



Solano Transportation Authority

SOLANO TRANSPORTATION AUTHORITY

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

... working for you!

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

TECHNICAL ADVISORY COMMITTEE (TAC) AGENDA

1:30 p.m., Wednesday, August 25, 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
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 June 30, 2010 <i>Recommendation:</i> <i>Approve TAC Meeting Minutes of June 30, 2010.</i> Pg. 1	Johanna Masielat
B. Fiscal Year (FY) 2010-11 Transportation Development Act (TDA) Matrix – September 2010 <i>Recommendation:</i> <i>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.</i> Pg. 9	Elizabeth Richards

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

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

Judy Leaks

Recommendation:

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

Pg. 13

VI. ACTION – FINANCIAL ITEMS

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

Robert Guerrero

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.*

(1:40 – 1:45 p.m.)

Pg. 17

VII. ACTION NON-FINANCIAL ITEMS

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

Janet Adams

Recommendation:

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

(1:45 – 2:00 p.m.)

Pg. 21

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

Elizabeth Richards

Recommendation:

Forward a recommendation to the STA Board to approve entering into a JPA with the Cities of Benicia and Vallejo to form Solano County Transit.

(2:00 – 2:10 p.m.)

Pg. 33

C. 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.

(2:10 – 2:20 p.m.)

Pg. 105

- D. Caltrans Corridor System Management Plans (CSMP) for SR 29, I-80, and I-505** Robert Macaulay
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.
- (2:20 – 2:35 p.m.)
Pg. 109

- E. Sustainable Communities Strategy Update** Robert Macaulay
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.
- (2:35 – 2:45 p.m.)
Pg. 121

VIII. INFORMATIONAL

- A. 2011 Transportation Improvement Program (TIP) Update** Sam Shelton
Informational
(2:45 – 2:50 p.m.)
Pg. 149
- B. Development of STA Project Delivery Policy** Sam Shelton
Informational
(2:50 – 2:55 p.m.)
Pg. 217
- C. Legislative Update** Jayne Bauer
Informational
(2:55 – 3:00 p.m.)
Pg. 221

NO DISCUSSION

- D. Solano Napa Commuter Information (SNCI) Program Fiscal Year (FY) 2009-10 Year-End Report** Judy Leaks
Informational
Pg. 223
- E. Funding Opportunities Summary** Sara Woo
Informational
Pg. 227

- F. **STA Board Special Meeting Highlights of August 5, 2010** Johanna Masielat
Informational
Pg. 231
- G. **STA Board and Advisory Committee Meeting Schedule** Johanna Masielat
for 2010
Informational
Pg. 233

IX. ADJOURNMENT

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, September 29, 2010.**



TECHNICAL ADVISORY COMMITTEE
Minutes for the meeting of
June 30, 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:

Charlie Knox	City of Benicia
Janet Koster	City of Dixon
Gene Cortright	City of Fairfield
Morrie Barr	City of Rio Vista
Dan Kasperson	City of Suisun City
Rod Moresco	City of Vacaville
Gary Leach	City of Vallejo
Matt Tuggle	County of Solano

STA Staff Present:

Daryl Halls	STA
Robert Macaulay	STA
Elizabeth Richards	STA
Jayne Bauer	STA
Robert Guerrero	STA
Sam Shelton	STA
Sara Woo	STA
Johanna Masielat	STA
Bridget Carlson	STA Intern
Aysha Berrios Strader	STA Intern
Marisa Berrios Strader	STA Intern

Others Present:

(In Alphabetical Order by Last Name)

Joe Aguilar	Caltrans District 4
Erik Alm	Caltrans District 4
Jennifer Brown	MV Transportation
Dale Dennis	PDM
Jeff Knowles	City of Vacaville
Alysa Majer	City of Suisun City
Monica Manuel	MV Transportation
Cameron Oakes	Caltrans District 4
David Rosenberg	City of Suisun City Intern

II. APPROVAL OF THE AGENDA

On a motion by Charlie Knox, and a second by Rod Moresco, the STA TAC approved the agenda.

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: Caltrans staff (Joe Aguilar, Erik Alm, and Cameron Oakes) presented the I-80 and SR 12 Corridor System Management Plans (CSMP).

MTC: None presented.

STA: None presented.

V. CONSENT CALENDAR

On a motion by Rod Moresco, and a second by Matt Tuggle, the STA TAC approved Consent Calendar Items A, and I.

A. Minutes of the TAC Meeting of May 26, 2010

Recommendation:

Approve TAC Meeting Minutes of May 26, 2010.

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

Recommendation:

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

C. Commute Profile 2010 Study – Solano and Napa Counties

Recommendation:

Forward a recommendation to the STA Board to approve the Commute Profile 2010 Study – Solano and Napa Counties.

D. Fiscal Year (FY) 2010-11 Transportation Development Act (TDA) Article 3 Bicycle Projects

Recommendation:

Forward a recommendation to the STA Board to approve the attached FY 2010-11 TDA Article 3 Resolution No. 2010-07.

E. Eastern Congestion Mitigation Air Quality Improvement (CMAQ): SNCI Climate Initiatives Funding

Recommendation:

Forward a recommendation to the STA Board to approve the Solano Napa Commuter Information Program for \$445,000 from MTC’s Climate Initiative ECMAQ Program.

F. Fiscal Year (FY) 2010-11 Transportation Fund for Clean Air (TFCA) 40% Program Manager Funds

Recommendation:

Forward a recommendation to the STA Board to adopt a resolution approving the following TFCA funding amounts for FY 2010-11:

1. A reduced amount of \$205,929 for the Solano Napa Commuter Information Program; and
2. \$88,000 for the Solano Bikeway Extension/McGary Road Project jointly sponsored by the City of Vallejo and County of Solano.

G. Solano Bicycle and Pedestrian Project Funding Amendment

Recommendation:

Forward a recommendation to the STA Board to amend the City of Fairfield's Linear park Alternate Route Nightingale Drive project by reprogramming \$29,000 of TDA Article 3 funds from preliminary engineering (PE) to the construction phase.

H. Countywide Bicycle Plan Project List Amendment: West B Street Undercrossing

Recommendation:

Forward a recommendation to the STA Board to amend the Solano Bicycle Plan Project List to include the Dixon West B Street Undercrossing as shown in Attachment A.

I. Bicycle Advisory Committee (BAC) Member Appointment Representing the City of Fairfield

Recommendation:

Forward a recommendation to the STA Board to appoint David Pyle as City of Fairfield's representative to the STA Bicycle Advisory Committee for a three-year term.

VI. ACTION FINANCIAL ITEMS

A. Fiscal Year (FY) 2010-11 & FY 2011-12 Safe Routes to School (SR2S) Programming Specifics

Sam Shelton reviewed the submittal process of a final workscope to MTC for regional SR2S funding. He indicated that final submittal date of the workscope from each CMA is due to MTC by July 30, 2010.

Recommendation:

Forward a recommendation to the STA Board to modify the STA's SR2S Program's FY 2010-11 and FY 2011-12 Final Workslope as specified.

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

VII. ACTION NON-FINANCIAL ITEMS

A. Discussion of Vehicle Registration Fee (VRF) Expenditure Plan Categories

Daryl Halls provided an overview on the development of the three expenditure plan priorities. The three proposed categories are: 1) Maintenance of Local Streets and Roads, 2) Safe Routes to School, and 3) Senior and Disabled Transportation Mobility. He noted that the TAC is being requested to review and provide input regarding the eligible categories for VRF expenditures and the options for allocation VRF funds for each category. He added that this information will be provided to the STA Board at their meeting of July 14, 2010.

Recommendation:

Review and provide input regarding the eligible categories for VRF expenditures and options for allocation of VRF funds for each category.

A.1 Vehicle Registration Fee (VRF) Expenditure Plan - Maintenance of Local Streets and Roads Expenditure Plan Options

Recommendation:

Review and provide input regarding the “Maintenance for Local Streets and Roads” category for VRF expenditures and allocation options.

Sam Shelton reviewed the two options to distribute Agency Shares of an estimated funding of \$1.6 million per year (\$1.6 million) for the SB 83 50% for Local Streets and Roads.

After discussion, the STA TAC recommended including the elements listed below with minor changes, and Option 2 for funding distribution with a minimum per agency of \$75K/year.

- Repair and maintain local streets and roads
- Traffic signal maintenance and upgrades
- Signing, striping and lighting on roadways
- Fixing potholes

The TAC also requested STA staff provide the actual DMV registrations by city to determine any impact on the proposed distribution formula.

A.2 Vehicle Registration Fee (VRF) Expenditure Plan - Safe Routes to Schools Expenditure Plan Options

Recommendation:

Review and provide input regarding the “Safe Routes to School” category for VRF expenditures and allocation options.

Sam Shelton reviewed the two proposed options to allocate using an estimated funding of \$800,000 per year compared to K-12 School District Student Enrollment for each school district. It was proposed to use 25% for Safe Routes to School/Education and Encouragement Programs.

After discussion, the STA TAC recommended including the elements listed below with a minor change and Option 2 for funding distribution with a minimum per agency of \$40K/year and a minimum for Rio Vista of \$20K.

- Crossing guards
- Radar speed detection signs
- Improved bike and pedestrian paths near schools
- Improved rail, highway, and road crossings near schools
- Increased traffic enforcement near schools
- Bicycle & pedestrian safety programs
- Education and encouragement programs

A.3 Discussion of Vehicle Registration Fee (VRF) Expenditure Plan – Senior and Disabled Mobility

Recommendation:

Review and provide input regarding the “Senior and Disabled Mobility” category for VRF expenditures and allocation options.

Liz Niedziela reviewed the four proposed options to distribute an estimated funding of \$640,000 per year for Senior and Disabled Mobility. She added that at an earlier meeting, the Consortium supported Option 3, with an amendment to expand the eligible categories as noted below and allocate funding on a countywide basis:

- Intercity and/or local subsidized taxi services for ambulatory and/or non-ambulatory passenger
- Reduced price senior and disabled fares
- Purchase of paratransit vehicles
- Senior Shuttles
- Mobility programs (public and non-profit) to assist the disabled and seniors

After further discussion, the STA TAC concurred with the Consortium’s recommendation.

B. Locally Preferred Alternative for the I-80/I-680/State Route (SR) 12 Interchange Project

Dale Dennis, Project Consultant, provided an overview of the locally preferred alternative for the I-80/I-680/State Route (SR) 12 Interchange Project. He noted that under the National Environmental Protection Act (NEPA), a locally preferred alternative can be identified in the draft environmental document if one is known at the time of publication. He stated that staff believes that Alternative C (and Alternative C-1) should be identified in the Draft EIR/EIS as the locally preferred alternative for the reasons identified in the staff report. He indicated that staff further believes it is important the Draft EIR/EIS include this determination in the Draft EIS/EIR for public review and comment.

Recommendation:

Forward a recommendation to the STA Board to inform Caltrans that STA has identified Alternative C (and Alternative C-1) as the locally preferred alternative and to include this information in the Draft EIS/EIR for public review and comment.

On a motion by Gene Cortright, and a second by Morrie Barr, the STA TAC unanimously approved the recommendation.

C. State Route (SR) 12 Jameson Canyon Corridor Bicycle and Pedestrian Connections Plan

Sara Woo provided a brief update on the status of the SR 12 Jameson Canyon Road Bicycle and Pedestrian Connections Plan. Gene Cortright requested to modify the section regarding the status of McGary Road to be updated to reflect that the road is currently closed, both to vehicular and bicycle/pedestrian traffic.

Recommendation:

Forward a recommendation to the STA Board to approve the release of the draft sections of the SR 12 Jameson Canyon Road Bicycle and Pedestrian Connections Plan for a 30-day public comment period.

On a motion by Gene Cortright, and a second by Matt Tuggle, the STA TAC unanimously approved the recommendation *as amended*.

D. STA Grant Proposals: MTC Climate Initiatives Grant Program

Robert Guerrero reviewed the process to submit grant applications for MTC's Innovative Grant Program. He described in detail STA's proposal for two project applications submitted to MTC. The two projects are the Clean Air Innovative Transit Implementation and Transportation Demand Management for the SR 12/Jameson Canyon Corridor and the STA Safe Routes to School (SR2S) Education and Encouragement School Route Maps, Marketing and Education Resources, and Student Engagement Incentives.

Recommendation:

Forward a recommendation to the STA Board to approve the following two project applications for MTC's Innovative Grant Program:

1. Clean Air Innovative Transit Implementation and Transportation Demand Management for the SR 12/Jameson Canyon Corridor; and
2. STA Safe Routes to School (SR2S) Education and Encouragement School Route Maps, Marketing and Education Resources, and Student Engagement Incentives.

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

VIII. INFORMATIONAL – NO DISCUSSION

- A. Regional Transportation Improvement Fee (RTIF) Update**
- B. PM 2.5 Hotspot Analysis Follow-up**
- C. MTC CMA Block Grant Project List**
- D. Solano Rail Accident Inventory**
- E. Regional Measure 2 (RM 2) Update**
- F. Legislative Update**
- G. Funding Opportunities Summary**
- H. STA Board Meeting Highlights of June 9, 2010**
- I. STA Board and Advisory Committee Meeting Schedule for 2010**

IX. ADJOURNMENT

The meeting was adjourned at 3:30 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, August 25, 2010.**

THIS PAGE LEFT INTENTIONALLY BLANK.



DATE: August 16, 2010
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Fiscal Year (FY) 2010-11 Transportation Development Act (TDA) Matrix –
September 2010

Background:

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

The FY 2010-11 TDA fund estimate approved in February 2010 is shown on the TDA matrix (Attachment A) and the estimated carryover was calculated in June 2010. For jurisdictions that had claims processed toward the end of the fiscal year, the MTC ‘available for allocation’ estimates needed further adjustment to take these later allocations into account. A column has been added to the TDA matrix to take these into account.

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

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

Discussion:

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

The TDA matrix also reflects a modification to the Vallejo TDA claim that was made since the TDA matrix was last approved. The amount of TDA claimed for fixed-route and paratransit/taxi operations has increased thus reducing the TDA balance remaining substantially.

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

Fiscal Impact:

No impact to STA Budget.

Recommendation:

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.

Attachment:

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

THIS PAGE LEFT INTENTIONALLY BLANK.



DATE: August 16, 2010
TO: STA TAC
FROM: Judy Leaks, Program Manager/Analyst
RE: Solano Napa Commuter Information (SNCI) Fiscal Year (FY) 2010-11
Work Program

Background/ Discussion:

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

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

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

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

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

Fiscal Impact:

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

Recommendation:

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

Attachment:

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

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

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

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

10. **Partnerships**: Coordinate with outside agencies to support and advance the use of non-drive alone modes of travel in all segments of the community. This would include assisting local jurisdictions and non-profits implementing projects identified through Community Based Transportation Plans, Children's Network and other efforts.



DATE: August 13, 2010
TO: STA TAC
FROM: Robert Guerrero, Senior Planner
RE: Bay Area Air Quality Management District Regional Transportation Fund for Clean Air (TFCA) Fund Application

Background:

The Bay Area Air Quality Management District (BAAQMD) annually issues a call for Regional Transportation Fund for Clean Air (TFCA) Program funds. The TFCA funds are generated from motor vehicle registration fees and are split to have 40% of all fee revenue collected returned to the county from which is collected. The 40% funds are allocated through a separate process called Program Manager TFCA funds administered by the Solano Transportation Authority. The remaining 60% is available on a competitive basis to all nine (9) Bay Area Counties and is administered directly by the BAAQMD.

The BAAQMD issued a call for shuttle/feeder route service and rideshare program projects for the Regional TFCA program in late July. \$4 million is available as part of this year's program.

Discussion:

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

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

The BAAQMD Regional Grant requires a local match of 10%. To fulfill this requirement, STA staff is recommending that \$44,445 from State Transit Assistance Funds (STAF) be used to match the Regional TFCA funds. STAF funds are an eligible source of funds to match the TFCA program funds.

Fiscal Impact:

STA staff is recommending \$44,445 from State Transit Assistance Funds (STAF) to fulfill the grant match requirement.

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.

Attachment:

- A. Copy of BAAQMD's Grant Notification

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

Call for Shuttle/Feeder Bus and Regional Ridesharing Projects

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

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

Application Workshop

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

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

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

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

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

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

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

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

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

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

THIS PAGE LEFT INTENTIONALLY BLANK.



DATE: August 16, 2010
TO: STA TAC
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: State Route (SR) 12 Rio Vista Preliminary Bridge Study

Background:

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

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

Discussion:

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

Engineering study completed includes the following:

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

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

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

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

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

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

Additional findings include potential funding sources and strategy. Potential traditional funding options includes State, Federal and local sources, and additional funding options that have been utilized to fund bridge projects such as tolls and Public/Private/Partnerships (PPP). A project of this magnitude requires significant funding resources up front for environmental clearance, design engineering and right-of-way acquisition. Based on a preliminary assessment, traditional funding (state and

federal) will not be available at a funding level to sufficiently support project delivery for this project. A feasible funding strategy would include evaluating in more detail traditional funds along with the potential for tolling of the existing and new bridge. Traditional funding sources could be used to help get the environmental phase started, and a toll on the existing bridge would establish a funding stream to allow for bonding to fully fund environmental clearance, design and right-of-way acquisition, as well as incremental improvements on SR 12. A toll on the new bridge is an option that would provide the revenue source to pay off bonding needed to fund project delivery and maintenance and operations of the new bridge.

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

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

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

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

Fiscal Impact:

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

Recommendation:

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

Attachments:

- A. Comment Letters on the Draft Study
- B. State Route 12/Rio Vista Preliminary Bridge Study (CD copy provided to the TAC Members, copy available upon request.)

Caltrans District 4 Comments Via E-mail

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

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

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

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

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

DEPARTMENT OF TRANSPORTATION

P.O. BOX 2048, STOCKTON, CA 95201
(1976 E. DR. MARTIN LUTHER KING JR. BLVD. 95205)
PHONE (209) 948-7943
FAX (209) 948-3670
TTY 711



*Flex your power!
Be energy efficient!*

RECEIVED**JUN 23 2010****SOLANO TRANSPORTATION
AUTHORITY**

June 21, 2010

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

Dear Ms. Adams:

Janet

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

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

Sincerely,

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

ROSS A. CHITTENDEN
District 10 Director

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



CITY OF RIO VISTA

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

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

August 5, 2010

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

RECEIVED

AUG - 9 2010

SOLANO TRANSPORTATION
AUTHORITY

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

Dear Ms. Adams:

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

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

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

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

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

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

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

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

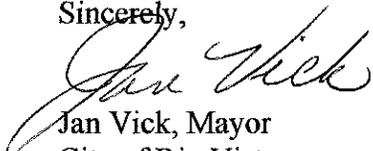
The city expects that any design of a new road would plan for ease of access onto and across the highway. Of particular concern is children crossing the highway to go to school have a safe passage.

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

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

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

Sincerely,



Jan Vick, Mayor
City of Rio Vista

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

Municipal Services Agency

Department of Transportation

Michael J. Penrose, Director



Steven Szalay, Interim County Executive
Paul J. Hahn, Agency Administrator

County of Sacramento

August 10, 2010

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

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

Dear Ms. Adams:

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

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

"Leading the Way to Greater Mobility"



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

www.sacdot.com

Ms. Janet Adams
August 10, 2010
Page 2

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

Sincerely,


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

DAB:ka

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



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

RECEIVED

AUG - 6 2010

SOLANO TRANSPORTATION
 AUTHORITY

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

Clifford K. Covey, Interim Director

August 5, 2010

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

Re: SR12 Realignment – Rio Vista Bridge Preliminary Study

Dear Janet:

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

Solano County has the following specific comments on the study:

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

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

Building & Safety
 David Cliche,
 Chief Building
 Official

Planning Services
 Mike Yankovich
 Program Manager

Environmental
 Health
 Terry Schmidtbauer
 Program Manager

Administrative
 Services
 Suganthi Krishnan
 Sr. Staff Analyst

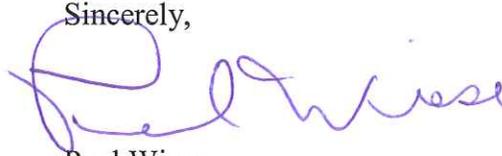
Public Works
 Engineering
 Paul Wiese
 Engineering Manager

Public Works
 Operations
 Wayne Spencer
 Operations Manager

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

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

Sincerely,



Paul Wiese
Engineering Manager

c. Mike Yankovich, Planning
Jim Leland, Planning

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



DATE: August 17, 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

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.

Discussion:

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. A Vallejo Council briefing is scheduled for September 14, 2010. The Coordinating Committee is scheduled to reconvene to address any proposed modifications to either the Transition Plan or the JPA. When the STA Board tabled this item at its July Board meeting at the request of STA staff, it requested it be returned to the September Board meeting.

Fiscal Impact:

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

Recommendations:

Forward a recommendation to the STA Board to approve entering into a JPA with the Cities of Benicia and Vallejo to form Solano County Transit.

Attachment:

- A. South County Transit Guiding Principles
- B. South County Transit MOU – October 29, 2010
- C. Solano County Transit JPA
- D. Solano County Transit Transition Plan – July 2, 2010

THIS PAGE LEFT INTENTIONALLY BLANK.

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.

THIS PAGE LEFT INTENTIONALLY BLANK.

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.

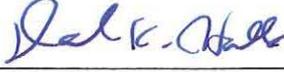
M. Entirety of Agreement.

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.

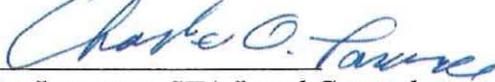
/
/
/
/

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

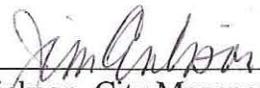
SOLANO TRANSPORTATION AUTHORITY

By: 
Daryl K. Halls, Executive Director

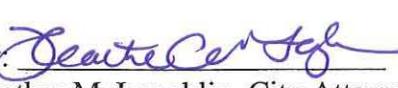
APPROVED AS TO FORM

By: 
Charles Lamoree, STA Legal Counsel

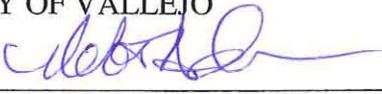
CITY OF BENICIA

By: 
Jim Erickson, City Manager

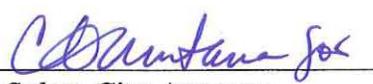
APPROVED AS TO FORM

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

THIS PAGE LEFT INTENTIONALLY BLANK.

SOLANO COUNTY TRANSIT (“SOLTRANS”)

JOINT POWERS AGREEMENT

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

Solano County Transit SolTrans

DRAFT Transition Plan



7/02/2010



TABLE OF CONTENTS

Section	Page
1. Introduction	
1.1 Background	4
1.2 Purpose	5
1.3 Transition Plan Organization	5
2. Structure and Governance	
2.1 Guiding Principles for Consolidation	7
2.2 Form of Governance	8
2.3 Board Membership and Terms	8
2.4 By-Laws and Policies and Procedures	9
3. Financial Management	
3.1 Financial Impacts of Consolidation	10
3.2 Draft FY2010-11 Budget and Financial Plan	11
3.3 Ten Year Outlook	12
3.4 Financial Management Services	12
3.5 Asset Ownership	14
3.6 Grantee Status	15
4. Organization and Human Resources Management	
4.1 Organization and Staffing Plan	18
4.2 Position Descriptions	20
4.3 Salaries and Benefits	20
4.4 Transfer of Existing Employees	20
4.5 Provision of Human Resources Services	21
4.6 Human Resources Policies and Procedures	21
5. Service Planning and Operations	
5.1 Existing Services	22
5.2 Status of Service Planning and Planning Studies	23
5.3 Operating Contract Opportunities	23
6. Capital Project Management	
6.1 Facilities	25
6.2 Vehicle Procurements	25
7. Other Issues	
7.1 WETA Transition	26
7.2 Downtown Vallejo Bus Transfer Center - Administration Building	26

8. Implementation Schedule 28

Appendices

A	Budget	29
B	Capital Assets	34

Section 1: INTRODUCTION

1.1 Background

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

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

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

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

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

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

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

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

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

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

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

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

1.2 Purpose

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

1.3 Transition Plan Organization

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

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

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

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

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

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

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

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

Section 2: STRUCTURE AND GOVERNANCE

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

2.1 Guiding Principles for Consolidation

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

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

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

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

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

2.2 Form of Governance

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

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

2.3 Board Membership and Terms

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

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

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

2.4 By-Laws and Policies and Procedures

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

Section 3: FINANCIAL MANAGEMENT

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

3.1 Financial Impacts of Consolidation

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

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

Ongoing Cost Impacts

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

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

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

One-Time Costs

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

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

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

3.2 Draft FY2010-11 Budget and Financial Plan

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

Key assumptions used in developing the budget are:

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

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

3.3 Ten Year Outlook

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

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

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

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

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

3.4 Financial Management Services

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

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

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

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

Accounting Services

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

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

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

Procurement Management

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

3.5 Asset Ownership

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

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

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

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

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

3.6 Grantee Status

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

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

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

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

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

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

24 areas covered by triennial review by STA:

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

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

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

Section 4: ORGANIZATION AND HUMAN RESOURCES MANAGEMENT

4.1 Organization and Staffing Plan

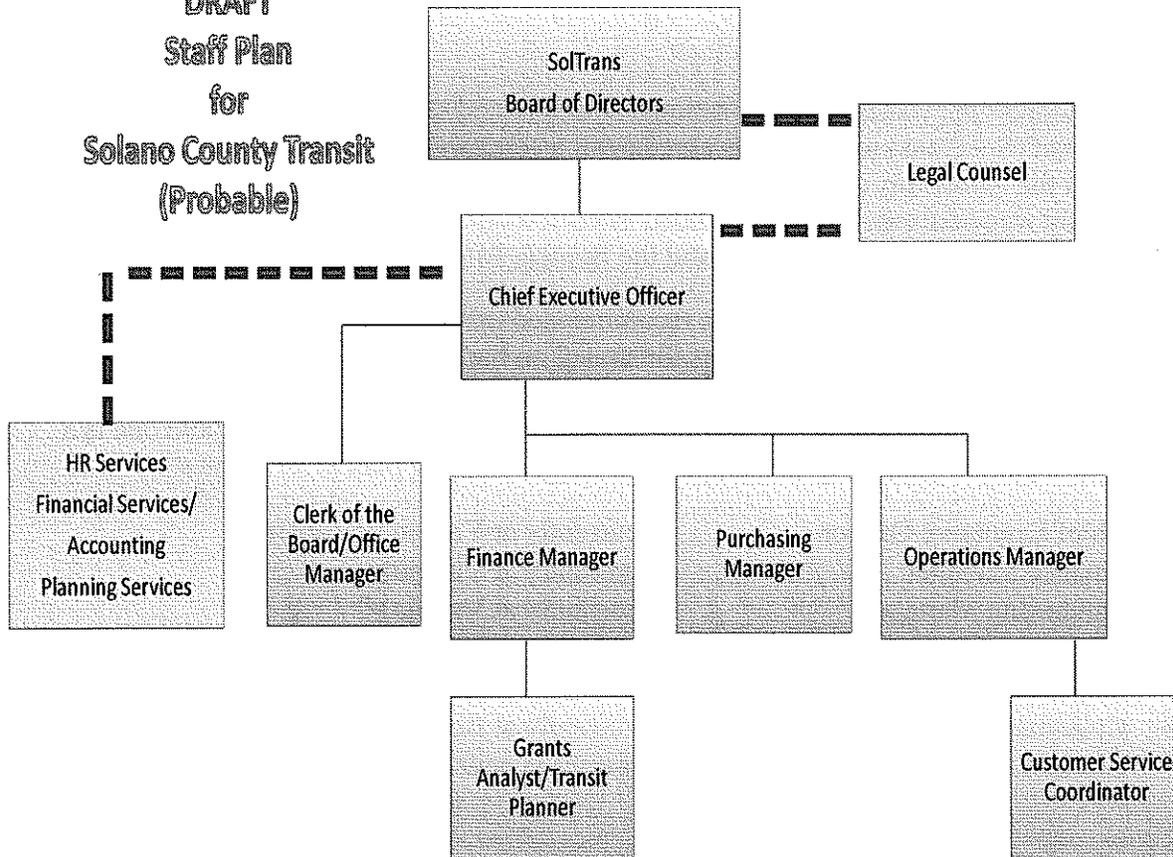
In order to address the issues of organizational structure and staffing for the proposed Solano County Transit (SolTrans) joint powers agreement, a comparison study was performed of transit properties in the North Bay and Contra Costa County of similar size and scope. A concurrent job analysis study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

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

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

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

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



4.2 Position Descriptions

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

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

4.3 Salaries and Benefits

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

4.4 Transfer of Existing Employees

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

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

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

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

4.5 Provision of Human Resources Services

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

4.6 Human Resources Policies and Procedures

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

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

Section 5: SERVICE PLANNING AND OPERATIONS

5.1 Existing Services

Benicia Breeze

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

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

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

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

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

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

Vallejo Transit

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

- Fixed Route Bus
- Demand Response Paratransit
- Subsidized Local and Intercity Taxi
- Ferry

Local bus service is provided throughout most of Vallejo. Regional bus service directly connects Vallejo to Benicia, Fairfield, and multiple locations in Contra Costa County at BART Stations

(El Cerrito del Norte, Pleasant Hill, and Walnut Creek). The fleet consists of 70 vehicles. In the last fiscal year, Vallejo Transit provided 1,658,505 passenger trips. Vallejo Citizens Transit Corporation (VCTC) a subsidiary of MV Transportation Inc. is the current contractor. The contract was awarded on February 5, 2008 for a period of three years, commencing on April 1, 2008 through March 31, 2011.

Demand response service utilizes 12 vehicles to provide complementary ADA paratransit within a ¾ mile corridor of the fixed route service area. In the last fiscal year, Vallejo RunAbout provided 28,783 passenger trips. MV Transportation is the current contractor and their initial contract term expires June 30, 2011.

The local subsidized taxi program provides a 40% fare subsidy to disabled and elderly persons age 65 or older for trips within the city limits. The Intercity ADA Taxi Scrip Program provides an 85% fare subsidy to ADA certified residents offering an alternative to traditional paratransit.

The City of Vallejo has been operating the Baylink Ferry service since 1986. The Baylink Ferry operates between Vallejo and San Francisco with complementary bus service on Rt. 200. The Ferry will not be part of the SolTrans JPA as State legislation has directed that the Baylink Ferry operation be transferred to the Water Emergency Transportation Authority (WETA). This will be discussed in further detail in Chapter 7 in this Transition Plan.

Vallejo Transit had considered plans to undertake a service change in Summer 2010 or later in the fiscal year. A service change proposal was reviewed by the SolTrans Coordinating Committee in May 2010. Public meetings would be held prior to a Vallejo City Council action for implementation that had been tentatively planned for August 2010 that is now planned for later in the fiscal year.

5.2 Status of Service Planning and Planning Studies

One of the first tasks of the new JPA will be to prepare a joint Short Range Transit Plan for the combined services. Vallejo Transit had been scheduled to complete a mini-SRTP to cover the Benicia/Vallejo service area in FY2010-11. The development of a full Benicia/Vallejo SRTP would be managed by the new JPA and be the first opportunity to review how services, fleets, and other capital can be combined to maximize cost efficiencies and streamline service for the public.

5.3 Operating Contract Opportunities

The staff has reviewed the operating contracts with MV. There are three contracts that cover the various services in Vallejo and Benicia. The City of Vallejo has two contracts; one providing fixed route services, the other providing RunAbout paratransit service. The City of Benicia has one contract covering all of its services. A comparison of key contract provisions between the three documents has been prepared. There are several options for the transition of these contracts to the JPA. A brief review of the options follows:

Option 1: Roll the RunAbout and Benicia contracts into the Vallejo fixed route agreement. This option has been explored with City procurement staff and in a general

inquiry to Federal Transit Administration (FTA). The feedback from both sources is that this would constitute a cardinal change in the agreement for fixed route services and that FTA would require that the contract be rebid.

Option 2: Split the Benicia services between fixed route and paratransit and roll the respective portions into either the Vallejo fixed route agreement or the RunAbout agreement. This would align the services with the comparable Vallejo agreement. Both the Vallejo RunAbout and Benicia Breeze contracts envisioned the possible incorporation of the Vallejo and Benicia service when originally put out to bid. So certain provisions in the agreement set the stage for such consolidation. Adding the Benicia fixed route portion to the Vallejo fixed route contract would likely be an immaterial change not triggering an FTA requirement to rebid nor a renegotiation of the contract rate due to the relative size of the fixed route portion of the Benicia contract.

Option 3: Roll the entire Benicia contract into the RunAbout contract. This option would be based in part on the concept that the Benicia service pattern and approach is better suited and more like the RunAbout contract than it is the Vallejo fixed route service. Taking this approach would not involve any union implications if the service remains at the Bennett Street location currently shared by Vallejo RunAbout and Benicia Breeze as the only employees represented by a bargaining unit today are the Vallejo fixed route employees.

Option 4: Continue operating all three contracts separately but under the management of the JPA. All three agreements contain provisions allowing the assignment of the contracts to a new governmental agency if one is created. This would be a simple alternative and not require doing anything to the agreements at this time. This approach would not realize the benefits of consolidating to save cost.

The base terms of all three of the operating contracts expire in 2011. The Vallejo fixed route contract expires on March 31, 2011. The Vallejo RunAbout contract and the Benicia Breeze contracts both expire on June 30, 2011. If significant adjustments to the agreements and consequently the total operating cost cannot be achieved in negotiations with MV, the services could all be combined into a single RFP and a new solicitation could be conducted in anticipation of the contract expiration date of June 30, 2011. A three-month extension would have to be negotiated to extend the fixed route contract to the June 30 date.

The contracts have been reviewed and a comparison matrix prepared. The service contracts are expected to continue in their current form at the time of the SolTrans JPA formation. After SolTrans JPA staff has been established to oversee the contracts, the service contracts will be transferred to the JPA. Both of these actions are projected to occur in the Spring of 2011. The transfer could be done via simple reassignment as outlined in Option 4 above or Options 1, 2 or 3 may be the preferred approach by the new SolTrans JPA. This is recommended to be determined by the new JPA after it is formed.

Section 6: CAPITAL PROJECTS DELIVERY

6.1 Facilities

Benicia Breeze and Vallejo Transit are responsible for the construction of capital projects required to meet the transit system operating needs and for the purchase of bus and paratransit fleets (revenue vehicles), other vehicles and equipment. The new agency will have similar responsibilities.

As provided for in the Joint Powers Agreement and as described in Section 3 of this plan, the assets currently owned by the two agencies will be transferred to Solano County Transit. Maintenance of these capital assets will be the responsibility of the new agency.

The City of Vallejo Public Works Department is responsible for the design and construction of the Vallejo Station Intermodal Facility, a multimodal waterfront transportation facility intended to be the principal transit hub serving the City of Vallejo as well as providing a gateway to the North Bay and Solano County. Funded with a variety of transit capital funding sources, the station is currently under construction and is planned to be completed in 2011. The project will continue to be managed by the City of Vallejo while Vallejo Transit and Benicia Breeze transition to SolTrans. Once completed, agreements between the City and SolTrans for the asset ownership, leasing, management, operation and maintenance of the station will be needed.

Similarly, expansion plans for the Curtola Park and Ride Facility are currently under the management of the City of Vallejo Public Works Department. The project will continue to be managed by the City of Vallejo while the transit consolidation proceeds. Once complete, agreements will be needed between the City and SolTrans for the asset ownership, leasing, management, operation and maintenance of the facility.

Management of future construction projects undertaken by SolTrans will follow requirements of the funding agencies contributing to the project. For example, projects funded with Federal Transit Administration Authority funds must follow FTA guidelines including third party contracting guidelines. Future construction projects may involve contracts with the Cities in which the project is located for project management assistance, and or for other phases of project delivery.

6.2 Vehicle Procurements

Procurement of vehicles and equipment will be managed by SolTrans, and are not anticipated to require assistance from Benicia or Vallejo.

Section 7: OTHER ISSUES

7.1 WETA Transition

In addition to operating bus service, the City of Vallejo operates the Baylink Ferry Service. The Baylink Ferry operates seven days a week between Vallejo and San Francisco. Vallejo owns four ferryboats and operates a complementary bus route (Rt. 200). Rt. 200 serves only the two ferry terminals (Vallejo and San Francisco), uses the same fare instrument, and has a schedule integrated with the ferry schedule. Rt. 200 has also provided back-up when the ferry ridership is over capacity or when trips are cancelled typically for mechanical reasons. The ferry service is operated by contract with Blue and Gold and the Rt. 200 as part of the overall MV bus operations contract.

In 2007, the California State legislators approved SB 976 that directed that the Vallejo Baylink Ferry be one of two existing Bay Area ferry services to be transferred to the Water Emergency Transportation Authority (WETA). Follow-up legislation in 2008 (SB 1093) approved and further clarified this transition. The City of Vallejo has been in discussions with WETA since that time to coordinate the transfer of the service and related assets. The timing of the transfer is currently expected to occur January or June 2011. Until the service is transferred, the City of Vallejo will continue to operate the Baylink ferryboat and bus service. After the transfer of ferry service to WETA, it is expected that the Rt. 200 bus service will be contracted back to SolTrans with full cost recovery.

7.2 Downtown Vallejo Bus Transfer Center – Administration Building

The City of Vallejo is currently constructing the Downtown Bus Transfer Center. This facility will replace the York/Marin transfer location that had been the main transfer hub for many years. The new Downtown Bus Transfer Center will be a bus-only facility located between Santa Clara and Sacramento Streets in what had been parking lots behind retail and commercial buildings on Maine and Georgia Streets; it will be adjacent and connected to the future Vallejo Station.

Along with the multiple bus bays the transfer center will include a new 5,000 square foot, two-story Administration Building. The building will provide a breakroom for drivers, restrooms, a bus ticket sales outlet, and video security monitoring. The building has also been planned to house Vallejo Transit administrative staff on the second floor. There will be space for multiple offices, work area, and a conference room. There is adequate space for the proposed staffing for the new SolTrans organization.



Although a conference room will be located in the Admin Building, it will not be large enough for SolTrans Board meetings. It is recommended the JPA Board meetings be alternately held at the Benicia and Vallejo City Council Chambers.

Construction began on the Bus Transfer Center in Summer 2009 and is projected to conclude by Spring 2011. Once the building is complete, SolTrans staff is expected to be located there.

Section 8: IMPLEMENTATION SCHEDULE

**Solano County Transit (SolTrans)
MAJOR MILESTONES**

Action	Revised 6/21/10
Final Agreement Prepared	May 2010
Select Interim Executive Director for MOU/JPA	May 2010
Draft Transition Plan: per MOU (Draft JPA agreement, By-laws, etc.)	June 2010
JPA Agreement and Transition Plan Adopted by Jurisdictions	June/July/August 2010
Modest Service Adjustments Implemented by City of Vallejo (reviewed by Coordinating Committee)	FY2010-11
JPA Board Meets for First Time	September 2010
Recruitment of JPA Executive Director	September 2010 - January 2011
JPA Board enters into agreements (accounting, HR, legal, etc.)	September 2010 – December 2010
Develop Short Range Transit Plan (SRTP) and Capital Improvement Plan (CIP)	September 2010-April 2011
Transition of Staff to JPA Employment	April 1, 2011
Transition of Service Contracts to JPA	April 1, 2011
Adopt SRTP, CIP	April 2011
Service Changes Implemented by JPA	July – Sept 2011

APPENDIX A

BUDGET

FY 2010-11 Combined Solano County Transit Budget

Revenues

	Vallejo	Benicia	JPA
	FY2010/11		
	Revised	Projected	Proj Total
Bus Revenues			
Fares	\$3,021,000	\$50,000	\$3,071,000
FTA Section 5307 Operating Assistance			-
FTA Section 5307 Preventive Maintenance			-
FTA ARRA Preventive Maintenance	1,339,813		1,339,813
FTA Section 5311 Non-Urbanized Area	180,000		180,000
FTA Section 5316 JARC	400,000		400,000
FTA Section 5317 NF			-
STAF Operating Assistance - Vallejo Rev Base			-
STAF Operating Assistance - Vallejo Prop 42			-
STAF Operating Assistance - Benicia Rev Base		18,245	18,245
STAF Operating Assistance - Benicia Prop 42			-
STAF Operating Assistance - Solano County Pop Base			-
STAF Lifeline	200,000		200,000
Regional Measure 2 (RM-2)	1,223,840		1,223,840
Transportation Development Act (TDA)	3,182,847	512,415	3,695,262
Intercity Funding Agreement	400,000	(65,660)	334,340
Bridge Toll AB 664 PM			-
Other revenues	20,500	10,000	30,500
Bus Revenues Subtotal	9,968,000	525,000	10,493,000
Ferry Revenues			
Fares	6,320,000		6,320,000
FTA Section 5307 Preventive Maintenance	1,000,000		1,000,000
Bridge Toll 2% Revenue Program	400,000		400,000
Bridge Toll 5% Unrestricted State Funds	1,300,000		1,300,000
Regional Measure 2 (RM-2)	2,740,500		2,740,500
One-time Solano County			-
Supplemental Regional Measure 2 (WETA) for Contingency	2,174,500		2,174,500
Transportation Development Act (TDA)			-
Transportation Development Act (TDA) One time			-
State Transit Assistance - One time			-
Terminal Leases	19,000		19,000
Transfer In, General Fund			-
Labor Day Weekend Service (BATA)			-
Other revenues	2,000		2,000
Ferry Revenues Subtotal	13,956,000	-	13,956,000
Paratransit Revenues			
Fares - Existing	118,000	13,000	131,000
FTA Section 5307 10% ADA set-aside	667,000		667,000
STAF Operating Assistance			-
Transportation Development Act (TDA)	359,000	404,000	763,000
Paratransit Revenues Subtotal	1,144,000	417,000	1,561,000
Taxi Scrip Revenues			
Taxi Coupon Sales - Local	138,000	3,735	141,735
Taxi Coupon Sales - Regional	15,000		15,000
Transportation Development Act (TDA)	108,000	7,265	115,265
Taxi Scrip Revenues Subtotal	261,000	11,000	272,000
FAREBOX REVENUES	9,597,000	66,735	9,678,735
FUNDING SOURCE REVENUES	15,732,000	886,265	16,603,265
Total, Revenues	\$25,329,000	\$953,000	\$26,282,000

FY 2010-11 Combined Solano County Transit Budget

Expenditures

	Vallejo	Benicia	JPA
	FY2010/11		
	Revised	Projected	Proj Total
Bus Expenses			
Operating Contract	8,537,000	355,000	8,892,000
Fuel	1,777,000	57,000	1,834,000
Insurance costs	400,000		400,000
Security	136,000		136,000
Bus Facility Maintenance	62,000		62,000
Bus Maintenance		19,000	19,000
Utilities	32,000		32,000
Printing	13,000		13,000
Professional Services		6,000	6,000
Route 200: Transfer costs to WETA	(1,481,000)		(1,481,000)
Ferry Ticket Office Transfer to Ferry	(177,000)		(177,000)
General Administration - Ferry Absorb			-
General Administration - Bus	669,000	88,000	757,000
Bus Expenses Subtotal	9,968,000	525,000	10,493,000
Ferry Expenses			
Operating Contract	6,408,000		6,408,000
Professional Services	128,000		128,000
Fuel	4,518,000		4,518,000
Dry Docking	180,000		180,000
Security	68,000		68,000
Space Rental & Lease Dockage Fees	74,000		74,000
Building Maintenance	74,000		74,000
Utilities	106,000		106,000
Printing	14,000		14,000
Route 200 Costs	1,481,000		1,481,000
Ferry Ticket Office from Bus	177,000		177,000
General Administration	728,000		728,000
Ferry Expenses Subtotal	13,956,000	-	13,956,000
Paratransit Expenses			
Operating Contract - Existing	1,024,000	328,000	1,352,000
Fuel	44,000		44,000
Maintenace		45,000	45,000
Printing	9,000		9,000
General Administration	67,000	44,000	111,000
Paratransit Expenses Subtotal	1,144,000	417,000	1,561,000
Taxi Scrip Expenses			
Scrips Payments - Local	230,000	11,000	241,000
Scrips Payments - Regional	15,000		15,000
General Administration	16,000		16,000
Taxi Scrip Expenses Subtotal	261,000	11,000	272,000
OPERATING CONTRACT	9,561,000	683,000	10,244,000
OTHER EXPENSES	1,812,000	270,000	2,082,000
Total, Expenses	\$25,329,000	\$953,000	\$26,282,000

	Vallejo		Benicia		JPA		FY2011/12	FY2012/13	FY2013/14	FY2014/15	FY2015/16	FY2016/17	FY2017/18	FY2018/19
	Revised	Projected	Revised	Projected	Proj Total	Projected								
Bus Revenues														
Fares	\$3,021,000	\$30,000	\$3,071,000	-	\$3,107,000	\$3,143,000	\$3,179,000	\$3,223,840	\$3,265,800	\$3,291,000	\$3,329,000	\$3,368,000	\$3,368,000	
FTA Section 5307 Operating Assistance														
FTA Section 5307 Preventive Maintenance	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 ARRA 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 Section 5311 Non-Urbanized Area	400,000		400,000											
FTA Section 5316 JARC														
FTA Section 5317 NF														
STAF Operating Assistance - Vallejo Rev Base														
STAF Operating Assistance - Vallejo Prop 42		18,245	18,245											
STAF Operating Assistance - Benicia Rev Base														
STAF Operating Assistance - Benicia Prop 42														
STAF Operating Assistance - Salano County Pop Base	200,000		200,000											
STAF Lifeline	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	
Regional Measure 2 (RM-2)	3,182,847	512,415	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	5,868,291	
Transportation Development Act (TDA)	400,000	(66,660)	334,340		344,000	354,000	365,000	376,000	387,000	399,000	411,000	423,000	432,000	
Incentive Funding Agreement														
Bridge Toll AB 664 PY	20,500	10,000	30,500		21,100	21,700	22,400	23,100	23,800	24,500	25,200	25,900	26,600	
Other revenues	9,968,000	\$25,000	10,493,000		11,432,400	11,398,633	10,532,155	10,904,899	11,297,819	11,712,118	12,149,069	12,610,121	13,088,000	
Ferry Revenues														
Fares	6,320,000		6,320,000		120,000	120,000	120,000	120,000	120,000	120,000	120,000	120,000	120,000	
FTA Section 5307 Preventive Maintenance	1,000,000		1,000,000		667,000	667,000	667,000	667,000	667,000	667,000	667,000	667,000	667,000	
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		883,200	883,200	883,200	883,200	883,200	883,200	883,200	883,200	883,200	
One-time Salano County														
Supplemental Regional Measure 2 (R/ETRA) for Contingency	2,174,500		2,174,500		933,200	933,200	933,200	933,200	933,200	933,200	933,200	933,200	933,200	
Transportation Development Act (TDA)														
Transportation Development Act (TDA) One time														
State Transit Assistance - One time	19,000		19,000											
Terminal Leases														
Transfer In, General Fund														
Labor Day Weekend Service (BATVA)														
Other revenues	2,000		2,000											
Ferry Revenues Subtotal	13,956,000		13,956,000		120,000									
Paratransit Revenues														
Fares - Excluding	118,000	13,000	131,000		667,000	667,000	667,000	667,000	667,000	667,000	667,000	667,000	667,000	
FTA Section 5307 10% ADA set-aside	667,000		667,000											
STAF Operating Assistance														
Transportation Development Act (TDA)	339,800	404,000	753,000		1,670,900	1,670,900	1,670,900	1,670,900	1,670,900	1,670,900	1,670,900	1,670,900	1,670,900	
Paratransit Revenues Subtotal	1,144,000	417,000	1,561,000		833,600									
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	
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	
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	
Taxi Strip Revenues Subtotal	361,000	11,000	372,000		272,000									
PANBOX REVENUES														
FUNDING SOURCE REVENUES	9,597,000	66,735	9,673,735		3,365,000	3,401,000	3,437,000	3,474,000	3,511,000	3,549,000	3,587,000	3,625,000	3,663,000	
Total Revenues	15,732,000	888,265	16,603,265		9,914,700	9,692,232	9,038,055	9,423,099	9,829,319	10,258,918	10,712,169	11,190,521	11,678,521	
	\$25,309,000	\$953,000	\$26,282,000		\$13,279,700	\$13,093,232	\$12,478,055	\$12,897,099	\$13,340,319	\$13,807,918	\$14,299,169	\$14,816,521	\$15,333,879	
Net Annual Results														
Bus	-	-	-		(496,277)	(1,512,445)	(1,506,701)	(1,506,701)	(1,478,981)	(1,445,182)	(1,395,931)	(1,333,879)	(1,333,879)	
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	(80,300)	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	3,790,551		3,795,795	4,028,586	4,274,585	4,524,513	4,809,254	5,099,609	5,406,465	5,730,739	6,081,691	
Annual Revenue - Benicia					851,656	900,055	951,204	1,005,280	1,062,389	1,122,784	1,186,569	1,254,061	1,321,552	
Add: Investment Income														
Use for Operations	(3,649,847)	(923,680)	(4,573,527)		(7,213,760)	(6,980,683)	(5,076,458)	(5,388,003)	(5,713,260)	(6,059,239)	(6,425,006)	(6,811,691)	(7,203,382)	
Plus Thru-to-Start for Planning and Admin	(136,622)	(23,847)	(160,469)		(140,721)	(144,943)	(149,291)	(153,770)	(158,383)	(163,134)	(168,028)	(173,069)	(178,100)	
Transportation Development Act (TDA) Ending Balance	4,890,625	23,120	4,823,745		2,116,715	(80,300)	(80,300)	(80,300)	(80,300)	(80,300)	(80,300)	(80,300)	(80,300)	
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 Ticket Office Transfer to Ferry	(177,000)		(177,000)	(182,000)	(187,000)	(193,000)	(199,000)	(205,000)	(211,000)	(217,000)	(224,000)
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	6,406,000	6,404,000	6,402,000	6,400,000	6,398,000	6,396,000	6,394,000	6,392,000
Professional Services	128,000		128,000	128,000	128,000	128,000	128,000	128,000	128,000	128,000	128,000
Fuel	4,518,000		4,518,000	4,500,000	4,482,000	4,464,000	4,446,000	4,428,000	4,410,000	4,392,000	4,374,000
Dry Docking	180,000		180,000	180,000	180,000	180,000	180,000	180,000	180,000	180,000	180,000
Security	68,000		68,000	68,000	68,000	68,000	68,000	68,000	68,000	68,000	68,000
Space Rental & Lease Dockage Fees	74,000		74,000	74,000	74,000	74,000	74,000	74,000	74,000	74,000	74,000
Building Maintenance	74,000		74,000	74,000	74,000	74,000	74,000	74,000	74,000	74,000	74,000
Utilities	106,000		106,000	106,000	106,000	106,000	106,000	106,000	106,000	106,000	106,000
Printing	14,000		14,000	14,000	14,000	14,000	14,000	14,000	14,000	14,000	14,000
Route 200 Costs	1,481,000		1,481,000	1,481,000	1,481,000	1,481,000	1,481,000	1,481,000	1,481,000	1,481,000	1,481,000
Ferry Ticket Office from Bus	177,000		177,000	177,000	177,000	177,000	177,000	177,000	177,000	177,000	177,000
General Administration	728,000		728,000	728,000	728,000	728,000	728,000	728,000	728,000	728,000	728,000
Ferry Expenses Subtotal	13,956,000	-	13,956,000	13,956,000	13,956,000	13,956,000	13,956,000	13,956,000	13,956,000	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 Strip Expenses											
Scripts Payments - Local	230,000	11,000	241,000	241,000	241,000	241,000	241,000	241,000	241,000	241,000	241,000
Scripts 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 Strip 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	\$13,589,500	\$13,987,500	\$14,297,800	\$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%	CA-90-X389	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%	CA-90-X389	1850 Broadway	128,194.77	80,121.72	48,073.05	
3	1983 RTS's	Transit Bus	1049	1G0YTR2J0D921651	GGT GMC / RTS	12	11/1/1983	28	YES	2013	80%	CA-90-X389	1850 Broadway	128,194.77	80,121.72	48,073.05	
4	1983 RTS's	Transit Bus	1063	1G0YTR2J0D921637	GGT GMC / RTS	12	11/1/1983	28	YES	2013	80%	CA-90-X389	1850 Broadway	128,194.77	80,121.72	48,073.05	
5	1983 RTS's	Transit Bus	1065	1G0YTR2J0D921606	GGT GMC / RTS	12	11/1/1983	28	YES	2013	80%	CA-90-X389	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%	CA-90-X586	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%	CA-90-X586	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%	CA-90-X586	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%	CA-90-X586	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%	CA-90-X586	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%	CA-90-X586	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%	CA-90-X586	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%	CA-90-X586	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%	CA-90-X586	1850 Broadway	175,000.00	175,000.00	-	
15	1995 Transit Bus	Transit Bus	4401	A000191	Gilling Corp	12	3/1/1995	14	YES	2013	80%	CA-90-X586	1850 Broadway	175,000.00	175,000.00	-	
16	1995 Transit Bus	Transit Bus	4402	A000192	Gilling Corp	12	3/1/1995	14	YES	2013	80%	CA-90-X586	1850 Broadway	175,000.00	175,000.00	-	
17	1995 Transit Bus	Transit Bus	4403	A000193	Gilling Corp	12	3/1/1995	14	YES	2013	80%	CA-90-X586	1850 Broadway	175,000.00	175,000.00	-	
18	1995 Transit Bus	Transit Bus	4404	A000194	Gilling Corp	12	3/1/1995	14	YES	2013	80%	CA-90-X586	1850 Broadway	175,000.00	175,000.00	-	
19	1995 Transit Bus	Transit Bus	4405	A000195	Gilling Corp	12	3/1/1995	14	YES	2013	80%	CA-90-X586	1850 Broadway	175,000.00	175,000.00	-	
20	1995 Transit Bus	Transit Bus	4406	A000196	Gilling Corp	12	3/1/1995	14	YES	2013	80%	CA-90-X586	1850 Broadway	175,000.00	175,000.00	-	
21	1995 Transit Bus	Transit Bus	4407	A000197	Gilling Corp	12	3/1/1995	14	YES	2013	80%	CA-90-X586	1850 Broadway	175,000.00	175,000.00	-	
22	1995 Transit Bus	Transit Bus	4408	A000198	Gilling Corp	12	3/1/1995	14	YES	2013	80%	CA-90-X586	1850 Broadway	175,000.00	175,000.00	-	
23	1995 Transit Bus	Transit Bus	4409	A000199	Gilling Corp	12	3/1/1995	14	YES	2013	80%	CA-90-X586	1850 Broadway	175,000.00	175,000.00	-	
24	1995 Transit Bus	Transit Bus	4410	1VH5H3H2416501627	Orion Bus	12	10/1/2001	8		2013	80%	CA-90-X389	1850 Broadway	336,824.36	210,515.20	126,309.16	
25	2001 Transit Bus	Transit Bus	4411	1VH5H3H2816501628	Orion Bus	12	10/1/2001	8		2013	80%	CA-90-X389	1850 Broadway	336,824.36	210,515.20	126,309.16	
26	2001 Transit Bus	Transit Bus	4412	1VH5H3H2816501629	Orion Bus	12	10/1/2001	8		2013	80%	CA-90-X389	1850 Broadway	336,824.36	210,515.20	126,309.16	
27	2001 Transit Bus	Transit Bus	4413	1VH5H3H2416501630	Orion Bus	12	10/1/2001	8		2013	80%	CA-90-X389	1850 Broadway	336,824.36	210,515.20	126,309.16	
28	2001 Transit Bus	Transit Bus	4414	1VH5H3H2616501631	Orion Bus	12	10/1/2001	8		2013	80%	CA-90-X389	1850 Broadway	336,824.36	210,515.20	126,309.16	
29	2001 Transit Bus	Transit Bus	4415	1VH5H3H2616501632	Orion Bus	12	10/1/2001	8		2013	80%	CA-90-X389	1850 Broadway	336,824.36	210,515.20	126,309.16	
30	2001 Transit Bus	Transit Bus	4416	1VH5H3H2X16501633	Orion Bus	12	10/1/2001	8		2013	80%	CA-90-X389	1850 Broadway	336,824.36	210,515.20	126,309.16	
31	2001 Transit Bus	Transit Bus	4417	1VH5H3H2X16501634	Orion Bus	12	10/1/2001	8		2013	80%	CA-90-X389	1850 Broadway	336,824.36	210,515.20	126,309.16	
32	2001 Transit Bus	Transit Bus	4418	1VH5H3H2X16501635	Orion Bus	12	10/1/2001	8		2013	80%	CA-90-X389	1850 Broadway	336,824.36	210,515.20	126,309.16	
33	1987 MCI TMC	Transit Bus	BL01	TUFC6H6A1H0006268	MCI	12	8/1/1987	22	YES	2016	80%	CA-90-X389	1850 Broadway	121,945.36	75,841.45	45,804.91	
34	1987 MCI TMC	Transit Bus	BL02	TUFC6H6A1H0006269	MCI	12	8/1/1987	22	YES	2016	80%	CA-90-X389	1850 Broadway	121,945.36	75,841.45	45,804.91	
35	1987 MCI TMC	Transit Bus	BL03	1M8PDMFA1P053961	MCI	12	6/1/2001	6		2016	80%	CA-90-X389	1850 Broadway	280,921.00	280,921.00	119,791.00	
36	2001 MCI	Transit Bus	BL04	1M8PDMFA1P053962	MCI	12	6/1/2001	6		2016	80%	CA-90-X389	1850 Broadway	280,921.00	280,921.00	119,791.00	
37	2001 MCI	Transit Bus	BL05	1M8PDMFA1P053963	MCI	12	6/1/2001	6		2016	80%	CA-90-X389	1850 Broadway	280,921.00	280,921.00	119,791.00	
38	2001 MCI	Transit Bus	BL06	1M8PDMFA1P053964	MCI	12	6/1/2001	6		2016	80%	CA-90-X389	1850 Broadway	280,921.00	280,921.00	119,791.00	
39	2003 MCI	Transit Bus	BL07	1M8PDMFA3P055607	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-Y130	1850 Broadway	224,653.67	224,653.67	190,091.61	
40	2003 MCI	Transit Bus	BL08	1M8PDMFA3P055608	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-Y130	1850 Broadway	224,653.67	224,653.67	190,091.61	
41	2003 MCI	Transit Bus	BL09	1M8PDMFA3P055609	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-Y130	1850 Broadway	224,653.67	224,653.67	190,091.61	
42	2003 MCI	Transit Bus	BL10	1M8PDMFA3P055610	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-Y130	1850 Broadway	224,653.67	224,653.67	190,091.61	
43	2003 MCI	Transit Bus	BL11	1M8PDMFA3P055611	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-Y130	1850 Broadway	224,653.67	224,653.67	190,091.61	
44	2003 MCI	Transit Bus	BL12	1M8PDMFA3P055612	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-Y130	1850 Broadway	224,653.67	224,653.67	190,091.61	
45	2003 MCI	Transit Bus	BL13	1M8PDMFA3P055613	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-Y130	1850 Broadway	224,653.67	224,653.67	190,091.61	
46	2003 MCI	Transit Bus	BL14	1M8PDMFA3P055614	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-Y130	1850 Broadway	224,653.67	224,653.67	190,091.61	
47	2003 MCI	Transit Bus	BL15	1M8PDMFA3P055615	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-Y130	1850 Broadway	224,653.67	224,653.67	190,091.61	
48	2003 MCI	Transit Bus	BL16	1M8PDMFA3P055616	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-Y130	1850 Broadway	224,653.67	224,653.67	190,091.61	
49	2003 MCI	Transit Bus	BL17	1M8PDMFA3P055617	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-Y130	1850 Broadway	224,653.67	224,653.67	190,091.61	
50	2003 MCI	Transit Bus	BL18	1M8PDMFA3P055618	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-Y130	1850 Broadway	224,653.67	224,653.67	190,091.61	
51	2003 MCI	Transit Bus	BL19	1M8PDMFA3P055619	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-Y130	1850 Broadway	224,653.67	224,653.67	190,091.61	
52	2003 MCI	Transit Bus	BL20	1M8PDMFA3P055620	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-Y130	1850 Broadway	224,653.67	224,653.67	190,091.61	
53	2003 MCI	Transit Bus	BL21	1M8PDMFA3P055621	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-Y130	1850 Broadway	224,653.67	224,653.67	190,091.61	
54	2003 MCI	Transit Bus	BL22	1M8PDMFA3P055622	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-Y130	1850 Broadway	224,653.67	224,653.67	190,091.61	
55	2003 MCI	Transit Bus	BL23	1M8PDMFA3P055623	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-Y130	1850 Broadway	224,653.67	224,653.67	190,091.61	
56	2003 MCI	Transit Bus	BL24	1M8PDMFA3P055624	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-Y130	1850 Broadway	224,653.67	224,653.67	190,091.61	
57	2003 MCI	Transit Bus	BL25	1M8PDMFA3P055625	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-Y130	1850 Broadway	224,653.67	224,653.67	190,091.61	
58	2003 MCI	Transit Bus	BL26	1M8PDMFA3P055626	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-Y130	1850 Broadway	224,653.67	224,653.67	190,091.61	
59	2003 MCI	Transit Bus	BL27	1M8PDMFA3P055627	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-Y130	1850 Broadway	224,653.67	224,653.67	190,091.61	
60	2003 MCI	Transit Bus	BL28	1M8PDMFA3P055628	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-Y130	1850 Broadway	224,653.67	224,653.67	190,091.61	
61	2003 MCI	Transit Bus	BL29	1M8PDMFA3P055629	Motor Coach Industries	12	12/20/2003	6		2016	80%	CA-90-Y130	1850 Broadway	224,653.67	224,653.67	190,091.61	
62	2003 MCI	Transit Bus	BL30	1M8PDMFA3P055630	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
												246,989.20	124,493.65	124,495.55

#	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	FDXE455E0A09091	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	FDXE455E6DA2080	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	FDXE455E6DA2089	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	3FEJF37G5VMA33496	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	1FAFP96L01G173966	Wilson-Cornelius Ford	5	5/12/2002	7	YES		80%	CA-90-X083	20%	TDA/AB 664	1850 Broadway	15,516.94	15,516.94	-
18	2001 Taurus	Supervisor Car	114	1FAFP96L01G173966	Wilson-Cornelius Ford	5	5/12/2002	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	5/12/2002	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	Administration and Maintenance Facility Building	Admin/Maint														143,401.65	143,401.65	-
22	Admin/Maint Folly - Land	Admin/Maint																374,548.00
23	Admin/Maint Folly - Building	Admin/Maint														1,033,000.00	493,544.42	539,455.58
24	Admin/Maint Folly - Vehicle Wash	Admin/Maint														37,300.00	17,821.09	19,478.91
25	Admin/Maint Folly - Bus Terminal	Admin/Maint														25,300.00	22,207.72	3,092.28
26	Security Tower	Security Tower														7,707.00	2,140.80	5,566.20
27	Security Tower	Security Tower														7,707.00	1,869.53	5,837.47
28	Sanborn Transit Center	Bus Station														1,776,707.00	36,500.00	1,739,307.00
29	Lift Gate UPRI	Maintenance														5,100.00	5,100.00	-
30	Flat Mtd Shire	Maintenance		1480	Chilton Brothers	5	6/30/2006	23	YES		80%	CA-90-Y130, Y240	100%	TDA	1850 Broadway	5,800.00	5,800.00	706.90
31	Engine Refurb	Transit Bus Engine		A000161	Fleet Computing Inter	3	6/30/2006	3		2010	80%	CA-90-X358	20%	TDA/AB 664	1850 Broadway	8,500.00	8,500.00	-
32	Pressure Washer	Scheduling			Cummins	5	5/28/2004	5		2009	80%	CA-90-Y130	20%	TDA/AB 664	1850 Broadway	638,257.89	638,257.89	-
33	Pressure Washer	Maintenance			Trapeze Software Group	5	9/23/2008	1		2013	80%	CA-90-Y414	100%	STA	1850 Broadway	108,867.33	108,867.33	-
34	Repair Bus Fleet (TPAINT)	Maintenance			O'Connell Jetting Systems	5	11/12/2008	1		2013	80%	CA-90-Y327	20%	Brigge Toll AB 664	1850 Broadway	6,624.38	6,624.38	7,761.94
35	Bus Signage (TSIGN)	Rolling Stock Rehab			AH-PAC Tire Dist, Inc.	2	6/30/2008	1		2010	80%	CA-90-Y199	20%	TDA & STAF	1850 Broadway	5,202.01	5,202.01	7,381.81
36	GROUP OF PAVING/CURBING	Rolling Stock Rehab			Cash Specialties	2	6/30/2008	1		2010	80%	CA-90-Y199	20%	TDA & STAF	1850 Broadway	21,066.75	105,328.39	105,328.39
37	GROUP OF PAVING/CURBING	Admin/Maint Rehab			Ron Silkscreen & Sign	20	10/11/1988	21	YES		80%	CA-90-Y199	20%	TDA & STAF	1850 Broadway	36,357.36	21,178.68	15,178.68
38	GROUP OF PAVING/CURBING	Admin/Maint Rehab				20	10/11/1988	21	YES		80%	CA-90-Y199	20%	TDA & STAF	1850 Broadway	15,400.00	15,400.00	-
39	GROUP OF OUTDOOR LIGHTING	Admin/Maint Rehab				20	10/11/1988	21	YES		80%	CA-90-Y199	20%	TDA & STAF	1850 Broadway	36,600.00	36,600.00	-
40	GROUP OF OUTDOOR LIGHTING	Admin/Maint Rehab				20	10/11/1988	21	YES		80%	CA-90-Y199	20%	TDA & STAF	1850 Broadway	237,000.00	200,475.00	36,525.00
41	Bus Shelter	Bus Stops			Tolar Manufacturing Co.	20	6/30/2008	0		2023	80%	CA-90-Y414	20%	Prop 1B	Bus Stop	50,500.00	34,087.50	16,412.50
42	Bus Shelter	Bus Stops			Tolar Manufacturing Co.	20	6/30/2008	0		2023	80%	CA-90-Y414	20%	Prop 1B	Bus Stop	5,677.00	141.93	5,535.08
43	Bus Shelter	Bus Stops				20	6/30/2008	0		2023	80%	CA-90-Y414	20%	Prop 1B	Bus Stop	5,677.00	141.93	5,535.08
44	Bus Shelter	Bus Stops				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
45	Bus Shelter	Bus Stops				20	6/30/2008	0		2023	80%	CA-90-Y414	20%	Prop 1B	Bus Stop	27,666,429.46	16,500,933.85	11,065,475.51



DATE: August 11, 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 STA led projects (e.g., I-80/I-680/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 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 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. STA staff answered that Solano County GIS already has a model for cost sharing of GIS based products (e.g., aerial photos) and will look towards implementing a similar approach as local agencies choose to use the program.

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, 08-11-10

Solano Transportation Authority

Solano Project Mapping & Management Webtools

Scope of Work, 08-11-10

Overview of Work Phases

Solano County GIS staff will help the STA and its partner agencies design and consider implementation of a Solano Project Mapper and Management webtools application.

This project will be developed in three phases:

1. Project Mapping & Tracking webtools

Using the 2011 TIP project data as a starting point, Solano County GIS staff will create the core framework for tracking transportation projects using a web-based application. Basic project status report templates will also be created.

Deliverable: A secure extranet GIS website with editing capabilities showing all active projects within Solano County.

2. Project Management webtools

Based on phase 1 work, Solano County GIS staff will work with Solano PDWG members to create a flexible Capital Improvement Program (CIP) management web-based program.

Deliverable: Integrate a Microsoft SharePoint webpage, that will allow corroboration and data sharing as well as create appointments and announcements for upcoming activities. SharePoint will also allow key individuals to edit their agency's project information exclusively.

3. Public Accessible Mapping webtools

Solano County GIS staff will work with STA & Solano PDWG members to identify and draft project report information & summary templates suitable for public consumption.

Deliverable: A public website for interested citizens to view upcoming projects within the county.



DATE: August 20, 2010
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Caltrans Corridor System Management Plans (CSMP) for
SR 29, I-80, and I-505

Background:

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

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

Discussion:

Corridor Plans

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

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

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

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

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

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

CSMP

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

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

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

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

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

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

Fiscal Impact:

None.

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.

Attachments:

- A. SR 29 CP (To be provided under separate cover.)
- B. I-505 (To be provided under separate cover.)
- C. I-80 CSMB (To be provided under separate cover.)
- D. Comments on the SR 29 C
- E. Comments on the I-505 CP
- F. Comments on the I-80 CSMP
- G. City of Vacaville Letter on I-505 CP

THIS PAGE LEFT INTENTIONALLY BLANK.

CONSOLIDATED COMMENTS
State Route 29 Corridor Plan

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

CONSOLIDATED COMMENTS
Interstate 505 Corridor Plan

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

CONSOLIDATED COMMENTS
I-80 Corridor System Management Plan

1. Page S 2, Multi-Modal Service, replace “Express Bus” with “Solano Express Bus service provided by FAST and Vallejo Transit.” Also, please add a note that the Vallejo Baylink Ferry Service will soon transition to the Water Emergency Transport Agency.
2. Page S 10, the Transit section, should be revised to note that Solano Express Route 30 provides service to Dixon, Davis and Sacramento. In addition, STA provides ride matching through its Solano Napa Commuter Information (SNCI) service, and there are a number of Park and ride lots constructed by local jurisdictions along I-80. Under the discussion of train stations, please revise the document to note that the new station is proposed for Fairfield/Vacaville.
3. Page S 10, the Bicycle and Pedestrian section please note that reconstruction and repair of McGary Road is underway, and it is expected to be opened to vehicle and bicycle traffic in the fall of 2010.
4. Page S 14, Land Use – Major Traffic Generators refers to the Nut Tree Theme Park. Please note that the Nut Tree is a retail area with ancillary entertainment provided by a carousel and a small-gauge train, and is not a theme park.
5. Page S 15 and 16, **PM Peak**.
 - a. Location 2 should refer to the SR 12 East on ramp (Fairfield-Suisun City-Rio Vista), not the SR 12 West (Jameson Canyon) on ramp.
 - b. Location 3 describes congestion at ‘the Airbase Parkway off ramp near the Cordelia truck scale,’ but the Airbase Parkway off ramp and the Cordelia truck scale are several miles apart; and, the description does not match the map on Page S 17. The reference to the Cordelia truck scale should be removed, and the map updated to show the area described.
 - c. In Location 4, the document lists a segment – Yolo Causeway to Mace Blvd – that is in Yolo County, and is outside of the boundaries of the Plan described earlier in the document.

THIS PAGE LEFT INTENTIONALLY BLANK.

August 18, 2010

Dept. of Public Works – Traffic Engineering &
Dept. of Housing & Redevelopment

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

SUBJECT: INTERSTATE 505 CORRIDOR PLAN

Dear Robert:

In response to your request, City of Vacaville Traffic Engineering staff has reviewed the 7-21-10 draft of Corridor Plan for Interstate 505. This review results in the following comments that should be considered in finalizing a Corridor Plan for Interstate 505 to address issues for the corridor that is within Vacaville. .

1. **Concept Rationale** (Page 6) - ADT referenced is 10,900 to 11,600. Caltrans published 2008 ADT for southern end of corridor is 34,000 south of Vaca Valley Parkway, 28,500 north of Vaca Valley Parkway and 22,500 at Solano / Yolo County Line. Would request Corridor Plan document ADT's consistent with record volumes. If average ADT for corridor is being used, the range of ADT along corridor should also be documented as well. LOS established for level of service should evaluated range of ADT for current and future projections conditions.
2. **Concept Overview** (Pages 7-13) – Request that a section identifying planned improvements impacting I-505 be added. Within Vacaville this section should document the following projects:
 - I-505 / I-80 Weave Correction – A project that will correct the non-standard weaving section on westbound I-80 by realigning the southbound I-505 connector and adding an auxiliary lane on westbound I-80 between I-505 and the East Monte Vista off ramp. It will also close a short gap in the fourth westbound lane on I-80 just east of the I-505/I-80 connector. The project has been on the State Highway Operations Protection Program (SHOPP) Project list for several years, but has been low as a Caltrans priority. This project would improve access for traffic southbound on I-505 entering westbound I-80.
TJKM

Concept Overview (Pages 7-13) *Continued*

- I-505 Vaca Valley Southbound Ramp Improvements – A project is currently in design that will provide interim improvements to the intersection of I-505 Southbound ramps and Vaca Valley Parkway. These improvements include providing a protected westbound left turn pocket and a right turn lane on Vaca Valley Parkway at intersection with I-505 Southbound ramps, and widening Southbound I-505 off ramp to provide a left turn lane for traffic turning to eastbound Vaca Valley Parkway.
- I-505 Vaca Valley Interchange - Transportation planning for 20 year land use projection has identified need for a four lane (2 lanes each direction) Vaca Valley overcrossing of I-505. Interchange is proposed to be a partial cloverleaf configuration providing slip ramps for traffic getting on to I-505.

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

3. **Corridor Description** (Page 7) - Would ask that the area along I-505 in Vacaville be described as an area zoned as industrial and business park that transitions to residential and rural residential as travel north. Portions of industrial park and business park have been developed, but large portions remain vacant and provide an area for future commercial development. Industrial park provides warehouse and agricultural production (American Home Foods and Lucky) facilities. Existing business park development includes bioscience industries (Genentech), insurance (State Fund) and a medical facility (Kaiser Permanente Medical Center). At the southern connection of I-505 is commercial area known as Nut Tree, currently being redeveloped, and an existing Factory Outlets development.
4. **Land Use** (Page 9) - With description of Factory Outlets, business and industrial park areas should be include along with Nut Tree commercial area. (See Corridor Description comment). Corridor description could include more general descriptions, and this description include the more specific land uses.

Question relevance of smart growth recommendation for Factory Outlets development to this corridor study, given there are no plans for this type of redevelopment.

5. **Truck Traffic Information** (Page13) - Section references “Annual Average Daily Truck Traffic (AADTT) on I-505 is 34,500”. Count is for Annual Average Daily Traffic not truck portion. Truck count is 3,433 north of I-80.

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

6. **I-505 Segment A Map (Page 15)** - The rail lines that extend from capital corridor line into Vacaville and that parallel I-505 no longer exist. Most of these right-of-ways have been abandoned and no longer include rail improvements.
7. **Segment A Table** (Page 16)
 - Segment Limits – Segment Limits – South limit should be I-80 not Solano Yolo County Line.

AADT 2007 N/S documented as 19,500/19,500 should document range of volume on corridor.
 AADT 2030 N/S documented as 26350/26,350 This is less than current volume at South end.

Peak hour volume 2007 (AM ahead/ back - PM ahead /back) 1,000/1080 – 1310/1310

Peak hour volume 2030 (AM ahead/ back - PM ahead /back) 1340/1.340 - 1,770/1,770

Level of Service (LOS) 2007 & LOS 2030 - Document Range of LOS

Note Accident rate documented, not included in body of report.

8. **Corridor Concept Development (Pages 18 & 19)** - Concept Rationale Section should be consistent with prior section (page 6) and address comments in same manner.

References to SHOPP should include I-505 I-80 weave correction project.

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

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

Concept Rational - Reference to “City Design Master Plan” better described as City Gateways

Design Master Plan - This plan establishes provisions for landscaping areas adjoining or fronting Interstate 80 and Interstate 505.

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

To fully address Interstate 505 corridor through Vacaville these comments should be addressed and as found appropriate incorporated into corridor plan. Feel free to contact me at (707) 449-5352 should you have any questions or concerns regarding these comments. It is hoped these comments are helpful in finalizing a corridor plan for Interstate 505. Feel free to contact me at (707) 449-5352 or ohilton@cityofvacville.com, should you have any questions or concerns regarding these comments.

Sincerely,

OZZIE HILTON

Senior Engineer

Department of Public Works – Transportation

c: Jeff Knowles, Deputy Director of Public Works/Transportation

THIS PAGE LEFT INTENTIONALLY BLANK.



DATE: August 20, 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:

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

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

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

Association of Bay Area Governments (ABAG) staff is meeting with local government and Congestion Management Agency (CMA) staffs to discuss existing conditions data

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

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

STA has with the cities of Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo to conduct a GHG for those agencies. STA is preparing to retain a consulting firm, AECOM to perform this work. AECOM is also under contract to Solano County to develop a Climate Action Plan (CAP), and the County is applying for a Strategic Growth Council planning grant to fund the CAP. The GHG inventory would serve as the local match for the Strategic Growth Council planning grant, if awarded to the County. A draft letter supporting the County's planning grant application is included as Attachment C.

Even if the planning grant is not awarded, the inventory will be a foundational document for the cities to develop CAPs of their own. The proposed schedule is to complete a draft GHG inventory by February 28, 2011, and a completed GHG emission inventory for each city no later than May 31, 2011. For the cities of Dixon, Suisun City and Vacaville, AECOM will be able to produce the draft inventories in a timely manner in order to assist their cities in the on-going updates of their General Plans.

Though not part of the formal SCS development, the Bay Area Air Quality Management District (BAAQMD) has recently approved new development guidelines to be applied as part of a projects California Environmental Quality Act (CEQA) analysis. The new BAAQMD CEQA guidelines set thresholds for GHG emissions. Projects will also have to conduct more geographically-specific analysis of air quality impacts. The BAAQMD threshold limits are provided as attachment B.

Fiscal Impact:

None.

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.

Attachments:

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

THIS PAGE LEFT INTENTIONALLY BLANK.

OneBayArea



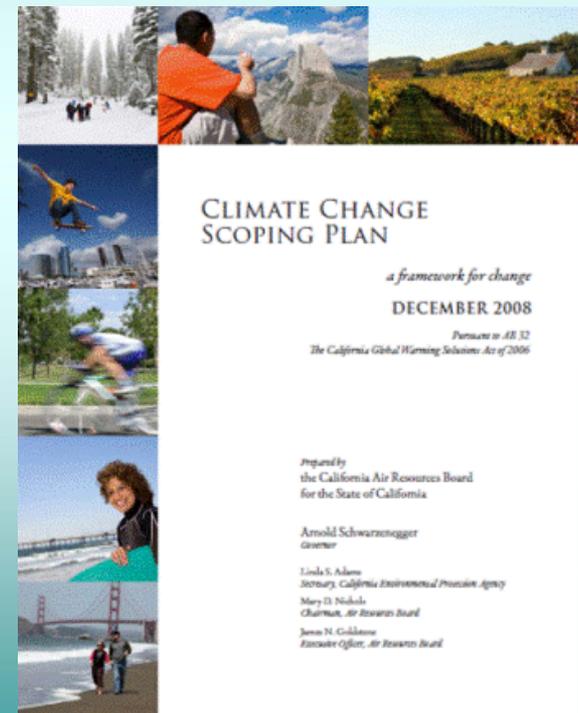
GHG Target-Setting Impacts

MTC

July 28, 2010

AB 32 Global Warming Solutions Act of 2006

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



California's Three Pronged Approach to Reducing Transportation Greenhouse Gases

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

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



SB 375 Basics



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

Bay Area Principles for Establishing GHG Emission Targets

Proposed MTC Principle #7:

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



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

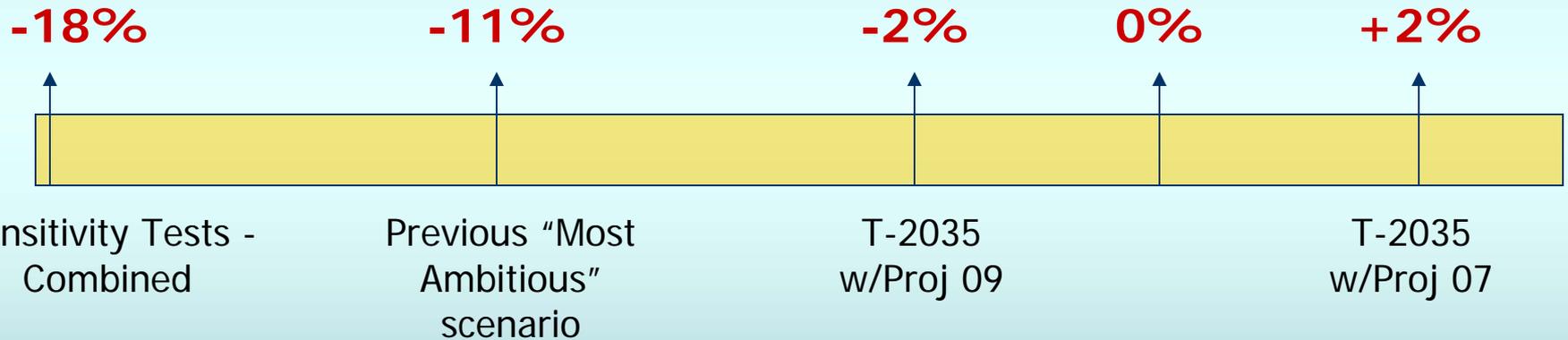
(per capita GHG reduction compared to 2005)

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

* preliminary/proposed, subject to change



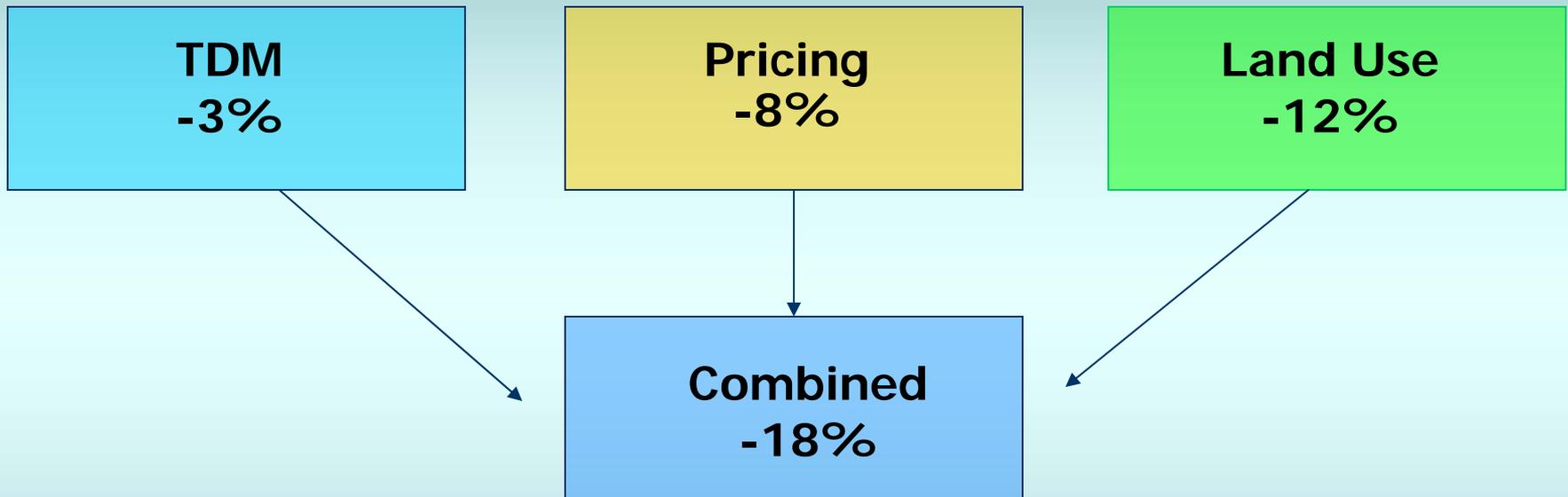
Bay Area GHG Scenarios (% per capita - 2005 vs 2035)



More aggressive



How do Sensitivity Tests Address GHG Targets (2035)?



MTC Planning Committee Direction:

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

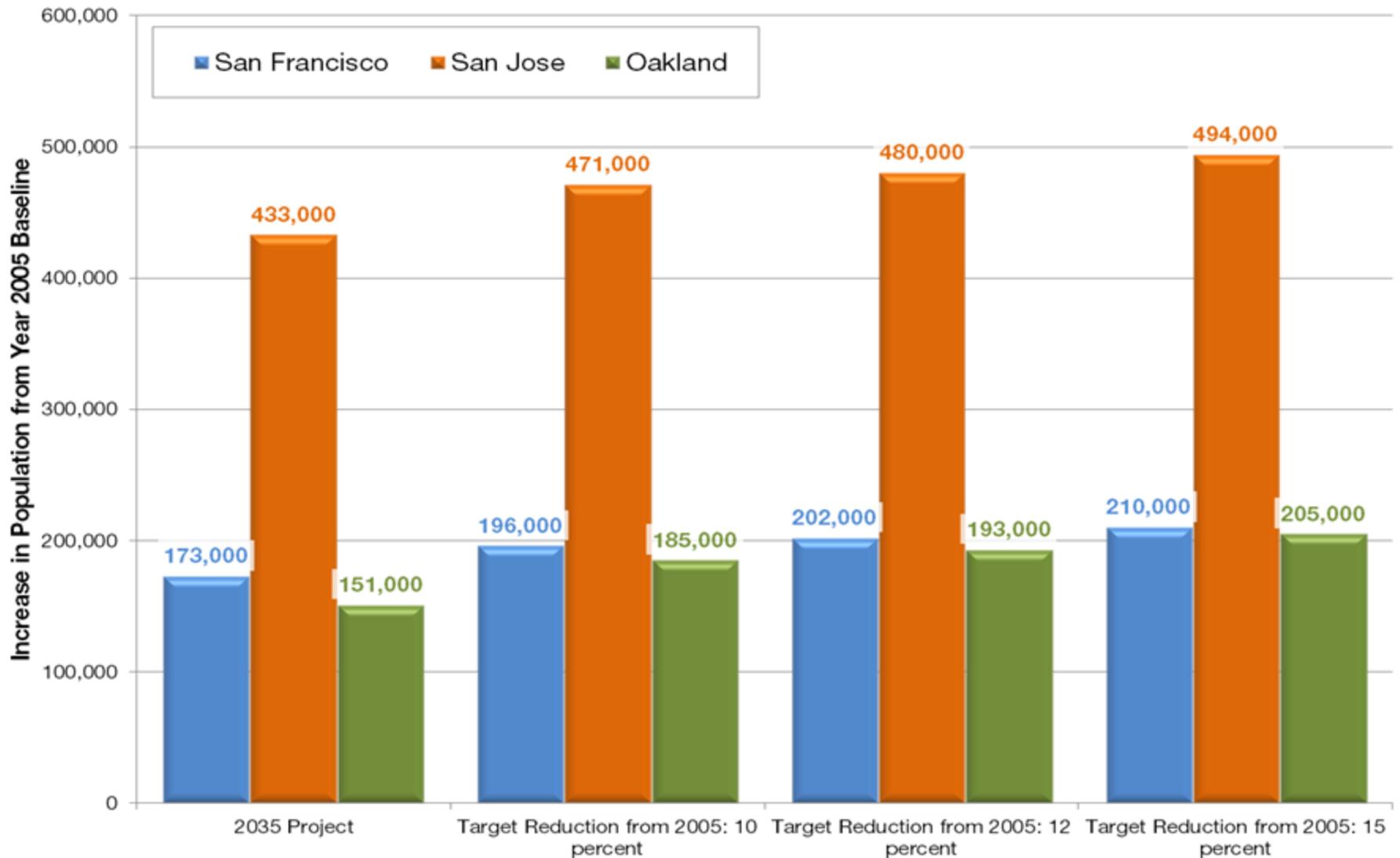


Land Use Impacts

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

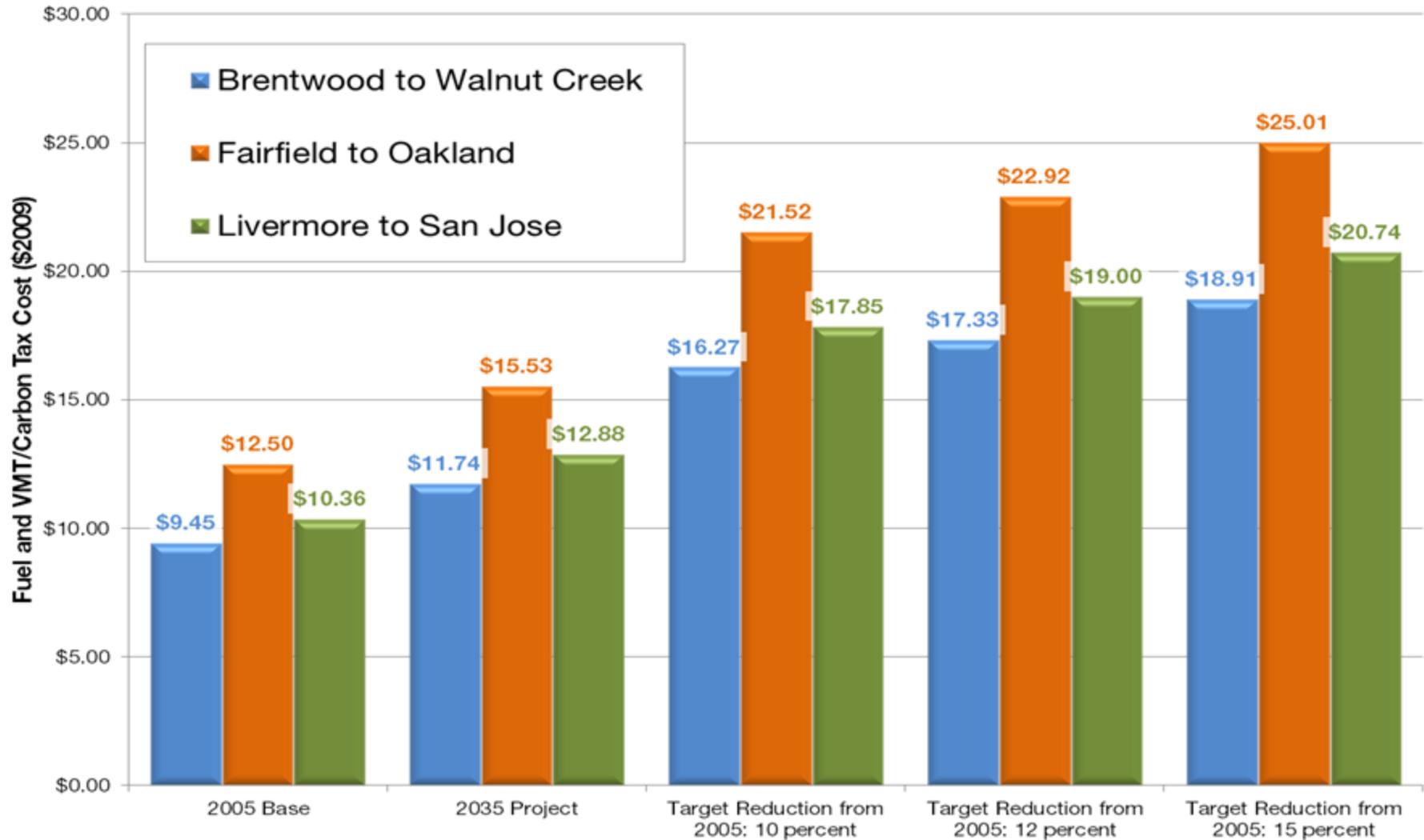
Land Use Impacts

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



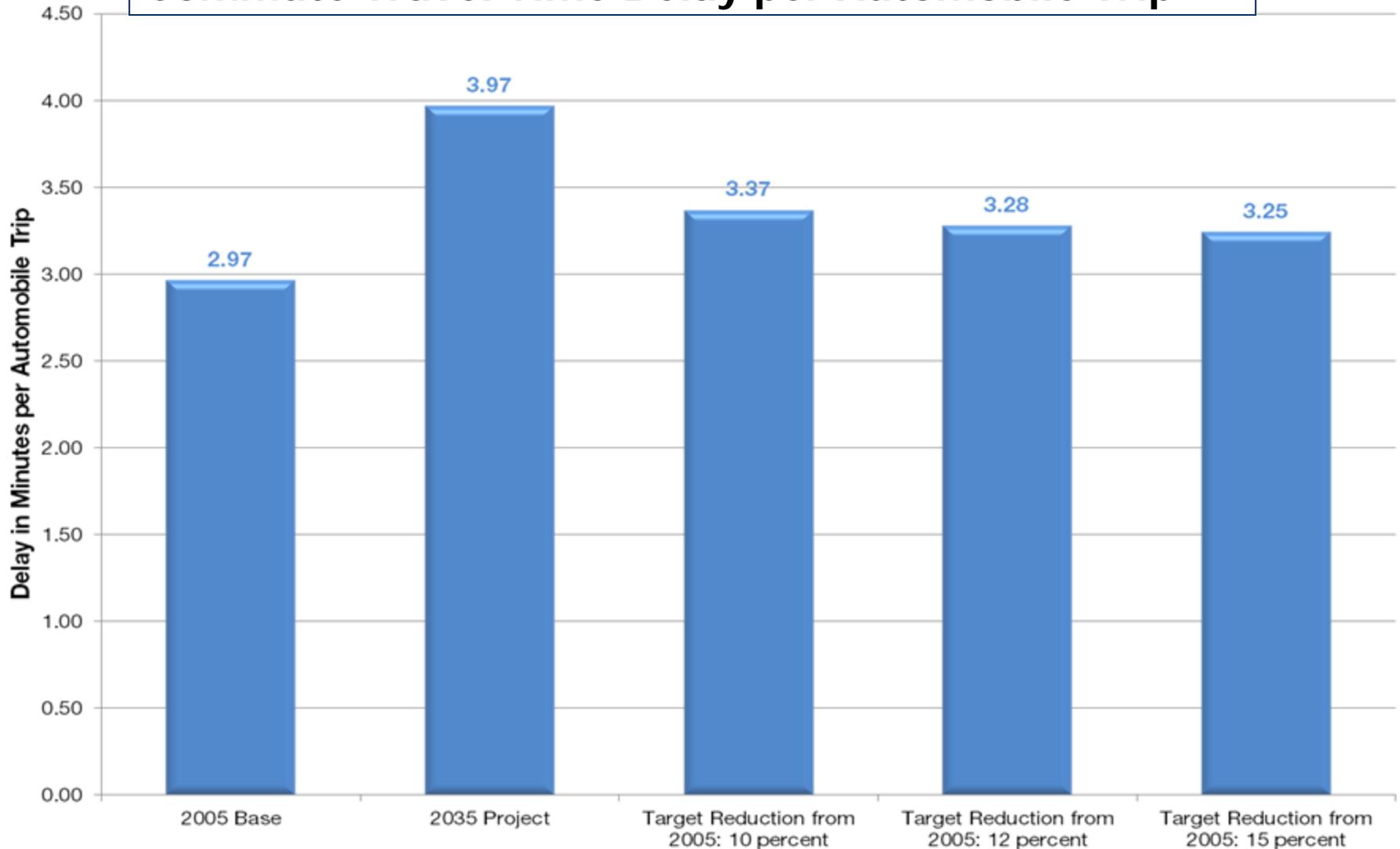
Commute Impacts

Round-trip Automobile Cost of Example Commutes



Commute Impacts

Commute Travel Time Delay per Automobile Trip

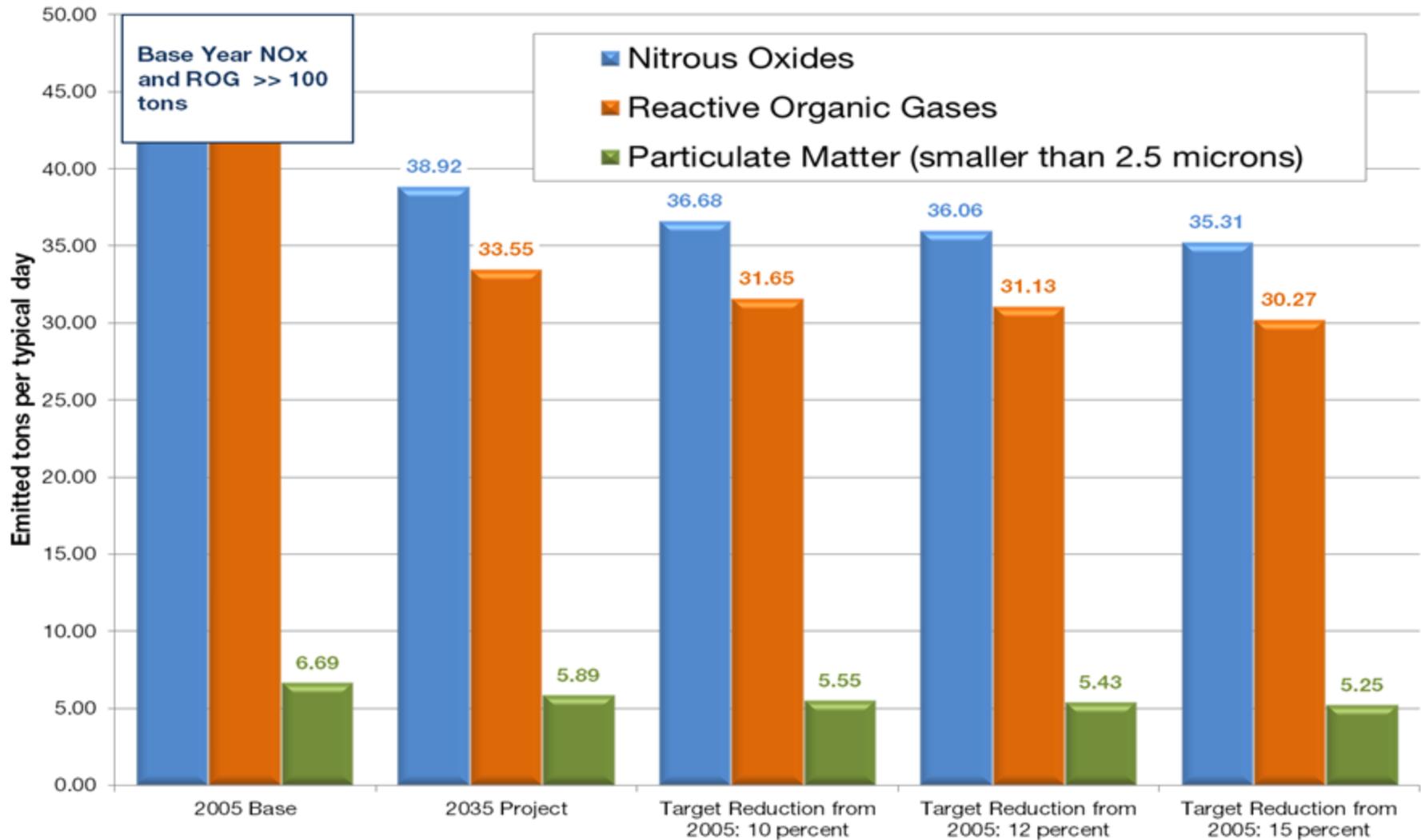


Revenue Generated from VMT Fee (2035)

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

Air Quality Impacts

Criteria Pollutants from On-road Mobile Sources



Public Health Impacts

(healthcare, lost productivity, school absences, mortality)

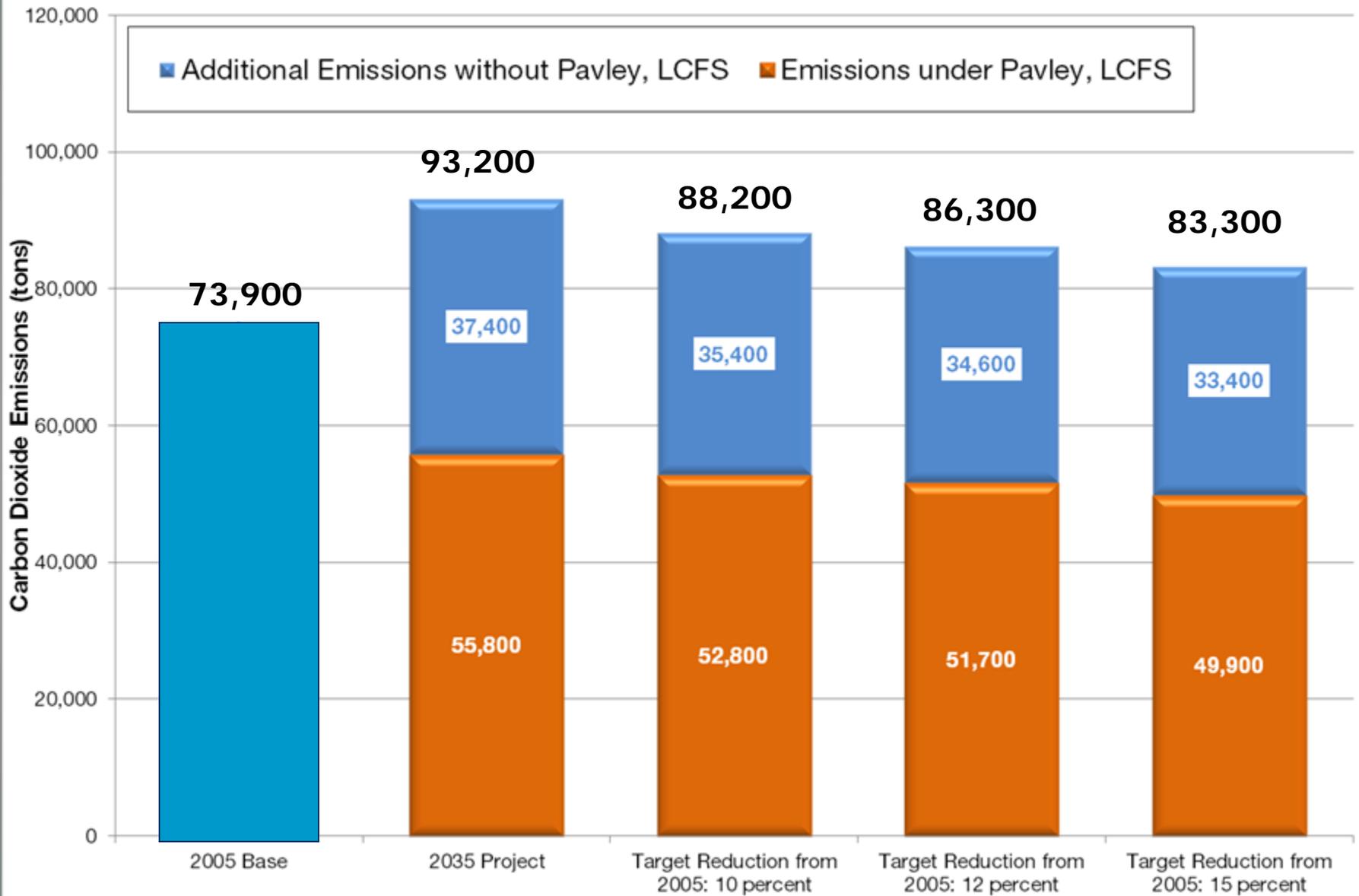
GHG Per Capita Reduction	Economic-Health Benefit (millions of 2010 \$)
10%	\$100
12%	\$120
15%	\$140



Other GHG Emission Reduction Comparisons (avg. weekday pounds in 2035)

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

Carbon Dioxide Emissions per Typical Day



Conclusions: 2035 GHG Target

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

Greenhouse Gas Target – Important Dates

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

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

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

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

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

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

Pollutant	Construction-Related	Operational-Related
Risk and Hazards – New Source (Cumulative Thresholds)	Same as Operational Thresholds**	<p>Compliance with Qualified Community Risk Reduction Plan OR Cancer: > 100 in a million (from all local sources) Non-cancer: > 10.0 Hazard Index (from all local sources) (Chronic) PM_{2.5}: > 0.8 µg/m³ annual average (from all local sources)</p> <p><u>Zone of Influence:</u> 1,000-foot radius from fence line of source or receptor</p>
Risk and Hazards – New Receptor (Cumulative Thresholds) <i>Note: Threshold Effective Date January 1, 2011</i>	Same as Operational Thresholds**	<p>Compliance with Qualified Community Risk Reduction Plan OR Cancer: > 100 in a million (from all local sources) Non-cancer: > 10.0 Hazard Index (from all local sources) (Chronic) PM_{2.5}: > 0.8 µg/m³ annual average (from all local sources)</p> <p><u>Zone of Influence:</u> 1,000-foot radius from fence line of source or receptor</p>
Accidental Release of Acutely Hazardous Air Pollutants	None	Storage or use of acutely hazardous materials locating near receptors or receptors locating near stored or used acutely hazardous materials considered significant
Odors	None	Complaint History—5 confirmed complaints per year averaged over three years
Plan-Level		
Criteria Air Pollutants and Precursors	None	<ol style="list-style-type: none"> 1. Consistency with Current Air Quality Plan control measures 2. Projected VMT or vehicle trip increase is less than or equal to projected population increase
GHGs	None	Compliance with Qualified Greenhouse Gas Reduction Strategy (or similar criteria included in a General Plan) OR 6.6 MT CO ₂ e/ SP/yr (residents + employees)
Risks and Hazards	None	<ol style="list-style-type: none"> 1. Overlay zones around existing and planned sources of TACs (including adopted Risk Reduction Plan areas) 2. Overlay zones of at least 500 feet (or Air District-approved modeled distance) from all freeways and high volume roadways
Odors	None	Identify locations of odor sources in general plan
Accidental Release of Acutely Hazardous Air Pollutants	None	None
Regional Plans (Transportation and Air Quality Plans)		
GHGs, Criteria Air Pollutants and Precursors, and Toxic Air Contaminants	None	No net increase in emissions

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

Sustainable Communities Planning Grants Program
c/o Department of Conservation
Division of Land Resource Protection
801 K Street, MS Floor 18-01
Sacramento, CA 95814

The Solano Transportation Authority (STA) is the Congestion Management Agency for Solano County and the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo. STA is writing this letter in support of Solano County's application for a Strategic Growth Council planning grant to develop a countywide Climate Action Plan.

STA is one of the nine Bay area CMAs. The Metropolitan Transportation Commission has calculated that transportation sources are the largest single contributor to Bay area greenhouse gas emissions. As a result, STA is very interested in developing and implementing plans that reduce transportation-related greenhouse gas emissions. We also recognize that other sources of greenhouse gas emissions need to be reduced.

STA has recognized that one of the fundamental steps in preparing a Climate Action Plan is to develop an inventory of existing greenhouse gas emissions, and a projection of future year emissions. STA has already committed \$50,000 to the development of a county-wide greenhouse gas emission inventory and projection. On September 8, 2010, STA staff will recommend to the STA Board that the budget be increased to \$65,900, in order to allow STA to enter into a consultant contract to complete the greenhouse gas inventory. This inventory will act as the local match for the County's Strategic Growth Council planning grant application.

STA is a full partner with Solano County in the development of a countywide climate action plan. We are happy to endorse the County's Strategic Growth Council planning grant application, and to provide a completed greenhouse gas inventory as local match for that application.

Please feel free to call me or STA Director of Planning Robert Macaulay at (707) 424-6075 if you have any questions.

Sincerely,

Daryl k. Halls,
Executive Director

THIS PAGE LEFT INTENTIONALLY BLANK.



DATE: August 11, 2010
TO: STA TAC
FROM: Sam Shelton, Project Manager
RE: 2011 Transportation Improvement Program (TIP) Update

Background:

The federally required Transportation Improvement Program (TIP) is a comprehensive listing of all Bay Area surface transportation projects that are to receive federal funding, are subject to a federally required action, or are considered regionally significant for air quality conformity purposes, during the four-year period from Fiscal Year (FY) 2008-09 through FY 2011-12. The Metropolitan Transportation Commission (MTC) is required to prepare and adopt an updated TIP every two years.

Between April and early May 2010, STA staff finalized project information with project sponsors to draft the 2011 TIP for MTC. This process involved a rigorous review of the “reality of funding” for current TIP listed projects. The TIP is a programming document, listing projects with “real funding” as compared to a planning document or funding strategy that considers potentially funding projects with uncertain projected funding sources. Also, projects must be listed with sufficient funding shown in MTC’s T-2035, MTC’s Regional Transportation Plan, prior to consideration for programming in the TIP.

On June 9, 2010, the STA Board approved the 2011 TIP for Solano County’s projects and authorized STA staff to submit the 2011 TIP for Solano County’s projects to MTC.

Discussion:

MTC has released the Draft 2011 Transportation Improvement Program (TIP) and Draft Transportation-Air Quality Conformity Analysis for a 30-day public comment period. The comment period started Friday, August 6, 2010 and ends on Friday, September 10, 2010 at 5:00 p.m. Written comments may be submitted to MTC’s Public Information Office at: 101 Eighth Street, Oakland, CA 94607 or faxed to MTC at 510-817-5848 or sent via e-mail to info@mtc.ca.gov.

MTC will hold a public hearing on the Draft 2011 TIP and Draft Transportation-Air Quality Conformity Analysis during MTC’s Programming and Allocations Committee meeting on Wednesday, September 8, 2010, 10:00 a.m. (or immediately following MTC’s Administration Committee meeting, whichever occurs later) at the Joseph P. Bort MetroCenter Auditorium, 101 Eighth Street, Oakland, CA.

Attached are excerpts from the Draft 2011 TIP, including an overview of the planning, programming and project delivery process (Attachment A) and Solano County’s listed Draft 2011 TIP projects (Attachment B). Also attached is the Draft 2011 TIP’s development schedule (Attachment C).

More information on the Draft 2011 TIP, including the entire document, can be found online at <http://www.mtc.ca.gov/funding/tip/draft2011.htm>

Recommendation:

Informational.

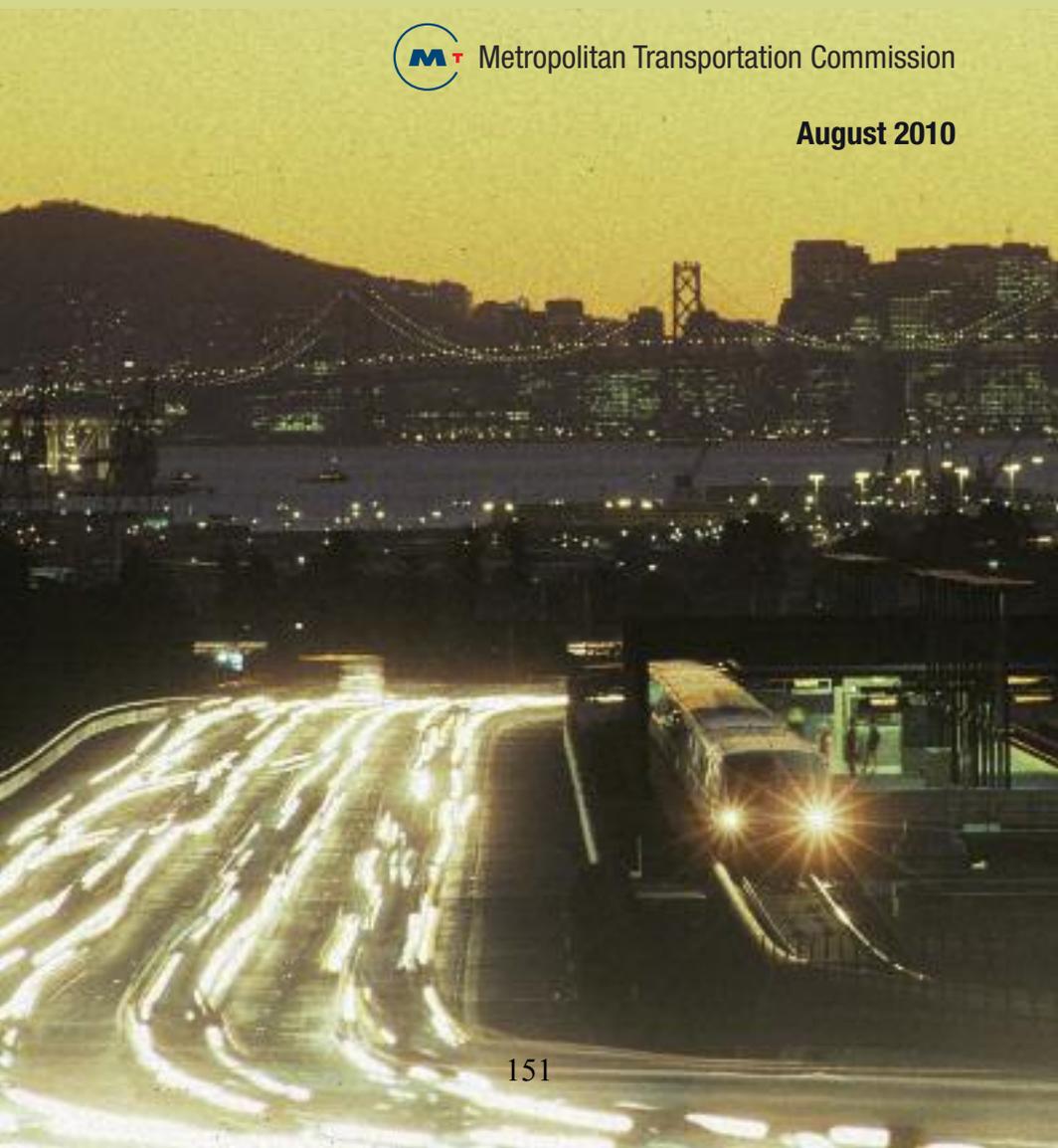
Attachments:

- A. Guide to the Draft 2011 TIP, 08-06-10
- B. Draft 2011 TIP listing details for Solano County projects, 08-06-10
- C. MTC's 2011 TIP Schedule, 07-19-10

A Guide to the San Francisco Bay Area's Transportation Improvement Program, or TIP



August 2010



Introduction

This guide explains how the public and interested stakeholders can get involved in the San Francisco Bay Area's transportation project development process, specifically focusing on the Transportation Improvement Program or TIP, which is developed and approved by the Metropolitan Transportation Commission. A major milestone occurs when a highway, transit or other transportation project is added to the TIP. A project cannot receive federal funds or receive other critical federal project approvals unless it is included in the TIP. This guide focuses on the TIP – what it is and how the public can use it to keep informed about projects in their communities.

Table of Contents

- 2** What is the Metropolitan Transportation Commission?
- 3** What is the Transportation Improvement Program or TIP?
 - 5** What the TIP is not
 - 5** A summary of the 2011 TIP
- 8** How does the TIP relate to the long-range regional transportation plan?
- 9** How does the TIP relate to the Clean Air Act?
 - 9** How is the TIP funded?
 - 10** Who develops the TIP?
 - 11** How does a project get in the TIP?
- 14** What happens after a project is included in the TIP?
- 15** In what ways can the public participate?
 - 17** For more information
 - 18** Transportation agencies in the San Francisco Bay Area

What is the Metropolitan Transportation Commission?

The Metropolitan Transportation Commission (MTC) was created by the California State Legislature in 1970 and is the transportation planning, coordinating and financing agency for the nine-county San Francisco Bay Area. MTC functions as both the region's metropolitan planning organization (MPO) — a federal designation — and, for state purposes, as the regional transportation planning agency. As such, it is responsible for regularly updating the Regional Transportation Plan (RTP), a comprehensive blueprint for the development of mass transit, highway, rail, bicycle and pedestrian facilities. The Commission also screens requests from local agencies for state and federal grants for transportation projects to determine their compatibility with the RTP; and coordinates the participation of governments and the general public in the planning process. MTC also functions as the Bay Area Toll Authority and the Service Authority for Freeways and Expressways.

The San Francisco Bay Area is served by seven primary public transit systems as well as over 20 other local transit operators, which together carry over 500 million passengers per year. There are nearly 20,000 miles of local streets and roads, 1,400 miles of highway, six public ports and three major commercial airports. The region includes nine counties, 101 municipalities, and more than 7 million people reside within its 7,000 square miles.

The Commission is governed by a 19-member policy board. Fourteen commissioners are appointed directly by local elected officials. In addition, two members represent regional agencies — the Association of Bay Area Governments and the Bay Conservation and Development Commission. Finally, three nonvoting members represent the U.S. Department of Transportation, the State Business, Transportation and Housing Agency and the U.S. Department of Housing and Urban Development.

What is the Transportation Improvement Program or TIP?

The TIP describes the transportation investment priorities of the region that have a federal interest.

It lists all surface transportation projects that have a federal interest — meaning projects for which federal funds or actions by federal agencies are anticipated — along with locally- and state-funded projects that are regionally significant. A regionally significant project, generally large scale, changes travel patterns over a relatively large geographic area. The TIP signifies the start of implementation of the programs and policies approved in the Bay Area's long-range transportation plan. It does this by identifying specific projects over a four-year timeframe that will help move the region toward its transportation vision. Locally-funded transit operations and pavement maintenance are generally not included in the TIP.

The TIP is multimodal.

The TIP lists highway, local roadway, bridge, public transit, bicycle, pedestrian and freight-related projects.

The TIP covers a four-year period.

The TIP lists projects for a period of four years. MTC is required to update the TIP per federal law; MTC updates it every other year.

The TIP identifies a future commitment of funding and signifies regional consensus that a project move ahead to implementation.

A project's inclusion in the TIP is a critical step. It does NOT, however, represent an allocation of funds, an obligation to fund, or a grant of funds. This may occur only after the California Department of Transportation (Caltrans) and either the U.S. Federal Highway Administration or Federal Transit Administration review the design, financing, and environmental impacts of a project; consult with other transportation and resource agencies; and review public comment. Beyond this point, a project sponsor works with Caltrans or the federal agencies to guarantee the federal funding identified in the TIP.

This federal guarantee is referred to as an "obligation."

The TIP shows estimated project costs and schedules.

The TIP lists specific projects and the anticipated schedule and cost for each phase of a project (preliminary engineering, final design, right-of-way acquisition and construction). Any project phase included in the TIP means implementation of that phase is expected to begin during the four-year timeframe of the TIP.

The TIP must reflect realistic revenues and costs.

The list of projects in the TIP must be able to be funded within the amount of funds that are reasonably expected to be available over the four-year timeframe of the TIP. In order to add projects to the TIP, sufficient revenues must be available, other projects must be deferred, or new revenues must be identified. As a result, the TIP is not a “wish list” but a list of projects with funding commitments during the timeframe of the TIP.

The TIP may be changed after it is adopted.

An approved TIP may be revised in order to add new projects, delete projects, advance projects into the first year, and accommodate changes in the scope, cost or phasing of a project. MTC encourages public comment on significant proposed changes to the TIP.

What the TIP is not

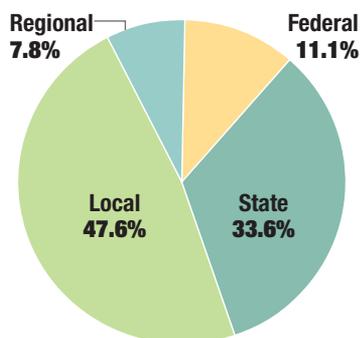
The TIP schedule of project implementation is NOT fixed. The time-frame shown in the TIP is the “best estimate” at the time it is first listed in the TIP. Sometimes projects cannot maintain that schedule and will be moved to a later year. Conversely, to accelerate implementation the project sponsor can request that the project be moved to an earlier schedule.

The TIP is NOT a guarantee that a project will move forward to construction. Unforeseen problems may arise, such as engineering obstacles, environmental permit conflicts, changes in priorities, or cost increases or declining revenues. These problems can slow a project, cause it to be postponed, change its scope, or have it dropped from consideration.

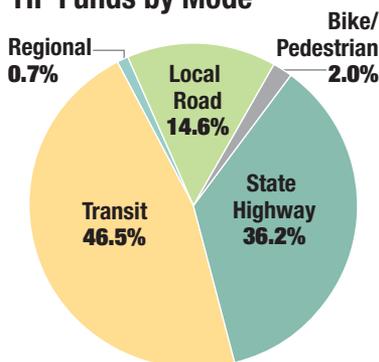
A summary of the 2011 TIP

The Bay Area’s 2011 TIP includes nearly 1,000 transportation projects, and a total of approximately \$11.1 billion in committed federal, state and local funding over the four-year TIP period through fiscal year 2014. See the next page for a map of projects with costs greater than \$200 million.

TIP Funds by Source



TIP Funds by Mode



6

Projects in the 2011 TIP With Costs Greater Than \$200 million



Projects in the 2011 TIP Over \$200 Million

BLUE Transit Project
RED Road Project

- 1.** **San Francisco-Oakland Bay Bridge**
Alameda County
\$5.66 billion
- 2.** **BART – Berryessa to San Jose Extension**
Santa Clara County
\$5.01 billion
- 3.** **BART – Warm Springs to Berryessa Extension**
Santa Clara County
\$2.57 billion
- 4.** **Transbay Terminal/Caltrain Downtown Extension – Ph.1**
San Francisco County
\$1.58 billion
- 5.** **SF Muni Third St LRT Ph. 2 Central Subway**
San Francisco County
\$1.57 billion
- 6.** **Transbay Transit Center – TIFIA Loan Debt Service**
San Francisco County
\$1.18 billion
- 7.** **BART Seismic Retrofit Program****
Multiple Counties
\$1.06 billion
- 8.** **BART Railcar Replacement Program****
Multiple Counties
\$1.02 billion
- 9.** **US-101 Doyle Drive Replacement**
San Francisco County
\$954.8 million
- 10.** **BART – Warm Springs Extension**
Alameda County
\$890 million
- 11.** **Caltrain Electrification**
Multiple Counties
\$78 million
- 12.** **Transbay Terminal/Caltrain Downtown Extension – Ph. 2**
San Francisco County
\$637 million
- 13.** **BART Car Exchange (Preventive Maintenance)****
Multiple Counties
\$618.5 million
- 14.** **3rd St LRT: Ph. 1 & Metro E. Rail Facility**
San Francisco County
\$595 million
- 15.** **San Jose International Airport People Mover**
Santa Clara County
\$508 million
- 16.** **Sonoma Marin Area Rail Corridor**
Sonoma County/Marin County
\$490.8 million
- 17.** **BART Oakland Airport Connector**
Alameda County
\$484.3 million
- 18.** **SR-4 East Widening from Somersville to SR-160**
Contra Costa County
\$464.4 million
- 19.** **E-BART – East Contra Costa County Rail Extension**
Contra Costa County
\$463.25 million
- 20.** **Valley Transportation Authority: Preventive Maintenance****
Santa Clara County
\$430.9 million
- 21.** **SR-24 – Caldecott Tunnel 4th Bore**
Alameda County/
Contra Costa County
\$420.3 million
- 22.** **I-580/I-680 Improvements**
Alameda County
\$392.5 million
- 23.** **US-101 HOV Lanes – Marin-Sonoma Narrows (Marin)**
Marin County
\$372.7 million
- 24.** **US-101 Marin-Sonoma Narrows (Sonoma)**
Sonoma County
\$372.7 million
- 25.** **Caltrain Express: Phase 2**
Multiple Counties
\$368.5 million
- 26.** **AC Transit: Preventive Maintenance Program****
Alameda County
\$346.5 million
- 27.** **Capitol Expressway LRT Extension**
Santa Clara County
\$334 million
- 28.** **SR-1 Devils Slide Bypass**
San Mateo County
\$322.8 million
- 29.** **Dumbarton Rail Service**
Alameda County/San Mateo County
\$301 million
- 30.** **I-680/SR-4 Interchange Reconstruction – Phases 1-5**
Contra Costa County
\$297.5 million
- 31.** **Outer Harbor Intermodal Terminals**
Alameda County
\$274.3 million
- 32.** **Golden Gate Bridge Seismic Retrofit, Ph. 1-3A**
Marin County/San Francisco County
\$274 million
- 33.** **BART Transbay Tube Seismic Retrofit**
Multiple Counties
\$265.3 million
- 34.** **Freeway Performance Initiative (FPI)****
Multiple Counties
\$243.9 million
- 35.** **El Camino Real Bus Rapid Transit****
Santa Clara County
\$233.4 million
- 36.** **SR-25/Santa Teresa Blvd/US-101 Interchange**
Santa Clara County
\$233 million
- 37.** **7th Street Grade Separation and Roadway Improvement**
Alameda County
\$220.5 million
- 38.** **Geary Bus Rapid Transit**
San Francisco County
\$219.8 million
- 39.** **Enhanced Bus – Telegraph/International/East 14th**
Alameda County
\$209.2 million
- 40.** **I-680 Sunol Grade – Alameda SB HOV, Final Phase**
Alameda County
\$203 million

** These projects not shown on map

How does the TIP relate to the long-range plan?

Regionally significant projects must be first identified in the region's long-range regional transportation plan, and projects in the TIP must help implement the goals of the plan. The long-range plan, currently the Transportation 2035 Plan for the San Francisco Bay Area, is required by federal law and is a blueprint for transportation investment decisions over a 25-year horizon. The long-range plan establishes policies and priorities to address mobility, congestion, air quality and other transportation goals. The TIP translates recommendations from the Transportation 2035 Plan into a short-term (four year) program of improvements focused generally on projects that have a federal interest. Therefore, the earlier (and more effective) timeframe for public comment on the merits of a particular transportation project is during the development of the long-range plan.



How does the TIP relate to the Clean Air Act?

Transportation activities funded with federal dollars must be consistent with air quality standards called for in the Clean Air Act Amendments of 1990. A TIP and regional transportation plan are said to “conform” to those standards if they do not cause new air quality violations, worsen existing violations, or delay attainment of the air quality standards. Prior to adoption of the TIP and RTP, MTC must make a conformity finding that the quality standards are met. To determine this, MTC conducts a transportation air quality conformity analysis. MTC encourages the public to review and comment on this analysis.

How is the TIP funded?

Funding for projects in the TIP comes from you — through taxes, tolls and fees, including local, regional, state and federal programs. Major fund sources are administered through the U.S. Department of Transportation’s Federal Highway Administration and Federal Transit Administration, and from the State of California. Various county sales tax measures and regional bridge toll measures provide additional funds. The State of California, transit agencies and local jurisdictions provide dollars to match federal funding or to fully fund certain local projects.

Who develops the TIP?

MTC develops the TIP in cooperation with the Bay Area Partnership of federal, state and regional agencies; county Congestion Management Agencies (CMAs); public transit providers; and city and county public works representatives. The Partnership Board and sub-committees provide a forum for managers of the region's transportation system to contribute to the policy-making and investment activities of MTC, and to improve coordination within the region.

Project sponsors must be a government agency (or other qualifying entity, such as certain non-profit organizations that are eligible for some transportation funds) and are responsible for initiating funding requests, applying for funds, and carrying their projects to completion. In the Bay Area, the implementing agencies include public transit operators, Caltrans, MTC, the Bay Area Air Quality Management District, the congestion management agencies, the nine Bay Area counties, and the individual cities within each county.

How does a project get in the TIP?

Often years of planning and public input precede a project's inclusion in the TIP. Although there are several ways in which a project can get in the TIP, the most typical course is described here. *The chart on the next page shows where the TIP lies on the path to completion of a project.*

First, a particular transportation need is identified. In many cases, planners and engineers generate lists of potential improvements based on their needs analyses and public inquiries. The local proposals are in turn reviewed by a city, county, transportation authority, transit operator, or state agency. If the public agency agrees that a particular idea has merit, it may decide to act as the project sponsor, work toward refining the initial idea, develop a clear project cost, scope and schedule, and subsequently seek funding for the project.

Once local agencies develop their list of projects and priorities, they are submitted to MTC for consideration in a regional transportation plan. Even if a project is fully funded with local funds, if it is a major project it must still align with the regional plan's goals in order to be included in the plan. Many project sponsors will request funding for their projects that is subject to MTC approval. MTC must balance competing needs and assure that the most critical investment priorities are being addressed within the limits of available funds and that there is consistency among projects and with the region's goals as embodied by the Regional Transportation Plan.

When federal and state discretionary funding becomes available to the region, MTC, guided by the long-range plan in consultation with transportation stakeholders, develops a transportation program for those funds. This involves deciding on criteria for project selection, and setting funding levels per project. Depending on the program, either MTC, the congestion management agency, transit operator, or county may propose projects.

Follow a Transportation Project From Idea to Imp

New Project Ideas & Local Review

MTC's Regional Long-Term Transportation Plan

MTC Pro

Idea

An idea for a project starts when a transportation need is identified and a new idea is put forward. The idea can surface in any number of ways — from you, a private business, a community group or a government agency.

Local Review

The project idea must be adopted by a formal sponsor — usually a public agency — that may refine the initial idea and develop detail for the project. To move forward, the project must be approved by local authorities such as a city council, county board of supervisors or transit agency.

To be eligible for certain regional, state and federal funds, projects must be cleared through the county Congestion Management Agency (CMA), and become part of the Regional Transportation Plan.

The Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS)

Every four years MTC updates the Regional Transportation Plan, looking forward 25 years. The plan identifies policies, programs and transportation investments to support the long-term vision for the Bay Area. The RTP also must identify anticipated funding sources. The RTP can include only those projects and programs that can be funded with revenues reasonably expected to be available during the plan's timeframe. Projects identified in the RTP are generally drawn from the planning efforts of MTC, county Congestion Management Agencies, transit agencies and local governments.

State legislation now requires that regional transportation plans incorporate a Sustainable Communities Strategy — provisions for reducing greenhouse gas emissions from cars and light trucks by integrating transportation, housing and land-use planning.

Once lo
the RT

Project Sele

Funding Level Programs/Initi
short-term reve
how much fund
two-to-three ye

Project Select
For competitive
MTC is guided
adopts minimum
criteria to evalu

Project Select
program, proje
MTC's criteria o
Management A
Transportation C
board. Some fu
non-competitive
funded accordi
formula or vote

How you can make a difference

Get involved in your community!

- ▶ Follow the work of your city council, county board of supervisors or local transit agency
- ▶ Take notice of improvement programs developed by your city, county or transit agency.
- ▶ Comment on projects proposed by your county CMA or on transportation improvements submitted to MTC for regional, state or federal funding.
- ▶ See page 18 for a list of transportation agencies.

The Regional Transportation Plan is the key opportunity for transportation investment!

- ▶ A project cannot move forward or receive any federal funds unless it is included in the Regional Transportation Plan. Participate in the RTP/SCS public meetings, surveys, etc.
- ▶ MTC support of large projects occurs in the RTP and not as part of the TIP.
- ▶ Comment at Commission public hearing
- ▶ Follow the website (www.mtc.ca)

Implementation

MTC's Project Selection Process

Construction/Implementation

Long-term goals, policies and funding initiatives have been set in the RTP. MTC develops program criteria and funds specific projects.

Selection Process

Programs Established for RTP

Initiatives: Guided by the RTP and revenue estimates, MTC decides which programs to apply to programs over a four-year period at a time.

Program Criteria Developed:

MTC identifies programs under its control, reviews them by the RTP and develops and publishes program project requirements and priorities to fund and prioritize projects.

Selection: Depending on the project, projects may be selected using either the RTP or by the county Congestion Management Agency, the California Transportation Commission or a transit agency. Funding programs are established by law, meaning projects are subject to a pre-determined funding mechanism or a pre-enacted initiative.

The Transportation Improvement Program (TIP)

The production of the Transportation Improvement Program or TIP is the culmination of MTC's transportation planning and project selection process. The TIP identifies specific near-term projects over a four-year period to move the region toward its transportation vision.

The TIP lists all surface transportation projects for which federal funds or actions by federal agencies are anticipated, along with some of the larger locally- and state-funded projects. *A project cannot receive federal funds or receive other critical federal project approvals unless it is in the TIP.* MTC updates the TIP every two years, and it is revised several times a year to add, delete, or modify projects.

Environmental Review and Project Development Activities

The project sponsor conducts an environmental review, as required by either the California Environmental Quality Act (CEQA) or the National Environmental Policy Act (NEPA). Final approval of the project design and right-of-way is required by the sponsoring agency and appropriate federal agency (Federal Highway Administration or Federal Transit Administration) if federal funds and/or actions are involved.

Funding is fully committed by grant approval (once the project meets all requirements and moves forward to phases such as preliminary engineering, right-of-way acquisition, or construction).

How to get involved within the MTC process to comment on a project or

participate in MTC committee-level and advisory board-level meetings, special studies and workshops.

For more information, contact the staff of MTC's Policy Advisory Board, which advises the Commission. Visit www.mtc.ca.gov/get_involved.

► Get your name added to MTC's database to receive e-mail updates (info@mtc.ca.gov).

► Check MTC's web page for committee agendas and to keep current on activities (www.mtc.ca.gov).

Comment on a project's impacts

► Comment on the environmental impacts of the project before the environmental document and project receive final approval by the board of the sponsoring agency, or in advance of federal approval, if required.

What happens after a project is included in the TIP?

Once a project is in the TIP, a considerable amount of work still remains to bring it to completion. The designated project sponsor is responsible for ensuring the project moves forward.

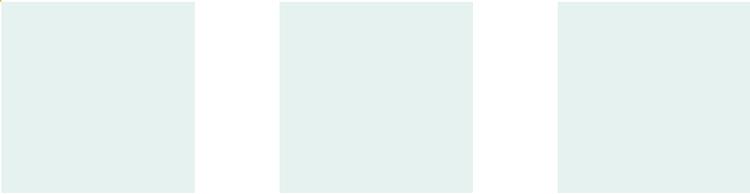
Projects typically proceed in phases (preliminary engineering, final design, right-of-way acquisition, and construction). Each phase is included in the TIP showing funding and the anticipated schedule. Ideally, a project will advance according to its listed schedule. However, tracking each project's progress is important so that delays can be identified and remedied as soon as possible and so that resources can be reallocated as necessary.

Once federal funds have been made available for a project's final construction phase, they usually no longer appear in future TIP documents — even though the project may not yet be constructed or completed.

In what ways can the public participate?

Public participation occurs during all stages of a project's development. Communicating support or concern to municipal and county officials and transit agency managers is one of the most effective starting points. As local review begins, public input may be provided at formal meetings or informal sessions with local planning boards and staff. Members of the public may also be asked to participate in special task forces to review transportation improvement concepts at the corridor, county, and regional level. The MTC's long-range transportation plan has an extensive public involvement program including but not limited to workshops, focus groups, surveys, public hearings, and opportunities to comment at Commission meetings. Finally, once a project is in the TIP and it enters the preliminary engineering phase, the detailed environmental review process affords yet another opportunity for the public to offer input. An overview of opportunities to get involved during every stage of a project is provided on pages 12 and 13.

MTC's public involvement process aims to give the public ample opportunities for early and continuing participation in transportation project planning, and to provide full public access to key decisions. The public has the opportunity to comment before the draft TIP is officially adopted by the Commission. MTC conducts a 30-day public comment period and holds public meetings to allow the public an opportunity to ask questions about the process and projects. Copies of the draft TIP are distributed to major libraries; notices are mailed out to an extensive mailing list of interested individuals and agencies along with instructions on how to access and comment on the TIP on the MTC web site; and the TIP documents can be viewed on the MTC website at www.mtc.ca.gov/funding/tip/.



MTC extends an open and continuing invitation to the Bay Area public to assist in developing transportation solutions for the region. A comprehensive Public Participation Plan details the many avenues available to groups and individuals who would like to get involved in MTC's work. The plan can be found on MTC's Web site at www.mtc.ca.gov/get_involved/participation_plan.htm.

For more information

Visit the MTC web site at www.mtc.ca.gov for more information about the transportation planning and funding process and to obtain schedules and agendas for MTC meetings. Below are direct links to key documents. Some publications mentioned are available at the MTC Library.

The Transportation Improvement Program

www.mtc.ca.gov/funding/tip/

MTC Public Participation Plan

www.mtc.ca.gov/get_involved/participation_plan.htm

The ABCs of MTC

www.mtc.ca.gov/library/abcs_of_mtc/

Project Listing: MTC Fund Management System

www.mtc.ca.gov/funding/fms_intro.htm

MTC Staff Contacts

Transportation Improvement Program

Sri Srinivasan (510) 817-5793
ssrinivasan@mtc.ca.gov

Federal Highway Administration Programs

Craig Goldblatt (510) 815-5837
cgoldblatt@mtc.ca.gov

Federal Transit Administration Programs

Glen Tepke (510) 817-5781
gtepke@mtc.ca.gov

State Funding Programs

Kenneth Kao (510) 817-5768
kkao@mtc.ca.gov

MTC Public Information

(510) 817-5757 or info@mtc.ca.gov

MTC ABAG Library

(510) 817-5836 or
library@mtc.ca.gov

Transportation agencies in the San Francisco Bay Area

Major Transit Operators

Altamont Commuter Express(ACE)
209.944.6220

Alameda-Contra Costa Transit District (AC Transit)
510.891.4777

Bay Area Rapid Transit District (BART)
510.464.6000

Bay Area Water Emergency Transit Authority
415.291.3377

Central Contra Costa Transit Authority (County Connection)
925.676.1976

Eastern Contra Costa Transit Authority (Tri Delta)
925.754.6622

Fairfield/Suisun Transit (FAST)
707.428.7635

Golden Gate Bridge, Highway & Transportation District
415.921.5858

Livermore Amador Valley Transit Authority (WHEELS)
925.455.7500

Napa County Transportation Planning Agency (VINE)
707.259.8631

Peninsula Corridor Joint Powers Board (Caltrain)
650.508.6200

San Francisco Municipal Transportation Agency (SFMTA)
415.701.4500

San Mateo County Transit District (SamTrans)
650.508.6200

Santa Clara Valley Transportation Authority (VTA)
408.321.2300

Santa Rosa Department of Transit & Parking
707.543.3333

Sonoma County Transit
707.585.7516

Transbay Joint Powers Authority
415.597.4620

Vallejo Transit
707.648.5241

Western Contra Costa Transit Authority
510.724.3331

Major Airports and Seaports

Port of Oakland
510.627.1210

Port of San Francisco
415.274-0400

Oakland International Airport
510.627.1100

San Jose International Airport
408.501.7600

San Francisco International Airport
415.821.5000

Regional Agencies

Association of Bay Area Governments
510.464.7900

Bay Area Air Quality Management District
415.771.6000

Metropolitan Transportation Commission
510.817.5700

San Francisco Bay
Conservation &
Development
Commission
415.352.3600

Congestion Management Agencies

Alameda County Trans-
portation Commission
510.836.2560

Contra Costa
Transportation Authority
925.256.4700

Transportation Authority
of Marin
415.226.0815

Napa County Transporta-
tion Planning Agency
707.259.8631

San Francisco County
Transportation Authority
415.522.4800

City/County Association
of Governments of San
Mateo County
650.599.1406

Santa Clara Valley Trans-
portation Authority
408.321.2300

Solano Transportation
Authority
707.424.6075

Sonoma County Trans-
portation Authority
707.565.5373

State Agencies

California Air Resources
Board
916.322.2990

California Highway
Patrol, Golden Gate
Division
707.648.4180

California Transportation
Commission
916.654.4245

Caltrans, District 4
510.286.4444

Federal Agencies

Environmental Protection
Agency, Region 9
415.947.8021

Federal Highway
Administration,
California Division
916.498.5001

Federal Transit
Administration, Region 9
415.744.3133

Metropolitan Transportation Commission Roster

Scott Haggerty, Chair
Alameda County

Adrienne J. Tissier, Vice Chair
San Mateo County

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

Tom Bates
Cities of Alameda County

Dean J. Chu
Cities of Santa Clara County

Dave Cortese
Association of Bay Area Governments

Chris Daly
City and County of San Francisco

Bill Dodd
Napa County and Cities

Dorene M. Giacomini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Anne W. Halsted
San Francisco Bay Conservation and
Development Commission

Steve Kinsey
Marin County and Cities

Sue Lempert
Cities of San Mateo County

Jake Mackenzie
Sonoma County and Cities

Jon Rubin
San Francisco Mayor's Appointee

Bijan Sartipi
State Business, Transportation and
Housing Agency

James P. Spering
Solano County and Cities

Amy Rein Worth
Cities of Contra Costa County

Ken Yeager
Santa Clara County

THIS PAGE LEFT INTENTIONALLY BLANK.



Metropolitan Transportation Commission

Joseph P. Bort MetroCenter
101 Eighth Street | Oakland, CA 94607-4700

TEL 510.817.5700 | FAX 510.817.5848 | TTY/TDD 510.817.5769

E-MAIL info@mtc.ca.gov | WEB www.mtc.ca.gov



Solano County



Solano County

Overview

Solano County's 2011 TIP provides funding for a variety of projects in Solano County which will improve transportation conditions for Solano County residents, workers, and visitors.

In Projections 2009, ABAG projected Solano County residents to increase by approximately 16%, from 443,100 to 506,500 by 2035. In addition, ABAG projects a significant increase in job growth in Solano County. ABAG's current estimate for jobs in Solano County is 150,520. ABAG estimates a 34% growth to 211,880 jobs by 2035. The Solano Transportation Authority (STA) included projects in the 2011 TIP to meet current and projected population and job market growth.

Solano Comprehensive Transportation Plan Consistency

The STA developed Solano County's 2011 TIP in coordination with the seven cities and the County of Solano. The projects included in the 2011 TIP collectively provide mobility, reduces congestion, and ensures travel safety and economic vitality to Solano County. This is consistent with the STA's Solano County Transportation Plan's goals and objectives, including:

- Identify a transportation system that supports the existing and planned land uses of Solano County's seven cities and the County of Solano.
- Maintain regional mobility while improving local mobility.
- Assess projects and programs based on their ability to balance the goals of economy, environment and equity.
- Encourage projects and programs that maintain and use existing systems more efficiently before expanding infrastructure.

Solano County 2011 TIP Narrative

Roadway Projects

The Solano County TIP includes major improvement projects along the I-80 and State Route (SR) 12 Corridors. The projects identified on the I-80 corridor are primarily focused near the I-80/I-680/SR 12 Interchange. The SR 12 corridor includes projects on both ends of Solano County: Rio Vista Bridge Study in the east and SR 12 Jameson Canyon Widening in the west. A few projects related to SR 113 in Dixon were updated in the 2011 TIP and were subsequently removed.

The Jepson Parkway Project with its three unique phases was updated in to the 2011 TIP. The Jepson Parkway Project is a multimodal route to allow a route for local traffic to avoid traveling on I-80. Jepson Parkway travels through the cities of Fairfield, Suisun City, Vacaville and portions of unincorporated Solano County adjacent to Travis Air Force Base. The Jepson Parkway Project continues to be a priority project for the STA and its member agencies. The project was cleared for California Environmental Quality Act (CEQA) earlier this year, and STA expects to have at least one phase constructed by 2015. An Environmental Impact Statement (EIS) was prepared and is currently pending approval.

The Solano County TIP also consists of a number projects related to maintenance, safety improvements and rehabilitation of local streets and roads. This includes roadway improvement projects that provide better and safer access to Travis Air Force Base.

Transit

Solano County currently has seven transit operators; two of the seven operators (Benicia and Vallejo) are working with the STA to consolidate their services. The 2011 TIP includes transit infrastructure improvements and/or studies. These projects include rail stations, intermodal transit



centers, transfer facilities and bus shelters. The majority of the transit facility projects are anticipated to be constructed or have a project phase completed by 2013.

The Fairfield Transportation Center (FTC) Phase 3 and the Vacaville Intermodal Station Phase 2 are two new transit facility projects added to the 2011 TIP. The new FTC Phase 3 project involves preliminary engineering and environmental documents for an expansion to the transportation center's park and ride lot to a parking structure. The current FTC lots are operating at capacity with patrons accessing Express Bus service on I-80, I-680 or carpooling and vanpooling. Vacaville's Intermodal Station is currently under construction. Similar to the FTC Phase 3, Vacaville anticipates an expansion of their lot in the near future. Vacaville's Phase 2 Project involves preliminary engineering and design of the future lot expansion.

Alternative Modes

The majority of the cities, the County of Solano and the STA have at least one alternative modes type project included in the 2011 TIP. Alternative modes projects consist of bicycle, pedestrian and carpool/vanpool incentive programs. The STA's successful Safe Routes to School Program (SR2S) was added to the 2011 TIP. The SR2S program promotes walking and bicycling through education, incentives, and capital improvements. The STA partnered with the cities and the County of Solano, all seven school districts, law enforcement agencies, and community and parent volunteers to develop the program. Other new alternative modes projects included in the 2010 TIP are:

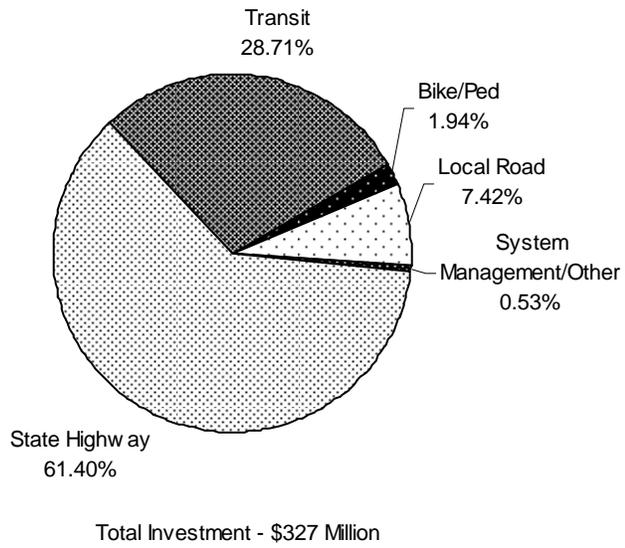
- The City of Dixon's West B Street Bicycle and Pedestrian Undercrossing Project
- The City of Suisun City's Grizzly Island Trail
- Phase 5 of the County of Solano's Vacaville Dixon Bike Route
- The City of Vallejo's Priority Development Area (PDA) project, "Vallejo Station Pedestrian Links"

The City of Dixon's West B Street Bicycle and Pedestrian Undercrossing Project is a safety project adjacent to the future City of Dixon Capitol Corridor train station site. Currently, pedestrians and bicyclists traverse a Class I at-grade rail crossing. The City of Suisun City's Grizzly Island Trail is a planned Class I facility adjacent to SR 12 in Suisun City. The project closes a gap of approximately 1 mile on the south side of SR 12 for pedestrians and bicyclists. Phase 5 of the County of Solano's Vacaville Dixon Bike Route addresses the final segment of a Class 2 bike route network connecting the City of Vacaville to Dixon and on to Yolo County. The City of Vallejo's PDA project is the first Solano County PDA project to be funded with Transportation for Livable Communities (TLC) County funds. The PDA project will enhance pedestrian connections from the future intermodal transit facility to Downtown Vallejo.

Final Summary

The STA's 2011 TIP is a balanced mix of roadway projects, transit projects, and alternative modes projects. The projects included in the 2011 TIP will help address the current and future transportation needs in Solano County. These projects are consistent with the Solano CTP and have been identified as part of the STA's Routes of Regional Significance, Transit Centers of Regional Significance and or included in a CTP subsidiary plan (e.g., Countywide Bicycle Plan and Countywide Pedestrian Plan).

Solano County 2011 TIP Projects by Mode



[Narrative summary provided by the Solano Transportation Authority]

This page intentionally left blank



Roadway Projects
Solano County
(all dollars are in thousands)
State Highway Projects

TIP ID: SOL050005 **County:** Solano **System:** STATE HWY **RTP ID:** 94152 **CTIPS ID:** 20600002952
Sponsor: Caltrans **Implementing Agency:** Caltrans
Project Name: SR 12 Truck Climbing Lane
Description: State Route 12: In Suisun City near Red Top Road; Construct truck climbing lane.
Air Quality Exempt Code: Non-Exempt Project

Route: 12 **Post Mile From:** 2.8 **Post Mile To:** 1.5 **Toll Credits:**

Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
ENV	SHA	\$ 3,477							\$ 3,477
ENV	ST-CASH	\$ 451							\$ 451
ROW	RIP	\$ 59							\$ 59
ROW	SHA	\$ 1,996							\$ 1,996
ROW	ST-CASH	\$ 259							\$ 259
CON	SHA	\$ 17,783							\$ 17,783
CON	ST-CASH	\$ 988							\$ 988
Total Programmed Funding:		\$ 25,013							\$ 25,013

TIP ID: SOL050006 **County:** Solano **System:** STATE HWY **RTP ID:** 21869 **CTIPS ID:** 20600002955
Sponsor: Caltrans **Implementing Agency:** Caltrans
Project Name: Suisun Valley Rd Bridge Replacement
Description: Suisun City: Suisun Valley Rd at Bridge over Suisun Creek .4 miles West of June Williams Rd; Replace one lane bridge with 2 lane bridge.
Air Quality Exempt Code: Non-Exempt Project

Route: 12 **Post Mile From:** .035 **Post Mile To:** **Toll Credits:**

Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	HBP	\$ 89							\$ 89
PE	HBRR	\$ 292							\$ 292
PE	OTHER LOCAL	\$ 49							\$ 49
ROW	HBP		\$ 89						\$ 89
ROW	OTHER LOCAL		\$ 11						\$ 11
CON	HBP						\$ 3,054		\$ 3,054
CON	OTHER LOCAL						\$ 396		\$ 396
Total Programmed Funding:		\$ 430	\$ 100				\$ 3,450		\$ 3,980

TIP ID: SOL050003 **County:** Solano **System:** STATE HWY **RTP ID:** 230713 **CTIPS ID:** 20600002947
Sponsor: Caltrans **Implementing Agency:** Caltrans
Project Name: I-80/I-680 Aux Lanes Improvement Landscaping
Description: Fairfield: I-80/I-680 Connector improvements and auxiliary lanes landscaping.
Air Quality Exempt Code: 4.09 - Plantings, landscaping, etc.

Route: 80 **Post Mile From:** 12.8 **Post Mile To:** 14.2 **Toll Credits:**

Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PSE	IIP				\$ 700				\$ 700
ROW	IIP				\$ 60				\$ 60
CON	IIP					\$ 1,784			\$ 1,784
Total Programmed Funding:					\$ 760	\$ 1,784			\$ 2,544



Solano County

(all dollars are in thousands)

State Highway Projects

TIP ID: SOL050007 **County:** Solano **System:** STATE HWY **RTP ID:** 230708 **CTIPS ID:** 20600003346

Sponsor: Dixon **Implementing Agency:** Dixon

Project Name: I-80 / Pedrick Road Interchange Modification

Description: Dixon: I-80/Pedrick Road Interchange; Modify/realign existing on/off ramp no new travel lanes.

Air Quality Exempt Code: 5.04 - Interchange reconfiguration projects

Route: 80		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	OTHER LOCAL		\$ 350						\$ 350
ROW	OTHER LOCAL			\$ 500					\$ 500
CON	OTHER LOCAL						\$ 1,500		\$ 1,500
Total Programmed Funding:			\$ 350	\$ 500			\$ 1,500		\$ 2,350

TIP ID: SOL070002 **County:** Solano **System:** STATE HWY **RTP ID:** 22703 **CTIPS ID:** 20600003949

Sponsor: Caltrans **Implementing Agency:** Caltrans

Project Name: I-80 Alamo Creek On-Ramp and Bridge Widening

Description: Route 80: In Vacaville, west of Alamo Creek Bridge to Alamo west-bound on-ramp; Lengthen on-ramp and widen bridge.

Air Quality Exempt Code: Non-Exempt Project

Route: 80		Post Mile From: 24.9	Post Mile To: 25.1				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
ENV	SHA	\$ 950							\$ 950
ENV	ST-CASH	\$ 123							\$ 123
ROW	SHA	\$ 4							\$ 4
ROW	ST-CASH	\$ 1							\$ 1
CON	SHA	\$ 2,520							\$ 2,520
CON	ST-CASH	\$ 326							\$ 326
Total Programmed Funding:		\$ 3,924							\$ 3,924

TIP ID: SOL070020 **County:** Solano **System:** STATE HWY **RTP ID:** 230326 **CTIPS ID:** 20600004066

Sponsor: Solano Transportation Authority **Implementing Agency:** Solano Transportation Authority

Project Name: I-80/I-680/SR 12 Interchange Project

Description: Fairfield: Improve I-80/I-680/Route 12 I/C(Ph 1), including connecting I-80 to SR 12 W, I-680 NB to SR 12W (Jameson Canyon), I-80 to I-680 (+ Express Lane Direct connectors), build local I/C and build new connecting local roads to SR 12/Red Top I/C.

Air Quality Exempt Code: Non-Exempt Project

Route: 80		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
ENV	BT	\$ 21,000							\$ 21,000
ENV	TCRP	\$ 9,000							\$ 9,000
PSE	BT		\$ 21,036						\$ 21,036
ROW	BT	\$ 2,700	\$ 12,300	\$ 11,525					\$ 26,525
CON	BT			\$ 37,839					\$ 37,839
CON	OTHER LOCAL								\$ 0
CON	PROP			\$ 24,013					\$ 24,013
CON	RIP			\$ 11,412					\$ 11,412
Total Programmed Funding:		\$ 32,700	\$ 33,336	\$ 84,789					\$ 150,825



Solano County

(all dollars are in thousands)

State Highway Projects

TIP ID: SOL090003 **County:** Solano **System:** STATE HWY **RTP ID:** 230322 **CTIPS ID:** 20600004416

Sponsor: Solano Transportation Authority **Implementing Agency:** Solano Transportation Authority

Project Name: EB I-80 Cordelia Truck Scales Relocation Project

Description: Solano County: rebuild and relocate the Eastbound Truck Scales Facility, build a 4-lane bridge across Suisun Creek, and construct braided ramps from the new truck scales facility to EB I-80 and EB SR 12 ramps.

Air Quality Exempt Code: Non-Exempt Project

Route: 80 **Post Mile From:** 14.3 **Post Mile To:** 14.4 **Toll Credits:**

Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	BT	\$ 4,500							\$ 4,500
PE	TCRP	\$ 1,300							\$ 1,300
PSE	BT	\$ 17,700							\$ 17,700
ROW-CT	BT		\$ 3,000						\$ 3,000
CON	BT			\$ 24,600					\$ 24,600
CON	NHS-GARVEE			\$ 49,800					\$ 49,800
Total Programmed Funding:		\$ 23,500	\$ 3,000	\$ 74,400					\$ 100,900

TIP ID: SOL090015 **County:** Solano **System:** STATE HWY **RTP ID:** 230708 **CTIPS ID:** 20600004556

Sponsor: Solano County **Implementing Agency:** Solano Transportation Authority

Project Name: Redwood-Fairgrounds Dr Interchange Imps (Study)

Description: Near Vallejo: Btw SR 37 & Carquinez Bridge; Conduct study to determine the feasibility of constructing expanded I-80 Redwood St./Fairgrounds Dr. Interchange and parkway improvements. PSE, PE and Env. Phase only.

Air Quality Exempt Code: 4.03 - Planning activities conducted pursuant to titles 23 and 49 U.S.C.

Route: 80 **Post Mile From:** **Post Mile To:** **Toll Credits:**

Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	EARMARK	\$ 1,200							\$ 1,200
PE	OTHER LOCAL	\$ 300							\$ 300
Total Programmed Funding:		\$ 1,500							\$ 1,500

TIP ID: SOL110001 **County:** Solano **System:** STATE HWY **RTP ID:** 230659 **CTIPS ID:** 20600004647

Sponsor: Metropolitan Transportation Commission **Implementing Agency:** Solano Transportation Authority

Project Name: I-80 Express Lanes (Vacaville)

Description: I-80 in Solano County from I-505 to Air Base Parkway (new lanes); widen to add an express lane in each direction from I-505 to Air Base Parkway.

Air Quality Exempt Code: Non-Exempt Project

Route: 80 **Post Mile From:** **Post Mile To:** **Toll Credits:**

Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	AB1171-AB144	\$ 600							\$ 600
ROW	OTHER LOCAL						\$ 10,000		\$ 10,000
CON	OTHER LOCAL							\$ 180,600	\$ 180,600
Total Programmed Funding:		\$ 600					\$ 10,000	\$ 180,600	\$ 191,200



Solano County

(all dollars are in thousands)

State Highway Projects

TIP ID: SOL110002 **County:** Solano **System:** STATE HWY **RTP ID:** 230660 **CTIPS ID:** 20600004650

Sponsor: Metropolitan Transportation Commission **Implementing Agency:** Solano Transportation Authority

Project Name: I-80 HOV conversion to Express Lanes (Fairfield)

Description: I-80 Red Top Road to Airbase Parkway ½ widen and convert existing HOV lane to HOT lane.

Air Quality Exempt Code: Non-Exempt Project

Route: 80		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	AB1171-AB144	\$ 500							\$ 500
CON	OTHER LOCAL						\$ 39,600		\$ 39,600
Total Programmed Funding:		\$ 500					\$ 39,600		\$ 40,100

TIP ID: SOL990018 **County:** Solano **System:** STATE HWY **RTP ID:** 22632 **CTIPS ID:** 20600001639

Sponsor: Vallejo **Implementing Agency:** Vallejo

Project Name: I-80 / American Canyon Rd overpass Improvements

Description: Vallejo: American Canyon Road overpass at Hwy. 80; capacity and safety improvements.

Air Quality Exempt Code: Non-Exempt Project

Route: 80		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	OTHER LOCAL					\$ 200			\$ 200
CON	RTP-LRP						\$ 5,030		\$ 5,030
Total Programmed Funding:						\$ 200	\$ 5,030		\$ 5,230

TIP ID: SOL090001 **County:** Solano **System:** STATE HWY **RTP ID:** 230708 **CTIPS ID:** 20600004205

Sponsor: Vacaville **Implementing Agency:** Vacaville

Project Name: I-505/Vaca Valley Off-Ramp and Intersection Imprv.

Description: Widen the southbound I-505 off-ramp at Vaca Valley Parkway to provide left turn storage and signalize the southbound ramps at the intersection of Vaca Valley Parkway.

Air Quality Exempt Code: Non-Exempt Project

Route: 505		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	OTHER LOCAL	\$ 240							\$ 240
ROW	OTHER LOCAL								\$ 0
CON	OTHER LOCAL		\$ 1,300						\$ 1,300
Total Programmed Funding:		\$ 240	\$ 1,300						\$ 1,540

TIP ID: SOL070014 **County:** Solano **System:** STATE HWY **RTP ID:** 230713 **CTIPS ID:** 20600003961

Sponsor: Caltrans **Implementing Agency:** Caltrans

Project Name: I-80/I-680 Mitigation Landscaping

Description: Fairfield: On Route 80 between Green Valley Road and Cordelia Truck Weigh Station; Landscape Mitigation.

Air Quality Exempt Code: 4.09 - Plantings, landscaping, etc.

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PSE	IIP	\$ 50							\$ 50
ROW	IIP								\$ 0
CON-CT	IIP								\$ 0
Total Programmed Funding:		\$ 50							\$ 50



Roadway Projects

Solano County

(all dollars are in thousands)

Local Road Projects

TIP ID: SOL110015 **County:** Solano **System:** LOCAL RD **RTP ID:** 230699 **CTIPS ID:** 20600004845

Sponsor: Benicia **Implementing Agency:** Benicia

Project Name: Benicia: Various Streets OL and Patching (STP LSR)

Description: In Benicia: Overlay and patching on various streets in City of Benicia. On Columbus Parkway between Benicia Road and Interstate (I) 780 on/off ramp; work also on Southampton and 7th Street ramps to I-780.

Air Quality Exempt Code: 1.10 - Pavement resurfacing and/or rehabilitation

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	OTHER LOCAL	\$ 50							\$ 50
CON	OTHER LOCAL		\$ 49						\$ 49
CON	STP		\$ 371						\$ 371
Total Programmed Funding:		\$ 50	\$ 420						\$ 470

TIP ID: SOL050009 **County:** Solano **System:** LOCAL RD **RTP ID:** 22630 **CTIPS ID:** 20600003348

Sponsor: Dixon **Implementing Agency:** Dixon

Project Name: Parkway Blvd/UPRR Grade Separation

Description: In Dixon: Parkway Blvd; New roadway Overcrossing of UPRR & Porter Rd (4 lanes); Improve grade crossings ISTE A demo project.

Air Quality Exempt Code: 1.01 - Railroad/highway crossing

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
ENV	EARMARK	\$ 480							\$ 480
PE	EARMARK	\$ 580							\$ 580
PE	OTHER LOCAL	\$ 490							\$ 490
ROW	EARMARK		\$ 1,243						\$ 1,243
ROW	OTHER LOCAL		\$ 296						\$ 296
CON	OTHER LOCAL								\$ 0
Total Programmed Funding:		\$ 1,550	\$ 1,539						\$ 3,089

TIP ID: SOL110010 **County:** Solano **System:** LOCAL RD **RTP ID:** 230699 **CTIPS ID:** 20600004829

Sponsor: Fairfield **Implementing Agency:** Fairfield

Project Name: Fairfield: Various Streets Overlay (2011 STP LSR)

Description: In Fairfield: On various streets; pavement rehabilitation and repairs and asphalt concrete overlay on various local streets and roads in Fairfield.

Air Quality Exempt Code: 1.10 - Pavement resurfacing and/or rehabilitation

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	OTHER LOCAL		\$ 50						\$ 50
CON	OTHER LOCAL			\$ 178					\$ 178
CON	STP			\$ 1,370					\$ 1,370
Total Programmed Funding:			\$ 50	\$ 1,548					\$ 1,598



Roadway Projects

Solano County

(all dollars are in thousands)

Local Road Projects

TIP ID: SOL030015 **County:** Solano **System:** LOCAL RD **RTP ID:** 230695 **CTIPS ID:** 20600002615
Sponsor: Federal Highway Administration **Implementing Agency:** Federal Highway Administration
Project Name: San Pablo Bay Entrance Rehabilitation
Description: Solano County; San Pablo Bay: Rehabilitate entrance road 0.6 miles.
Air Quality Exempt Code: 1.10 - Pavement resurfacing and/or rehabilitation

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	FLHP	\$ 75							\$ 75
CON	FLHP	\$ 550							\$ 550
Total Programmed Funding:		\$ 625							\$ 625

TIP ID: SOL090006 **County:** Solano **System:** LOCAL RD **RTP ID:** 22425 **CTIPS ID:** 20600004460
Sponsor: Metropolitan Transportation Commission **Implementing Agency:** Solano Transportation Authority
Project Name: Regional Planning Activities and PPM - Solano
Description: Solano: Regional Planning Activities and Planning, Programming and Monitoring (PPM)
Air Quality Exempt Code: 4.01 - Planning and technical studies

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
ENV	RIP	\$ 589	\$ 589	\$ 229	\$ 229	\$ 192	\$ 191		\$ 2,019
ENV	STP								\$ 0
CON	OTHER LOCAL	\$ 281							\$ 281
CON	STP	\$ 2,166							\$ 2,166
Total Programmed Funding:		\$ 3,036	\$ 589	\$ 229	\$ 229	\$ 192	\$ 191		\$ 4,466

TIP ID: SOL070019 **County:** Solano **System:** LOCAL RD **RTP ID:** 230708 **CTIPS ID:** 20600004065
Sponsor: Rio Vista **Implementing Agency:** Rio Vista
Project Name: Rio Vista - Signage Improvement Program
Description: Rio Vista: Adopt a new Street Sign standard and replace all the existing signs.
Air Quality Exempt Code: 4.11 - Directional and informational signs

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	OTHER LOCAL	\$ 11							\$ 11
CON	AC								\$ 0
CON	EARMARK	\$ 209							\$ 209
CON	OTHER LOCAL	\$ 52							\$ 52
Total Programmed Funding:		\$ 272							\$ 272



Solano County

(all dollars are in thousands)

Local Road Projects

TIP ID: SOL070021 **County:** Solano **System:** LOCAL RD **RTP ID:** 230311 **CTIPS ID:** 20600004067

Sponsor: Solano County **Implementing Agency:** Solano County

Project Name: Travis AFB: South Gate Improvement Project

Description: Fairfield: Petersen Road by Travis Air Force Base; Between Walters Road to Travis AFB. Widen roadway to standard lane width, including shoulder and other safety improvements (truck stacking). No new travel lanes (HPP earmark #3220)

Air Quality Exempt Code: 1.19 - Widening narrow pavements or reconstructing bridges (no additional travel lanes)

Route: 80		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	EARMARK	\$ 150							\$ 150
PE	OTHER LOCAL	\$ 37							\$ 37
ROW	EARMARK				\$ 128				\$ 128
ROW	OTHER LOCAL				\$ 25				\$ 25
CON	EARMARK					\$ 2,964			\$ 2,964
CON	OTHER LOCAL					\$ 183			\$ 183
CON	RTP-LRP								\$ 0
Total Programmed Funding:		\$ 187			\$ 153	\$ 3,147			\$ 3,487

TIP ID: SOL070048 **County:** Solano **System:** LOCAL RD **RTP ID:** 94151 **CTIPS ID:** 20600004245

Sponsor: Solano County **Implementing Agency:** Solano County

Project Name: Travis AFB: North Gate Impr. Project

Description: Fairfield: Vanden Road by Travis Air Force Base; Widen roadway to standard lane width, including shoulder and other safety improvements. No new travel lanes (HPP earmark #3220)

Air Quality Exempt Code: 5.01 - Intersection channelization projects

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	EARMARK	\$ 150		\$ 297					\$ 447
PE	OTHER LOCAL	\$ 37		\$ 74					\$ 111
CON	RTP-LRP						\$ 4,050		\$ 4,050
Total Programmed Funding:		\$ 187		\$ 371			\$ 4,050		\$ 4,608

TIP ID: SOL090027 **County:** Solano **System:** LOCAL RD **RTP ID:** 230699 **CTIPS ID:** 20600004600

Sponsor: Solano County **Implementing Agency:** Solano County

Project Name: Solano County - 2011 Pavement Overlay Program

Description: In Solano County: Overlay various roads in the unincorporated area of Solano County.

Air Quality Exempt Code: 1.10 - Pavement resurfacing and/or rehabilitation

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	OTHER LOCAL		\$ 235						\$ 235
CON	STP		\$ 1,807						\$ 1,807
Total Programmed Funding:			\$ 2,042						\$ 2,042



Roadway Projects

Solano County

(all dollars are in thousands)

Local Road Projects

TIP ID: SOL110017 **County:** Solano **System:** LOCAL RD **RTP ID:** 230699 **CTIPS ID:** 20600004844

Sponsor: Solano County **Implementing Agency:** Solano County

Project Name: Solano County: STP Overlay 2012

Description: In Solano County: Overlay various roads in teh unincorporated area.

Air Quality Exempt Code: 1.10 - Pavement resurfacing and/or rehabilitation

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	OTHER LOCAL		\$ 50						\$ 50
CON	OTHER LOCAL			\$ 219					\$ 219
CON	STP			\$ 1,689					\$ 1,689
Total Programmed Funding:			\$ 50	\$ 1,908					\$ 1,958

TIP ID: SOL110003 **County:** Solano **System:** LOCAL RD **RTP ID:** 94151 **CTIPS ID:** 20600004761

Sponsor: Solano Transportation Authority **Implementing Agency:** Solano Transportation Authority

Project Name: Jepson: Vanden Road from Peabody to Leisure Town

Description: Jepson Parkway segment: Vanden Road project from Peabody Road to Leisure Town Road.

Air Quality Exempt Code: Non-Exempt Project

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	EARMARK	\$ 530							\$ 530
PE	OTHER LOCAL	\$ 133							\$ 133
PE	PROP	\$ 1,837							\$ 1,837
PSE	RIP		\$ 2,400						\$ 2,400
ROW	RIP		\$ 3,800						\$ 3,800
CON	RIP						\$ 30,457		\$ 30,457
Total Programmed Funding:		\$ 2,500	\$ 6,200				\$ 30,457		\$ 39,157

TIP ID: SOL110004 **County:** Solano **System:** LOCAL RD **RTP ID:** 94151 **CTIPS ID:** 20600004762

Sponsor: Solano Transportation Authority **Implementing Agency:** Solano Transportation Authority

Project Name: Jepson: Walters Rd Ext - Peabody Rd Widening

Description: Jepson Parkway segment: Walters Road Extension - Peabody Widening.

Air Quality Exempt Code: Non-Exempt Project

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
ENV	RIP	\$ 630							\$ 630
PSE	OTHER LOCAL	\$ 824							\$ 824
ROW	OTHER LOCAL						\$ 1,304		\$ 1,304
CON	OTHER LOCAL							\$ 10,673	\$ 10,673
Total Programmed Funding:		\$ 1,454					\$ 1,304	\$ 10,673	\$ 13,431



Solano County

(all dollars are in thousands)

Local Road Projects

TIP ID: SOL110005 **County:** Solano **System:** LOCAL RD **RTP ID:** 94151 **CTIPS ID:** 20600004763

Sponsor: Solano Transportation Authority **Implementing Agency:** Solano Transportation Authority

Project Name: Jepson: Leisure Town Road from Vanden to Alamo

Description: Jepson Parkway segment: Leisure Town Road from Vanden Road to Alamo Road

Air Quality Exempt Code: Non-Exempt Project

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	RIP	\$ 491							\$ 491
PSE	OTHER LOCAL		\$ 642						\$ 642
ROW	OTHER LOCAL						\$ 1,016		\$ 1,016
CON	OTHER LOCAL							\$ 8,318	\$ 8,318
Total Programmed Funding:		\$ 491	\$ 642				\$ 1,016	\$ 8,318	\$ 10,467

TIP ID: SOL110006 **County:** Solano **System:** LOCAL RD **RTP ID:** 94151 **CTIPS ID:** 20600004764

Sponsor: Solano Transportation Authority **Implementing Agency:** Solano Transportation Authority

Project Name: Jepson: Leisure Town Road from Alamo to Orange

Description: Jepson Parkway segment: Leisure Town Road from Alamo Road to Orange Road

Air Quality Exempt Code: Non-Exempt Project

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	EARMARK	\$ 185							\$ 185
PE	OTHER LOCAL	\$ 46							\$ 46
PE	RIP	\$ 200							\$ 200
PSE	OTHER LOCAL			\$ 564					\$ 564
ROW	OTHER LOCAL						\$ 893		\$ 893
CON	OTHER LOCAL							\$ 7,306	\$ 7,306
Total Programmed Funding:		\$ 431		\$ 564			\$ 893	\$ 7,306	\$ 9,194

TIP ID: SOL110011 **County:** Solano **System:** LOCAL RD **RTP ID:** 230699 **CTIPS ID:** 20600004832

Sponsor: Suisun City **Implementing Agency:** Suisun City

Project Name: Suisun City: Pintail Dr Resurface (2011 STP LS&R)

Description: In Suisun City: On various segments of Pintail Drive from Sunset Avenue to Walters Road; resurfacing roadway.

Air Quality Exempt Code: 1.10 - Pavement resurfacing and/or rehabilitation

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	OTHER LOCAL		\$ 15						\$ 15
CON	OTHER LOCAL		\$ 42						\$ 42
CON	STP		\$ 437						\$ 437
Total Programmed Funding:			\$ 494						\$ 494



Solano County

(all dollars are in thousands)

Local Road Projects

TIP ID: SOL050057 **County:** Solano **System:** LOCAL RD **RTP ID:** 94151 **CTIPS ID:** 20600003942

Sponsor: Vacaville **Implementing Agency:** Vacaville

Project Name: Jepson Parkway Gateway Enhancements

Description: In Vacaville: Art sculptures at Gateway of Jepson Parkway at I-80 & Leisure Town Road.

Air Quality Exempt Code: 4.09 - Plantings, landscaping, etc.

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	RIP-TE	\$ 120							\$ 120
CON	RIP-TE		\$ 230						\$ 230
Total Programmed Funding:		\$ 120	\$ 230						\$ 350

TIP ID: SOL090002 **County:** Solano **System:** LOCAL RD **RTP ID:** 230708 **CTIPS ID:** 20600004298

Sponsor: Vacaville **Implementing Agency:** Vacaville

Project Name: Davis Street Widening

Description: In Vacaville: Widen west side of Davis Street from Hickory Lane south to Bella Vista Road to provide two lanes in each direction.

Air Quality Exempt Code: Non-Exempt Project

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	OTHER LOCAL		\$ 30						\$ 30
ROW	OTHER LOCAL			\$ 100					\$ 100
CON	OTHER LOCAL						\$ 1,300		\$ 1,300
Total Programmed Funding:			\$ 30	\$ 100			\$ 1,300		\$ 1,430

TIP ID: SOL110016 **County:** Solano **System:** LOCAL RD **RTP ID:** 230699 **CTIPS ID:** 20600004833

Sponsor: Vacaville **Implementing Agency:** Vacaville

Project Name: Vacaville: Various Streets Overlay (C1 STP LS&R)

Description: AC overlay of various roadways within the City of Vacaville; Streets include Nut Tree Rd, Elmira Rd, California Dr, Ulatis Dr, Yellowstone Dr, Vaca Valley Pkwy, Gibson Canyon Rd, E. Monte Vista Ave, Marshall Rd, Davis St, Peabody Rd, and Depot St.

Air Quality Exempt Code: 1.10 - Pavement resurfacing and/or rehabilitation

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	OTHER LOCAL		\$ 120						\$ 120
CON	OTHER LOCAL			\$ 172					\$ 172
CON	STP			\$ 1,324					\$ 1,324
Total Programmed Funding:			\$ 120	\$ 1,496					\$ 1,616



Solano County

(all dollars are in thousands)

Local Road Projects

TIP ID: SOL050048 **County:** Solano **System:** LOCAL RD **RTP ID:** 98212 **CTIPS ID:** 20600003933

Sponsor: Vallejo **Implementing Agency:** Vallejo

Project Name: Vallejo: Downtown Streetscape

Description: Vallejo: Pedestrian enhancements including traffic calming, restriping, diagonal on-street parking, improved signs, decorative lighting, brick pavers, street furniture, art

Air Quality Exempt Code: 4.12 - Transportation enhancement activities (except rehab/operation of historic transportation buildings, structures, or facilities)

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	RIP-TE	\$ 664							\$ 664
PSE	OTHER LOCAL								\$ 0
CON	CMAQ	\$ 580	\$ 1,277						\$ 1,857
CON	OTHER LOCAL	\$ 319							\$ 319
CON	RIP-TE								\$ 0
CON	ST-STP	\$ 538							\$ 538
CON	STP	\$ 1,670							\$ 1,670
Total Programmed Funding:		\$ 3,771	\$ 1,277						\$ 5,048

TIP ID: SOL110014 **County:** Solano **System:** LOCAL RD **RTP ID:** 230699 **CTIPS ID:** 20600004834

Sponsor: Vallejo **Implementing Agency:** Vallejo

Project Name: Vallejo: Various Streets Overlay (2011 STP LS&R)

Description: In Vallejo: 2011 Citywide Street Overlay. Pavement rehabilitation, ADA curb ramps, detector loops.

Air Quality Exempt Code: 1.10 - Pavement resurfacing and/or rehabilitation

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	OTHER LOCAL		\$ 50						\$ 50
CON	OTHER LOCAL			\$ 207					\$ 207
CON	STP			\$ 1,595					\$ 1,595
Total Programmed Funding:			\$ 50	\$ 1,802					\$ 1,852



Roadway Projects

Solano County

(all dollars are in thousands)

Bike/Ped Projects

TIP ID: SOL090004 **County:** Solano **System:** LOCAL RD **RTP ID:** 22247 **CTIPS ID:** 20600004430

Sponsor: Fairfield **Implementing Agency:** Fairfield

Project Name: McGary Road Safety Improvements

Description: In Fairfield: McGary Road is a frontage road that parallels I-80 and links the cities of Vallejo and Fairfield in Solano County. Reconstruct the failed portion of the frontage road and open road for public use.

Air Quality Exempt Code: 3.02 - Bicycle and pedestrian facilities

Route: 80		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	OTHER LOCAL	\$ 100							\$ 100
CON	EARMARK	\$ 500							\$ 500
CON	OTHER LOCAL	\$ 800							\$ 800
CON	STP	\$ 1,000							\$ 1,000
CON	TEA	\$ 500							\$ 500
Total Programmed Funding:		\$ 2,900							\$ 2,900

TIP ID: SOL110013 **County:** Solano **System:** LOCAL RD **RTP ID:** 22247 **CTIPS ID:** 20600004830

Sponsor: Fairfield **Implementing Agency:** Fairfield

Project Name: Linear Park Alternate Route: Nightingale Drive

Description: In Fairfield: On Nightingale Drive between Dover Avenue and Air Base Parkway; install Class III bikeway facility.

Air Quality Exempt Code: 3.02 - Bicycle and pedestrian facilities

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	OTHER LOCAL		\$ 30						\$ 30
CON	CMAQ		\$ 221						\$ 221
CON	OTHER LOCAL		\$ 29						\$ 29
Total Programmed Funding:			\$ 280						\$ 280

TIP ID: SOL070012 **County:** Solano **System:** LOCAL RD **RTP ID:** 22247 **CTIPS ID:** 20600003959

Sponsor: Solano County **Implementing Agency:** Solano County

Project Name: Cordelia Hills Sky Valley

Description: Cordelia Hill: Transportation enhancements including upgrade of pedestrian and bicycle corridors including open space acquisition along Cordelia Hill Sky Valley and McGary Road.

Air Quality Exempt Code: 3.02 - Bicycle and pedestrian facilities

Route: 80		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	EARMARK	\$ 140							\$ 140
PE	OTHER LOCAL	\$ 35							\$ 35
ROW	EARMARK			\$ 1,980					\$ 1,980
ROW	OTHER LOCAL			\$ 495					\$ 495
CON	EARMARK				\$ 40				\$ 40
CON	OTHER LOCAL				\$ 10				\$ 10
CON	RIP-TE								\$ 0
Total Programmed Funding:		\$ 175		\$ 2,475	\$ 50				\$ 2,700



Solano County

(all dollars are in thousands)

Bike/Ped Projects

TIP ID: SOL090035 **County:** Solano **System:** LOCAL RD **RTP ID:** 22247 **CTIPS ID:** 20600004785

Sponsor: Solano County

Implementing Agency: Solano County

Project Name: Vacaville-Dixon Bicycle Route (Phase 5)

Description: Vacaville and Dixon; On both sides of Hawkins Road from Leisure Town Road (western terminus) to Pitt School Road (eastern terminus); Class 2 bicycle lanes.

Air Quality Exempt Code: 3.02 - Bicycle and pedestrian facilities

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	CMAQ		\$ 250						\$ 250
PE	TDA		\$ 112						\$ 112
Total Programmed Funding:			\$ 362						\$ 362

TIP ID: SOL110012 **County:** Solano **System:** LOCAL RD **RTP ID:** 22247 **CTIPS ID:** 20600004835

Sponsor: Suisun City

Implementing Agency: Suisun City

Project Name: Grizzly Island Trail - Phase 1

Description: In Suisun City: On State Route (SR) 12 between Grizzly Island Road and Marina Boulevard; Design and construct a Class I Path, then south along Marina Boulevard to Driftwood Drive.

Air Quality Exempt Code: 3.02 - Bicycle and pedestrian facilities

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	OTHER LOCAL		\$ 50						\$ 50
PE	OTHER STATE		\$ 250						\$ 250
CON	CMAQ			\$ 1,114					\$ 1,114
CON	OTHER LOCAL			\$ 177					\$ 177
CON	OTHER STATE		\$ 650						\$ 650
Total Programmed Funding:			\$ 950	\$ 1,291					\$ 2,241

TIP ID: SOL070026 **County:** Solano **System:** LOCAL RD **RTP ID:** 22247 **CTIPS ID:** 20600004186

Sponsor: Vacaville

Implementing Agency: Vacaville

Project Name: Ulatis Creek Bike Path - Ulatis to Leisure Town

Description: In Vacaville: Ulatis Creek Bike Path from Ulatis Drive to Leisure Town Road; Construct Class I bike path.

Air Quality Exempt Code: 3.02 - Bicycle and pedestrian facilities

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	CMAQ	\$ 37							\$ 37
PE	OTHER LOCAL	\$ 29							\$ 29
PE	TDA	\$ 90							\$ 90
CON	CMAQ		\$ 810						\$ 810
CON	OTHER LOCAL		\$ 105						\$ 105
Total Programmed Funding:			\$ 156	\$ 915					\$ 1,071



Solano County

(all dollars are in thousands)

Bike/Ped Projects

TIP ID: SOL070029 **County:** Solano **System:** LOCAL RD **RTP ID:** 22247 **CTIPS ID:** 20600004189

Sponsor: Vacaville

Implementing Agency: Vacaville

Project Name: Ulatis Creek Bike Path - Allison to I-80

Description: Vacaville: Ulatis Creek Bike Path from Allison Drive to I-80; Construct Class 1 bike path.

Air Quality Exempt Code: 3.02 - Bicycle and pedestrian facilities

Phase	Fund Source	Post Mile From:	Post Mile To:	Toll Credits:							
				Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	CMAQ			\$ 169							\$ 169
PE	OTHER LOCAL			\$ 22							\$ 22
PE	RTP-LRP								\$ 170		\$ 170
PSE	OTHER LOCAL										\$ 0
ROW	OTHER LOCAL										\$ 0
ROW	RTP-LRP								\$ 200		\$ 200
CON	OTHER LOCAL										\$ 0
CON	RTP-LRP									\$ 850	\$ 850
Total Programmed Funding:				\$ 191					\$ 370	\$ 850	\$ 1,411





Transit Projects

Vacaville

(all dollars are in thousands)

TIP ID: SOL010007 **County:** Solano **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 20600002030

Sponsor: Vacaville **Implementing Agency:** Vacaville

Project Name: Vacaville Transit: Operating Assistance

Description: Vacaville: Operating Assistance

Air Quality Exempt Code: 2.01 - Operating assistance to transit agencies

Route: 80		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 4,260	\$ 973						\$ 5,233
CON	OTHER LOCAL	\$ 1,568	\$ 243						\$ 1,811
CON	TDA	\$ 1,849							\$ 1,849
Total Programmed Funding:		\$ 7,677	\$ 1,216						\$ 8,893

TIP ID: SOL010035 **County:** Solano **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 20600002240

Sponsor: Vacaville **Implementing Agency:** Vacaville

Project Name: Vallejo Transit: AVL/Annunciator Technology

Description: Vacaville: Install transit vehicles with current AVL/Annunciator Technology (passenger information system).

Air Quality Exempt Code: 4.11 - Directional and informational signs

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 967							\$ 967
CON	OTHER LOCAL	\$ 122							\$ 122
CON	TDA	\$ 120							\$ 120
Total Programmed Funding:		\$ 1,209							\$ 1,209

TIP ID: SOL090026 **County:** Solano **System:** TRANSIT **RTP ID:** 21017 **CTIPS ID:** 20600004591

Sponsor: Vacaville **Implementing Agency:** Vacaville

Project Name: Vacaville: Replace 5 Medium-Duty CNG Buses

Description: Vacaville: Replace five Medium-Duty Bluebird CNG, 30 foot buses at the end of their 10-year FTA Medium-Duty lifecycle.

Air Quality Exempt Code: 2.10 - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 1,816							\$ 1,816
CON	TDA	\$ 454							\$ 454
Total Programmed Funding:		\$ 2,270							\$ 2,270

TIP ID: SOL110009 **County:** Solano **System:** TRANSIT **RTP ID:** 230635 **CTIPS ID:** 20600004831

Sponsor: Vacaville **Implementing Agency:** Vacaville

Project Name: Vacaville Intermodal Station - Phase 2

Description: In Vacaville: Construction of a three to four story, approximately 400 space, parking garage.

Air Quality Exempt Code: Non-Exempt Project

Route: 80		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	5309	\$ 975							\$ 975
PE	CMAQ			\$ 975					\$ 975
PE	OTHER LOCAL		\$ 127						\$ 127
CON	OTHER LOCAL			\$ 127					\$ 127
CON	RTP-LRP						\$ 8,072		\$ 8,072
Total Programmed Funding:		\$ 975	\$ 127	\$ 1,102			\$ 8,072		\$ 10,276



Transit Projects

Vacaville

(all dollars are in thousands)

TIP ID: SOL950024 **County:** Solano **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 2060000085

Sponsor: Vacaville **Implementing Agency:** Vacaville

Project Name: Vacaville: Bus maintenance facility upgrades

Description: Vacaville: Bus maintenance & facility upgrades.

Air Quality Exempt Code: 2.08 - Reconstruction or renovation of transit buildings and structures

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 1,136							\$ 1,136
CON	OTHER LOCAL	\$ 263							\$ 263
CON	TDA	\$ 300							\$ 300
Total Programmed Funding:		\$ 1,699							\$ 1,699

TIP ID: SOL97AM70 **County:** Solano **System:** TRANSIT **RTP ID:** 21017 **CTIPS ID:** 20600000567

Sponsor: Vacaville **Implementing Agency:** Vacaville

Project Name: Vacaville: Purchase bus shelters

Description: Vacaville: Purchase bus shelters

Air Quality Exempt Code: 2.07 - Construction of small passenger shelters and information kiosks

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 313	\$ 400						\$ 713
CON	OTHER LOCAL	\$ 69	\$ 100						\$ 169
Total Programmed Funding:		\$ 382	\$ 500						\$ 882

TIP ID: SOL991099 **County:** Solano **System:** TRANSIT **RTP ID:** 21017 **CTIPS ID:** 20600001771

Sponsor: Vacaville **Implementing Agency:** Vacaville

Project Name: Purchase Transit Equipment - Fareboxes and Tools

Description: Vacaville: Operating assistance to insure all equipment, including electronic fare boxes, and tools are maintained in a safe & efficient manner. Equipment includes, wrenches, power tools, and all mechanic tools.

Air Quality Exempt Code: 2.04 - Purchase of office, shop, and operating equipment for existing facilities

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PSE	5307	\$ 72							\$ 72
PSE	OTHER LOCAL	\$ 68							\$ 68
CON	5307	\$ 134							\$ 134
CON	OTHER LOCAL	\$ 34							\$ 34
CON	ST-STP	\$ 115							\$ 115
Total Programmed Funding:		\$ 423							\$ 423





Vallejo Transit

Transit Projects

Vallejo

(all dollars are in thousands)

TIP ID: REG090048 **County:** Regional **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 20600004474

Sponsor: Vallejo

Implementing Agency: Vallejo

Project Name: Vallejo Transit: Replace Supervisor Vehicles

Description: Vallejo Transit: Replace supervisor vehicles with similar vehicles.

Air Quality Exempt Code: 2.02 - Purchase of support vehicles

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 65							\$ 65
CON	OTHER LOCAL	\$ 16							\$ 16
Total Programmed Funding:		\$ 81							\$ 81

TIP ID: REG090049 **County:** Regional **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 20600004475

Sponsor: Vallejo

Implementing Agency: Vallejo

Project Name: Vallejo Transit: Replace Maintenance Vehicles

Description: Vallejo Transit: Replace maintenance vehicles.

Air Quality Exempt Code: 2.02 - Purchase of support vehicles

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 151							\$ 151
CON	OTHER LOCAL	\$ 38							\$ 38
Total Programmed Funding:		\$ 189							\$ 189

TIP ID: SOL010033 **County:** Solano **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 20600002227

Sponsor: Vallejo

Implementing Agency: Vallejo

Project Name: Vallejo Transit: 54 Catalyst Devices Acquisitions

Description: Vallejo: Acquire and install 27 bus catalyst devices .

Air Quality Exempt Code: 2.03 - Rehabilitation of transit vehicles

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 1,188							\$ 1,188
CON	BT	\$ 326							\$ 326
CON	CMAQ	\$ 219							\$ 219
CON	OTHER LOCAL	\$ 135							\$ 135
Total Programmed Funding:		\$ 1,868							\$ 1,868

TIP ID: SOL030019 **County:** Solano **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 20600002654

Sponsor: Vallejo

Implementing Agency: Vallejo

Project Name: Vallejo Transit: Preventive Maintenance

Description: Vallejo: Preventative maintenance of agency fleet of buses and ferries.

Air Quality Exempt Code: 2.03 - Rehabilitation of transit vehicles

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 8,449							\$ 8,449
CON	BT	\$ 376							\$ 376
CON	OTHER LOCAL	\$ 2,204							\$ 2,204
Total Programmed Funding:		\$ 11,029							\$ 11,029



Transit Projects

Vallejo

(all dollars are in thousands)

TIP ID: SOL030021 **County:** Solano **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 20600002874

Sponsor: Vallejo **Implementing Agency:** Vallejo

Project Name: Vallejo Transit: Ferry Fueling Facility

Description: Vallejo: Construct new fueling facility for ferries at current ferry terminal.

Air Quality Exempt Code: 2.08 - Reconstruction or renovation of transit buildings and structures

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5309	\$ 2,000							\$ 2,000
CON	BT	\$ 500							\$ 500
Total Programmed Funding:		\$ 2,500							\$ 2,500

TIP ID: SOL030023 **County:** Solano **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 20600002876

Sponsor: Vallejo **Implementing Agency:** Vallejo

Project Name: Vallejo Transit: Ferry Fixed Guideway Connectors

Description: Vallejo: Replace floats, gangways, and docks at the Vallejo Ferry Terminal and Maintenance Facility.

Air Quality Exempt Code: 2.08 - Reconstruction or renovation of transit buildings and structures

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 1,040							\$ 1,040
CON	5309	\$ 339							\$ 339
CON	BT	\$ 85							\$ 85
CON	OTHER LOCAL	\$ 260							\$ 260
Total Programmed Funding:		\$ 1,724							\$ 1,724

TIP ID: SOL050012 **County:** Solano **System:** TRANSIT **RTP ID:** 22794 **CTIPS ID:** 20600003351

Sponsor: Vallejo **Implementing Agency:** Vallejo

Project Name: Vallejo Curtola Transit Center

Description: In Vallejo: Vallejo Curtola Transit Center; Construct intermodal facilities for express bus service.

Air Quality Exempt Code: 5.06 - Bus terminals and transfer points

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
ENV	BT	\$ 705							\$ 705
PSE	BT								\$ 0
CON	BT			\$ 11,295					\$ 11,295
Total Programmed Funding:		\$ 705		\$ 11,295					\$ 12,000

TIP ID: SOL050023 **County:** Solano **System:** TRANSIT **RTP ID:** 22629 **CTIPS ID:** 20600003500

Sponsor: Vallejo **Implementing Agency:** Vallejo

Project Name: Vallejo Station - Pedestrian Links

Description: In Vallejo: York St.; Provide improvements around new transit center, including landscape enhancements, planting, lighting and site furnishing (TLC Project).

Air Quality Exempt Code: 1.10 - Pavement resurfacing and/or rehabilitation

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	CMAQ	\$ 2,071							\$ 2,071
CON	OTHER LOCAL	\$ 269							\$ 269
Total Programmed Funding:		\$ 2,340							\$ 2,340



Transit Projects

Vallejo

(all dollars are in thousands)

TIP ID: SOL050038 **County:** Solano **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 20600003633

Sponsor: Vallejo **Implementing Agency:** Vallejo

Project Name: Vallejo Transit: Replace 5 1983 40' RTS buses

Description: Vallejo Transit: Replace (5) 40" RTS buses with similar vehicles new buses will include fareboxes, radios and CARB filters.

Air Quality Exempt Code: 2.10 - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 1,705							\$ 1,705
CON	BT	\$ 234							\$ 234
CON	OTHER LOCAL	\$ 427							\$ 427
Total Programmed Funding:		\$ 2,366							\$ 2,366

TIP ID: SOL050039 **County:** Solano **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 20600003634

Sponsor: Vallejo **Implementing Agency:** Vallejo

Project Name: Vallejo Transit: Replace 10 Paratransit Vans

Description: Vallejo Transit: Replace 14 paratransit vans with similar vehicles.

Air Quality Exempt Code: 2.10 - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 839							\$ 839
CON	BT	\$ 121							\$ 121
CON	OTHER LOCAL	\$ 210							\$ 210
Total Programmed Funding:		\$ 1,170							\$ 1,170

TIP ID: SOL050040 **County:** Solano **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 20600003635

Sponsor: Vallejo **Implementing Agency:** Vallejo

Project Name: Vallejo Transit: Replace Buses

Description: Vallejo Transit: Replace 13 40-foot 1995 Gilligs buses including fareboxes and radios with similar buses with similar buses.

Air Quality Exempt Code: 2.10 - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 8,251							\$ 8,251
CON	5309	\$ 760							\$ 760
CON	BT	\$ 333							\$ 333
CON	OTHER LOCAL	\$ 2,253							\$ 2,253
Total Programmed Funding:		\$ 11,597							\$ 11,597

TIP ID: SOL050047 **County:** Solano **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 20600003932

Sponsor: Vallejo **Implementing Agency:** Vallejo

Project Name: Replacement - Rolling Stock Diesel Electric

Description: Vallejo: Replace two (2) 1987 40' MCI buses with similar vehicles, including filters required as mitigation by CARB.

Air Quality Exempt Code: 2.08 - Reconstruction or renovation of transit buildings and structures

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 1,023							\$ 1,023
CON	OTHER LOCAL	\$ 256							\$ 256
Total Programmed Funding:		\$ 1,279							\$ 1,279



Transit Projects

Vallejo

(all dollars are in thousands)

TIP ID: SOL050050 **County:** Solano **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 20600003935

Sponsor: Vallejo **Implementing Agency:** Vallejo

Project Name: Vallejo Transit: Bus Shelters

Description: Vallejo: Project and install bus shelters throughout agency service area.

Air Quality Exempt Code: 2.07 - Construction of small passenger shelters and information kiosks

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 100							\$ 100
CON	OTHER LOCAL	\$ 25							\$ 25
Total Programmed Funding:		\$ 125							\$ 125

TIP ID: SOL070025 **County:** Solano **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 20600004185

Sponsor: Vallejo **Implementing Agency:** Vallejo

Project Name: Ferry Terminal Maintenance Dredging

Description: Vallejo: Vallejo Ferry Terminal; Perform Maintenance dredging to re-establish design depth contours.

Air Quality Exempt Code: 2.08 - Reconstruction or renovation of transit buildings and structures

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 720							\$ 720
CON	OTHER LOCAL	\$ 180							\$ 180
Total Programmed Funding:		\$ 900							\$ 900

TIP ID: SOL070040 **County:** Solano **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 20600004200

Sponsor: Vallejo **Implementing Agency:** Vallejo

Project Name: Office Equipment

Description: Office Equipment

Air Quality Exempt Code: 2.04 - Purchase of office, shop, and operating equipment for existing facilities

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 134							\$ 134
CON	OTHER LOCAL	\$ 34							\$ 34
Total Programmed Funding:		\$ 168							\$ 168

TIP ID: SOL070041 **County:** Solano **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 20600004201

Sponsor: Vallejo **Implementing Agency:** Vallejo

Project Name: Service Vehicles

Description: Service Vehicles

Air Quality Exempt Code: 2.02 - Purchase of support vehicles

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 48							\$ 48
CON	OTHER LOCAL	\$ 12							\$ 12
Total Programmed Funding:		\$ 60							\$ 60



Transit Projects

Vallejo

(all dollars are in thousands)

TIP ID: SOL070042 **County:** Solano **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 20600004202

Sponsor: Vallejo

Implementing Agency: Vallejo

Project Name: Fixed/Heavy Equipment

Description: Fixed/Heavy Equipment

Air Quality Exempt Code: 2.08 - Reconstruction or renovation of transit buildings and structures

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 314							\$ 314
CON	OTHER LOCAL	\$ 78							\$ 78
Total Programmed Funding:		\$ 392							\$ 392

TIP ID: SOL070043 **County:** Solano **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 20600004203

Sponsor: Vallejo

Implementing Agency: Vallejo

Project Name: Maintenance/Operating Facilities

Description: Maintenance/Operating Facility

Air Quality Exempt Code: 2.08 - Reconstruction or renovation of transit buildings and structures

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 546							\$ 546
CON	OTHER LOCAL	\$ 137							\$ 137
Total Programmed Funding:		\$ 683							\$ 683

TIP ID: SOL070044 **County:** Solano **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 20600004204

Sponsor: Vallejo

Implementing Agency: Vallejo

Project Name: Revenue Vehicle Rehabilitation

Description: Revenue Vehicle Rehabilitation

Air Quality Exempt Code: 2.03 - Rehabilitation of transit vehicles

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 328							\$ 328
CON	OTHER LOCAL	\$ 82							\$ 82
Total Programmed Funding:		\$ 410							\$ 410

TIP ID: SOL090011 **County:** Solano **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 20600004505

Sponsor: Vallejo

Implementing Agency: Vallejo

Project Name: Vallejo: Ferry Mid-Life Rehab

Description: Vallejo Ferry: Mid-life repower

Air Quality Exempt Code: 2.03 - Rehabilitation of transit vehicles

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 11,264							\$ 11,264
CON	OTHER LOCAL	\$ 2,816							\$ 2,816
Total Programmed Funding:		\$ 14,080							\$ 14,080



Transit Projects

Vallejo

(all dollars are in thousands)

TIP ID: SOL090028 **County:** Solano **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 20600004792
Sponsor: Vallejo **Implementing Agency:** Vallejo

Project Name: Vallejo Transit: Communication Upgrades

Description: Vallejo Transit: Upgrade communication devices, such as AVL, GPS and other.

Air Quality Exempt Code: 2.05 - Purchase of operating equipment for vehicles

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307		\$ 1,728						\$ 1,728
CON	OTHER LOCAL		\$ 432						\$ 432
Total Programmed Funding:			\$ 2,160						\$ 2,160

TIP ID: SOL090029 **County:** Solano **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 20600004786
Sponsor: Vallejo **Implementing Agency:** Vallejo

Project Name: Vallejo Transit: Bus Radio Replacement

Description: Vallejo Transit: Bus Radio Equipment Replacement

Air Quality Exempt Code: 2.05 - Purchase of operating equipment for vehicles

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307		\$ 94						\$ 94
CON	OTHER LOCAL		\$ 24						\$ 24
Total Programmed Funding:			\$ 118						\$ 118

TIP ID: SOL090030 **County:** Solano **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 20600004787
Sponsor: Vallejo **Implementing Agency:** Vallejo

Project Name: Vallejo Transit: Vault Receiver Replacement

Description: Vallejo Transit: Replace Vault Receiver

Air Quality Exempt Code: 2.05 - Purchase of operating equipment for vehicles

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307		\$ 88						\$ 88
CON	OTHER LOCAL		\$ 22						\$ 22
Total Programmed Funding:			\$ 110						\$ 110

TIP ID: SOL090031 **County:** Solano **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 20600004789
Sponsor: Vallejo **Implementing Agency:** Vallejo

Project Name: Vallejo Transit: Replace Bill Counter

Description: Vallejo Transit: Replace Bill Counter equipment

Air Quality Exempt Code: 2.04 - Purchase of office, shop, and operating equipment for existing facilities

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307		\$ 8						\$ 8
CON	OTHER LOCAL		\$ 2						\$ 2
Total Programmed Funding:			\$ 10						\$ 10



Transit Projects

Vallejo

(all dollars are in thousands)

TIP ID: SOL090032 **County:** Solano **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 20600004793

Sponsor: Vallejo **Implementing Agency:** Vallejo

Project Name: Vallejo Transit: Public Address System Upgrade

Description: Vallejo Transit: Upgrade Bus Public Address System

Air Quality Exempt Code: 2.04 - Purchase of office, shop, and operating equipment for existing facilities

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307		\$ 28						\$ 28
CON	OTHER LOCAL		\$ 7						\$ 7
Total Programmed Funding:			\$ 35						\$ 35

TIP ID: SOL090033 **County:** Solano **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 20600004776

Sponsor: Vallejo **Implementing Agency:** Vallejo

Project Name: Vallejo: Bus Maintenance Facility Renovation

Description: Vallejo Transit: Bus Maintenance Facility Renovation

Air Quality Exempt Code: 2.08 - Reconstruction or renovation of transit buildings and structures

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307		\$ 800						\$ 800
CON	OTHER LOCAL		\$ 200						\$ 200
Total Programmed Funding:			\$ 1,000						\$ 1,000

TIP ID: SOL090034 **County:** Solano **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 20600004788

Sponsor: Vallejo **Implementing Agency:** Vallejo

Project Name: Bus Replacement/Expansion (Alternative Fuel)

Description: Vallejo Transit: Replace (1) 45" MCI buses as it reaches its useful life with similar buses.

Air Quality Exempt Code: 2.10 - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5309		\$ 500						\$ 500
CON	OTHER LOCAL		\$ 125						\$ 125
Total Programmed Funding:			\$ 625						\$ 625



Transit Projects

Vallejo

(all dollars are in thousands)

TIP ID: SOL950035 **County:** Solano **System:** TRANSIT **RTP ID:** 22629 **CTIPS ID:** 1060000733

Sponsor: Vallejo **Implementing Agency:** Vallejo

Project Name: Vallejo Ferry Terminal (Intermodal Station)

Description: Vallejo: Baylink Ferry Terminal; Construct new intermodal facility, including additional parking, upgrade of bus transfer facilities, and improvement to pedestrian access.

Air Quality Exempt Code: Non-Exempt Project

Phase	Fund Source	Post Mile From: Prior Years	Post Mile To:				Toll Credits:		
			FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	1064	\$ 2,000							\$ 2,000
PE	BT	\$ 2,350							\$ 2,350
PE	OTHER LOCAL	\$ 250							\$ 250
PE	RIP	\$ 1,400							\$ 1,400
ROW	BT	\$ 4,001							\$ 4,001
ROW	OTHER LOCAL	\$ 5,000							\$ 5,000
CON	1064	\$ 994							\$ 994
CON	5307	\$ 6,480							\$ 6,480
CON	5309	\$ 10,056							\$ 10,056
CON	BT	\$ 984	\$ 13,000	\$ 8,649					\$ 22,633
CON	EARMARK	\$ 1,250							\$ 1,250
CON	OTHER LOCAL	\$ 9,014							\$ 9,014
CON	P116	\$ 133							\$ 133
CON	RIP	\$ 13,128							\$ 13,128
CON	ST-STP	\$ 439							\$ 439
Total Programmed Funding:		\$ 57,480	\$ 13,000	\$ 8,649					\$ 79,130

TIP ID: SOL990040 **County:** Solano **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 20600001658

Sponsor: Vallejo **Implementing Agency:** Vallejo

Project Name: Vallejo Transit: ADA Paratransit Operating Subsidy

Description: Vallejo Transit: ADA Paratransit Operating Subsidy.

Air Quality Exempt Code: 2.01 - Operating assistance to transit agencies

Phase	Fund Source	Post Mile From: Prior Years	Post Mile To:				Toll Credits:		
			FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 6,512	\$ 645						\$ 7,157
CON	OTHER LOCAL	\$ 1,632	\$ 161						\$ 1,793
Total Programmed Funding:		\$ 8,144	\$ 806						\$ 8,950

TIP ID: SOL991032 **County:** Solano **System:** TRANSIT **RTP ID:** 22629 **CTIPS ID:** 1060000734

Sponsor: Vallejo **Implementing Agency:** Vallejo

Project Name: Vallejo Ferry Maintenance Facility

Description: Vallejo: Mare Island Naval Shipyard at Building 165; Construct new maintenance facility for Vallejo Baylink ferry service.

Air Quality Exempt Code: 2.11 - Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771

Phase	Fund Source	Post Mile From: Prior Years	Post Mile To:				Toll Credits:		
			FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
ENV	RIP	\$ 75							\$ 75
CON	1064	\$ 856							\$ 856
CON	5309	\$ 674							\$ 674
CON	OTHER LOCAL	\$ 720							\$ 720
CON	P116	\$ 496							\$ 496
CON	RIP	\$ 425	\$ 4,300						\$ 4,725
CON	STP	\$ 248							\$ 248
Total Programmed Funding:		\$ 3,495	\$ 4,300						\$ 7,795



Transit Projects

Vallejo

(all dollars are in thousands)

TIP ID: SOL991055 **County:** Solano **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 20600001728

Sponsor: Vallejo

Implementing Agency: Vallejo

Project Name: Vallejo: Bus Maintenance Facility Rehab

Description: Vallejo: Rehab Bus maintenance Facility, including: Staging area, building roof, HVAC, electrical, reconfigure/rehab dispatch and driver area, improve maintenance area, pit & equipment.

Air Quality Exempt Code: 2.08 - Reconstruction or renovation of transit buildings and structures

Phase	Fund Source	Post Mile From:	Post Mile To:	Toll Credits:							
				Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PSE	BT										\$ 7
PSE	STP										\$ 100
CON	5307										\$ 811
CON	BT										\$ 227
CON	OTHER LOCAL										\$ 364
CON	STP										\$ 453
CON	TDA										\$ 62
Total Programmed Funding:											\$ 2,025



Various Transit Agencies

(all dollars are in thousands)

TIP ID: MTC990015 **County:** Regional **System:** TRANSIT **RTP ID:** 230550 **CTIPS ID:** 20600001211

Sponsor: Bay Area Air Quality Management District **Implementing Agency:** Bay Area Air Quality Management

Project Name: Spare the Air Program

Description: San Francisco Bay Area: Spare the Air Campaign: Inform/educate the public about ozone problems, notify when Spare the Air days are called & encourage use of transit, ridesharing etc.

Air Quality Exempt Code: 4.12 - Transportation enhancement activities (except rehab/operation of historic transportation buildings, structures, or facilities)

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	CMAQ	\$ 3,000	\$ 900						\$ 3,900
PE	OTHER LOCAL	\$ 376	\$ 117						\$ 493
CON	CARB	\$ 2,110							\$ 2,110
CON	CMAQ	\$ 8,330							\$ 8,330
CON	OTHER LOCAL	\$ 940							\$ 940
CON	PVT	\$ 225							\$ 225
Total Programmed Funding:		\$ 14,981	\$ 1,017						\$ 15,998

TIP ID: SOL010031 **County:** Solano **System:** TRANSIT **RTP ID:** 22243 **CTIPS ID:** 20600002215

Sponsor: Benicia **Implementing Agency:** Benicia

Project Name: Military/Southampton & Military/First Intermodal

Description: Benicia: On Military West and Southampton Avenue and on Military and First Street; construct intermodal facilities (Construct parking lot and transit transfer area).

Air Quality Exempt Code: 5.06 - Bus terminals and transfer points

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
ENV	BT	\$ 92							\$ 92
ENV	RIP								\$ 0
PE	BT		\$ 224						\$ 224
ROW	BT		\$ 170						\$ 170
ROW	OTHER LOCAL								\$ 0
CON	BT					\$ 2,514			\$ 2,514
Total Programmed Funding:		\$ 92	\$ 394			\$ 2,514			\$ 3,000

TIP ID: SOL050035 **County:** Solano **System:** TRANSIT **RTP ID:** 21017 **CTIPS ID:** 20600003630

Sponsor: Benicia **Implementing Agency:** Benicia

Project Name: Van Replacement: Purchase (2) Cut-Aways

Description: Benicia Transit: Replace 2 mini cut-aways.

Air Quality Exempt Code: 2.10 - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 134							\$ 134
CON	OTHER LOCAL	\$ 34							\$ 34
Total Programmed Funding:		\$ 168							\$ 168



Transit Projects
Various Transit Agencies

(all dollars are in thousands)

TIP ID: SOL070030 **County:** Solano **System:** TRANSIT **RTP ID:** 21017 **CTIPS ID:** 20600004190

Sponsor: Benicia **Implementing Agency:** Benicia

Project Name: Replacement of One Cutaway Vehicle

Description: replacement of one cutaway vehicle

Air Quality Exempt Code: 2.10 - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 59							\$ 59
CON	OTHER LOCAL	\$ 15							\$ 15
Total Programmed Funding:		\$ 73							\$ 73

TIP ID: SOL070031 **County:** Solano **System:** TRANSIT **RTP ID:** 21017 **CTIPS ID:** 20600004191

Sponsor: Benicia **Implementing Agency:** Benicia

Project Name: Replacement of Two Minivans

Description: Replacement of two minivans

Air Quality Exempt Code: 2.03 - Rehabilitation of transit vehicles

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 80							\$ 80
CON	OTHER LOCAL	\$ 20							\$ 20
Total Programmed Funding:		\$ 100							\$ 100

TIP ID: SOL070032 **County:** Solano **System:** TRANSIT **RTP ID:** 21017 **CTIPS ID:** 20600004192

Sponsor: Benicia **Implementing Agency:** Benicia

Project Name: Preventive Maintenance

Description: Preventive maintenance

Air Quality Exempt Code: 2.03 - Rehabilitation of transit vehicles

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 21							\$ 21
CON	OTHER LOCAL	\$ 5							\$ 5
Total Programmed Funding:		\$ 26							\$ 26

TIP ID: SOL070033 **County:** Solano **System:** TRANSIT **RTP ID:** 21017 **CTIPS ID:** 20600004193

Sponsor: Benicia **Implementing Agency:** Benicia

Project Name: Shop Equipment

Description: Shop equipment

Air Quality Exempt Code: 2.04 - Purchase of office, shop, and operating equipment for existing facilities

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 80							\$ 80
CON	OTHER LOCAL	\$ 20							\$ 20
Total Programmed Funding:		\$ 100							\$ 100



Transit Projects
Various Transit Agencies

(all dollars are in thousands)

TIP ID: SOL070034 **County:** Solano **System:** TRANSIT **RTP ID:** 21017 **CTIPS ID:** 20600004194

Sponsor: Benicia **Implementing Agency:** Benicia

Project Name: Purchase of Administrative Car

Description: Administrative car

Air Quality Exempt Code: 2.02 - Purchase of support vehicles

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 22							\$ 22
CON	OTHER LOCAL	\$ 5							\$ 5
Total Programmed Funding:		\$ 27							\$ 27

TIP ID: SOL070035 **County:** Solano **System:** TRANSIT **RTP ID:** 21017 **CTIPS ID:** 20600004195

Sponsor: Benicia **Implementing Agency:** Benicia

Project Name: Shop Truck Replacement

Description: Shop truck replacement

Air Quality Exempt Code: 2.02 - Purchase of support vehicles

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 32							\$ 32
CON	OTHER LOCAL	\$ 8							\$ 8
Total Programmed Funding:		\$ 40							\$ 40

TIP ID: SOL070036 **County:** Solano **System:** TRANSIT **RTP ID:** 21017 **CTIPS ID:** 20600004196

Sponsor: Benicia **Implementing Agency:** Benicia

Project Name: Benicia Breeze Maintenance Facility

Description: Benicia Breeze maintenance facility.

Air Quality Exempt Code: 2.04 - Purchase of office, shop, and operating equipment for existing facilities

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 440							\$ 440
CON	OTHER LOCAL	\$ 110							\$ 110
Total Programmed Funding:		\$ 550							\$ 550

TIP ID: SOL070037 **County:** Solano **System:** TRANSIT **RTP ID:** 21017 **CTIPS ID:** 20600004197

Sponsor: Benicia **Implementing Agency:** Benicia

Project Name: Security Cameras on Buses

Description: Security cameras on buses

Air Quality Exempt Code: 2.05 - Purchase of operating equipment for vehicles

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 72							\$ 72
CON	OTHER LOCAL	\$ 18							\$ 18
Total Programmed Funding:		\$ 90							\$ 90



Transit Projects
Various Transit Agencies

(all dollars are in thousands)

TIP ID: SOL070038 **County:** Solano **System:** TRANSIT **RTP ID:** 21017 **CTIPS ID:** 20600004198

Sponsor: Benicia **Implementing Agency:** Benicia

Project Name: GFI Genfare Fare Collection System

Description: GFI Genfare Fare Collection System

Air Quality Exempt Code: 2.05 - Purchase of operating equipment for vehicles

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 52							\$ 52
CON	OTHER LOCAL	\$ 13							\$ 13
Total Programmed Funding:		\$ 65							\$ 65

TIP ID: SOL070039 **County:** Solano **System:** TRANSIT **RTP ID:** 21017 **CTIPS ID:** 20600004199

Sponsor: Benicia **Implementing Agency:** Benicia

Project Name: Radio Equipment

Description: Radio Equipment

Air Quality Exempt Code: 2.05 - Purchase of operating equipment for vehicles

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 32							\$ 32
CON	OTHER LOCAL	\$ 8							\$ 8
Total Programmed Funding:		\$ 40							\$ 40

TIP ID: SOL110008 **County:** Solano **System:** TRANSIT **RTP ID:** 22243 **CTIPS ID:** 20600004828

Sponsor: Benicia **Implementing Agency:** Benicia

Project Name: Benicia Indust. Park Multi-Modal Transit Area Plan

Description: In Benicia: on Benicia Industrial Park area near railway; develop a specific plan for a new transit stop and accompanying multi-modal facilities.

Air Quality Exempt Code: 4.03 - Planning activities conducted pursuant to titles 23 and 49 U.S.C.

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	BT		\$ 125						\$ 125
Total Programmed Funding:			\$ 125						\$ 125

TIP ID: ALA050081 **County:** Alameda **System:** TRANSIT **RTP ID:** 22007 **CTIPS ID:** 20600003667

Sponsor: Berkeley **Implementing Agency:** Berkeley

Project Name: Ed Roberts Intermodal Transit Center

Description: Berkeley: At the Ashby BART station; Various pedestrian access improvements.

Air Quality Exempt Code: 5.06 - Bus terminals and transfer points

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	OTHER LOCAL	\$ 15							\$ 15
CON	OTHER LOCAL	\$ 400							\$ 400
CON	RIP	\$ 6,114							\$ 6,114
CON	RIP-TE								\$ 0
Total Programmed Funding:		\$ 6,529							\$ 6,529



Various Transit Agencies

(all dollars are in thousands)

TIP ID: ALA070016 **County:** Alameda **System:** TRANSIT **RTP ID:** 22009 **CTIPS ID:** 20600003684

Sponsor: Capitol Corridor Joint Powers Authority **Implementing Agency:** Capitol Corridor Joint Powers Authority

Project Name: Capitol Corridor Rail Improvements

Description: Between Oakland and San Jose: Rail improvements including construction of siding, extensions, additional mainline track, crossovers and signal control systems.

Air Quality Exempt Code: 2.09 - Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	IIP	\$ 1,060							\$ 1,060
CON	RIP	\$ 4,200							\$ 4,200
Total Programmed Funding:		\$ 5,260							\$ 5,260

TIP ID: CC-090004 **County:** Contra Costa **System:** TRANSIT **RTP ID:** 22402 **CTIPS ID:** 20600004224

Sponsor: Danville **Implementing Agency:** Danville

Project Name: San Ramon Valley Bus Program

Description: Operate a school bus program starting in FY 2010 in the peak hours to relieve congestion near schools in the San Ramon and Danville area

Air Quality Exempt Code: 2.10 - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	OTHER LOCAL		\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000			\$ 8,000
Total Programmed Funding:			\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000			\$ 8,000

TIP ID: SOL030001 **County:** Solano **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 20600002393

Sponsor: Dixon **Implementing Agency:** Dixon

Project Name: Dixon Multimodal Transp. Center

Description: In Dixon: West B St adjacent to UPRR tracks; design and construct passenger rail station improvements (platform/pedestrian grade separation), Park-n-Ride Lot and building already constructed.

Air Quality Exempt Code: 5.06 - Bus terminals and transfer points

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PSE	OTHER LOCAL	\$ 100							\$ 100
PSE	RIP	\$ 1,873							\$ 1,873
CON	CARB	\$ 100							\$ 100
CON	CMAQ	\$ 875							\$ 875
CON	OTHER LOCAL								\$ 0
Total Programmed Funding:		\$ 2,948							\$ 2,948

TIP ID: CC-070046 **County:** Contra Costa **System:** TRANSIT **RTP ID:** 21011 **CTIPS ID:** 20600003777

Sponsor: El Cerrito **Implementing Agency:** El Cerrito

Project Name: Del Norte Area TOD

Description: Transit Oriented Development project at the Del Norte Intermodal Station (transit connections include BART, bus, express bus, bicycle, and pedestrian).

Air Quality Exempt Code: 3.02 - Bicycle and pedestrian facilities

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
ENV	OTHER LOCAL	\$ 350							\$ 350
PSE	OTHER LOCAL		\$ 650						\$ 650
CON	OTHER LOCAL			\$ 4,875					\$ 4,875
CON	XGEN			\$ 1,000					\$ 1,000
Total Programmed Funding:		\$ 350	\$ 650	\$ 5,875					\$ 6,875



Transit Projects
Various Transit Agencies

(all dollars are in thousands)

TIP ID: ALA070015 **County:** Alameda **System:** TRANSIT **RTP ID:** 22089 **CTIPS ID:** 20600003683

Sponsor: Emeryville **Implementing Agency:** Caltrans

Project Name: Emeryville Intermodal Transfer Station: Phase 1

Description: Emeryville: At the Emeryville Amtrak intercity rail station; Construct the first phase of the intermodal transfer station. Including a parking garage, bus terminals & track improvements.

Air Quality Exempt Code: 5.06 - Bus terminals and transfer points

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	IIP			\$ 4,200					\$ 4,200
Total Programmed Funding:				\$ 4,200					\$ 4,200

TIP ID: SOL010006 **County:** Solano **System:** TRANSIT **RTP ID:** 94683 **CTIPS ID:** 20600002029

Sponsor: Fairfield **Implementing Agency:** Fairfield

Project Name: Fairfield Transit: Operating Assistance

Description: Fairfield Transit: Operating Assistance to support transit operations.

Air Quality Exempt Code: 2.01 - Operating assistance to transit agencies

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5307	\$ 19,801	\$ 2,812						\$ 22,613
CON	OTHER LOCAL	\$ 7,137	\$ 2,812						\$ 9,948
CON	TDA	\$ 2,455							\$ 2,455
Total Programmed Funding:		\$ 29,393	\$ 5,623						\$ 35,016

TIP ID: SOL030002 **County:** Solano **System:** TRANSIT **RTP ID:** 21341 **CTIPS ID:** 20600002394

Sponsor: Fairfield **Implementing Agency:** Fairfield

Project Name: Fairfield/Vacaville Intermodal Rail Station

Description: In Fairfield: Capitol Corridor; Construct train station with passenger platforms, pedestrian undercrossing, highway overcrossing, park and ride lot, bike and other station facilities.

Air Quality Exempt Code: Non-Exempt Project

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
ENV	TCI	\$ 125							\$ 125
PE	5309	\$ 1,466	\$ 492						\$ 1,958
PE	BT	\$ 615							\$ 615
PE	GFSTIP	\$ 250							\$ 250
PE	OTHER LOCAL	\$ 145							\$ 145
PSE	BT		\$ 1,000	\$ 750					\$ 1,750
PSE	OTHER LOCAL	\$ 75							\$ 75
ROW	BT		\$ 2,000						\$ 2,000
ROW	OTHER LOCAL	\$ 30							\$ 30
ROW	TCI	\$ 760							\$ 760
CON	5309	\$ 196							\$ 196
CON	AB1171-AB144				\$ 9,000				\$ 9,000
CON	BT			\$ 13,250	\$ 3,381				\$ 16,631
CON	EARMARK	\$ 754							\$ 754
CON	OTHER LOCAL				\$ 911				\$ 911
CON	RIP			\$ 4,000					\$ 4,000
CON	RIP-TE				\$ 400				\$ 400
Total Programmed Funding:		\$ 4,416	\$ 3,492	\$ 18,000	\$ 13,692				\$ 39,600



Transit Projects
Various Transit Agencies

(all dollars are in thousands)

TIP ID: SOL090008 **County:** Solano **System:** TRANSIT **RTP ID:** 20002 **CTIPS ID:** 20600004471

Sponsor: Fairfield **Implementing Agency:** Fairfield

Project Name: Fairfield - Fareboxes Purchase & Implementation

Description: City of Fairfield - GFI Fareboxes Purchase & Implementation

Air Quality Exempt Code: 2.03 - Rehabilitation of transit vehicles

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	ST-STP	\$ 172							\$ 172
Total Programmed Funding:		\$ 172							\$ 172

TIP ID: SOL110007 **County:** Solano **System:** TRANSIT **RTP ID:** 21341 **CTIPS ID:** 20600004811

Sponsor: Fairfield **Implementing Agency:** Fairfield

Project Name: Fairfield Transportation Center - Phase 3

Description: In Fairfield: Fairfield Transportation Center; Construct approximately 600 automobile parking spaces in a parking structure, multi-use trail to improve access to FTC and other passenger amenities.

Air Quality Exempt Code: Non-Exempt Project

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	BT		\$ 1,000						\$ 1,000
CON	5309	\$ 475							\$ 475
CON	BT		\$ 4,500						\$ 4,500
CON	CMAQ	\$ 203							\$ 203
CON	STP	\$ 95							\$ 95
Total Programmed Funding:		\$ 773	\$ 5,500						\$ 6,273

TIP ID: CC-030002 **County:** Contra Costa **System:** TRANSIT **RTP ID:** 21210 **CTIPS ID:** 20600002397

Sponsor: Hercules **Implementing Agency:** Hercules

Project Name: Hercules Intercity Rail Station

Description: Hercules: Construct 35 ft. center platform. Realignment of existing train track. Install Passenger shelters, lighting, and other civil infrastructure and landscaping.

Air Quality Exempt Code: Non-Exempt Project

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
ENV	OTHER LOCAL								\$ 0
ENV	TCRP	\$ 208							\$ 208
PSE	OTHER LOCAL	\$ 900							\$ 900
PSE	TCRP	\$ 2,092							\$ 2,092
ROW	OTHER LOCAL	\$ 1,300							\$ 1,300
CON	5309								\$ 0
CON	OTHER LOCAL		\$ 9,200						\$ 9,200
CON	RIP		\$ 8,000						\$ 8,000
CON	RIP-TE		\$ 1,097						\$ 1,097
CON	TCRP		\$ 700						\$ 700
CON	XGEN		\$ 7,500						\$ 7,500
Total Programmed Funding:		\$ 4,500	\$ 26,497						\$ 30,997



Transit Projects
Various Transit Agencies

(all dollars are in thousands)

TIP ID: SOL070016 **County:** Solano **System:** TRANSIT **RTP ID:** 22423 **CTIPS ID:** 20600004062

Sponsor: Metropolitan Transportation Commission **Implementing Agency:** Other

Project Name: Fairfield Transportation Assistance

Description: Fairfield: Community Action Council; Assistance to fund program management for the distribution of transportation vouchers and limited emergency taxi cab vouchers (JARC).

Air Quality Exempt Code: 2.01 - Operating assistance to transit agencies

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5316	\$ 26							\$ 26
CON	OTHER LOCAL	\$ 38							\$ 38
Total Programmed Funding:		\$ 64							\$ 64

TIP ID: SOL070017 **County:** Solano **System:** TRANSIT **RTP ID:** 22423 **CTIPS ID:** 20600004063

Sponsor: Metropolitan Transportation Commission **Implementing Agency:** Other

Project Name: Solano County Kids Shuttle

Description: Solano County: Kids Xpress; Assistance to provide dedicated children's shuttle service between home, childcare, and schools (JARC).

Air Quality Exempt Code: 2.01 - Operating assistance to transit agencies

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5316	\$ 60							\$ 60
CON	OTHER LOCAL	\$ 90							\$ 90
Total Programmed Funding:		\$ 150							\$ 150

TIP ID: SON070021 **County:** Sonoma **System:** TRANSIT **RTP ID:** 22423 **CTIPS ID:** 20600004213

Sponsor: Metropolitan Transportation Commission **Implementing Agency:** Santa Rosa City Bus

Project Name: Roseland Route 19 - New Bus Service

Description: In Santa Rosa: Provides new service connecting Roseland residents to downtown Santa Rosa transit mall.

Air Quality Exempt Code: 5.06 - Bus terminals and transfer points

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	5316	\$ 613							\$ 613
CON	OTHER LOCAL	\$ 590							\$ 590
CON	STA-REV	\$ 468							\$ 468
Total Programmed Funding:		\$ 1,671							\$ 1,671

TIP ID: SCL070034 **County:** Santa Clara **System:** TRANSIT **RTP ID:** 22909 **CTIPS ID:** 20600004131

Sponsor: Milpitas **Implementing Agency:** Milpitas

Project Name: Tasman LRT Landscaping

Description: In Milpitas: Install landscape and irrigation on medians along Great Mall Parkway from I-880 to Capitol Avenue.

Air Quality Exempt Code: 4.09 - Plantings, landscaping, etc.

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
CON	OTHER LOCAL		\$ 1,800						\$ 1,800
Total Programmed Funding:			\$ 1,800						\$ 1,800



Various Transit Agencies

(all dollars are in thousands)

TIP ID: SM-050002 **County:** San Mateo **System:** TRANSIT **RTP ID:** 21618 **CTIPS ID:** 20600002935

Sponsor: San Mateo County Transportation Authority **Implementing Agency:** San Mateo County Transportation

Project Name: Dumbarton Rail Service (PE and ROW only)

Description: Dumbarton Bridge: Rail service over the Dumbarton bridge.

Air Quality Exempt Code: Non-Exempt Project

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
ENV	BT	\$ 9,057							\$ 9,057
ENV	XGEN	\$ 5,584							\$ 5,584
PSE	OTHER LOCAL			\$ 28,000		\$ 44,000			\$ 72,000
PSE	XGEN	\$ 7,347					\$ 91,000		\$ 98,347
ROW	BT			\$ 34,843					\$ 34,843
ROW	OTHER LOCAL					\$ 2,309			\$ 2,309
ROW	RTP-LRP						\$ 75,000		\$ 75,000
ROW	XGEN	\$ 3,896							\$ 3,896
CON	BT								\$ 0
CON	OTHER LOCAL								\$ 0
CON	XGEN								\$ 0
Total Programmed Funding:		\$ 25,884		\$ 62,843		\$ 46,309	\$ 166,000		\$ 301,036

TIP ID: SOL991066 **County:** Solano **System:** TRANSIT **RTP ID:** 21008 **CTIPS ID:** 20600001739

Sponsor: Solano Transportation Authority **Implementing Agency:** Solano Transportation Authority

Project Name: Eastern Solano / SNCI Rideshare Program

Description: Eastern Solano Air Basin (Sacramento Valley Air Basin - Solano/Napa Commuter Info); Encourage ridesharing activities within the Eastern Solano County Region.

Air Quality Exempt Code: Non-Exempt Project

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
PE	CMAQ	\$ 505							\$ 505
PE	OTHER LOCAL	\$ 27							\$ 27
CON	CMAQ	\$ 320	\$ 445						\$ 765
CON	OTHER LOCAL	\$ 84	\$ 58						\$ 142
Total Programmed Funding:		\$ 936	\$ 503						\$ 1,439

TIP ID: SON050014 **County:** Sonoma **System:** TRANSIT **RTP ID:** 22001 **CTIPS ID:** 20600003520

Sponsor: Sonoma Marin Area Rail Transit (SMART) **Implementing Agency:** Sonoma Marin Area Rail Transit

Project Name: SMART Extension to Larkspur or San Quentin

Description: SMART: Cloverdale to San Quentin or Larkspur: Develop/implement commuter passenger rail service.

Air Quality Exempt Code: 4.05 - Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action

Route:		Post Mile From:	Post Mile To:				Toll Credits:		
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
ENV	TCRP								\$ 0
PSE	TCRP								\$ 0
ROW	TCRP								\$ 0
CON	BT								\$ 0
Total Programmed Funding:									\$ 0



2011 TIP Metropolitan Transportation Commission Transportation Improvement Program (TIP) 2011 TIP Development Schedule	
Monday, February 01, 2010	Call for new non-exempt projects not listed in the TIP that need to be included in the 2011 TIP
Friday, March 19, 2010	Deadline for list of new non-exempt projects not in current TIP to be included in 2011 TIP
Wednesday, March 31, 2010	Last day to submit new projects for current TIP for the last 2009 Formal TIP Amendment
Wednesday, April 21, 2010	Review of New Non-Exempt 2009 TIP project list and conformity approach by AQCTF
Wednesday, April 28, 2010	Start coding 2009 TIP projects into networks
Wednesday, May 05, 2010	Final 2009 formal TIP Amendment released for public comment
Friday, May 28, 2010	Last day to submit changes to current TIP for final 2009 TIP Administrative Action
Friday, May 28, 2010	TIP Locked Down – No more changes to 2009 TIP – Start of 2011 TIP Development
Friday, June 04, 2010	Start of review and update by project sponsors and CMAs
Thursday, June 17, 2010	Completion of project review by sponsors and CMAs; FMS and TIP Locked Down
Wednesday, July 14, 2010	PAC Meeting – authorize public hearing and release Draft 2010 TIP & AQ Conformity
Late July, 2010	Review of Admin. Draft Conformity Analysis by AQCTF
Friday, August 06, 2010	Begin of Public Review Period for 2011 TIP and Conformity Analysis
Wednesday, September 08, 2010	Public Hearing on Draft TIP and AQ Conformity Analysis – Sep. PAC Meeting
Friday, September 10, 2010	End of Public Review Period for Draft TIP and Conformity Analysis
Friday, September 17, 2010	Review response to comments / Final AQ Conformity report by AQCTF
Friday, October 01, 2010	Final Draft 2011 TIP & AQ Conformity complete / Response to comments available (Copy sent to Caltrans)
Wednesday, October 06, 2010	Final Draft 2011 TIP posted on the website as well as the PAC Packet posting
Friday, October 08, 2010	Caltrans Begin Public Review and Comment on Draft FSTIP
Wednesday, October 13, 2010	PAC review of Final 2011 TIP and Final Conformity analysis and referral to Commission
Wednesday, October 27, 2010	Final 2011 TIP and Final Air Quality Conformity analysis approved by Commission
Friday, October 29, 2010	Commission approved 2011 TIP submitted to Caltrans / AQ Conformity Analysis submitted to FHWA/FTA
Sunday, November 14, 2010	Final 2011 FSTIP and AQ Due to FHWA/FTA
Tuesday, December 14, 2010	Final 2011 TIP approved by FHWA and FTA

THIS PAGE LEFT INTENTIONALLY BLANK.



DATE: August 12, 2010
TO: STA TAC
FROM: Sam Shelton, Project Manager
RE: Development of STA Project Delivery Policy

Background:

The STA's Project Delivery Department is responsible for the delivery of STA led projects (e.g., I-80/I-680/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 monitors and assists in the delivery and monitoring of over \$400 million in active federal, state, regional, and locally funded transportation projects countywide.

STA Project Delivery Assistance

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

As an ongoing activity, STA staff monitors all transportation funding and projects in a series of STA staff reports and regular Solano Project Delivery Working Group (PDWG) meetings:

- Project Delivery Update Reports
To aid in the delivery of locally sponsored projects, the STA continually updates the STA's Technical Advisory Committee (TAC) and Solano Project Delivery Working Group (Solano PDWG) on changes to State and Federal project delivery policies and reminds the TAC about upcoming project delivery deadlines. This report is in the process of being modified to include a comprehensive set of grant-assisted transportation projects.
- Solano Project Delivery Working Group (Solano PDWG)
Composed of local project managers from across the county, this working group has met monthly for the past 3 years to discuss project delivery issues and resolve them in a cooperative manner.

The purpose of the Solano Project Delivery Working Group (Solano PDWG) is "To provide a project delivery forum between STA Staff and local project managers."

The goals of the Solano PDWG are as follows:

1. Educate all project managers regarding project delivery planning, programming and allocation procedures and deadlines.
2. Regularly update STA staff regarding project delivery status.

3. *Insure that all project delivery deadlines are met by local project sponsors.*
4. *Discuss and resolve project delivery issues cooperatively.*
5. *Recommend improvements to the project delivery process and project delivery solutions to the STA TAC.*

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

Discussion:

Advanced Deadlines Without Additional Resources

STA staff worked closely with local project managers to deliver \$31 million in the last cycle of Federal "Safe, Accountable, Flexible, Efficient Transportation Equity Act "(SAFETEA-LU) and \$31 million in Federal American Recovery and Reinvestment Act (ARRA) funding under tight deadlines set by the Federal Highway Administration (FHWA), Caltrans, and the Metropolitan Transportation Commission (MTC). Despite the STA staff and the Solano PDWG's best efforts, some local project sponsors have occasionally been unable to meet various project delivery deadlines. Several of these project sponsors may face the loss of future federal funding as described in MTC's project delivery Resolution 3606, which is summarized below.

Project-Funding Delivery Policy (MTC Resolution No. 3606)

<http://www.mtc.ca.gov/funding/delivery/#IV>

Key elements of the revised policy include:

- Obligation requests must be submitted to Caltrans Local Assistance by February 1 of the year the funds are programmed in the federal Transportation Improvement Program (TIP).
- Funds must be obligated by April 30 of the year programmed in the TIP.
- The agency must execute and return the Program Supplement Agreement (PSA) to Caltrans within 60 days of receiving the PSA from Caltrans.
- Once obligated, funds must be invoiced against at least once every six months.
- For funds contracted out, a contract must be awarded within 9 months of obligation.
- Projects must be closed out within six months of final invoice.
- Funds that do not meet these deadlines are subject to deprogramming by MTC, or deobligation by Caltrans/FHWA. There is no guarantee the funds will be available once deprogrammed or deobligated.

In addition, implementing agencies that have projects that fail to meet the requirements of the regional project delivery policy, regardless of federal fund source, will have Obligation Authority (OA) limited for subsequent projects and restrictions placed on future programming.

The intent of this regional delivery policy is to ensure implementing agencies do not lose any funds as a result of missing a federal or state funding deadline, while providing maximum flexibility in delivering transportation projects. MTC has purposefully established regional deadlines to provide the opportunity for implementing agencies, the Bay Area Congestion Management Agencies (CMAs), Caltrans, and MTC to solve potential problems in advance of losing funds due to a missed state or federal deadline.

MTC, Caltrans, and FHWA have a strong argument for establishing project delivery deadlines. Each fiscal year, there are only so many available tax dollars, or Obligation Authority (OA), for transportation projects. Some deadlines have to do with developing a project (e.g., field reviews, environmental clearance, right-of-way clearance, etc.) to the point where a project sponsor can request OA (e.g., Request for Authorization to Proceed, E-76 Request, Allocation Request, etc.). Other deadlines have to do with time periods during the later part of the fiscal year where time runs out to make a request and OA is transferred from Solano County for other counties to spend, then to other regions, then to other states. This is the basis for “use it or lose it” project funding policies. Attached is a table of MTC’s Resolution 3606 deadlines with associated consequences (Attachment A).

Despite the intent of MTC’s Resolution 3606, it does not give local project sponsors the tools they need to deliver projects in an expedited manner to meet expedited deadlines. MTC does offer a Pavement Management Technical Assistance Program (P-TAP) which assists local agencies prioritize pavement maintenance projects using MTC’s StreetSaver software and awards grants for pavement project design assistance. However, this MTC grant program does not assist local agencies with managing the delivery of other projects.

Request for Project Management Assistance

At the February 24, 2010 TAC meeting, TAC members asked that the STA consider funding some form of project management assistance beyond restrictive delivery policies. On July 9, 2010, the STA Board adopted the FY 2010-11 Budget, which included \$50,000 for the development of a “Program Manager Application”, which is discussed in the August 2010 TAC agenda item “Solano Project Mapper & Management Webtools”. No funds have budgeted for other forms of assistance, such as a STA Technical Assistance Program for Project Management, similar to MTC’s P-TAP. STA staff is still looking at options to further help local agencies in this effort.

The TAC also discussed reasons why project sponsors and engineers wait until delivery deadlines approach before speaking with responsible funding agencies, such as the reluctance to admit failure and the potential of losing their agency’s grant funds.

Developing STA Project Delivery Policies

In the absence of and prior to the development of a STA Technical Assistance Program for Project Management, STA staff is recommending that the TAC consider STA project delivery policies with the following goal:

- To protect transportation funding for Solano County projects from being lost to other agencies due to project sponsors failing to meet project delivery deadlines set by MTC, Caltrans, and FHWA.

Draft policies to help achieve this goal are based on the following principles:

- Provide overburdened project sponsors with clear consequences for failing to meet MTC, Caltrans, and FHWA deadlines.
- Provide clear decision points for the STA Board to and the TAC provide project funding alternatives to project sponsors struggling with delivery deadlines, such as fund swaps and deferment of fund shares.
- Structure incentives into funding alternatives for projects sponsors who request to exercise these alternatives earlier in the process rather than later. The farther a project is from a deadline, the easier it is to create more lucrative funding alternatives. The closer a project sponsor is to failing to meet a deadline, funding alternatives become harder to structure and may result in the complete loss of funds from the struggling project sponsor.

Based on how early in the planning and programming process a project sponsor realizes they cannot meet funding agency delivery deadlines, the STA stands a better chance of creating funding alternatives. Other funding alternatives generally require another project sponsor to be able to use the struggling project sponsor's funds for a project that can meet the deadlines attached to the fund source.

Those funding alternatives include:

- *Rescope a project into smaller phases or reprogram funding to another project within the same local agency*
This method is preferable to others as it offers the greatest amount of flexibility to shift funding sources and manage project costs, but can only take place earlier in a project's development and early in the funding programming cycle, usually before the fiscal year in which the funding is programmed.
- *Deferment of funding shares to later years or grant cycles*
This method can preserve equity but will delay the delivery of a project. This can only take place if other projects can spend the deferred funds in earlier years. Reprogramming funds in this nature requires early notice. This is essentially a funding swap without an incentive and can take place as late as October or November of any given fiscal year.
- *Funding swaps on sliding scales from \$0.90/\$1.00 to as low as \$0.50/\$1.00 in high-pressure circumstances*
Funding swaps for federal funds in exchange for local funds can keep a smaller project sponsor's project moving and create an incentive for a larger project sponsor to enter into a swap. The longer a project sponsor waits, the worse the return ratio becomes. This creates incentives for both fund swap parties to enter the swap sooner rather than later. This method can take place as late as February or March of any given fiscal year for STP/CMAQ funded projects.
- *Reprogramming of funding without the possibility of the funding returning to the project sponsor*
This method is the default method of ensuring a project's funding stays within the county or region. It is the standard method cited in MTC's Resolution 3606. If a project sponsor is too close to an Obligation Authority critical deadline, this is often the only option remaining. This method is often used between March and May of any given fiscal year.

STA staff requests that the TAC and Solano PDWG review and discuss the goals, principles, and funding alternatives prior to STA staff formalizing STA Project Delivery Policies that will help guide the delivery of cycle 1 funded projects.

Recommendation:

Informational.

Attachment:

- A. MTC Resolution No. 3606, Page 11, Table of Milestones, Deadlines, and Consequences



DATE: August 17, 2010
TO: STA TAC
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update

Background:

STA staff monitors State and federal legislation pertaining to transportation and related issues. The STA Board-approved 2010 Legislative Priorities and Platform provides policy guidance on transportation legislation and activities during 2010. Attachment A is an updated STA legislative bill matrix.

Discussion:

State:

The Governor and the State Legislators are attempting to come to agreement on closing a \$19 billion FY 10-11 state budget deficit by August 31st. Given that transportation was addressed in the “gas tax swap” package in March, no additional proposals are expected at this time. If the legislature fails to approve a budget by August 31st, an agreement may not be reached until after the November election.

Federal:

In July, Congresswoman Betsy Markey from Colorado introduced HR 5730 in the House Transportation and Infrastructure Subcommittee on Highways and Transit. This bill proposes to rescind unused unobligated balances from earmarked programs contained in SAFETEA LU, TEA 21, ISTEA and earlier transportation acts. H.R. 5370 passed the House on July 27 under suspension of the rules -- 394-23. It is now pending before the Senate Environment and Public Works Committee.

On the list of California projects that could have funds rescinded if this bill should become law is the Parkway Blvd. Overcrossing project in the City of Dixon. There is \$668,000 remaining from an ISTEA earmark, with a total available Obligation Authority amount of \$1.755M. To date, Dixon has obligated \$1.096M of this funding for Preliminary Engineering. The earmark was originally for a SR 113 crossing project, not the Parkway Blvd. Overcrossing project. Dixon has not yet gotten federal environmental clearance, and cannot proceed with a Right-of-Way obligation request for the remaining earmark funds. It is unclear how much more time Dixon will need to clear their project and request an obligation, but the City of Dixon is now waiting on further action from Caltrans and Congress.

On July 29, the House of Representatives passed the Transportation and Housing and Urban Development (THUD) fiscal year 2011 appropriations bill, which included the following two items requested by the STA:

- \$750,000 in the FHWA Account for Travis Air Force Base North Gate Access Improvements (Garamendi)
- \$750,000 in the FTA Bus Account for the Vacaville Intermodal Station - Phase 2 (Miller)

It appears unlikely that Congress will enact a standalone appropriations bill for fiscal year 2011 transportation spending, and will likely adopt an omnibus bill or a continuing resolution to fund the government until after the election.

Recommendation:

Informational.

Attachment:

A. STA Legislative Matrix



DATE: August 16, 2010
TO: STA TAC
FROM: Judy Leaks, Program Manager/Analyst
RE: Solano Napa Commuter Information (SNCI) Program
Fiscal Year (FY) 2009-10 Year-End Report

Background:

The Solano Transportation Authority (STA)'s Solano Napa Commuter Information (SNCI) program is funded by the Metropolitan Transportation Commission (MTC), Bay Area Air Quality Management District (BAAQMD), and Eastern Solano Congestion Mitigation/Air Quality (CMAQ) funds for the purpose of managing countywide and regional rideshare programs in Napa and Solano Counties and providing air quality improvements through trip reduction. Through its programs and promotions with employers and employees, and assistance to commuters and travelers, SNCI addresses Goal 5a of the STA's Comprehensive Transportation Plan, "The Solano CTP will seek to maintain regional mobility while improving local mobility; mobility will be maintained or improved by reducing congestion, whether through more efficient use or expansion of existing systems," and Goal 6b "Promote the maintenance and improvement of a healthy natural environment, with special emphasis on air quality and climate change issues."

The STA Board approved the FY 2009-10 Work Program for the SNCI Program in July 2009 (Attachment A). The Work Program included ten major elements.

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

Discussion:

With the completion of the fiscal year, STA staff has prepared an SNCI Program Annual Report for Solano County which will be available under separate cover. A separate report will be prepared for Napa County. The SNCI Program has had an active and productive year in spite of the effects of the regional economic condition. Following are the highlights of selected accomplishments from the SNCI 2009-10 Annual Report.

The SNCI Program continues to provide comprehensive personalized customer service to individuals requesting ridematching services, transit, or bicycle information by phone, internet, or in person. Staff responded to nearly 2,800 information calls, processed over 700 matchlists and staffed over 50 events in Solano and Napa counties. These events included health fairs, business expos, job fairs, farmers markets and community events. SNCI stocks 128 display racks with current rideshare and transit information. Over 66,000 pieces of public transit literature was distributed, which included transit information for Vallejo Transit, Baylink Ferry, Benicia Breeze, FAST (Fairfield and Suisun Transit), Vacaville City Coach, Dixon Read-Ride, Rio Vista Delta Breeze, and Amtrak Capitol Corridor. Staff also coordinated with the Solano Bicycle Advisory Committee to update and reprint the Solano Yolo BikeLinks Map.

Employers throughout Solano and Napa Counties have received a range of employer services. Staff has provided presentations and attended events at employer sites to increase awareness of SNCI services. Staff administered Transportation Surveys and provided density maps that were used to determine the commuting needs at many employer sites.

The Emergency Ride Home (ERH) Program has been in operation since January 2006. The objective of this program is to encourage the use of commute alternatives such as carpooling, vanpooling, public transit, walking or bicycling, by providing a free ride home to program participants in cases of emergency. Three new employers registered for the ERH Program bringing the total of participating employers to 52 in Solano County and 21 in Napa County.

The 3rd Annual Solano Commute Challenge was a targeted outreach campaign for Solano County employers to encourage employees to use transit, carpool, vanpool, bike, or walk to work at least 30 times from August to October. 43 major employers totaling 599 employees participated in the third annual countywide Solano Commute Challenge. Employer and employee participation increased by 10% over the previous year's 39 major employers and 545 employees. There were 363 participants who met the goal and earned the title "Commute Champion".

The Vanpool Program continued to provide quality customer service and support to new and existing vanpools, including the responsibility of any vanpool that has an origin or destination in Solano, Napa, Yolo or Sacramento counties. 32 new vanpools traveling to, through, or from Solano, Napa, Yolo or Sacramento counties were formed last year, with 11 vanpools coming to Solano County. Staff also performed 214 van assists which include processing Motor Vehicle Reports, issuing Sworn Statement Cards, processing medical reimbursements and FasTrak requests, distributing van signs, researching information for vanpools, and other assistance as needed. The Vanpool Incentive Program is designed to support the formation of new vanpools and to keep active vans on the road. A new incentive was added in January 2010 to encourage new drivers. This is in addition to the vanpool seat subsidy for new vans and back-up driver incentives. During the fiscal year, 16 drivers received the new driver incentive totaling \$4,300; 10 vans received the vanpool start-up incentive totaling \$3,650; and 14 commuters received the back-up driver incentive totaling \$1,000.

In celebration of the 16th Annual Bike to Work Day, over 1,100 Solano and Napa residents rode their bicycle to work on May 13th, 2010. The day began with 19 Energizer Stations throughout Solano and Napa counties handing out juice, breakfast treats, and messenger bags stuffed with bike-related goodies. Both seasoned cyclists and new enthusiasts chose the healthy commute during Bike to Work Day.

Recommendation:

Informational.

Attachments:

- A. Solano Napa Commuter Information FY 2009-10 Work Program
- B. Solano Napa Commuter Information 2009-10 Report (To be provided under separate cover.)

THIS PAGE LEFT INTENTIONALLY BLANK.



DATE: July 1, 2010
 TO: STA Board
 FROM: Sara Woo, Associate Planner
 RE: Funding Opportunities Summary

Discussion:

Below is a list of funding opportunities that will be available to STA member agencies during the next few months. Attachment A provides further details for each program. Please distribute this information to the appropriate departments within your jurisdiction.

	FUND SOURCE	AMOUNT AVAILABLE	APPLICATION DEADLINE
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately \$20 million	Application Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately \$10 million	Application Due On First-Come, First-Served Basis
3.	Caltrans Bicycle Transportation Account (BTA) Grant*	Estimated \$7 million based on previous cycles	Application Due (Anticipated Date): December 1, 2010

*New funding opportunity

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Detailed Funding Opportunities Summary

THIS PAGE LEFT INTENTIONALLY BLANK.

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

Fund Source	Application/Program Contact Person**	Application Deadline/Eligibility	Amount Available	Program Description	Additional Information
Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Anthony Fournier Bay Area Air Quality Management District (415) 749-4961 afournier@baaqmd.gov	Application Due On First-Come, First Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approximately \$20 million	Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment, and other sources of pollution providing early or extra emission reductions.	Eligible Projects: cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines http://www.baaqmd.gov/Divisions/Strategic-Incentives/Carl-Moyer-Program.aspx
Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (415) 749-4961 gbailey@airquality.org	Application Due On First-Come, First-Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approximately \$10 million	The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.	Eligible Projects: install particulate traps, replace older heavy-duty engines with newer and cleaner engines and add a particulate trap, purchase new vehicles or equipment, replace heavy-duty equipment with electric equipment, install electric idling-reduction equipment http://www.airquality.org/mobile/movererp/index.shtml

*New Funding Opportunity

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

<p>Caltrans Bicycle Transportation Account (BTA) Grant*</p>	<p>Sylvia Fung (510) 286-5226 111 Grand Avenue (94612) P.O. Box 23660 Oakland, CA 94623-0660</p>	<p>December 1, 2010 (anticipated deadline)</p> <p>Eligible Applicants: Cities and Counties with an adopted Bicycle Transportation Plan (BTP)</p>	<p>\$7 million</p>	<p>This program provides state funds for city and county projects that improve safety and convenience for bicycle commuters.</p>	<p>Eligible Projects: (1) new bikeways serving major transportation corridors; (2) new bikeways removing travel barriers; (3) secure bicycle parking; (4) bicycle-carrying facilities on public transit; (5) installation of traffic control devices to improve safety; (6) elimination of hazardous conditions on existing bikeways; (7) planning; (8) improvement and maintenance of bikeways</p> <p>http://www.dot.ca.gov/hq/LocalPrograms/bta/BTACallForProjects.htm</p>
--	---	--	---------------------------	--	--

*New Funding Opportunity

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



STA Board Special Meeting Highlights
August 5, 2010
4:00 p.m.

TO: City Councils and Board of Supervisors
(Attn: City Clerks and County Clerk of the Board)
FROM: Johanna Masiclat, STA Clerk of the Board
RE: Summary Actions of the August 5, 2010 STA Board Special Meeting

Following is a summary of the actions taken by the Solano Transportation Authority at the Board Special Meeting of August 5, 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. Adoption of Vehicle Registration Fee (VRF) Expenditure Plan – Transportation Improvement Plan

Recommendation:

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

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

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

Recommendation:

Conduct a public hearing to consider:

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

Then:

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

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

CONSENT CALENDAR ITEMS

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

A. STA Board Meeting Minutes of July 14, 2010

Recommendation:

Approve STA Board Meeting Minutes of July 14, 2010.

ADJOURNMENT

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



DATE: August 16, 2010
TO: STA TAC
FROM: Johanna Masiclat, 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., August 25	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., September 2	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., September 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	<i>Confirmed</i>
Thurs., September 16	6:00 p.m.	Pedestrian Advisory Committee (PAC)	<i>STA Conference Room</i>	<i>Confirmed</i>
Thurs., September 16	1:30 p.m.	Paratransit Coordinating Council (PCC)	Benicia City Hall	Confirmed
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	<i>Confirmed</i>
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	TBD – Suisun City	<i>TBD</i>
Thurs., November 18	6:00 p.m.	Pedestrian Advisory Committee (PAC)	<i>STA Conference Room</i>	<i>Tentative</i>
Thurs., November 18	1:30 p.m.	Paratransit Coordinating Council (PCC)	Suisun City Hall	Confirmed
Wed., November 24	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	<i>Confirmed</i>
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