarizarse con la ruta más segura.
- Practique la ruta con su hijo** repasando las lecciones de seguridad y usando las intersecciones donde haya guardias de cruce.
- Inscríbese en un **autobús escolar a pie**, un vehículo compartido o grupo de ciclistas en el sitio www.solanosr2s.ca.gov.
- Asegúrese de que su hijo tenga un **casco debidamente ajustado**.
- Asista a una **Asamblea de Seguridad** en su escuela.
- Proporcione **los nombres de los amigos con quienes su hijo irá a pie o en bicicleta** a la escuela y guarde una copia de esa información.
- Disfruta el camino a la escuela con tus amigos en un autobús escolar a pie o en un tren de bicicletas. **Me reuniré con mis amigos en** _____ (escribe el nombre de la calle o intersección)

find us online

Go to www.solanosr2s.ca.gov for more information: print out maps of your Safe Route, join a biking or walking carpool, learn about upcoming events, and more!

visítenos en línea

Si desea más información consulte www.solanosr2s.ca.gov: imprima mapas de su Ruta Segura, súmese a un grupo de transporte vehicular para ciclistas o caminantes, obtenga información sobre futuros eventos...y más.

Questions about the program? ¿Tiene preguntas acerca del programa?

Sam Shelton
(707) 399-3211
sshelton@sta-snci.com
www.solanosr2s.ca.gov

a program of/
un programa de



in partnership with/en alianza con



The Solano Transportation Authority's Safe Routes to School Program is not a school district sponsored or endorsed program. Parents remain responsible for ensuring that their students walk and bicycle to school safely./El Programa Rutas Seguras del Departamento de Tránsito de Solano no es un programa apoyado ni avalado por el distrito escolar. La responsabilidad de que los estudiantes vayan a la escuela a pie o en bicicleta de manera segura corresponde a los padres de familia.

safe routes to school

IN SOLANO COUNTY



Safe. Healthy. Fun.

Welcome to Safe Routes to School! Our school is part of the Safe Routes to School (SR2S) program. The Solano County SR2S program was launched in 2008 and has expanded to include all Solano County schools. The goal of the program is to increase the number of students walking and bicycling to school by helping to make our children's trips to school safe, fun and healthy. The program teaches kids how to walk and ride more safely, slows traffic near schools, and reduces congestion and air pollution in school drop off zones. Not only does the program keep our kids healthy and active, it makes the commute to school safer and more fun for everyone.

Seguro. Sano. Divertido.

¡Le damos la bienvenida a Rutas Seguras a la Escuela! Nuestra escuela es parte del

programa Rutas Seguras a la Escuela (SR2S). El programa SR2S del Condado de Solano se inició en 2008 y ahora incluye a todas las escuelas de esta demarcación. Su objetivo es aumentar el número de estudiantes que van a la escuela a pie o en bicicleta, haciendo del trayecto una experiencia segura, sana y divertida. El programa enseña a los niños la forma de irse a pie o en bicicleta de manera segura, aminora la velocidad de los vehículos cerca de las escuelas y reduce la congestión de tráfico y la contaminación atmosférica en las zonas de ascenso y descenso afuera de las escuelas. El programa no solo mantiene a los niños sanos y activos, sino que también hace el trayecto a la escuela más seguro y divertido.

How does Safe Routes to Schools Work?

- Schools, parents, traffic engineers, city planners, police and public health experts work together to make the streets around schools safe.
- Children learn how to be safe when walking and biking to school.
- Students are educated about safety, ways to improve their health and simple things they can do to improve the environment.

¿Cómo funciona el programa Rutas Seguras a la Escuela?

- Las escuelas, padres de familia, ingenieros de tránsito, planificadores urbanos, oficiales de policía y expertos en salud pública trabajan juntos para hacer más seguras las calles alrededor de las escuelas.
- Los niños aprenden a estar seguros al ir a la escuela a pie o en bicicleta.
- Los estudiantes reciben información sobre la seguridad, formas de mejorar su salud y acciones sencillas que contribuyen a mejorar el ambiente.



Questions! We've got answers!

Q: How can I be sure my child will be safe walking or biking to school?

A: Sign up for a walking school bus—a group of children and parents who walk to school together. Complete the form in this brochure so that your school has contact information for all families participating in the program. Volunteer to walk with the group a few days a week. Use a recommended route to school map, if available, to select your safe route to school.

Q: There is too much traffic on the road for my child to walk or bike to school. How can Safe Routes to School help?

A: The program goal is to improve safety around schools. Here are a few things you can do to make your child's trip to school safer:

1. Walk with a group—there is safety in numbers. When more of us are walking, the roads are less congested and it's more fun.

2. Attend a Bicycle Rodeo at your school. These fun workshops teach students bicycle road safety and bicycle control.
3. Check the school route map, if available, for special crossing guard locations. Walk the route with your child and point out these special locations.

Q: Can I still be part of Safe Routes to Schools if I live far from school?

A: Sure! Fill out the form on the next page to join a walking school bus for your school. Check the school route map, if available, to check walking times. Then, drop your child off along the route to join the walking school bus closer to school. You can also check out www.solanosr2s.ca.gov to find another family to carpool to school with.

Q: My child has asthma. Is it safe for my child to walk to school?

A: Yes. Find out how at www.solanoasthma.org or speak with your doctor about asthma management and exercise.

Q: How can I help make the program a success?

A: There are many ways to volunteer:

- Start and coordinate a walking school bus or bicycle train
- Volunteer at a Bicycle Rodeo
- Volunteer during the Walk n' Roll to School week
- Walk with your child to school most days of the week
- Encourage your child to walk, roll, or carpool most days of the week

These events don't require much time, but they make a big difference. For more information and to sign up as a volunteer, call Tracy Nachand at (707) 553-5543.

¿Tiene preguntas? Nosotros tenemos las respuestas

P: ¿Cómo puedo tener la tranquilidad de que mi hijo está seguro al ir a la escuela a pie o en bicicleta?

R: Inscríbese en un "autobús escolar a pie", que es un grupo de niños y padres de familia que caminan juntos a la escuela. Llene el formulario de este folleto para que la escuela tenga la información de contacto de todas las familias participantes en el programa. Ofrézcase como voluntario para acompañar al grupo algunos días de la semana. Use el mapa de rutas recomendadas a la escuela, si lo hay, para escoger una ruta segura.

P: Hay mucho tráfico en las calles como para que mi hijo se vaya a pie o en bicicleta. ¿Cómo puede ayudarme Rutas Seguras a la Escuela?

R: El objetivo del programa es mejorar la seguridad alrededor de las escuelas. He aquí algunas de las formas en que usted puede hacer más seguro el trayecto de su hijo a la escuela:

1. Caminar en grupo; hacerlo incrementa la seguridad. Cuanta más gente camine,

menos congestionadas estarán las vías de circulación y la experiencia será más divertida.

2. Asistir a un Rodeo en Bici en la escuela. En estos divertidos talleres se enseña a los niños a controlar la bicicleta y conducirla con seguridad.
3. Estudiar el mapa de rutas a la escuela, si lo hay, para ubicar los lugares donde hay guardias de cruce. Recorra la ruta con su hijo y señálele tales lugares.

P: ¿Puedo inscribirme para Rutas Seguras a la Escuela aun si vivo lejos de la escuela?

R: Por supuesto. Llene el formulario de la siguiente página para inscribirse en un "autobús escolar a pie" de su escuela. Estudie el mapa de rutas a la escuela, si lo hay, para verificar la hora de las caminatas. Después lleve a su hijo en auto a lo largo de la ruta para que se sume a uno de estos grupos de caminantes una vez que se encuentre más cerca de la escuela. También puede visitar www.solanosr2s.ca.gov para encontrar otra familia con quién compartir vehículo.

P: Mi niño tiene asma. ¿Es seguro que vaya a pie a la escuela?

R: Sí. Puede encontrar información en www.solanoasthma.org o consultar a su médico acerca del cuidado y los ejercicios para asmáticos.

P: ¿Cómo puedo ayudar para que el programa tenga éxito?

R: Hay varias formas de colaborar como voluntario:

- Inicie y coordine un "autobús escolar a pie" o un "tren de bicicletas"
- Ayude en un Rodeo en Bici
- Ayude durante la semana Walk n' Roll (A la escuela a pie y sobre ruedas)
- Camine con su hijo a la escuela la mayoría de los días
- Anime a su hijo a irse a pie, en bicicleta o en vehículo compartido la mayoría de los días.

Estos eventos no exigen mucho tiempo, pero hacen una gran diferencia. Si desea más información y registrarse como voluntario, llame a Tracy Nachand al (707) 553-5543.

safe routes to school

calendar/calendario

Use this calendar to keep track of how many days each month your child walks or rides to school. Reward yourself for a job well done! Use este calendario para anotar cuántos días cada mes su hijo va a la escuela a pie o en bicicleta. Prémiese por su buena labor.

MONTH/MES	PUT A CHECK FOR EACH DAY YOU WALK OR RIDE/PONGA UNA PALOMITA POR CADA DÍA DE CAMINATA O BICICLETA	TOTAL DAYS/NÚM. TOTAL DE DÍAS
September/septiembre		
October/octubre		
November/noviembre		
December/diciembre		
January/enero		
February/febrero		
March/marzo		
April/abril		
May/mayo		
June/junio		

My child will walk/bike to school with:
Mi hijo irá a la escuela a pie o en bicicleta con:

NAME/NOMBRE	CONTACT/CONTACTO
_____	_____
_____	_____
_____	_____
_____	_____

Walking School Bus Coordination Form

FORMULARIO DE COORDINACIÓN PARA AUTOBÚS ESCOLAR A PIE

Please return this form to your school office to help coordinate walking school buses. Envíe este formulario a la dirección de la escuela para la coordinación de los autobuses escolares a pie.

Yes! My child will walk or ride a bike on a Safe Route to School.

Si Mi hijo irá a pie o en bicicleta por una Ruta Segura a la Escuela.

Child's Name/Nombre del niño _____

Grade and Teacher/Grado escolar y profesor _____

Days of the week my child will walk or ride a bike to school/Días de la semana que mi hijo irá a la escuela a pie o en bicicleta _____

Parent/Guardian contact/Padre/Tutor a quien contactar _____

Parent/Guardian cell phone/Tel. celular del padre o tutor _____

Cross Street where child will begin Safe Routes to School (example: Elm and Main Street)/Intersección en la que el niño comenzará la Ruta Segura a la Escuela (por ej.: Elm y Main Street) _____

My child will walk/bike with/Mi hijo irá a pie o en bicicleta a la escuela con _____

Don't forget to also fill out your child's walk/bike friends and contact information in the space to the left, and keep for your records. **No olvide anotar** en el espacio de la izquierda los nombres de los amigos con quienes su hijo irá a pie o en bicicleta a la escuela. Conserve una copia de esa información.

Volunteer for an Event!/Ofrézcase como voluntario para un evento

We need your help—and we have lots of chances to get involved. During the year, our school will host several events that require parent volunteers. Necesitamos su ayuda y abundan las oportunidades de participación. Nuestra escuela organizará varios eventos que requieren de padres que se ofrezcan como voluntarios.

Yes, I would like to volunteer for an event. /Sí, me gustaría participar voluntariamente en un evento.

I would like to help/start a walking school bus or bicycle train. /Me gustaría ayudar o iniciar un autobús escolar a pie o un tren de bicicletas.

Name/Nombre _____

Phone/Teléfono _____

For more information, contact Tracy Nachand at (707)-553-5543 or tnachand@solanocounty.com. /Si desea más información comuníquese con Tracy Nachand al (707)-553-5543 o tnachand@solanocounty.com.



→ STA home

safe routes to school

IN SOLANO COUNTY

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Upcoming Events

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Welcome! Safe Routes to School in Solano County is a program that encourages children to walk or bike to school. We promote the program with educational events and incentives that support participation by children and their parents. This popular and fun program has many benefits:

- Makes student trips to school safe, fun and healthy
- Children arrive at school more alert and ready to learn
- Educates students about simple changes that can improve their health and the environment
- Students learn how to ride and walk safely
- Children and parents connect to other people in their community
- Reduces congestion and injuries around schools

for parents

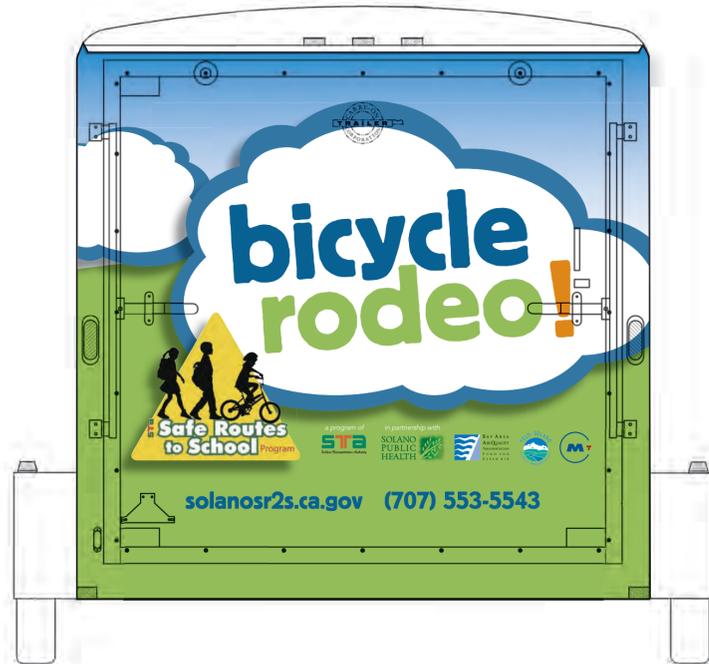
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for schools

GO



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DATE: September 21, 2010
TO: STA TAC
FROM: Sam Shelton, Project Manager
RE: Project Delivery Update

Background:

As the Congestion Management Agency (CMA) for Solano County, the Solano Transportation Authority (STA) coordinates project funding commitments between project sponsors and funding agencies. This coordination includes recommendations for programming, allocating, and obligating federal, state, and regional funds for a variety of transportation projects. These recommendations are based on the current and projected status of projects recommended for funding by the STA.

This project delivery update is provided to the Solano Project Delivery Working Group (Solano PDWG), the STA's Technical Advisory Committee (TAC), and the STA Board for their review before considering any changes to prior project funding recommendations.

Discussion:

STA Board Recommendations and Improvement Programs

Between January and July of 2010, the STA Board recommended funding for a variety of transportation projects included in currently approved plans. As the STA does not directly fund projects, other funding agencies program funding for Solano projects in their own improvement programs, such as the Metropolitan Transportation Commission's (MTC) Draft 2011 Transportation Improvement Program (TIP) for federal and regional funds, the California Transportation Commission's (CTC) 2010 State Transportation Improvement Program (STIP) for state funds, and other regional and local grant funding actions (e.g., air district grant programs and local funding swaps). These improvement programs contain the details of how much funding each project receives in specific fiscal years over the next four to five years.

Programmed Funding Does Not Guarantee Project Funding

Despite the approved nature of improvement programs, they are based on estimates of available tax dollars, meaning that improvement programs can over-program funding for projects should tax receipts be smaller than expected. In addition to the chance of funding being limited, funding agency "Use it or lose it" project delivery policies contain strict deadlines for current fiscal year programmed funds, which are put in place to expedite the delivery of projects and protect against the loss of funds to other agencies who can spend funds in a timely manner. For example, MTC usually programs more funding than they have available, counting on Bay Area project sponsors being ready to take funds from other regions who miss delivery deadlines. The STIP has a history of running low on funds, forcing the CTC to create additional "allocation plans" that further prioritize STIP funds, leaving programmed projects waiting until later fiscal years for funding, adding to project delays and cost increases.

Staying on Top of Deadlines and Making Timely Choices

Attached is a list of projects with programmed funding, which connects project fund sources to delivery deadline policies (Attachment A). Project delivery policies and schedules are also attached (Attachments B, C, D, and E). This project information is collected by STA staff and reported to Solano PDWG, STA TAC, and STA Board members as they review the feasibility of spending programmed transportation funds and consider project funding alternatives. The earlier a project sponsor realizes that implementing the current funding recommendation for their project is not feasible, the easier it is for the STA and its partner agencies to consider alternative funding scenarios. Project sponsors that wait until deadlines approach or miss deadlines have far few options available.

Recommendation:

Informational.

Attachments:

- A. Programmed funding in Solano County, 09-21-10 (Provided under separate cover)
- B. MTC Resolution 3606, "Milestones, Deadlines, and Consequences", pg 11, 07-23-08
- C. Caltrans Local Assistance Procedures Manual (LAPM) Chapter 23.4, "Procedures for Local STIP Project Allocations", 12-3-09
- D. Adopted 2011 CTC Meeting Schedule, 07-30-10
- E. Previous 2010 CTC Preparation Schedule, 10-12-09

Solano Transportation Authority (STA)

Project Delivery Update, 09-21-2010

Projects listed by agency, including funding by delivery phase noting total shortfall.

Agency	TIP ID	Project name	Primary Funding Programs	Est. Year Built	Total Available Project Funding (Prior Years to 2014/15)					Shortfall	Status	Next Task and Deadlines
					Preliminary Engineering (PE)		Right-of-Way	Construction	Design			
				Environmental	Design							
Benicia	SOL070045	State Park Road Bridge Widening	CMAQ/ARRA	2010					\$ 2,406	\$ -	Complete	Closeout Project
Benicia	SOL010031	Benicia Intermodal Trans Stations (Military)	RM2	2011	\$ 92	\$ 224	\$ 170	\$ -	\$ 2,514	\$ -	Concept	Request RM2 & start PE
Benicia	SOL110008	Benicia Industrial Pk Multi-Modal Trans Study	RM2	Future	\$ 125	\$ -	\$ -	\$ -	\$ -	\$ -	Concept	Request RM2 & start PE
Benicia	REG090032	East 2nd Street Overlay	ARRA	2010	\$ -	\$ -	\$ -	\$ -	\$ 197	\$ -	Complete	Closeout Project
Benicia	N/A	Park Road Sidewalk	RM1 (Proposed)	2011	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 450	Concept	Complete concept plan
Benicia	SOL110015	Columbus Parkway Overlay	STP (LS&R C1)	2011	\$ -	\$ -	\$ -	\$ -	\$ 371	\$ -	PE	Request E76 by Feb 2011
Dixon	SOL030001	Dixon Multimodal Transportation Center	STIP	Future	\$ -	\$ 1,330	\$ -	\$ -	\$ -	\$ 26,152	PE	Needs Earmarks reviewed
Dixon	SOL050007	I-80/Pedrick Road Interchange Modification	Local Impact Fee	Future	\$ 150	\$ 200	\$ 500	\$ -	\$ -	\$ 19,120	Concept	N/A
Dixon	SOL050009	Parkway Blvd/UPRR Grade Separation	Earmark (TEA-21)	Future	\$ 1,260	\$ 290	\$ 1,243	\$ -	\$ -	\$ 11,070	PE	NEPA clearance pending
Dixon	SOL070045	SR-113 Pedestrian Improvements	ECMAQ (SR2S)	2010	\$ -	\$ -	\$ -	\$ -	\$ 105	\$ -	Complete	Closeout Project
Dixon	N/A	West B Street Bicycle and Ped Undercrossing	ECMAQ (Ped)	2015	\$ -	\$ 543	\$ -	\$ -	\$ 1,415	\$ 4,685	PE	pending fund swap
Dixon	REG090032	Stratford Avenue Rehabilitation	ARRA	2009	\$ -	\$ -	\$ -	\$ -	\$ 218	\$ -	Complete	Closeout Project
Dixon	REG090033	Various Street and Road Rehab (N. Almond)	ARRA	2009	\$ -	\$ -	\$ -	\$ -	\$ 300	\$ -	Complete	Closeout Project
Fairfield	SOL030002	Fairfield/Vacaville Intermodal Rail Station	RM2/STIP/Earmark	2013	\$ 125	\$ 4,731	\$ 2,060	\$ 21,831	\$ -	\$ -	PE	Request \$4M STIP FY 11/12
Fairfield	SOL991068	Fairfield Transportation Center Phase III	RM2/CMAQ	2013	\$ -	\$ 1,030	\$ -	\$ 6,150	\$ -	\$ -	PE	CON in FY 10/11
Fairfield	SOL070027	W. Texas St. Gateway Project Phase I & II	STP (CMAQ Bike)	2010	\$ -	\$ -	\$ -	\$ 85	\$ -	\$ -	Complete	Closeout Project
Fairfield	SOL090004	McGary Road Safety Improvement	ARRA (Safety)	2010	\$ -	\$ -	\$ -	\$ 1,500	\$ -	\$ -	Complete	Closeout Project
Fairfield	SOL110013	Linear Park Alt Route - Nightingale Dr	CMAQ/TDA	2012	\$ -	\$ 30	\$ -	\$ 250	\$ -	\$ -	PE	Request E76 by Feb 2011
Fairfield	SOL110010	Local Streets and Roads (cycle 1)	STP (LS&R C1)	2012	\$ -	\$ -	\$ -	\$ 1,370	\$ -	\$ -	PE	Request E76 by Feb 2012
Fairfield	REG090032	East Tabor Ave Resurfacing	ARRA	2010	\$ -	\$ -	\$ -	\$ 475	\$ -	\$ -	Complete	Closeout Project
Fairfield	REG090032	Gateway Blvd. Resurfacing	ARRA	2010	\$ -	\$ -	\$ -	\$ 692	\$ -	\$ -	Complete	Closeout Project
Fairfield	REG090032	Suisun Valley Rehabilitation	ARRA	2010	\$ -	\$ -	\$ -	\$ 538	\$ -	\$ -	Complete	Closeout Project
Rio Vista	SOL070019	Rio Vista Signage Improvement Program	Earmark (SAFETEA-LU)	2010	\$ -	\$ 11	\$ -	\$ 261	\$ -	\$ -	PE	Request E76 for CON
Rio Vista	SOL050062	SR 12 Rio Vista Bridge Study	Earmark (SAFETEA-LU)	2010	\$ 453	\$ -	\$ -	\$ -	\$ -	\$ -	Complete	Adopted, Closeout project
Suisun City	SOL110012	Grizzly Island Trail	CMAQ (Bike/SR2S)	2013	\$ 50	\$ 250	\$ -	\$ 1,764	\$ -	\$ -	PE	Request Field review
Suisun City	REG090032	Main Street Rehabilitation	ARRA	2010	\$ -	\$ -	\$ -	\$ 670	\$ -	\$ -	CON	invoice every 6 months
Suisun City	SOL110011	Pintail Dr. Resurface (cycle 1)	STP (LS&R C1)	2012	\$ -	\$ -	\$ -	\$ 437	\$ -	\$ -	Amend	Request E76 by Feb 2011
Suisun City	REG090032	Sunset Avenue Rehabilitation	ARRA	2010	\$ -	\$ -	\$ -	\$ 700	\$ -	\$ -	Complete	Closeout Project
Vacaville	SOL050013	Vacaville Intermodal Station (Allison Dr)	RM2/CMAQ	2010	\$ 620	\$ 990	\$ 2,950	\$ 8,219	\$ -	\$ -	Complete	Closeout Project
Vacaville	NEW	Vacaville Intermodal Station Phase 2	Earmark/RM2	Future	\$ 500	\$ -	\$ -	\$ -	\$ 9,500	\$ -	PE	Request E76 by Feb 2011
Vacaville	SOL070028	Vacaville Downtown Creekwalk	ECMAQ (Ped)	2010	\$ 85	\$ 60	\$ -	\$ 784	\$ -	\$ -	Complete	Closeout Project
Vacaville	SOL070029	Ulatis Creek - Allison to I-80	ECMAQ/YSAQMD	Future	\$ 191	\$ -	\$ -	\$ -	\$ 1,220	\$ -	PE	N/A
Vacaville	SOL070026	Ulatis Creek Bike Path (Ulatis Dr to L Town Rd)	ECMAQ/YSAQMD	2013	\$ 66	\$ 195	\$ 180	\$ 630	\$ -	\$ -	ROW	Request E76 by Feb 2012
Vacaville	SOL070047	Peabody/Marshall Rd Ped Safety	ECMAQ/YSAQMD	2009	\$ -	\$ -	\$ -	\$ 396	\$ -	\$ -	Complete	Closeout Project
Vacaville	REG090032	Various Streets Overlay (Allison, Alamo, etc.)	ARRA	2010	\$ -	\$ -	\$ -	\$ 1,376	\$ -	\$ -	Complete	Closeout Project
Vacaville	SOL110016	Local Streets and Roads (cycle 1)	STP (LS&R C1)	2012	\$ -	\$ -	\$ -	\$ 1,324	\$ -	\$ -	PE	Request E76 by Feb 2012
Vacaville	SOL050057	Jepson Pkwy Gateway Enhancement	STIP-TE	2012	\$ -	\$ 120	\$ -	\$ 230	\$ -	\$ -	Amend	CTC Allocation by Apr 2011
Vacaville	REG090032	GPS EVP System Project	ARRA	2010	\$ -	\$ -	\$ -	\$ 320	\$ -	\$ -	Complete	Closeout Project
Vacaville	SOL050059	Nob Hill Bike Path	ECMAQ	2008	\$ 91	\$ -	\$ -	\$ 350	\$ -	\$ -	Complete	Closeout Project
Vallejo	SOL010027	Lemon Street Rehabilitation	STP	2009	\$ -	\$ 29	\$ -	\$ 759	\$ -	\$ -	Complete	Closeout Project
Vallejo	SOL050048	Vallejo Downtown Streetscape, Ph 1	ARRA/TE/CMAQ	2009	\$ 664	\$ -	\$ -	\$ 2,787	\$ -	\$ -	CON	Invoice every 6 months
Vallejo	REG090032	Sereno Dr/Tennessee St. Overlay	ARRA	2009	\$ -	\$ -	\$ -	\$ 1,020	\$ -	\$ -	Complete	Closeout Project
Vallejo	SOL110014	Local Streets and Roads (cycle 1)	STP (LS&R C1)	2012	\$ -	\$ -	\$ -	\$ 1,595	\$ -	\$ -	PE	Request E76 by Feb 2012
Vallejo	SOL050012	Vallejo Curtola Transit Center	RM2	Future	\$ 705	\$ -	\$ -	\$ 11,045	\$ -	\$ -	PE	Clear CEQA, req't RM2 for CON
Vallejo	SOL050023	Vallejo Station Pedestrian Links	CMAQ (TLC)	2012	\$ -	\$ -	\$ -	\$ 2,340	\$ -	\$ -	CON	Invoice every 6 months
Vallejo	SOL950035	Vallejo Station Intermodal	STIP/RM2/5309	2012	\$ 200	\$ 5,800	\$ 9,000	\$ 64,128	\$ -	\$ -	CON	Invoice every 6 months
Vallejo	SOL990018	I-80/American Canyon Rd overpass Improv	Local Impact Fee	Future	\$ -	\$ -	\$ -	\$ 5,230	\$ -	\$ -	PE	Complete PSR

Agency	TIP ID	Project name	Primary Funding Programs	Est. Year Built	Total Available Project Funding (Prior Years to 2014/15)					Shortfall	Status	Next Task and Deadlines
					Preliminary Engineering (PE)		Right-of-Way	Construction				
					Environmental	Design						
Solano County	SOL050046	Old Town Cordelia Enhancements	ARRA/STIP-TE/CMAQ	2010	\$ 265	\$ -	\$ -	\$ 465	\$ -	Complete	Closeout Project	
Solano County	SOL050061	I-80 HOV Lanes Turner Overcrossing	Earmark (SAFETEA-LU)	2010	\$ 1,400	\$ 2,359	\$ -	\$ -	\$ -	Complete	Study Complete	
Solano County	SOL070012	Cordelia Hills Sky Valley Ped Corridor	Earmark (SAFETEA-LU)	2013	\$ -	\$ 175	\$ 2,475	\$ 50	\$ -	PE	Clear NEPA	
Solano County	SOL070021	Travis AFB: South Gate Improvement Project	Earmark (SAFETEA-LU)	2014	\$ -	\$ 187	\$ 160	\$ 2,617	\$ -	PE	Clear NEPA	
Solano County	SOL070048	Travis AFB: North Gate Improvement Project	Earmark (SAFETEA-LU)	Future	\$ 558	\$ -	\$ -	\$ -	\$ 4,050	PE	Clear NEPA	
Solano County	SOL090015	Redwood Fairgrounds Dr. I/C Imp (STUDY)	Earmark (SAFETEA-LU)	Future	\$ 1,500	\$ -	\$ -	\$ -	\$ -	PE	Clear NEPA	
Solano County	SOL090035	Vacaville Dixon Bike Route (Phase 5)	ECMAQ/TDA	2012	\$ -	\$ 362	\$ -	\$ -	\$ 8,050	PE	Clear NEPA	
Solano County	SOL090027	2011 Pavement Overlay Program	FAS	2011	\$ -	\$ -	\$ -	\$ 1,807	\$ -	PE	Request E76 by Feb 2011	
Solano County	SOL110017	Solano County:STP overlay 2012 (cycle 1)	LS&R, BP Flex, TDA	2012	\$ -	\$ -	\$ -	\$ 2,255	\$ -	PE	Request E76 by Feb 2012	
Solano County	REG090032	2009 ARRA Various Streets Overlay (Phase 1)	ARRA	2009	\$ -	\$ -	\$ -	\$ 2,000	\$ -	Complete	Closeout Project	
Solano County	REG090032	2009 ARRA Various Streets Overlay (Phase 2)	ARRA	2010	\$ -	\$ -	\$ -	\$ 360	\$ -	Complete	Closeout Project	
STA	SOL070020	I-80/I-680/SR 12 Interchange Project	RM2, STIP, CMIA, TCRP	2015	\$ 30,000	\$ 75,036	\$ 26,525	\$ 73,264	\$ -	PE	Clear NEPA/CEQA	
STA	SOL090003	EB I-80 Cordelia Truck Scales Relocation	RM2, TCIF	2014	\$ 5,800	\$ 17,700	\$ 3,000	\$ 74,400	\$ -	ROW	invoice every 6 months	
STA	SOL030003	I-80/I-680/SR12 North Connector	RM2, STIP, TCRP	2010	\$ 5,500	\$ 2,000	\$ -	\$ 28,964	\$ -	Complete	Closeout project	
STA	SOL110002	I-80 HOV conversion to Express Ln (Fairfield)	Bridge Tolls	2015	\$ 500	\$ -	\$ -	\$ -	\$ 39,600	PE	begin study	
STA	SOL110001	I-80 Express Lanes (Vacaville)	Bridge Tolls	2020	\$ 600	\$ -	\$ -	\$ -	\$ 190,600	PE	begin study	
STA		<i>Jepson Parkway: Phases shown below</i>	STIP	Varies	\$ 2,499	\$ 2,400	\$ 3,800	\$ 30,457	\$ 157,000	Varies		
STA	SOL110003	Jepson: Vanden Rd from Peabody to LT	STIP	2015	\$ 2,499	\$ 2,400	\$ 3,800	\$ 30,457	\$ -	PSE	complete design	
STA	SOL11005/6	Jepson: LT Road from Vanden to Orange	STIP	Future	\$ -	\$ -	\$ -	\$ -	\$ 65,900	PE	N/A	
STA	SOL110004	Jepson: Walters Rd Ext - Peabody Rd Widen	STIP	Future	\$ -	\$ -	\$ -	\$ -	\$ 91,100	PE	N/A	
STA	NAP010008	SR 12 (Jamieson Canyon Road) Widening	CMIA, STIP, TCRP	2015	\$ 7,300	\$ 7,550	\$ 18,391	\$ 105,700	\$ -	ROW	acquire ROW	
STA	REG090071	STA Safe Routes to School Program	CMAQ	Prgm	\$ 1,029	\$ -	\$ -	\$ -	\$ -	ongoing	request E76 for PE	
STA	SOL991066	Eastern Solano / SNCI Rideshare Program	CMAQ, AQ	Prgm	\$ 445	\$ -	\$ -	\$ -	\$ -	ongoing	request E76 for PE	
STA	SOL970033	CMA Planning Activities	STP, 4% planning	Prgm	\$ 500	\$ -	\$ -	\$ -	\$ -	ongoing	N/A	
*GRAND TOTAL					\$ 65,772	\$ 126,002	\$ 74,254	\$ 499,578	\$ 628,497			

* Total project funding exceeds 2011 TIP totals because prior year funds are included.

** Caltrans SHOPP projects and various Caltrans grant projects are not yet included in this report.

Milestone	Deadline	Authority	Consequence of Missed Deadline
Programming in TIP	Agency committed to obligate funds by April 30 of the year listed in TIP	Regional	Deprogramming of funds and redirection to other projects that can use the OA.
Field Review (If applicable)	Within 12 months of inclusion in TIP	Regional	Restrictions on future programming, obligations and OA until deadline is met.
Pre-Draft Environmental Document Submittal (Non-Cat Ex)	12 months prior to obligation of Right of Way or Construction funds	Regional	Reprogramming of funds.
MTC Annual Obligation Plan	Beginning of each federal fiscal year	Regional	Funds not identified in MTC's annual Obligation Plan do not receive priority for OA and may need to wait until after May 1 to receive obligation/ transfer of funds.
Disadvantaged Business Enterprise (DBE) Goals (If Applicable)	Start by January 1, complete by February 1, of year programmed in TIP	Regional	Deprogramming of funds and redirection to other projects that can use the OA if not obligated by April 30.
Obligation/ FTA Transfer Request Submittal	February 1 of year programmed in TIP	Regional	Project loses priority for OA. Other projects in region may be given OA.
Obligation/ Transfer to FTA	April 30 of year programmed in TIP	Regional	Deprogramming of funds and redirection to other projects that can use the OA.
Release of Unused OA	May 1	Caltrans	Unused OA is made available for other regions to access.
End of Federal Fiscal Year. - OA no Longer Available	August 30	Caltrans, Federal	FHWA Obligation system shut down. Unused OA at the end of the fiscal year is taken for other projects. No provision that the funds taken will be returned.
Program Supplement Agreement (PSA)	60 days after receipt from Caltrans 6 months after obligation	Caltrans	Restrictions on future programming, obligations and OA until deadline is met. De-obligation by Caltrans after 6 months.
Construction Advertisement	6 months after obligation	Regional	Restrictions on future programming, obligations and OA until deadline is met
Construction Award	9 months after obligation	Regional	Restrictions on future programming, obligations and OA until deadline is met
Invoicing & Reimbursement	Agency must invoice and receive reimbursement at least once every 6 to 12-months following obligation of funds	Caltrans, Federal, Regional	Explanation in writing if funds not invoiced in past 6-month period. (Caltrans) Deobligation if project inactive for 12 months. (FHWA) Restrictions on future programming, OA and obligations if agency has not invoiced and received reimbursement at least once every 12-months after obligation. (MTC)
Liquidation	6 years after obligation	State of California	Loss of State Budget Authority and de-obligation by State of California
Project Close-Out	6 months after final invoice	Caltrans, Regional	Explanation in writing. (Caltrans) Restrictions on future programming, obligations and OA. (MTC)

For federally-funded projects, the Request for Authorization to Proceed (E-76), described in Section 23.4.1 of this chapter, must also be approved by FHWA prior to the start of work in order to be eligible for future federal reimbursement. Under Local Advance Construction procedures, the project will be authorized, but federal funds will not be obligated until after allocation. The Request for STIP Funding Allocation letter (explained later in these procedures) will state the actual date work for reimbursement will commence. Agencies will need to provide any required documents showing that state and federal requirements have been met. The effective reimbursement date will be indicated in the executed program supplement agreement.

23.4 PROCEDURES FOR LOCAL STIP PROJECT ALLOCATIONS

This section provides information for local STIP projects. General information for all project types can be found in Section 23.3 of this chapter

23.4.1 ALLOCATION OF FUNDS

After a local STIP project is adopted or amended into the STIP, the next step is to submit a Request for Funding Allocation to the DLAE. However, depending on the type of project and funding, several additional actions may be required to obtain authorization to proceed and establish the date for the start of reimbursable work. (See Flow Chart 23-1, "Allocation Procedures [Local STIP Projects].") These additional actions may include the following:

- The local agency submits a Request for Funding Allocation.
- The CTC approves the allocation.
- The local agency submits a Request for Authorization to Proceed (for projects with federal funds).
- The FHWA approves the local agency's Request for Authorization to Proceed (E-76) if federal funds are involved.
- Caltrans and the local agency enter into an Administering Agency-State Master Agreement (if not previously executed) and a Program Supplement Agreement.

Note: Caltrans does not verify the local agency's capability to accomplish the specific project component as part of the allocation procedures. Instead, Caltrans maintains a process review program as the main method for determining if local agencies are in compliance with all applicable federal and state laws, related regulations, and procedures. If deficiencies are identified in a process review, local agencies, under sanctions imposed by Caltrans, may not be allowed to administer new projects until corrective action has been implemented. (Local agencies may appeal sanctions using the "Local Programs Dispute Resolution Process" described in Chapter 20, "Deficiencies and Sanctions," Section 20.4 of the LAPM.)

REQUEST FOR FUNDING ALLOCATION (SEE EXHIBITS 23-N AND 23-O)

Local agencies are responsible for submitting requests for funding allocations for their projects in the adopted STIP. The requests shall be submitted to the DLAE for review and processing through Caltrans Headquarters, Division of Local Assistance (DLA) to the Division of Budgets. As long as the amount requested is equal to or less than the

programmed amount and does not change the description and/or scope of the project, formal concurrence from the regional planning agency is not required. All requests to split or combine projects shall be approved by the regional planning agency. Because of the potential impact the timely use of funds provisions have on county share balances, RTPAs are responsible for monitoring the amount and timing of all fund allocation requests. Caltrans will develop a reporting system to assist in this effort.

Note: If the RTPA's governing board passes a resolution requiring their approval prior to submittal to Caltrans, the local agency shall provide written evidence of such approval on the Request for Funding Allocation.

If changes have been made that require a STIP amendment, a copy of the regional planning agency's STIP amendment request shall be attached. Information regarding STIP amendments can be found in Section 23.2 of this chapter. Caltrans will process the fund allocation requests concurrently with the CTC approval action on the STIP amendment.

Local agencies requesting federal and/or state funds shall provide the following information in the Request for Funding Allocation:

Project Identification - the STIP identification (PPNO and EA) and project number (if previously issued by Caltrans), the project name and location, and the Assembly and Senate Districts. Note: PPNOs, EAs, and project numbers are issued by Caltrans. Regional agencies are required to request PPNOs at the time of project programming. EAs and project numbers are issued by Caltrans upon project initiation.

Description of Proposed Improvement - a detailed description of the project scope from the Project Programming Request. If the description has changed from the original Project Programming Request, attach written concurrence from the RTPA.

Output/Outcome - an Output is an action(s) to be taken or product (i.e., adding a number of new miles of lanes) and Outcomes can be described as quantifiable benefits or results (i.e., improved travel time by a number of minutes).

Fund Allocation Summary - the total amount of funding allocation including 1) STIP programmed amounts by fiscal year; and 2) the amount of previous and current fund allocations (by project component).

Project Funding Plan by Fiscal Year - the type of STIP funding, identification of all other sources of funding, and any specified funding conditions. If expenditures and reimbursement will extend beyond the fiscal year of allocation, provide a schedule by fiscal year of anticipated cash flow. (If attached Project Programming Request includes this detail, a separate funding summary is not required.)

Request for Additional STIP Funding - if the request exceeds the amount programmed for any component, provide information on the amount of additional funding required, county reserves available, county share advance (if county reserves are inadequate to fund the shortfall), and justification for the addition.

Status of Project - status of environmental studies, right of way certification, and estimated ready-to-advertise dates.

Estimated Timely Use of Funds Deadlines - the estimated deadlines for the various timely use of funds deadlines are based on the requested funding approval date (date of CTC meeting). Caltrans will identify the actual deadlines when the requested funding is approved.

Exhibit 23-N, a “Funding Allocation Checklist (Local STIP Projects)” is available to assist the local agency with determination of the proper form to use, approval authority, and calculation of the estimated timely use of funds deadlines. The checklist shall be completed by the local agency and attached to the request. A copy of the Project Programming Request shall also be attached to the request.

The local agency should allow 60 days from submittal of the Request for Funding Allocation to Caltrans until CTC approval.

For state-only projects with no other federal funds administered by the FHWA, the Request for Funding Allocation (including a State-only Finance Letter and a Funding Allocation Checklist) will serve as the basis for requesting the allocation, preparing the project agreement and setting up the project in the state accounting system. Exhibit 23-C, the “State-only Finance Letter,” provides the information needed by Caltrans to set up the project in the state accounting system.

REQUEST FOR AUTHORIZATION TO PROCEED (E-76) PACKAGE

To initiate the authorization to proceed for any phase of a federally-funded project, the local agency must prepare a “Request for Authorization to Proceed (E-76)” package. This package, along with required federal documents (Field Review Form, Finance Letter, Detail Estimate, Right of Way Certification, PS&E Checklist, Construction Administration Checklist, etc.), provides the information needed by Caltrans and the FHWA to formally authorize the start of each phase of reimbursable work, prepare the project agreement and set up the project in the federal and state accounting systems. Federal/state funded projects will be authorized in accordance with procedures described in the LAPM. Approval of the “Request for Authorization to Proceed (E-76)” by the FHWA establishes the date for the start of reimbursable work for each project component.

Normally, additional lead-time is needed to prepare the Request for Funding Allocation and prepare an agenda item for CTC action. Therefore, the funding allocation request may precede the Request for Authorization to Proceed. However, if all required information is available, both requests should be submitted at the same time.

Note: When beginning work ahead of allocation (see Section 23.3.2 of this chapter), the Request for Authorization to Proceed Package must be approved by the FHWA prior to the start of reimbursable work or advertisement of a construction contract on federally-funded projects, regardless of the allocation request date.

MASTER AGREEMENTS

The Administering Agency-State Master Agreements for Federal-aid Projects (see Chapter 4, “Agreements,” Exhibit 4-C of the LAPM) defines the general terms and conditions which must be met by the local agency to receive federal-aid and state funds. Caltrans currently has Master Agreements with most agencies with candidate projects in the STIP or FTIPs. Projects implemented by agencies with no recent experience using federal-aid funds administered by the FHWA (from the STIP or other sources) will require a new Federal Master Agreement before the local agency may start reimbursable work.

A separate Master Agreement for State Funded Projects has been developed for state-only funded projects. Caltrans will initiate a new state-only Master Agreement when local agencies submit their first request for funding allocation for projects with no federal funding.

THE COMMISSION FUNDING ALLOCATION

All appropriate submittals noted in the sections above must be complete before Caltrans will forward the request with the funding recommendation to the CTC for approval. Caltrans may request a copy of the PSR, or equivalent, to resolve issues regarding the project description and/or scope of the project. Incomplete submittals will be returned for correction.

FEDERAL AUTHORIZATION TO PROCEED (E-76)

For those local agencies that have a Master Agreement for Federal-aid Projects in place, Caltrans will submit the local agency Request for Authorization to Proceed (E-76) to the FHWA upon notification that the CTC has approved the allocation request. For agencies without a Master Agreement in place, an agreement will be initiated upon receipt of the initial Request for Authorization to Proceed

Note: For federally-funded projects programmed in the STIP where work will be started ahead of allocation pursuant to the guidelines in Section 23.3 of this chapter, the local agency will need to have an approved Request for Authorization to Proceed (E-76) prior to beginning reimbursable work or advertising the construction contract. The federal funds must be programmed in the approved FTIP prior to federal authorization at the time of Advance Construction (AC). The project component will be authorized using AC procedures, but federal funds will not be obligated until after allocation.

START OF REIMBURSABLE WORK

Generally, the earliest date for which work may be reimbursed is the date project funds are allocated by the CTC unless the local agency has previously submitted a project allocation request that includes a notice of the agency's intent to expend its own funds for the project prior to the allocation approval. In that case, if the agency has complied with all other applicable statutes and regulations, the CTC's allocation will specify the date of earliest reimbursement based on the original notification date. Caltrans will issue an allocation letter that states the effective date for the start of reimbursement for the particular project component. If federal funds are included in the allocation, the earliest date of reimbursement will not be earlier than the date of approval of the Federal Authorization to Proceed (E-76). For each reimbursable work phase, an E-76 is required for all federal-aid projects, including those projects where work begins prior to STIP fund allocation (see Section 23.3.2 of this chapter).

Note: Beginning work prior to allocation does not protect funds subject to the timely use of funds rules described in Section 23.2.1 of this chapter. Work performed prior to the adoption of the project or project component in the STIP is not eligible for reimbursement.

Execution of the program supplement agreement will be deemed a contractual obligation by the state for the payment of the state share of the project for eligible costs incurred after the effective date. Actual reimbursement for the eligible cost of work cannot occur in advance of entering into the program supplement agreement and, for federal projects, execution of the E-76 document.

23.4.2 REIMBURSEMENT

After the CTC allocates the funds and the start of reimbursable work has been authorized with an effective date, the following actions must be completed before the local agency can actually be reimbursed for the work:

- Appropriation of funds in the Budget Act
- Project specific agreement(s) is/are prepared and executed
- Local agency submits progress invoices

A summary of these procedures is listed below.

APPROPRIATION OF FUNDS IN THE BUDGET ACT

Funds for the Regional Improvement Program must be appropriated by the Legislature in the Budget Act before they may be encumbered.

PROJECT AGREEMENT

A project specific agreement (Program Supplement Agreement to the Administering Agency-State Master Agreement for highway projects) must be executed by both parties to encumber funds for a project in the state accounting system and to allow payments to be made to the local agency. Caltrans will prepare the Program Supplement Agreement and submit it to the local agency for signature upon notification that the CTC has allocated the funds (and FHWA has approved the Request for Authorization to Proceed for federal projects).

PROGRESS INVOICES

The local agency will be reimbursed for eligible participating costs in arrears upon submittal of progress invoices to Caltrans for expenditures actually made. The local agency must invoice Caltrans for reimbursement in accordance with the timely use of funds deadlines described above. Invoices shall be submitted no more frequently than monthly to minimize the administrative costs to the state and local agency. Local Agency progress invoices will be submitted to the appropriate District DLAE for review and approval to pay. Following District review, the progress invoices will be forwarded to the Division of Accounting for review and concurrence at the following address.

Department of Transportation
Division of Accounting, MS 33
Local Program Accounting Branch
P.O. Box 942874
Sacramento, CA 94274-0001

Final invoices shall follow the procedures outlined in Chapter 17, "Project Completion," of the LAPM. Invoices shall follow the sample format found in Chapter 5, "Accounting/Invoices," of the LAPM.

SHIFTING ALLOCATED FUNDS BETWEEN PROJECT COMPONENTS

As mentioned under "County Share Balances and Adjustments" in Section 23.2, local agencies will be required to submit a request to their DLAE to shift any funds along with a revised Finance Letter (see Exhibits 23-C and 23-D) to Caltrans for approval.

Local agencies are responsible for ensuring that funds are available in the appropriate project component before submitting invoices to Caltrans. Projects involving federal funds may also require a concurrent request for cost adjustments for the phases (components) involved.

23.4.3 PROJECT COMPLETION

REPORT OF EXPENDITURES/PROJECT CLOSEOUT REPORT

Upon acceptance of a completed project and final payment to the contractor, the local agency is responsible for preparing and submitting final report documents to Caltrans' DLAE, including the final invoice and final inspection form, which collectively constitute a Report of Expenditures or Project Closeout Report (see Chapter 17, "Project Completion," of the LAPM). The reports provide key information required to initiate timely project closure and payment. The reports should describe any change to the project and the reason for such change, when compared to the original scoping document. The reports and the final invoice will be submitted to the Caltrans DLAE by the deadlines indicated above in Section 23.2.

CALTRANS VERIFICATION

Caltrans will review the completed project and verify that it was completed in accordance with the scope and description of the project authorization documents before processing the final invoice. The local agency is responsible for maintaining written source document records that identify agency costs and project development payments made to consultants, vendors and contractors. Contract records must be retained by the local agency for a minimum period of three years from the date of final payment.

AUDIT REQUIREMENTS

Local agencies receiving federal funds are subject to the audit requirements of the federal OMB Circular A-133, available on the Internet at: www.whitehouse.gov/OMB/Circulars/. A single audit is required if an agency receives more than \$500,000 annually in federal funds from all sources. Local agency expenditures for all local assistance programs are also subject to financial and compliance audits by the State Controller's Office and Caltrans Audits and Investigations. Normally, individual project audits are not necessary if the expenditures for a project are covered by a single audit report accepted by the appropriate federal agency.

23.4.4 ADDITIONAL GUIDANCE ON LOCAL STIP PROJECTS

The preceding sections provide a brief summary of Reimbursement and Project Completion procedures for local STIP projects. (Flow Chart 23-2, "Reimbursement and Project Completion," shows the process from the appropriation of funds in the budget to payment of the final invoice.) For a detailed explanation of all the various procedures required to administer federal funded local highway transportation projects, see the LAPM. These procedures are based on the concepts of eliminating multiple reviews and delegating most project responsibilities and accountability to the administering agencies. Caltrans no longer approves local right of way certifications and PS&E packages. Instead, the local agency self-certifies right of way and PS&E.

Local grant projects must also meet the requirements of the California Environmental Quality Act (CEQA). The local agency is the lead agency under CEQA and provides CEQA approvals and clearances. Caltrans is only involved in the review of local agency CEQA documents which impact a state route through the Intergovernmental Review (IGR) planning process

23.5 PLANNING, PROGRAMMING, AND MONITORING (PPM) FUNDS

This section provides information for PPM funds. General information for all project types can be found in Sections 23.3 of this chapter.

Section 14527 of the Government Code, and the *CTC STIP Guidelines*, allow the programming of STIP funds by a region for project planning, programming and monitoring activities by the transportation planning agency. Programming of these funds comes from county shares and can be programmed for each year of the STIP. Agencies will receive state-only funding for eligible PPM activities. Caltrans has prepared standard agreements for the distribution of these funds. For agencies receiving \$300,000 or less in PPM funds per fiscal year, the standard agreement allows lump sum “up front” payments. Agencies receiving over \$300,000 per fiscal year will be paid on a reimbursed basis. Each agency is required to prepare a PPM plan to be included as part of the standard agreement.

Planning agencies shall request allocations and agreements for the upcoming year as they near completion of PPM expenditures for the current year.

23.6 RSTP/CMAQ MATCH RESERVES

This section provides information for match reserves. General information for all project types can be found in Sections 23.3 of this chapter.

The *CTC STIP Guidelines* allow the programming by a region of a reserve of state funds in the STIP to provide matching funds for federal RSTP and CMAQ funds. These state-only funds are programmed from the regions’ county shares for each year of the STIP. The reserves of state matching funds are available for any eligible federal RSTP and CMAQ projects that are also permissible under Article XIX of the California Constitution. The state-match amount must also be less than or equal to the required minimum non federal-match of federal participating costs, except when rounded to the nearest thousand.

Caltrans will prepare an allocation document each time match funds are approved for a project and forward copies to the appropriate regional planning agency. Because of the impact that the timely use of funds provisions have on county share balances, copies of allocation approval documentation will be provided to the responsible RTPA. The RTPAs will be responsible for monitoring the allocation of the reserves each year to ensure that all reserves programmed have been allocated before the end of the fiscal year.

23.7 RIDESHARE PROJECTS

This section provides information for rideshare projects. General information for all project types can be found in Sections 23.3 of this chapter.

The *CTC STIP Guidelines* allow the programming of noncapital expenditures for transportation demand management projects that are a cost-effective substitute for capital expenditures.

State-only funding will be provided for all projects to allow the same simplified process for all rideshare projects. As long as the local agency's request for funding allocation is equal to or less than the programmed amount for each rideshare project, the CTC will approve the request without further action. Because of the impact that the timely use of funds provisions have on county share balances, copies of allocation approval documentation will be provided to the responsible RTPA

The program supplement agreements allow lump sum "up front" payments for amounts of \$300,000 or less per fiscal year. Agreements for over \$300,000 per year will provide for payments on a reimbursed basis. Upon receipt of a request for a fund allocation from the project sponsor and allocation by the CTC, Caltrans will prepare the program supplement agreement and submit it to the local agency for execution. Project sponsors may request allocations and agreements for the following year as they near completion of expenditures for the current cycle of agreements.

23.8 REPORTING REQUIREMENTS

23.8.1 GOVERNMENT CODE 14529 (ADOPTED BY AB 872, AMENDED BY SB 184)

Government Code 14529 requires Caltrans to report to the Legislature starting July 1, 2000, and annually thereafter, on STIP-programmed projects where reimbursable work began prior to allocation. The report will include information about the projects implemented under provisions of Government Code 14529 (outlined in Section 23.3.2 of this chapter). Specifically, the report will indicate agreement processing times for each project and provide detailed reasons for all projects for which an agreement was not executed within the 90-day period provided in statute. A description of any actions taken by Caltrans during the prior fiscal year to streamline, expedite, and simplify Caltrans' process for executing the specified agreements to transfer funds is also required.

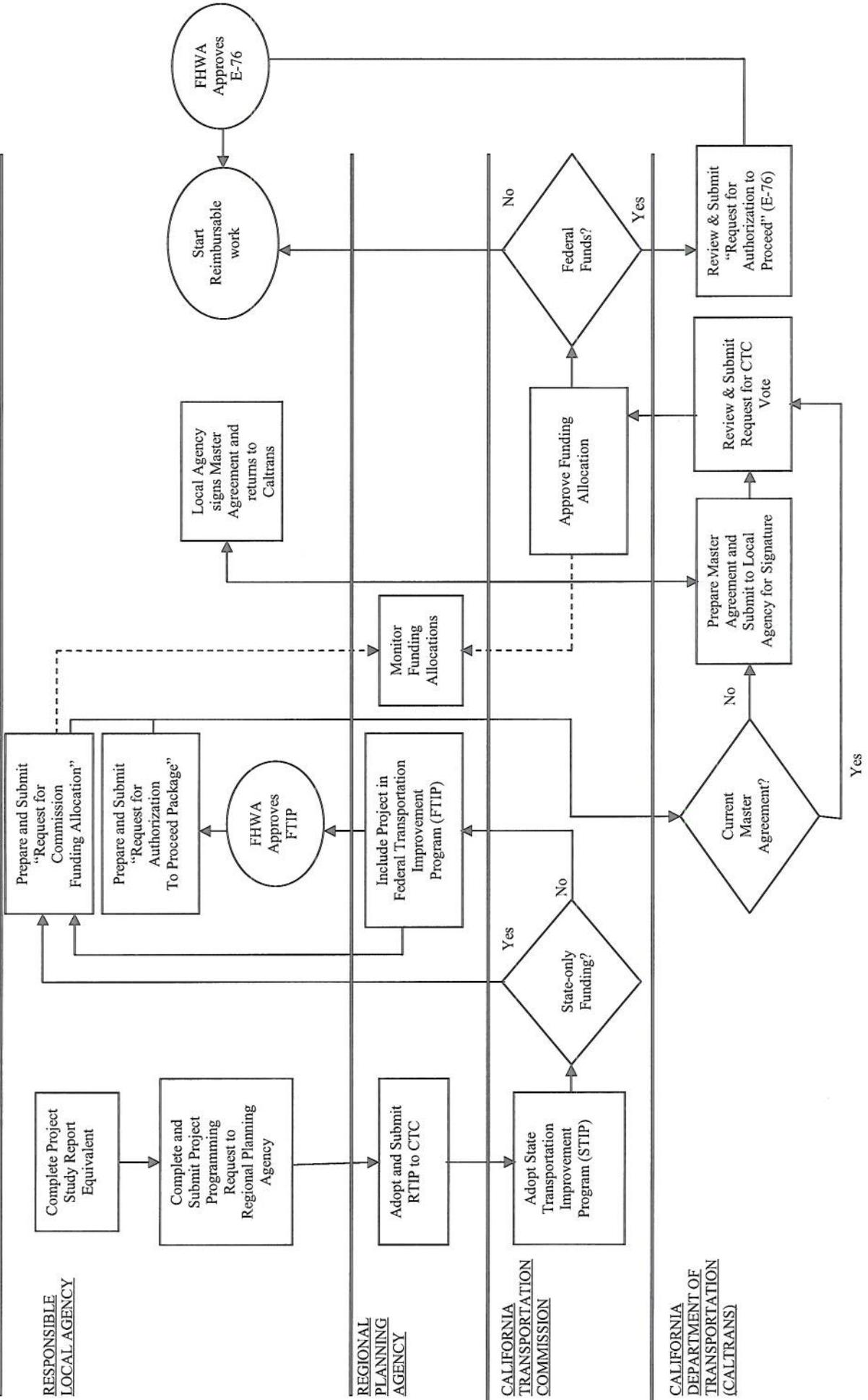
23.8.2 MONTHLY STATUS OF CONSTRUCTION CONTRACT AWARD

Per Resolution G-06-08, adopted June 8, 2006, Caltrans is required to report monthly to the CTC on the status of construction contracts that are not awarded within four months. The monthly report is presented to the CTC as a monthly book item on the meeting agenda. The report specifies if an agency is on track to award a construction contract by the deadline, or if the agency will be requesting a time extension.

23.9 REFERENCES

- OMB Circular A-110 and OMB Circular A-133
- CTC *STIP Guidelines*, amended November 7, 2007
- CTC Guidelines for Preparation of Project Study Reports
- *Project Study Report (Local Rehabilitation) Guidelines for 1998 STIP Projects off the State Highway System*
- Caltrans *Project Development Procedures Manual*, Appendix L – Preparation Guidelines for Project Study Report, June 18, 2009
- *Guidelines for Allocating, Auditing, and Monitoring of Local Assistance Projects*

ALLOCATION PROCEDURES
(Local STIP Projects)



2011 MEETING SCHEDULE
CALIFORNIA TRANSPORTATION COMMISSION
Adopted June 30, 2010

JANUARY 19(W) – 20(Th), 2011 – SACRAMENTO AREA

January 17 - *State Holiday*: Martin Luther King Jr. Day

FEBRUARY 2011 – No Regularly Scheduled Commission Meeting

February 21 - *State Holiday*: President's Day

MARCH 16(W) – 17(Th), 2011 – SACRAMENTO AREA

March 15 - 16 - Commission Retreat, Sacramento

March 31 - *State Holiday*: Cesar Chavez Day

APRIL 2011 – No Regularly Scheduled Commission Meeting

April 20 - Town Hall Meeting, Location to be Determined

MAY 11(W) – 12(Th), 2011 – RIVERSIDE/SAN BERNARDINO AREA

May 30 - *State Holiday*: Memorial Day

JUNE 15(W) – 16(Th), 2011 – SACRAMENTO AREA

JULY 2011 – No Regularly Scheduled Commission Meeting

July 4 - *State Holiday*: Independence Day

AUGUST 10(W) – 11(Th), 2011 – BAY AREA

August 9 - 10 - Commission Retreat, Bay Area

SEPTEMBER 21(W) – 22(Th), 2011 – SACRAMENTO AREA

September 5 - *State Holiday*: Labor Day

OCTOBER 26(W) – 27(Th), 2011 – SAN DIEGO

October 4 - Town Hall Meeting, Location to be Determined

NOVEMBER 2011 – No Regularly Scheduled Commission Meeting

November 11 - *State Holiday*: Veterans' Day

November 24 - 25 - *State Holiday*: Thanksgiving

DECEMBER 7(W) – 8(Th), 2011 – SACRAMENTO AREA

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2010 PREPARATION SCHEDULE
CALIFORNIA TRANSPORTATION COMMISSION (CTC) MEETINGS
AGENDA ITEM(S) DUE DATES

Prepared by:
OFFICE OF CTC LIAISON
DIVISION OF TRANSPORTATION PROGRAMMING
CALIFORNIA DEPARTMENT OF TRANSPORTATION
<http://www.dot.ca.gov/hq/transprog/ctcliason.htm>

Updated:
October 13, 2009

2010 California Transportation Commission (CTC) Meeting Schedule	Local Agency Submits Off System Funds Requests, Program Amendments, and Time Extensions to Caltrans Districts (and CTC Staff for Prop 116 Rail)	District Submits Off System Funds Requests, Program Amendments, and Time Extensions to HQ DMT/ICR/DLA for Review	HQ DMT/ICR/DLA Submits Final Off System Requests and District Submits all On System Requests to Budgets and/or Programming	Final <i>Agenda Language</i> Due From HQ Divisions to Office of CTC Liaison	Final <i>Book Items</i> Due from HQ Divisions to Office of CTC Liaison
Date/Time: Location:	10:00 AM District & CTC	10:00 AM HQ Division	5:00 PM Budgets/Prog	10:00 AM CTC Liaison	10:00 AM CTC Liaison
January 13/14 - Sacramento	Mon, Nov 16, 09	Mon, Nov 23, 09	Mon, Nov 30, '09	Mon, Dec 14, '09	Mon, Dec 21, '09
February 24/25 - Sacramento	Mon, Dec 28, 09	Mon, Jan 4, 10	Mon, Jan 11, '10	Mon, Jan 25, '10	Mon, Feb 1, '10
April 7/8 - Irvine	Mon, Feb 8, 10	Tue, Feb 16, 10	Mon, Feb 22, '10	Mon, Mar 8, '10	Mon, Mar 15, '10
May 19/20 - Sacramento	Mon, Mar 22, 10	Mon, Mar 29, 10	Mon, Apr 5, '10	Mon, Apr 19, '10	Mon, Apr 26, '10
June 30/July 1 - Sacramento	Mon, May 3, 10	Mon, May 10, 10	Mon, May 17, '10	Fri, May 28, '10	Mon, Jun 7, '10
August 11/12 - Bay Area	Mon, Jun 14, 10	Mon, Jun 21, 10	Mon, Jun 28, '10	Mon, Jul 12, '10	Mon, Jul 19, '10
September 22/23 - Sacramento	Mon, Jul 26, 10	Mon, Aug 2, 10	Mon, Aug 9, '10	Mon, Aug 23, '10	Mon, Aug 30, '10
November 3/4 - Sacramento	Fri, Sep 3, 10	Mon, Sep 13, 10	Mon, Sep 20, '10	Mon, Oct 4, '10	Mon, Oct 11, '10



DATE: September 20, 2010
TO: STA TAC
FROM: Sara Woo, Associate Planner
RE: State Route (SR) 12 Jameson Road Canyon Bicycle and Pedestrian Corridor
Study Status and Open House

Background:

The SR 12 Jameson Canyon Road Bicycle and Pedestrian Corridor Study is in development by the Solano Transportation Authority (STA) with consulting services provided by Questa Engineering Corporation (Questa). This Study is funded by a grant provided by the California Coastal Conservancy through the Bay Area Ridge Trail. STA is developing the Study in collaboration with various local agencies and interest groups including City of Fairfield, Solano County, Napa County, Napa County Transportation and Planning Agency, Caltrans, the California Coastal Conservancy, and the Bay Area Ridge Trail Council. Representatives of these agencies make up a Working Group to help guide the development of the Study.

The purpose of the Study is to help identify the feasibility of a continuous connection between Napa and Solano counties by bicycling and walking based on the various constraints facing the corridor. Both counties have identified long-term plans in the corridor; however, they are not coordinated. This Study intends to consolidate the difference in existing plans to provide a consensus that all communities can adopt for long-term implementation.

Discussion:

Presently, the draft constraints and opportunities analysis chapter has been completed. This chapter reviews topography, rail crossings, safety, topography and steep slopes, geology and slope instability, hydrology, flooding hazards, and biological resources (e.g., wetlands, special habitat areas, and sensitive species). The Working Group has met approximately 4 times to date. In addition to the completion of the draft constraints and opportunities chapter, an inventory of the existing plans and conceptual design with potential alignment options have been prepared.

As part of the outreach for this Study, STA staff has contacted several property owners in the Jameson Canyon corridor to provide information on the purpose of the study and obtain feedback. Attachment A shows a list of property owners that staff is proposing to contact individually. A primary challenge in making telephone contact is that the ownership lists do not contain a phone number for all landowners. However, STA staff is making its best effort to reach each individual by phone. Each landowner will also receive an invitation by mail. Also as part of the outreach effort, STA staff is planning on hosting an open house to share the research that has been completed to date with the residents and property owners of the Study area. The Open House is planned for October 12, 2010 at Nelda Mundy Elementary School from 6:00 to 8:00 p.m.

Next steps include an update to the preliminary draft document based on feedback from the Open House, a public comment period, and an anticipated completion by December 2010.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Property Owners List

SOLANO COUNTY OWNERSHIP

SOLANO APN	OWNER	CO	ADDRESS	CITY	ZIP
0148230070	REGUERA GERALD TR			FAIR OAKS CA	95628
0148260010	MANGELS GARY L & MARY K TR			FAIRFIELD CA	94534
0148260040	VALLEJO CITY			VALLEJO CA	94590
0148260050	SALEM LOUIS & YOLANDA O TR			NAPA CA	94558
0148260060	SALEM LOUIS & YOLANDA O TR			NAPA CA	94558
0148260070	CALIFORNIA STATE			SACRAMENTO CA	95805
0148260080	TURNER THOMAS E & SUSAN F JT			AMERICAN CANYON CA	94503
0148270010	MANGELS GARY L & MARY K TR			FAIRFIELD CA	94534
0148270210	FAIRFIELD PROPERTY GROUP LLC			APTOS CA	95001-0350
0148270220	PEM GREEN VALLEY H LLC			CARLSBAD CA	92008
0148270240	DITTMER ROBERT W TR			FAIRFIELD CA	94534
0148270340	DITTMER ROBERT W TR			FAIRFIELD CA	94534
0148280490	FAIRFIELD REDEVELOPMENT AGENCY			FAIRFIELD CA	94533
0180010020	UNION PACIFIC RAILROAD CO			OMAHA NE	68179-1640
0180010050	SUPER STORE INDUSTRIES			FAIRFIELD CA	94533
0180010070	TOWER ENERGY GROUP			TORRANCE CA	90504
0180010080	VICTORIA LAND PARTNERS LP			SAN DIEGO CA	92122
0180010090	FAIRFIELD CITY			FAIRFIELD CA	94533
0180010100	FERRARI MARGARET C TR (MARIT)			SUISUN CITY CA	94585
0180020010	SOUTHERN PACIFIC CO			SAN FRANCISCO CA	94105
0180020050	TUTTLE MARSHALL R TR (BYPASS)			VALLEJO CA	94589
0180020070	FERRARI MARGARET C TR (MARIT)			SUISUN CITY CA	94585
0180030010	CALIFORNIA STATE			SACRAMENTO CA	95805
0180030020	TUTTLE MARSHALL R TR (BYPASS)			VALLEJO CA	94589
0180030040	SOUTHERN PACIFIC CO			SAN FRANCISCO CA	94101
0180030050	TUTTLE MARSHALL R TR (BYPASS)			VALLEJO CA	94589
0180030060	HALTERMAN RONALD G TR			ATASCADERO CA	93422
0180070080	ALBERT D SEENO CONSTRUCTION CO			CONCORD CA	94520
0180160180	ALBERT D SEENO CONST CO			CONCORD CA	94520
0148230010	MAHER STANLEY FRANK			FAIRFIELD CA	94534
0148230050	REGUERA GERALD TR			FAIR OAKS CA	95628
0148230060	CALIFORNIA STATE			SACRAMENTO CA	95805
0148230080	DITTMER JEFFERY TR			FAIRFIELD CA	94534
0148250010	FAGUNDES MARVIN R			AMERICAN CANYON CA	94503
0148250020	BLANEY JOSEPH			VALLEJO CA	94590
0148250030	BLANEY JOSEPH & SALLY D JT			VALLEJO CA	94590
0148250040	DEHARO ROGELIO E & GRACIELA M			VALLEJO CA	94589
0148250110	LEFEVRE DENNIS M & RAMONA Y JT			VALLEJO CA	94589
0148250120	FONG JACK LEE & DOROTHY DER TR			SAN FRANCISCO CA	94131
0148260090	TURNER THOMAS E & SUSAN F JT			AMERICAN CANYON CA	94503
0180030030	TUTTLE MARSHALL R TR (BYPASS)			VALLEJO CA	94589

NAPA COUNTY OWNERSHIP

NAPA APN	Owner	StreetNum,C,10	StreetDir,C,2	Street,C,24	StreetType,C,4	Mail1,C,50	Mail2,C,50	Mail3,C,50	Mail4,C,50
057020056000	NAPA SANITATION DISTRICT						NAPA CA 94558-0522		
057020057000	NAPA SANITATION DISTRICT						NAPA CA 94558-0522		
057030003000	NERLOVE KENNETH AND FAITH H/W ETAL						RT 1 BOX 677, LYNCH ROAD	AMERICAN CANYON CA 94503	
057060007000	NAPA SANITATION DISTRICT						NAPA CA 94558-0522		
057070001000	NAPA SANITATION DISTRICT						NAPA CA 94558-0522		
057070012000	LAGI LLC						5135 SOLANO AVE	NAPA CA 94558	
057070013000	LAIRD KENNETH E & GAIL TR						NAPA CA 94558		
057070017000	GRGICH HILLS CELLAR						RUTHERFORD CA 94573		
057070018000	EAGLE VINES VINEYARDS & GOLF CLUB LLC						PO BOX 2398	NAPA CA 94558-0239	
057070019000	NAPA GOLF ASSOCIATES LLC						PO BOX 3779	NAPA CA 94558	
057080006000	RAYMOND VINEYARD & CELLAR INC						849 ZINFANDEL LN	ST HELENA CA 94574-1645	
057080012000	FAGUNDES MARVIN R						AMERICAN CANYON CA 94503		
057080016000	GARIBAY MIGUEL & OLIVIA ETAL						NAPA CA 94558		
057080017000	NERLOVE KENNETH R & FAITH TR ETAL						AMERICAN CANYON CA 94503		
057080018000	CALIFORNIA STATE OF								
057080020000	MALDONADO GUADALUPE A AND MARIA D H/W								
057080021000	ZAPATA JOE A JR ETAL						AMERICAN CANYON CA 94503		
057080022000	FAGUNDES MARVIN R						AMERICAN CANYON CA 94503		
057080025000	FAGUNDES MARVIN R						AMERICAN CANYON CA 94503		
057080026000	MARTINEZ GEROGE C & INGRID E TR						NOVATO CA 94945		
057080028000	WILLIAMS GARY J UM/M ETAL						REDWOOD CITY CA 94064		
057080028000	WILLIAMS GARY J UM/M ETAL						REDWOOD CITY CA 94064		
057080034000	DICKSON RICHARD D & LILLIAN J TR						NAPA CA 94581		
057090065000	HESS COLLECTION WINERY						P O BOX 4140	NAPA CA 94558	
057090065000	HESS COLLECTION WINERY						P O BOX 4140	NAPA CA 94558	
057120017000	PAOLI CECIL A ETAL						AMERICAN CANYON CA 94503		
057120036000	PAOLI CECIL A ETAL						4000 PAOLI LOOP RD	AMERICAN CANYON CA 94503	
057140004000	CALIFORNIA STATE OF						PO BOX 942836	SACRAMENTO CA 94236-0001	
057140005000	CALIFORNIA STATE OF						PO BOX 942836	SACRAMENTO CA 94236-0001	
057140007000	NAPA CITY OF						PO BOX 660	NAPA CA 94559-0660	
057140008000	AMERICAN CANYON CITY OF						4381 BROADWAY	AMERICAN CANYON CA 94503	
057140010000	MADISON VINEYARD HOLDINGS LLC						5619 DTC PARKWAY STE 800	GREENWOOD VILLAGE CO 80111	
057140011000	MADISON VINEYARD HOLDINGS LLC						5619 DTC PARKWAY STE 800	GREENWOOD VILLAGE CO 80111	
057140012000	FIRST AMERICAN TITLE COMPANY OF NAPA						NAPA CA 94559		
057140013000	MADISON VINEYARD HOLDINGS LLC						5619 DTC PARKWAY STE 800	GREENWOOD VILLAGE CO 80111	
057140014000	MADISON VINEYARD HOLDINGS LLC						5619 DTC PARKWAY STE 800	GREENWOOD VILLAGE CO 80111	
057140015000	MADISON VINEYARD HOLDINGS LLC						DBA VALLEY GATE WINERY	5619 DTC PARKWAY STE 800	GREENWOOD VILLAGE CO 80111
057190009000	DOCTORS COMPANY						185 GREENWOOD RD	NAPA CA 94558	
057190014000	DOCTORS COMPANY						185 GREENWOOD RD	NAPA CA 94558	
057190015000	DOCTORS COMPANY						185 GREENWOOD RD	NAPA CA 94558	
057190023000	1 EXECUTIVE WAY LLC						PO BOX 2036	YOUNTVILLE CA 94599-2036	
057190024000	WHAL PROPERTIES LP						10600 WHITE ROCK RD STE 100	RANCHO CORDOVA CA 95670	
057190025000	WHAL PROPERTIES LP						10600 WHITE ROCK RD STE 100	RANCHO CORDOVA CA 95670	
057200015000	AIRPORT BOULEVARD REALTY II LLC						MOUNTAIN VIEW CA 94041-1206		
057200023000	AIRPORT BOULEVARD REALTY II LLC						MOUNTAIN VIEW CA 94041-1206		
057200025000	AIRPORT BOULEVARD REALTY II LLC						MOUNTAIN VIEW CA 94041-1206		
057210056000	NAPA 34 HOLDINGS LLC						MOUNTAIN VIEW CA 94041-1206		
059010010000	CALIFORNIA STATE OF						2481 SUNRISE BLVD #200	GOLD RIVER CA 95670	
059010011000	AZEVEDO RALPH LEWIS JR ETAL								
059010012000	AZEVEDO RALPH LEWIS & SHIRLEY ANN TR ETAL						PO BOX 8576	LA JOLLA CA 92038	
059010016000	BERTON PETER H AND JANE L TR						PO BOX 8576	LA JOLLA CA 92038	
059010020000	RAYMOND VINEYARD & CELLAR INC						AMERICAN CANYON CA 94503-9702		
059010021000	AZEVEDO RONALD JOHN & SHARON KAY TR ETAL						849 ZINFANDEL LN	ST HELENA CA 94574-1645	
059010023000	RIPPEY KAREN ESTHER						AMERICAN CANYON CA 94503-9622		
059010029000	SUTTER HOME WINERY INC						AMERICAN CANYON CA 94503-9702		
059020032000	CLARKE GARY W ETAL						DBA SUTTER HOME (VINEYARD)	PO BOX 248	ST HELENA CA 94574-0248
059020033000	CLARKE GARY W ETAL						2180 OAK KNOLL AVE	NAPA CA 94558	
							2180 OAK KNOLL AVE	NAPA CA 94558	



DATE: September 20, 2010
TO: STA TAC
FROM: Susan Furtado, Accounting & Administrative Services Manager
RE: Fiscal Year (FY) 2009-10 Abandoned Vehicle Abatement (AVA) Program
Annual Report

Background:

The Solano Transportation Authority (STA) administers the Abandoned Vehicle Abatement (AVA) Program for Solano County. These administration duties include disbursing funds collected by the State Controller's Office from the Department of Motor Vehicle (DMV) vehicle registration fee of \$1 per registered vehicle, using the funding formula of 50% based on population and 50% on vehicles abated.

California Vehicle Code (VC) Section 22710(f) defines qualified abandoned vehicle abatement, as those vehicles marked as abandoned by an AVA Member Agency. AVA Program qualifying vehicles are registered vehicles with California License Plate.

STA's administration duty is in accordance with the VC Section 22710, which requires AVA Member Agencies to adopt an ordinance establishing procedures for the abatement and for recovery of cost. The money received from the DMV shall be used only for the abatement, removal, and disposal of a public nuisance of any abandoned, wrecked, dismantled, or inoperative vehicle or parts from private or public property.

Discussion:

In FY 2009-10, STA was allocated \$353,892.95 in AVA Program Funds. Subsequently, STA disbursed only \$251,467.90 of these funds plus interest earned of \$1,218.29 throughout the fiscal year based on the state funding formula and AVA Program expenditure reimbursement requests submitted by the member agencies for the guidelines of the program. STA deducted \$10,616.78 (3%) of the funding received in FY 2009-10 for administrative cost. In compliance with the AVA Program requirement, STA will return the unallocated funds of \$91,808.27 due to reduced activities and expenditure reimbursement requests from member agencies. STA has submitted its annual fiscal year-end report to the State Controller's Office before the required due date of October 31st.

The AVA Member Agencies for Solano County are the City of Benicia, City of Dixon, City of Fairfield, City of Vacaville, City of Vallejo, City of Suisun City, and the County of Solano. The City of Rio Vista has opted not to participate in this program.

The following is a matrix summarizing FY 2009-10 and comparing FY 2008-09 numbers of abated vehicles, notices issued, and cost reimbursements submitted by the members of the Solano County's AVA Program:

Member Agency	FY 2009-10				FY 2008-09			
	# of Abated Vehicles	# of Issued Notices	Reimbursed Amount	Cost per Abatement	# of Abated Vehicles	# of Issued Notices	Reimbursed Amount	Cost per Abatement
City of Benicia	327	17	\$9,255	\$28	39	7	\$10,580	\$269
City of Dixon	16	18	\$1,513	\$95	5	5	\$473	\$95
City of Fairfield	359	0	\$36,106	\$101	0	0	\$0	\$0
City of Suisun	149	287	\$31,080	\$209	397	511	\$92,817	\$234
City of Vacaville	141	1,296	\$56,122	\$398	157	1,698	\$73,589	\$469
City of Vallejo	2,151	1,757	\$107,494	\$50	553	521	\$138,264	\$250
Solano County Unincorporated area	14	10	\$9,898	\$707	182	153	\$37,479	\$206
Total	3,157	3,385	\$251,468	\$80	1,333	2,911	\$353,130	\$265

Fiscal Impact:

None

Recommendation:

Informational.



DATE: September 20, 2010
 TO: STA TAC
 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.	Webinar About Funding Opportunities Available under Assembly Bill (AB) 118 hosed by California Transit Association	Approximately \$200 million annually through 2015 for new alternative fuel and air quality incentive programs	Webinar on September 28, 2010
4.	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

<p>Webinar About Funding Opportunities Available under Assembly Bill (AB) 118 hosed by California Energy Commission</p>	<p>Jeff Wagner Communications Director jeff@caltransit.org</p> <p>Sabrina Means Regulatory Assistant sabrina@caltransit.org</p>	<p>Webinar on September 28, 2010</p>	<p>Approximately \$200 million annually through 2015 for new alternative fuel and air quality incentive programs</p>	<p>Title: AB 118 Funding Opportunities for Alternative-Fuel Advancements</p> <p>Date: Tuesday, September 28, 2010</p> <p>Time: 10:00 AM – 12:00 PM</p>	<p>Space is limited. Reserve your Webinar seat now at: https://www2.gotomeeting.com/register/281420075</p>
<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 http://www.dot.ca.gov/hq/LocalPrograms/bta/BTACallForProjects.htm</p>



STA Board Meeting Highlights
September 8, 2010
6:00 p.m.

TO: City Councils and Board of Supervisors
(Attn: City Clerks and County Clerk of the Board)
FROM: Johanna Masielat, STA Clerk of the Board
RE: Summary Actions of the September 8, 2010 STA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Authority at the Board Meeting of September 8, 2010. If you have any questions regarding specific items, please call me at (707) 424-6008.

BOARD 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
Osby Davis	City of Vallejo
Jim Spering	County of Solano

BOARD MEMBERS ABSENT:

None.

ACTION – FINANCIAL ITEMS

A. Greenhouse Gas Emission Inventory Contract and Sustainable Communities Strategy Update

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.

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

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

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.

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

ACTION – NON-FINANCIAL ITEMS

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

Recommendation:

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

Janet Adams added that an addendum was provided to the STA Board listing corrections requested by Board Member and Mayor Jan Vick to the Preliminary Rio Vista Bridge Study Report dated September 1, 2010. The corrections are as follows:

1. **Change Summerfield to Summerset (Table 1 through Table 8: pages 16-20)**
2. **Replace paragraph with: “Based on updated City of Rio Vista guidance (see Attachment J), the City currently supports a new river crossing along the existing alignment of Highway 12 with a preferred crossing comprised of a 4-lane tunnel.” (Last paragraph under Alternative Advantages on Page 32)**

On a motion by Board Member Vick, and a second by Board Member Spering, the STA Board approved the recommendation to include Addendum No. 1 as specified above shown in *bold italics*.

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

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.

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

C. Commute Profile 2010 Study – Solano and Napa Counties

Recommendation:

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

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

D. Solano County Transit Joint Powers Agreement (JPA) – Consolidation of Benicia and Vallejo Transit Services

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 *subject to any limitations or restrictions which may be imposed by the bankruptcy court on the transfer and/or use of assets.*

On a motion by Board Member Davis, and a second by Board Member Patterson, the STA Board unanimously approved the recommendation as amended shown above in *bold italics.*

CONSENT CALENDAR ITEMS

On a motion by Board Member Batchelor, and a second by Vice-Chair Price, the STA Board approved Consent Calendar Items A through M.

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

Recommendation:

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

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

Recommendation:

Receive and file.

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

Recommendation:

Approve the Solano Napa Commuter Information Work Program for FY 2010-11.

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

Recommendation:

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

E. Interim Transit Management Services Contract with the City of Dixon

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.

- F. Contract Amendment for the Solano Senior and Disabled Transportation Study**
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.
- G. Appointment of Paratransit Coordinating Council (PCC) Member**
Recommendation:
Appoint Shannon Nelson as a Member at Large representative to the PCC for a 3-year term.
- H. Contract Amendment for the Napa-Solano Travel Demand Model**
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.
- I. Contract Amendment for State Legislative Advocacy Services**
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.
- J. Assignment of Contract Performance for the Gordon Water Line (Rockville Road Water Main) Relocation Project**
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.
- K. Contract Amendment for Project Management Services for the I-80/I-680/State Route (SR) 12 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.
- L. Contract Amendment for Project Management Services for the State Route (SR) 12 East Projects**
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.
- M. I-80 Express Lanes Project Implementation**
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.

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

A. MTC Report:

Melanie Crotty provided an overview of the Bay Area's smart card for transit payment called Clipper Program which used to be called Translink.

B. Caltrans Report:

Doanh Nguyen provided a construction status report on SR 12 and I-80.

C. STA Reports:

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

2. Directors Reports:

a. Planning:

Robert Macaulay reported on the performance and ridership of the Capitol Corridor.

b. Project:

Janet Adams announced the Ribbon Cutting ceremonies of McGary Road at Lynch Road (September 30, 2010) and North Connector Roadway on Suisun Creek Bridge (October 27, 2010).

c. Rideshare

Judy Leaks provided a brief summary of the Solano Napa Commuter Information (SNCI) Year-End Report for FY 2009-10.

INFORMATIONAL ITEMS - NO DISCUSSION

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

B. 2011 Transportation Improvement Program (TIP) Update

C. Legislative Update

D. Funding Opportunities Summary

E. STA Board Meeting Schedule for 2010

ADJOURNMENT

The STA Board meeting was adjourned at 7:45 p.m. The next regular meeting of the STA Board is scheduled for **Wednesday, October 13, 2010, 6:00 p.m., Suisun City Hall Council Chambers.**

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DATE: September 20, 2010
TO: STA TAC
FROM: Johanna Masiolat, Clerk of the Board
RE: STA Board and Advisory Committee Meeting Schedule for 2010

Background:

Attached is the STA Board and Advisory Committee meeting schedule for the remainder of calendar year of 2010 that may be of interest to the STA TAC.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. STA Board and Advisory Committee Meeting Schedule for 2010



**STA BOARD AND ADVISORY
COMMITTEE MEETING SCHEDULE
CALENDAR YEAR 2010**

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Wed., September 29	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., October 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., October 27	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., November 4	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., November 10	6:00 p.m.	STA's 11 th Annual Awards	Joseph Nelson Community Center, Suisun City	Confirmed
Thurs., November 18	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Thurs., November 18	1:30 p.m.	Paratransit Coordinating Council (PCC)	Suisun City Hall	Confirmed
Wed., November TBD	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., December 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., December 29	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Tentative
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Tentative

SUMMARY:

STA Board: Meets 2nd Wednesday of Every Month
 Consortium/TAC: Meets *Last* Wednesday of Every Month
 BAC: Meets 1st Thursday of every *Odd* Month
 PAC: Meets 3rd Thursday of every *Odd* Month
 PCC: Meets 3rd Thursdays of every *Odd* Month