



DATE: November 26, 2008  
TO: STA Board  
FROM: Robert Macaulay, Director of Planning  
RE: Regional Transportation Plan (RTP) T2035 Update

**Background:**

The Metropolitan Planning Commission (MTC) is updating the Regional Transportation Plan (RTP). This plan sets the transportation priorities for the 9 Bay Area counties for the next 25 years.

**Discussion:**

On July 23<sup>rd</sup>, the MTC approved the draft fiscally constrained Regional Transportation Plan (RTP). This is the document that will undergo environmental analysis, including air emission modeling and conformity analysis..

As MTC has further refined their fiscal projections, they have identified trends for both Local Streets and Roads (LS&R) and Transit maintenance, as on Page 14 of the attached presentation prepared by MTC (Attachment A).

**LS&R Maintenance.** MTC has established a goal of a regional Pavement Condition Index (PCI) of 76. In order to effectively measure success, MTC is proposing to use a proxy measure of miles of roadway in poor condition. MTC has calculated that a PCI of 76 is equivalent to no more than 13% of the roadway mileage being in poor condition. Currently, approximately 23% of roadway miles in the Bay Area are in poor condition. The current trend would result in the miles of roadway in poor condition increasing to 40% by 2035. The funding for LS&R maintenance proposed in the RTP would maintain the current percentage. In order to reduce the roadway condition and achieve the desired PCI, additional LS&R maintenance funds are needed.

**Transit Maintenance.** The transit system does not have a readily agreed-upon measure of health equivalent to the PCI. MTC is proposing to use the 'average age of transit assets' as a measure at this time. The goal MTC has established is to have the average age of all transit assets to be 50% of the asset's useful life. The current age is 75%. The current trend would result in an average age of 120% in 2035. The funding proposed in the RTP would achieve an average age of 100% of the asset's useful life in 2035.

A summary of MTC's discussion of the next steps in the implementation of the RTP is included in Attachment A. In addition, the Bay Area CMA Directors have prepared a set of draft principles to guide the near-term implementation of the RTP (Attachment B).

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

- A. MTC "Change In Motion" Presentation to the Bay Area Partnership Board
- B. Copy of CMA's RTP Implementation Principles



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TRANSPORTATION  
COMMISSION

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## Memorandum

TO: Bay Area Partnership

DATE: November 3, 2008

FR: Ashley Nguyen

W. I.

RE: Transportation 2035: Building the Momentum for Change

**Change is all us.** If the Bay Area is to effectively advocate for and respond to change in motion in the areas of climate protection, transport pricing and focused growth (just to name a few), we must be bold in our thinking and our actions. To this end, as we enter into the third and final phase of the Transportation 2035 planning effort, staff has initiated discussions with the MTC advisory committees, Bay Area Partnership, and MTC Commissioners to identify discrete, bold actions that the region ought to pursue. These bold actions would take us beyond the financially constrained plan and help us to build the momentum for change in order to meet our targets and to facilitate the kinds of changes we want to see happen in the years ahead.

At your meeting, staff will present and seek comments on the following:

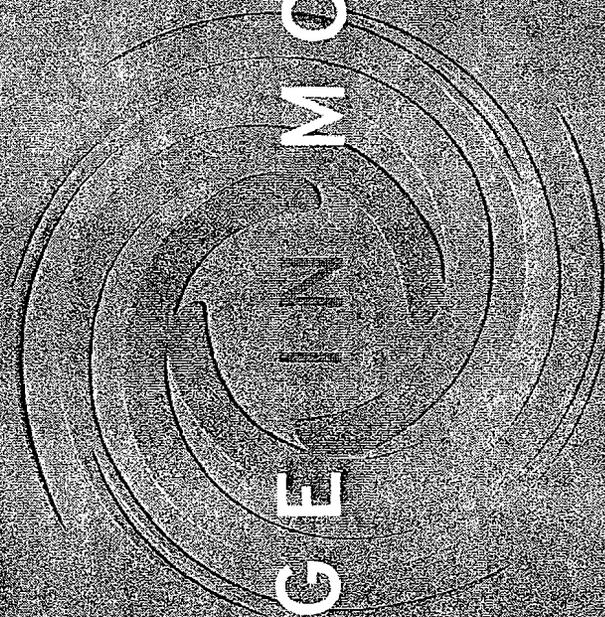
- Discuss “change in motion” in terms of changes that are occurring around us and the changes that we want to advocate;
- Present the performance results of the Draft Transportation 2035 Plan against the performance objectives adopted by the Commission; and
- Seek your input on the questions below, and report on the key messages we heard from stakeholder discussion forums held during the month of October. We also would like to solicit your input on other potential bold actions for our advocacy platform.
  - Fix It Finally: How can we eliminate the \$40 billion maintenance backlog?
  - Transit Performance Initiative: Should transit agencies study/implement measures to increase ridership and service productivity and cost efficiencies?
  - Green Commute/Green Parking Pilot: Should the region launch a “Green Commute/Green Parking” pilot for employers and multi-unit residential developers?
  - Zero Emission Vehicles: Should the Bay Area’s local governments lead the way by moving to green vehicles?
  - Shape New Federal Transportation Bill: How can our region influence the debate on new federal transportation policies to further Transportation 2035 goals?

The attached PowerPoint presentation includes what we’ve heard so far on the topics from stakeholders, MTC citizen advisors and Partnership meetings over the past few weeks. Our goal is to develop a preferred regional strategy based on all the input received, and incorporate it into the Final Transportation 2035 Plan that is slated for Commission adoption in March 2009.

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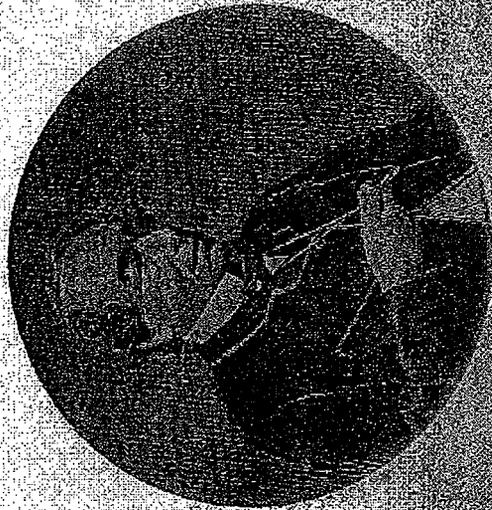
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# **Building the Momentum For Change**



**CHANGE IN MOTION**

**Partnership Board  
November 10, 2008**

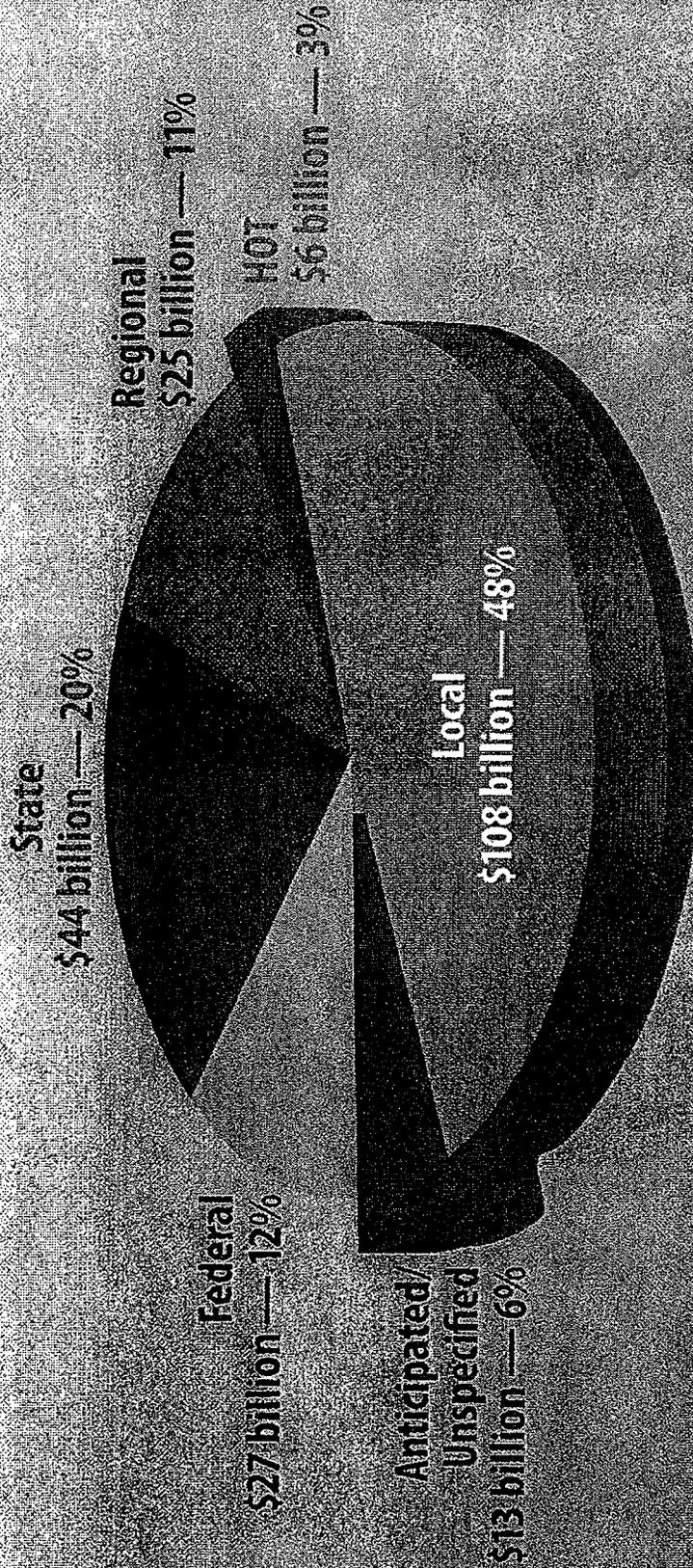


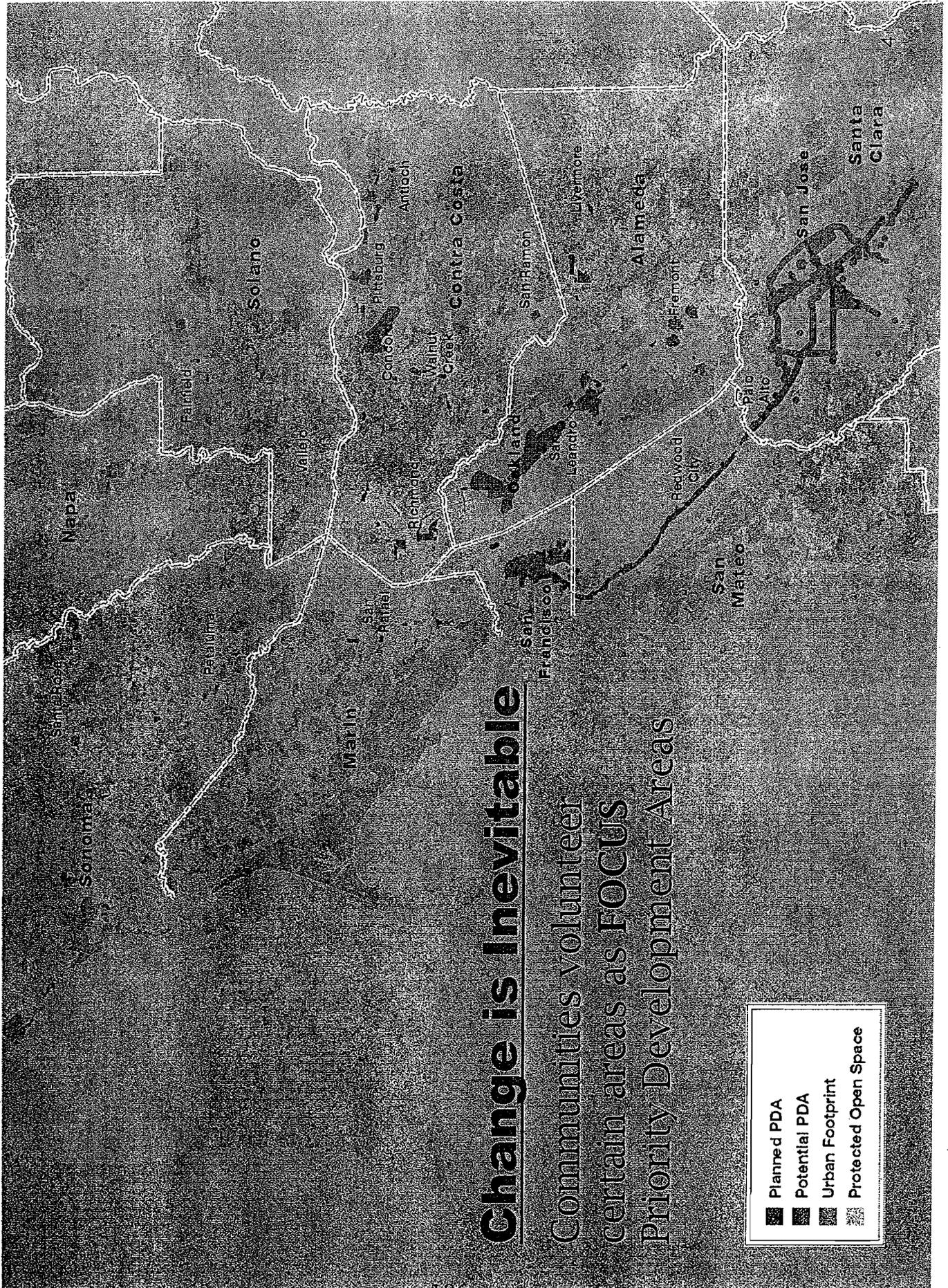
*“Change is  
inevitable in a  
progressive country.  
Change is constant.”*

*– Benjamin Disraeli*

# Change is Confident

Financial Outlook Includes Anticipated/Unspecified  
and HOT Revenues





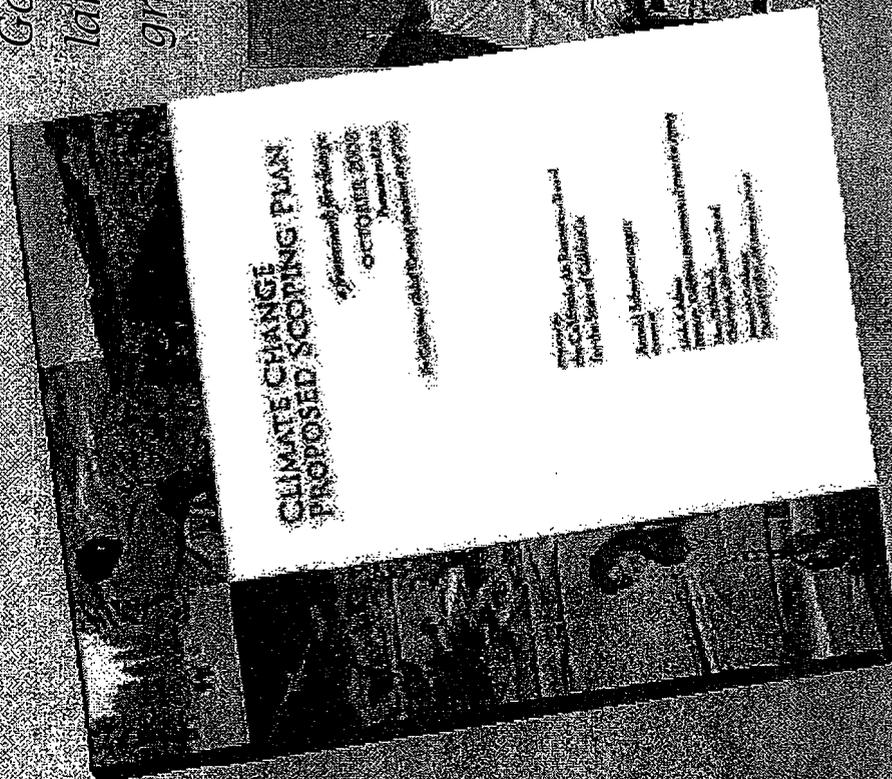
# Change is Inevitable

Communities volunteer certain areas as **FOCUS** Priority Development Areas

	Planned PDA
	Potential PDA
	Urban Footprint
	Protected Open Space

# Change is Required

*Gov. Schwarzenegger signs  
landmark legislation to reduce  
greenhouse gas emissions*



# Change is Unpredictable

## San Francisco Chronicle

FRIDAY, OCTOBER 10, 2008

### OPEC to discuss global crisis, crude prices

Stevenson Jacobs, Associated Press

OPEC said Thursday it will hold an extraordinary meeting Nov. 18 to discuss the global financial

crisis and use the meeting to announce a production cut in a bid to keep prices from falling further.

## San Jose Mercury News

TUESDAY, MARCH 4, 2008

### Gas prices set records in California; oil hits all-time high

By Gary Richards

From San Francisco to San Jose to San Luis Obispo to San Diego, single-day gas price records tumbled across the state again today — and the nation appears next.

The ongoing run-up comes months before the peak driving season, and just as crude oil hit its highest figure ever — even adjusting for inflation — at \$103.95 a barrel on Monday.

The statewide average for a gallon of self-serve unleaded hit \$3.499, eclipsing the single-day mark of \$3.490 set last May, according to the state auto club. The South Bay stood at \$3.591, another record.

And San Francisco, hitting a new high at \$3.643, led 19 of two dozen cities surveyed by AAA in setting new marks either Monday or today.

Campbell. "It seems to be affecting how much people are driving. I'm betting on \$4 per gallon by summer's end."

The U.S. average of \$3.168 is six cents shy of an all-time nationwide mark, and climbing.

Today's gas prices are around 60 cents higher than last year. And oil prices haven't been this high, relatively, since 1980. Some analysts, however, predict oil will fall to \$70 a barrel as supplies grow and if demand eases amid a bad economy. But others say oil could rise to \$120 a barrel as financial managers, troubled by the weak dollar, send money into oil markets from overseas.

So which is it? Up or down? Who knows, says Tom Robinson of Robinson Oil, operator of the Rotten Robbie chain. "It doesn't matter

## Los Angeles Times

TUESDAY, JULY 8, 2008

### Gas prices rise to another record high

Ronald D. White

The average U.S. pump price reaches \$4.114 a gallon, up 1.9 cents from last week. In California, the price drops 2.3 cents to \$4.550.

The average U.S. pump price hit another record today, reaching \$4.114 for a gallon of self-serve regular gasoline, up 1.9 cents from June 30, according to the Energy Department's weekly survey of filling stations.

California, where motorists are driving a lot less these days, continued to be the biggest counterweight, falling 2.3 cents to \$4.550 a gallon.

Oil dropped because the dollar showed new strength against other currencies, the rhetoric on Iran's nuclear program cooled and the first hurricane of the Atlantic season turned north and appeared likely to miss the U.S. East Coast entirely. That shattered what one analyst called the "weekend worry premium."

Crude oil for August delivery fell \$3.92 to close at \$141.37 a barrel today on the New York Mercan-

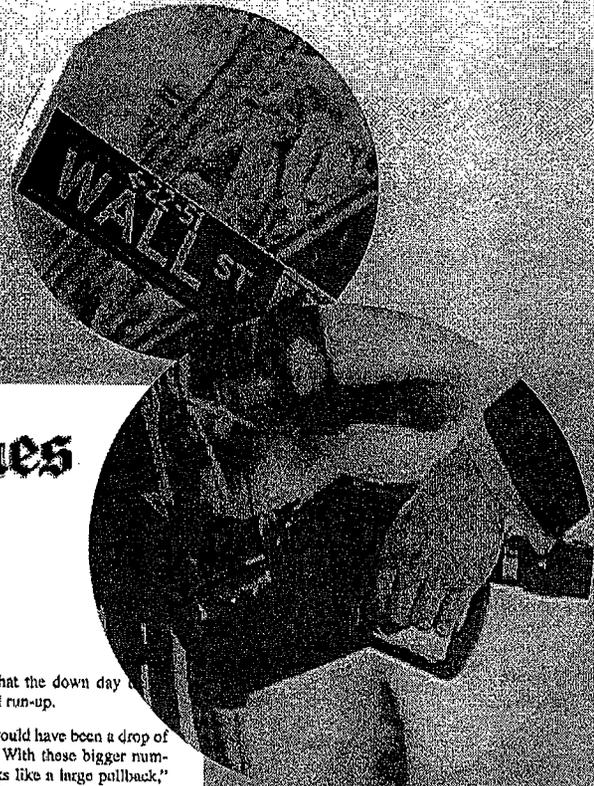
ty exchange. But analysts warned that the down day does not mean the end of the oil run-up.

"In the old days, this would have been a drop of about a dollar or less. With these bigger numbers on oil, it just looks like a large pullback," said Tom Kloza, chief oil analyst for the Oil Price Information Service, a markets-tracking company in Wall, N.J.

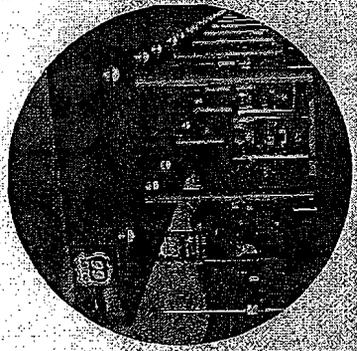
"We might drift a little lower this week, but we'll be higher a month from now and oil will be above \$150 before the end of the year," Kloza said.

Drivers, meanwhile, continue to look for new ways to cope.

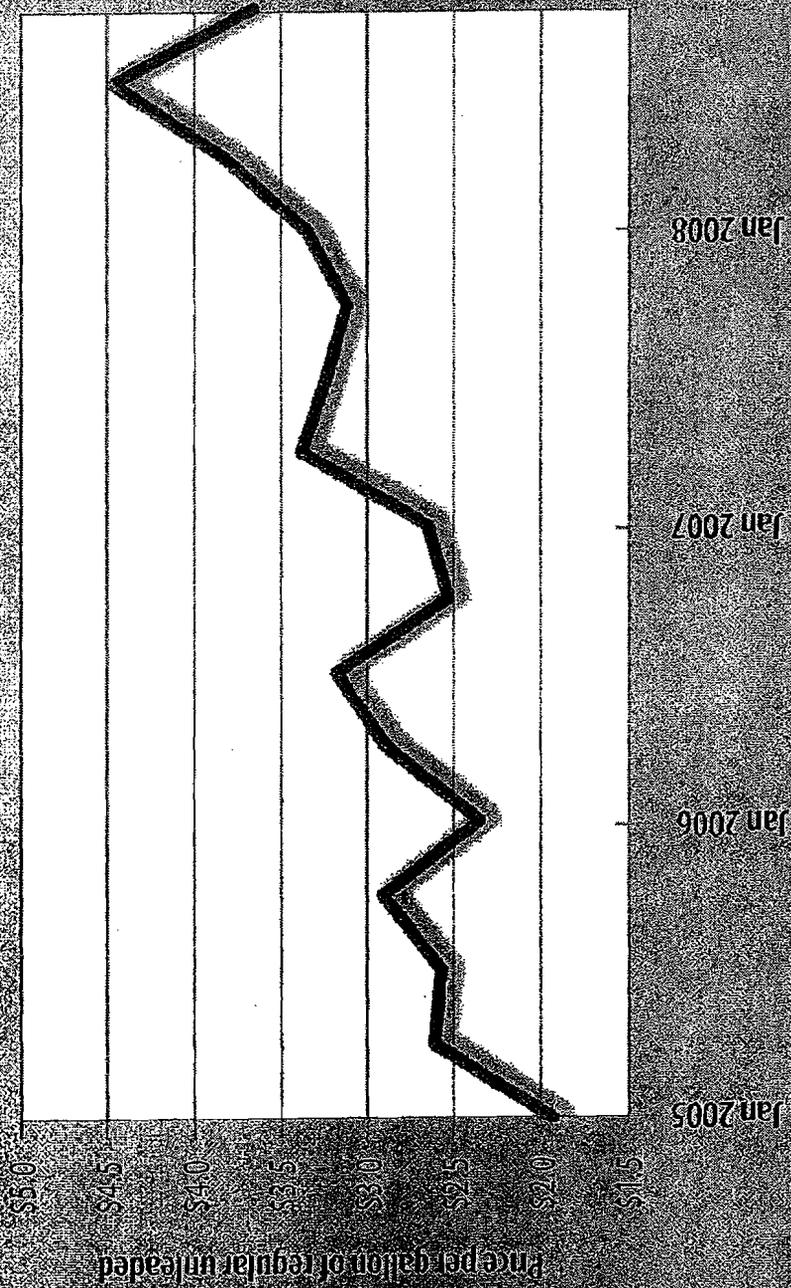
San Jose resident Mike Atkins, 50, loves his 1984 Volkswagen Gti so much that he put the letters "Gti" in his e-mail address. Atkins, who is out of work, hasn't driven the car in more than a month.



# Change is Unpredictable

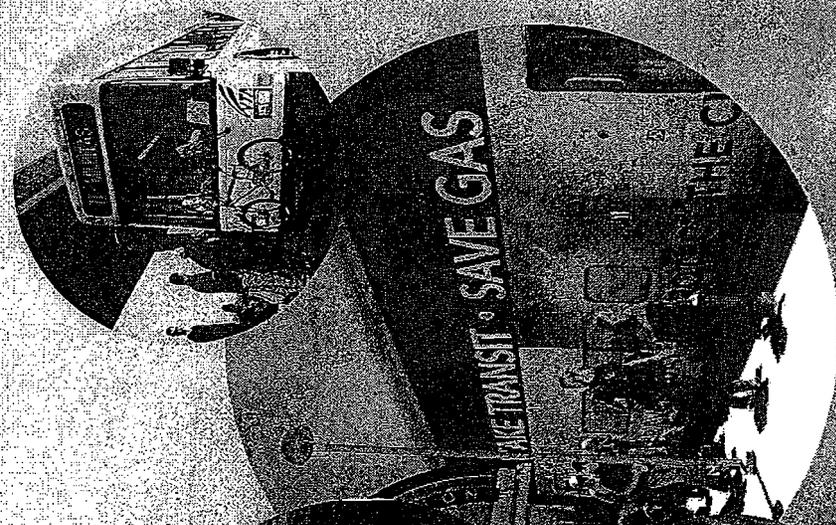
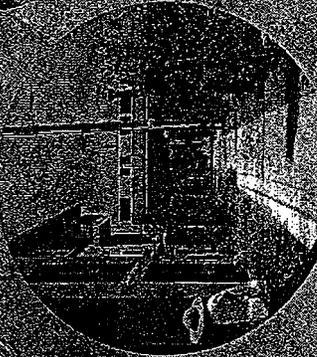
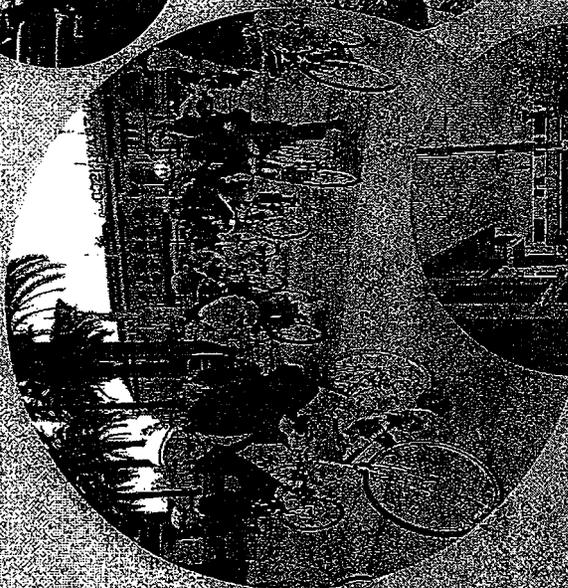
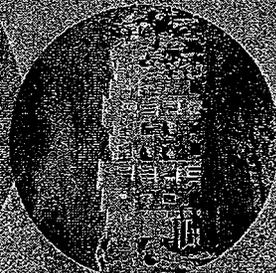
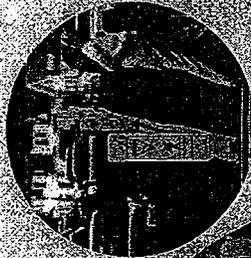
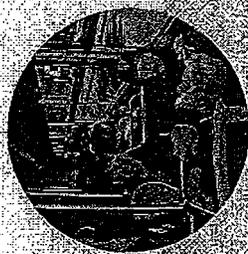


Average Gasoline Prices, San Francisco, 2005 – 2008



Source: U.S. Department of Energy

# Change is All of Us



# Defining the Vision

## GOALS

**Economy**

- REDUCE CONGESTION
- IMPROVE MAINTENANCE & SAFETY

**Environment**

## TARGETS

- REDUCE EMISSIONS & VMT

**Equity**

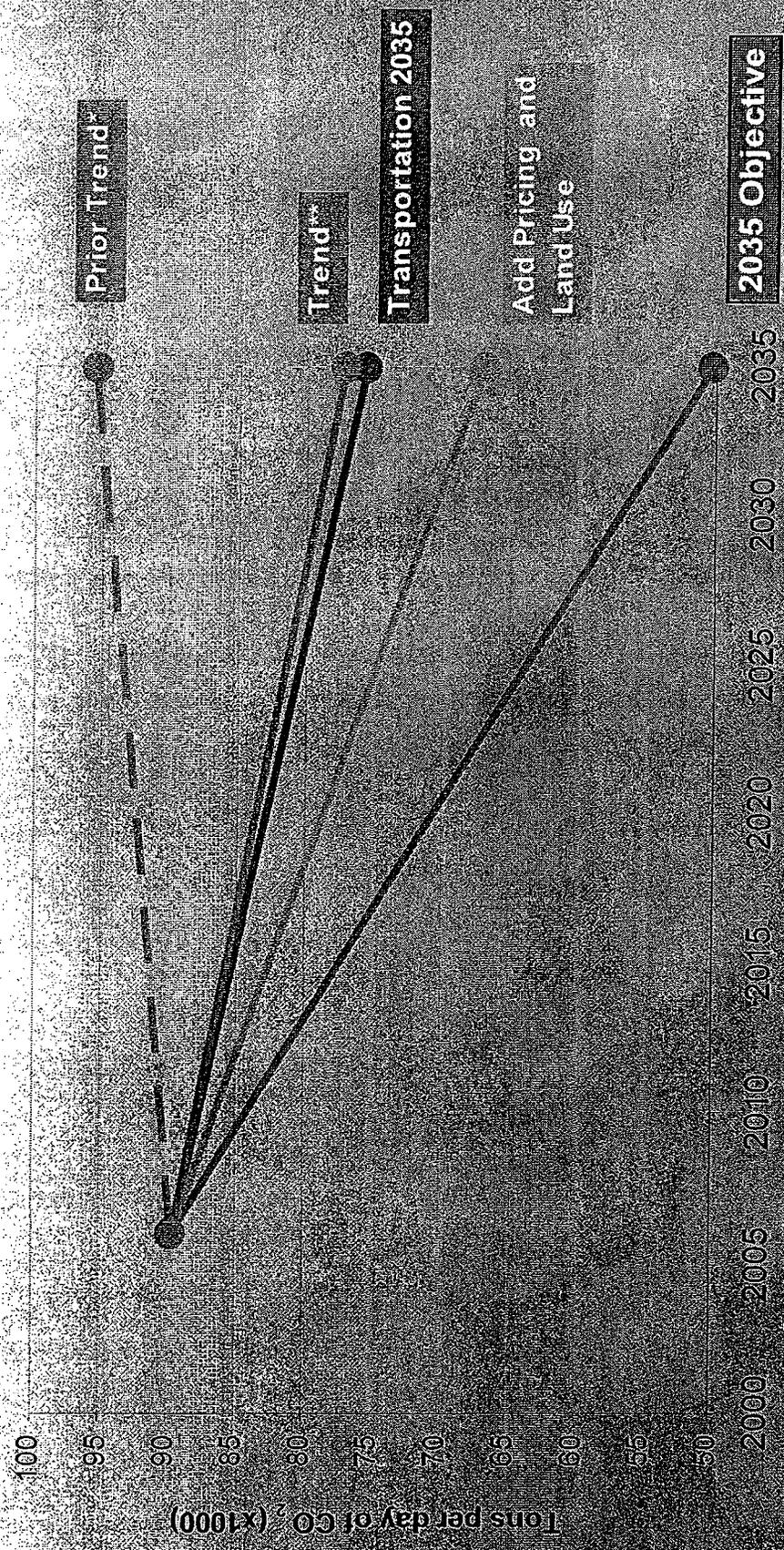
- IMPROVE AFFORDABILITY

**Infrastructure**

**Pricing & Focused Growth**

# Assessing the Difference

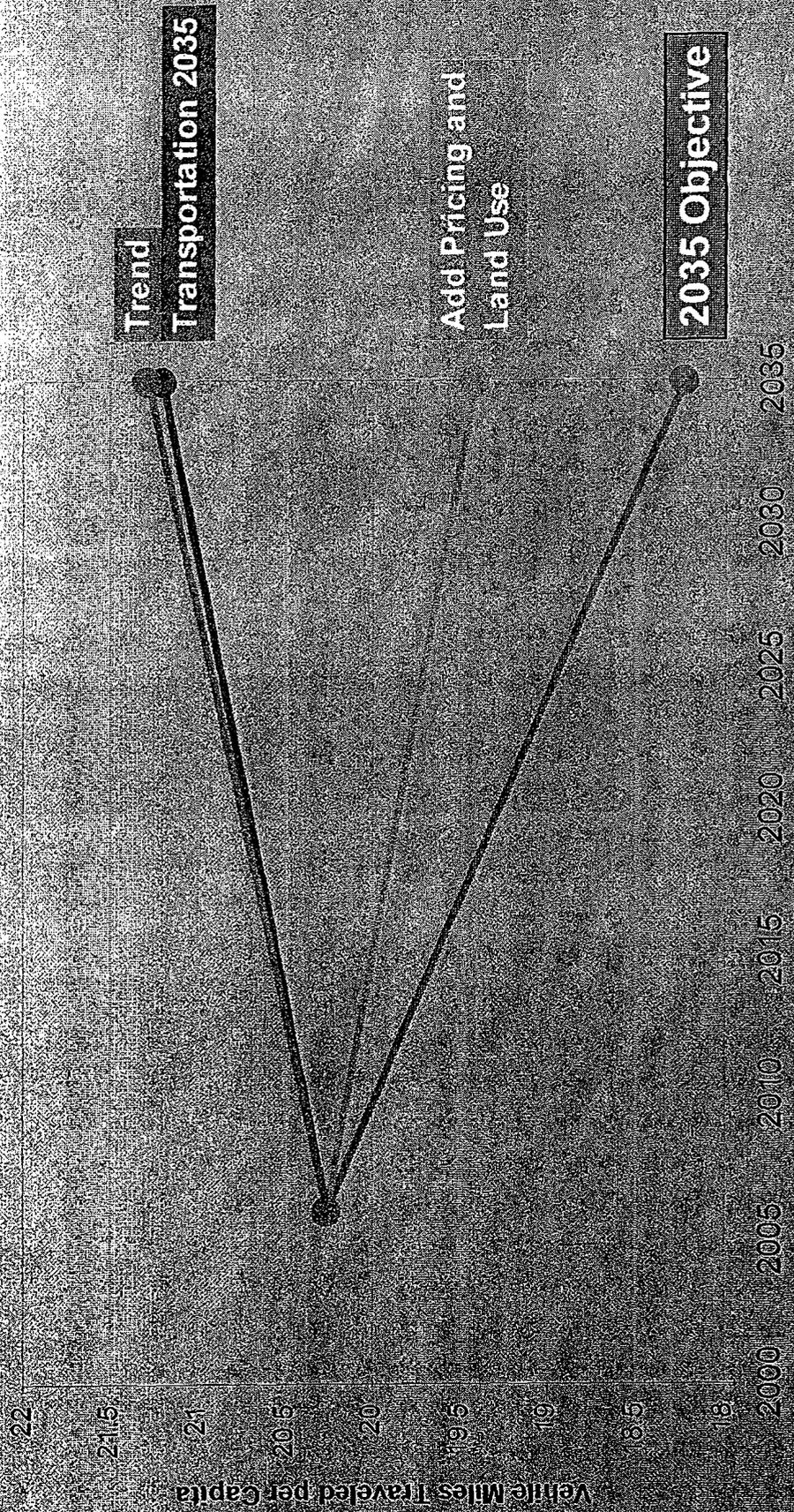
Reduce CO<sub>2</sub> 40% below 1990 levels



\* Assumes lower fuel economy  
\*\* Assumes higher fuel economy

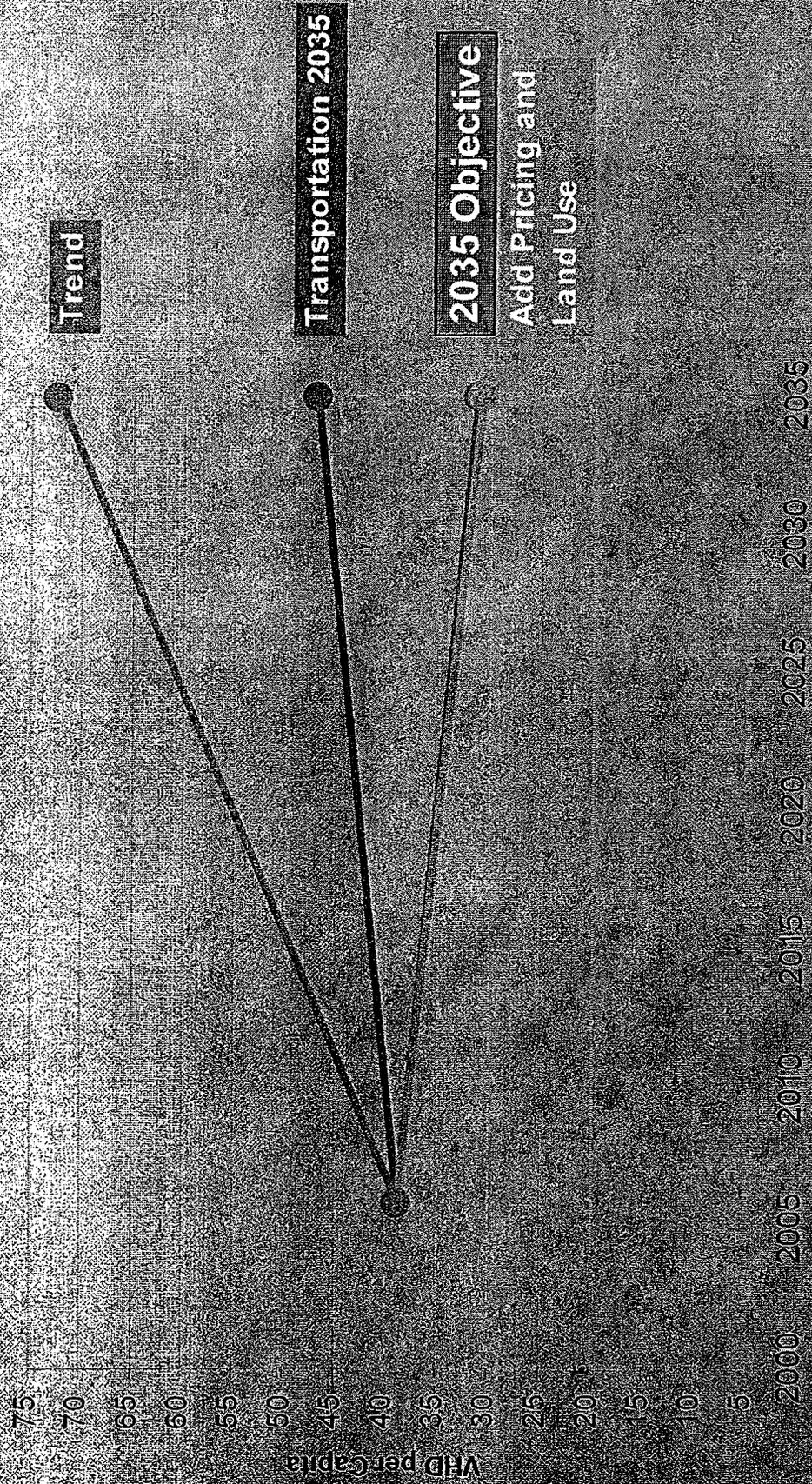
# Assessing the Difference

Reduce VMT per person 10% below today's levels



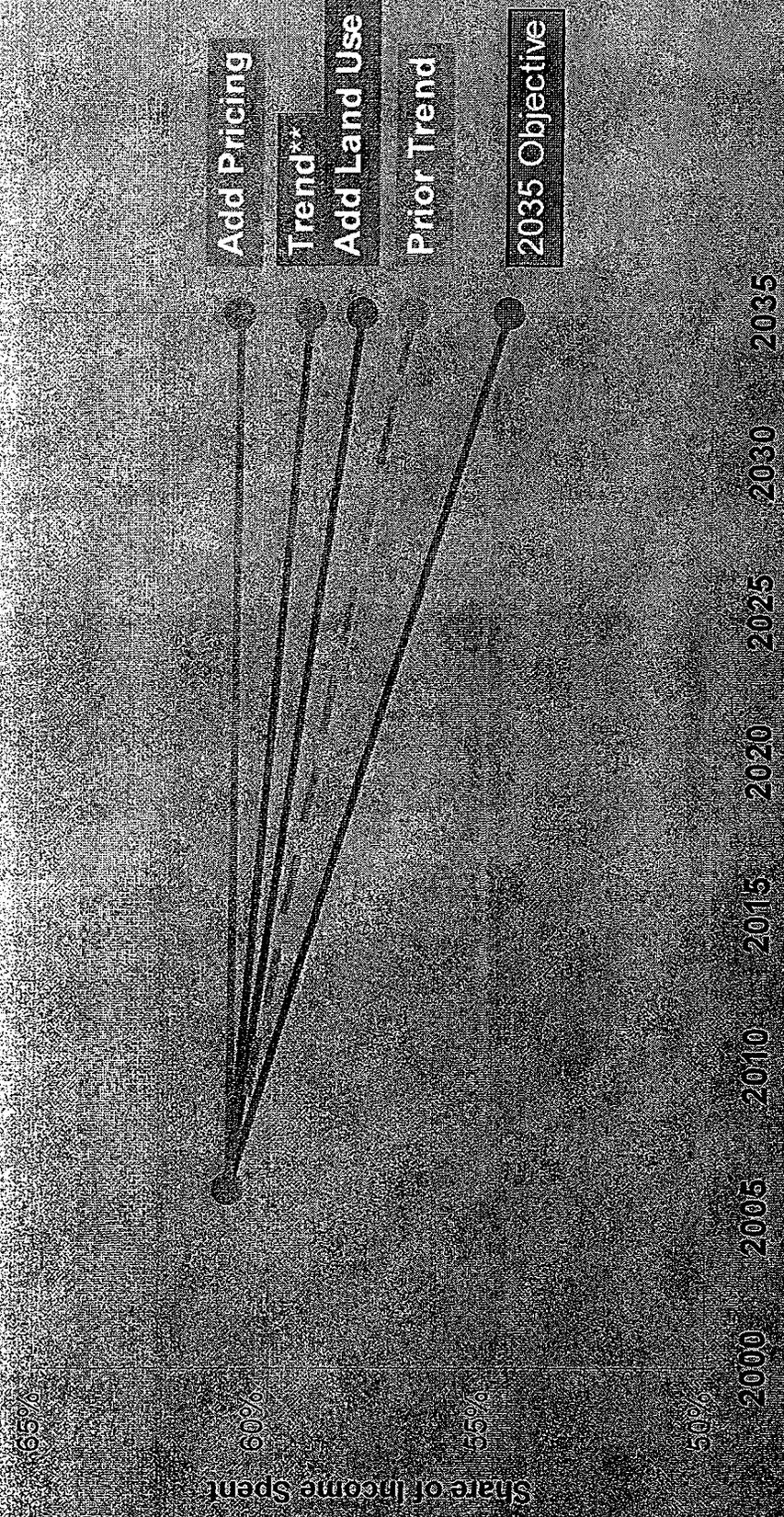
# Assessing the Difference

Reduce congestion 20% below today's levels



# Assessing the Difference

Reduce by 10% the share of income spent by lower- and moderate-low-income households on transportation and housing combined\*

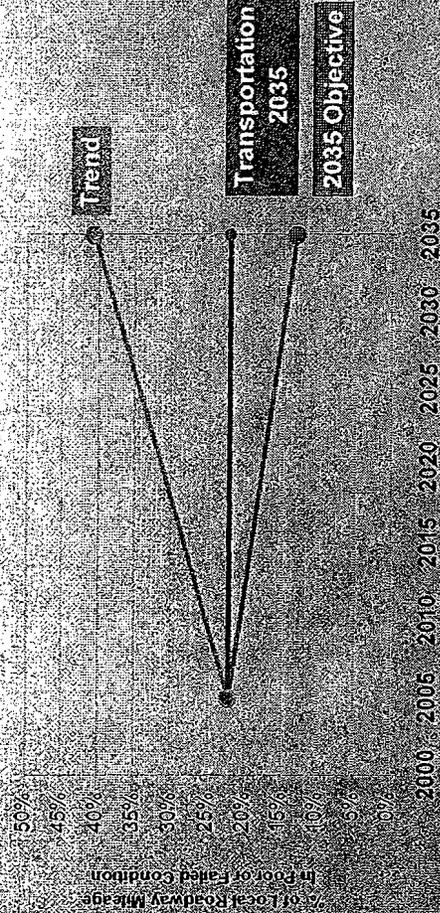


\*Includes households with annual incomes less than \$70,000  
\*\*Reflects updated gas prices

# Assessing the Difference

## Local Streets and Roads Maintenance

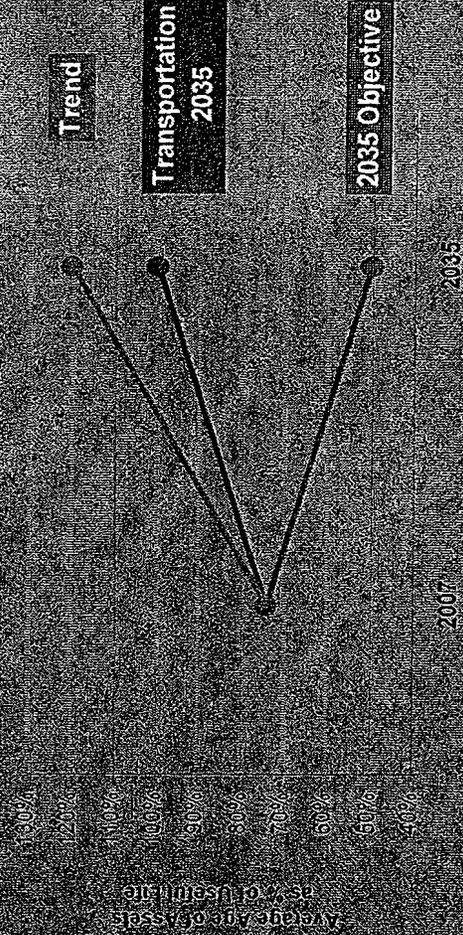
Decrease mileage in poor condition to no more than 13%



This is equivalent to the accepted objective to increase the average pavement condition for MDOT to 78

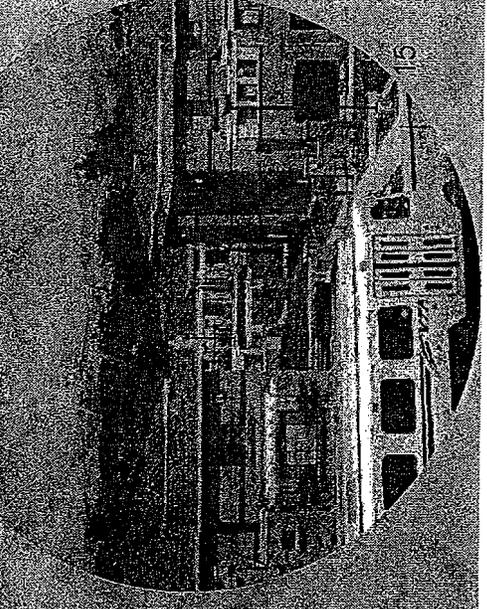
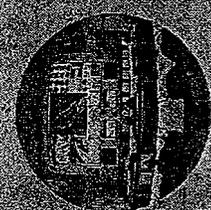
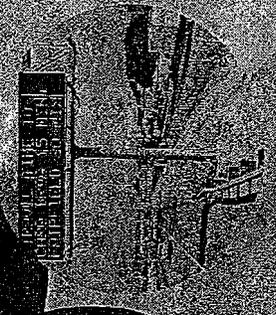
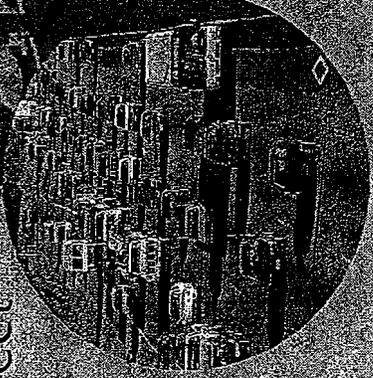
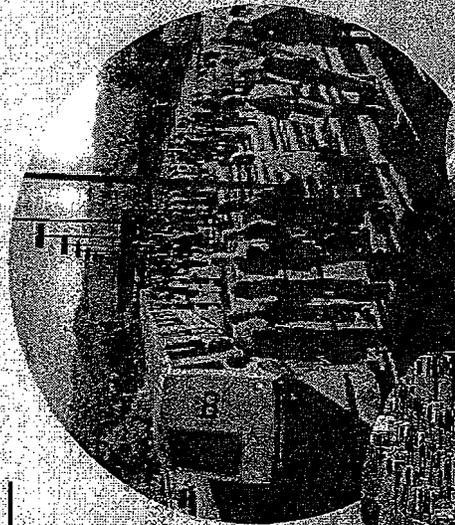
## Transit Maintenance

Decrease average age of all assets to 50% of useful life



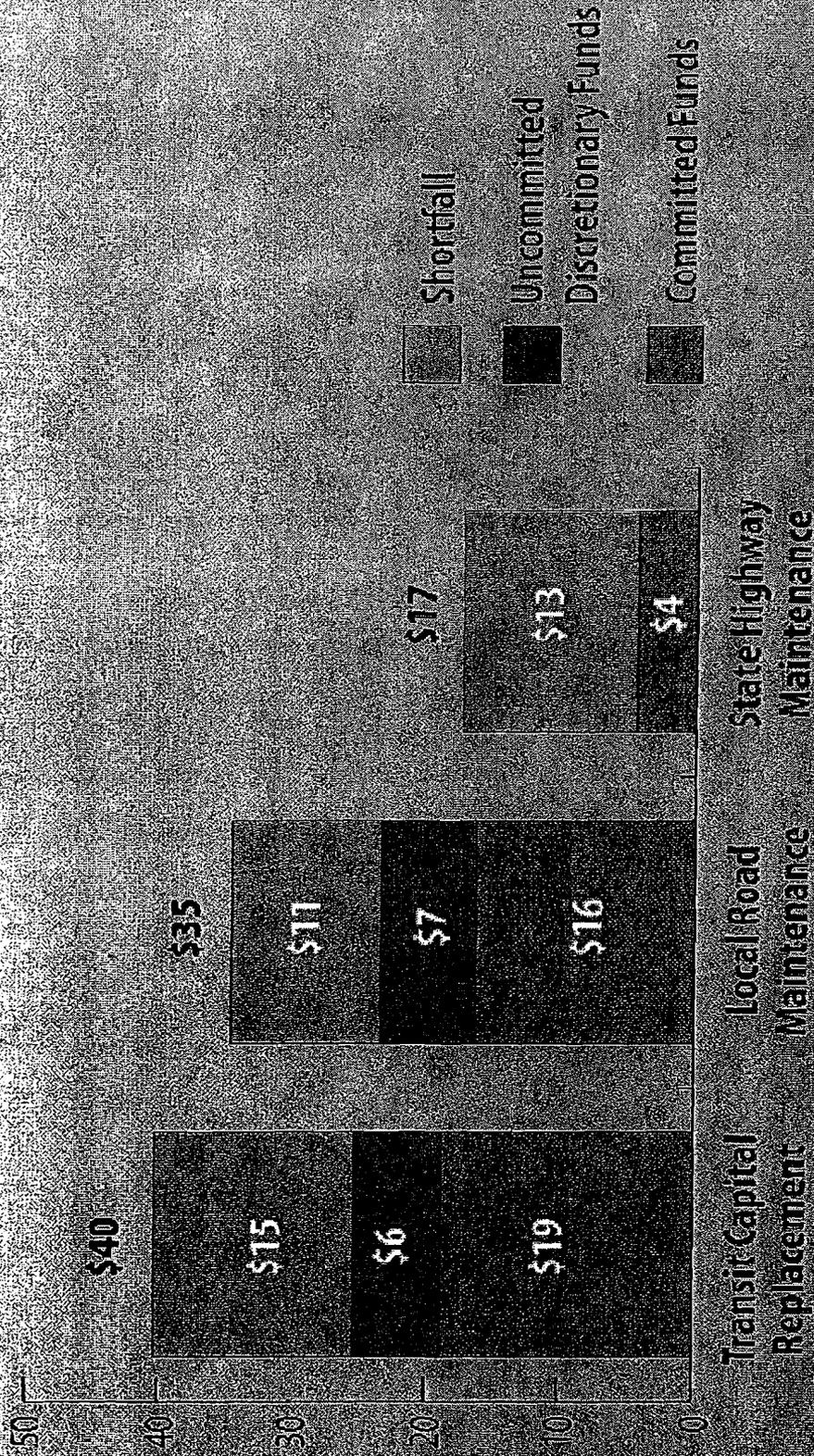
# What Did We Learn?

- Infrastructure projects alone are not nearly enough
- Road pricing has a much bigger effect in the short-term
- Focused growth helps us reach targets in the longer term
- Technology innovations gets us even closer to closing the gap
- Shifts in individual behavior ultimately drive change



# Building Our Momentum:

**Maintenance Needs, Funding, Shortfalls**  
 (In billions of escalated dollars)



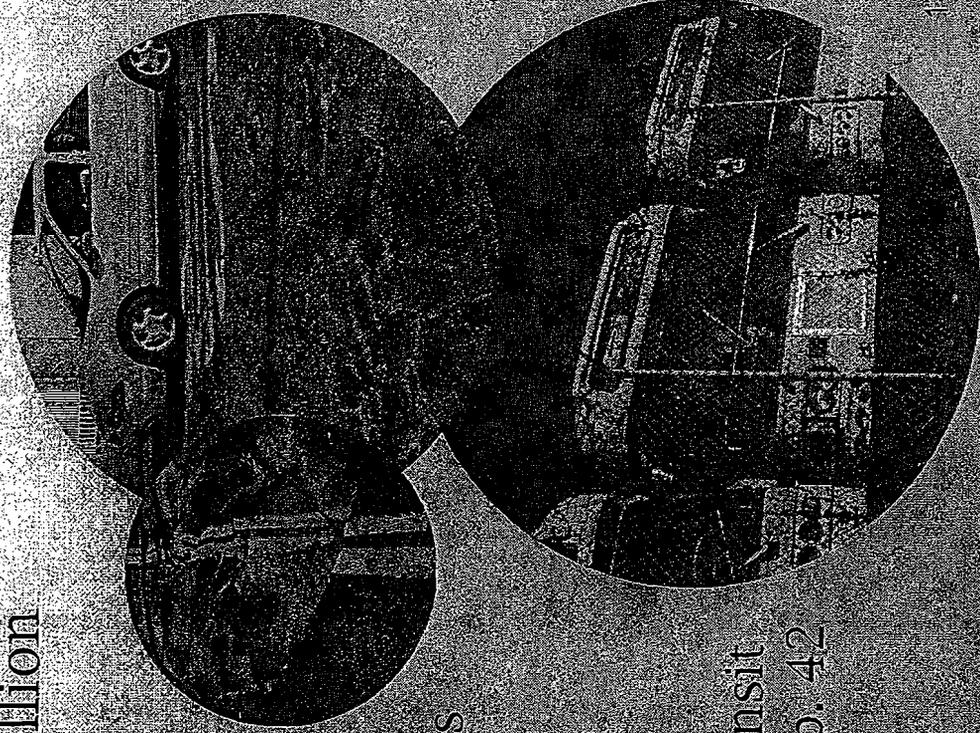
# Building Our Momentum:

## #1 Fix it, Finally?

- How can we eliminate the \$40 billion funding shortfall that keeps our roads, transit systems and highways from being first rate?

### Potential Strategies

- Seek rehabilitation funds in any infrastructure economic stimulus package
- Consider "Pennies for Potholes" regional gas fee
- Protect "spill over" funds for transit from raids by folding it into Prop. 42



## #1 Fix it First, Finally?

# Key Messages Heard

- Regional self-help may be better strategy rather than relying on Sacramento
- Maybe it's time to consider a regional gas fee
- Take active role to lower the 2/3rds voter threshold for approving transportation sales tax measures
- Consider putting the onus back on localities to fund local roads; use regional funds for roadways with regional impacts
- Consider user-based fees:
  - Toll roads to fund our transportation system
  - Give the region authority to raise bridge tolls
- Consider new revenue strategies
  - Transit assessment districts
  - Regional fees for every parking space provided by businesses
  - Consider port fees to subsidize transportation

## #1 Fix it First, Finally?

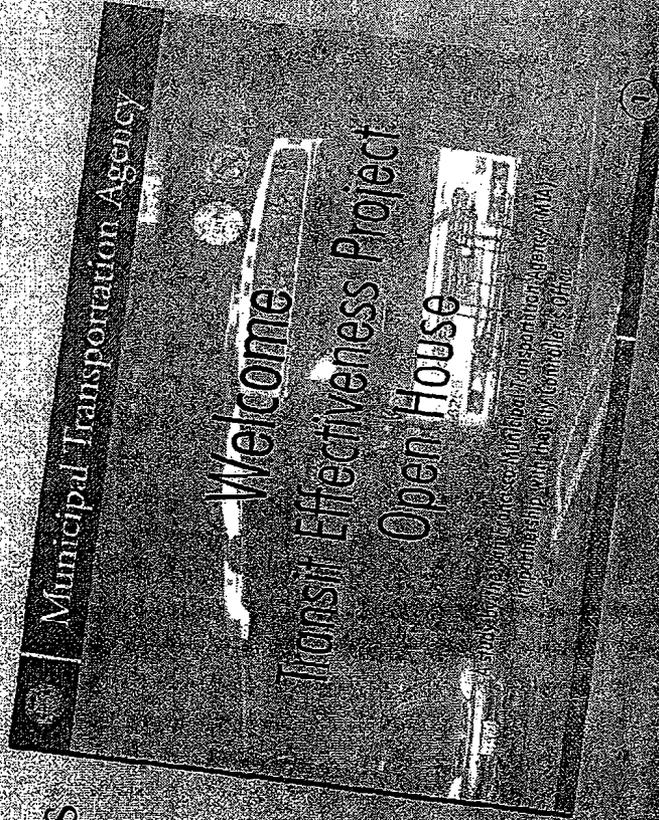
# Key Messages Heard

- Prop. 42 has a big target on it -- Sacramento will continue to raid it to fill holes in the General Fund
- The LS&R Committee is open to working with transit agencies to evaluate the benefits of seeking a legislative fix to the spillover issue by folding it in to Prop 42.
- Expect resistance from groups like the League of California Cities & State Association of Counties to changing Prop 42 splits or doing away with spillover
- Yes, we need "Pennies for Potholes" but it is difficult to get politicians to sponsor this in the current environment
- Get communities involved in advocacy efforts to increase revenue for transportation

# Building Our Momentum:

## #2 Transit Performance Initiative

- Should major transit operators undertake a transit efficiency study and implement recommendations to increase ridership, service productivity and cost efficiency?
- SEMTA's *Transit Efficiency Study* slated for adoption fall of 2008
- VTA's comprehensive redesign of its bus network (2008) focused on serving transit dependent riders



## #2 Transit Performance Initiative

### Key Messages Heard

- The region has to decide: efficiency or social services? Maintaining efficiency and expanding service can sometimes be at odds
- When there's talk of transit efficiency, it often means cutting services and quality of life for seniors, disabled and low-income riders
- Transit service is an effective tool to combat climate change; we may need to accept that there will be some level of inefficiencies
- MTC should lead the charge on conducting a transit effectiveness study - the study should consider consolidation and the potential for private contracting

## #2 Transit Performance Initiative

# Key Messages Heard

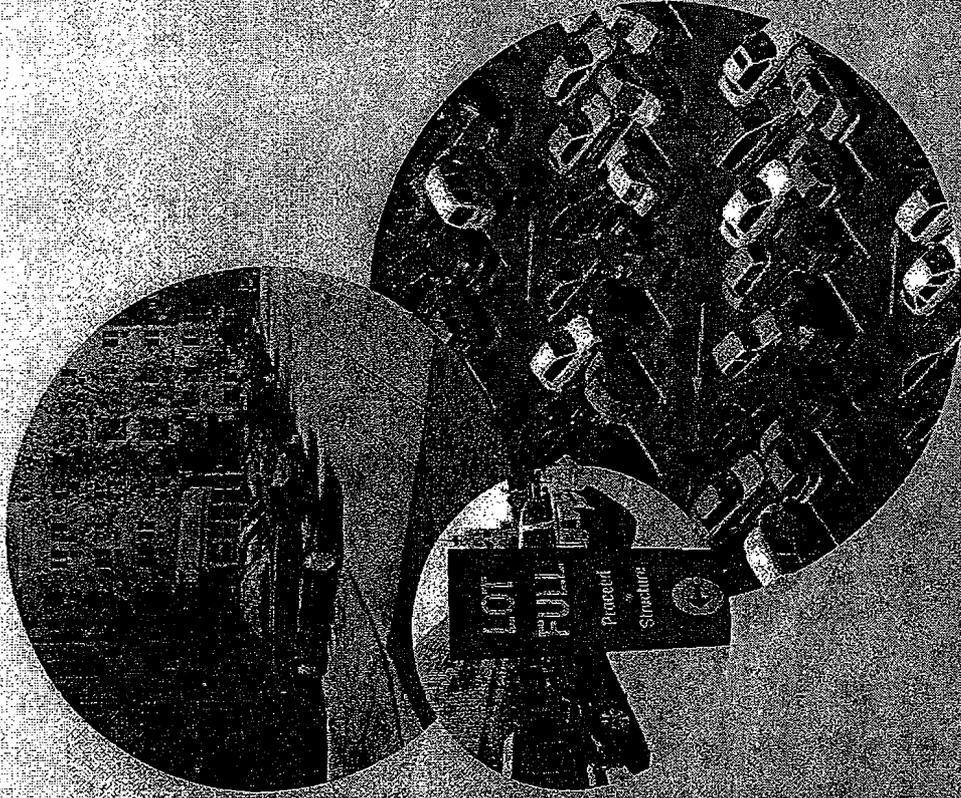
- Consolidation does not necessarily mean lower costs. Administrative costs for large operators are higher than for smaller ones
- MTC should get serious about instituting performance standards for all transit operators
  - The standards need not be identical across agencies
  - Give transit operators planning funds
- The single most effective tool for local public works agencies is a pavement management program. Transit operators need technological tools to track performance
- Studies are helpful, but the bottom line is transit needs more funding

# Building Our Momentum:

## #3 Green Commute/ Green Parking Pilot

▪ Should the region develop a "Green Commute/Green Parking" Pilot for employers and multi-family residential developers?

- San Francisco's *Commuter Benefit Ordinance*, and MTC's "TransLink for T.O.D." are potential models.



## #3: Green Commute/Green Parking Pilot

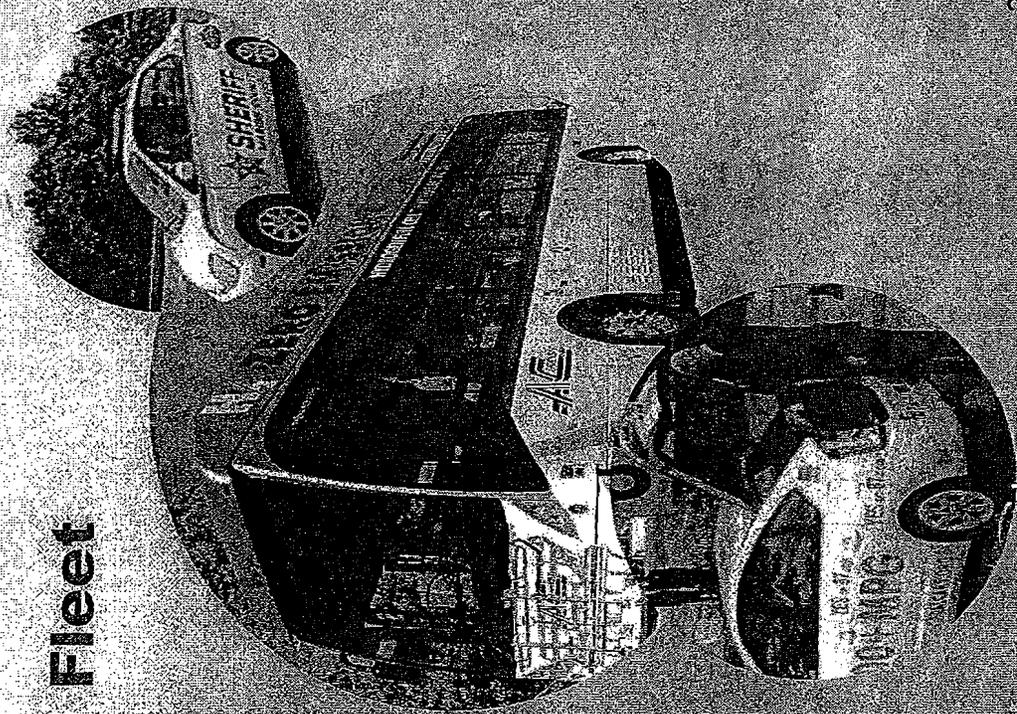
# Key Messages Heard

- Yes, implement green commute/parking strategies; differing views about how much of a carrot, how much of a stick to use
- Parking restrictions must be done on a regional scale or else residential and commercial properties with no restrictions will be more attractive to developers and buyers
- Implement pilot programs tailored to both urban and suburban areas
- A toolkit of options for localities is best because different jurisdictions have different ways to deal with parking
- Green commute/green parking has been around a long time - look to models in San Jose and Berkeley

# Building Our Momentum:

## #4 Zero Emission Municipal Fleet

- Should the Bay Area's local governments lead the way by moving to green vehicle fleets to zero-out greenhouse gas emissions?
- Some 25,000 vehicles currently in region's municipal fleet (unknown number of zero-emission vehicles)
- What percentage of the fleet should we seek to convert?



## **#4: Zero Emissions Municipal Fleets**

### **Key Messages Heard**

- Given that technology isn't quite there yet for the general public, a good start is to focus on municipal fleets
- Municipalities should consider use of car-sharing organizations as viable options to reduce their fleet size
- Focus not just on passenger cars, but also other vehicles, such as dump trucks, garbage trucks, etc.
- Need a big regional push to make this happen

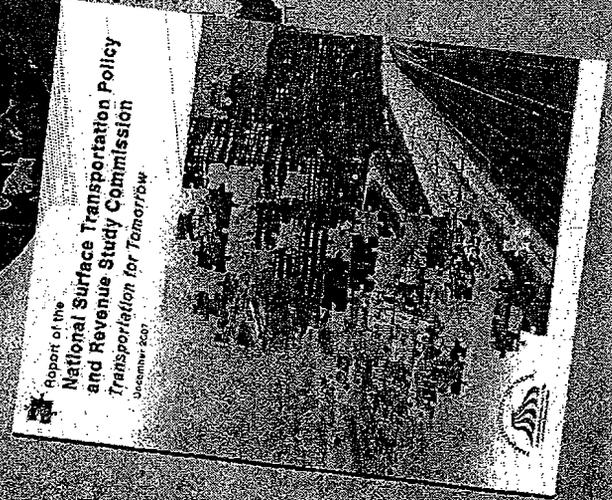
# Building Our Momentum:

## #5 Shape New Federal Transportation Bill

- How can our region influence the debate on new federal surface transportation policies and funding to further Transportation 2035 goals?

- *"To meet 21st Century transportation needs, it is necessary for Congress to establish a new Federal Compact with the American People."*

— National Surface Transportation Policy and Revenue Study Commission



## **#5: Shape New Federal Transportation Bill**

### **Key Messages Heard**

- Go for a robust federal surface transportation program
  - Anticipate potential new categories
  - Start planning for them
- This is a leadership opportunity for the Bay Area to define priority areas for our region (e.g., trade corridors, climate protection, Regional HOT Network) and fit them with the federal categories
- Develop an advocacy platform we can all support; the region is most effective when it speaks in one voice
  - Involve the community
  - Build public-private coalitions
  - MTC should take advantage of its citizen advisors

# “Building Momentum” Strategy

1. Develop legislative strategy for self-help funding
2. Additional regional lifeline service support for most efficient operators
3. Pursue partnerships with business community to implement green commute policies
4. Provide funding incentives to promote green fleets
5. Develop partnership platform for reauthorization

## Questions

• Are these the right priorities?

• What is missing?

## **Next Steps: “Building Momentum”**

- Develop a “Building Momentum” strategy that reflects the input from the Partnership, stakeholders, and Commission – Nov. 2008
- Continue ongoing dialogue – Nov. 2008 – Jan. 2009
- Include preferred strategy in Transportation 2035 Plan – March 2009

**T 2035: First Six Years of STP/CMAQ  
CMA Executive Director's Proposal  
October 16, 2008**

MTC has adopted a draft investment plan for its emerging regional transportation plan, T 2035. This plan sets out investment priorities in several categories, including maintaining the existing system, climate action, focused growth and freeway performance. The existing federal transportation program expires at the end of fiscal year 2008-9. Based on past history, the new federal program is likely to be authorized for six years. T 2035 assumes a continuation of existing federal programs. In order to carry out the intent of T 2035, guidance is needed on the use of federal Surface Transportation Program (STP) and Congestion Mitigation & Air Quality (CMAQ) funds over the six-year duration of the new federal program.

Based on the funding assignments made by the Commission in T 2035, the CMA Executive Directors propose the following priorities for the allocation of regional federal STP and CMAQ during the first six years of T 2035:

Surface Transportation Program (STP)

Based on MTC staff estimates for T 2035, \$80.9 million in STP funding is estimated to be available in FY 2009-10 growing to \$98.4 million in FY 2014-15.

1. Because the Commission expressed a firm commitment to "fix it first", transit capital replacement and local street and road rehabilitation should claim the highest priority for the use of STP funds, the most flexible federal funds. In the adopted draft T 2035 investment plan, funding from STP for transit capital replacement totals \$1.0 billion and local road rehabilitation totals \$1.4 billion over 25 years. These amounts translate as follows for the first six years:
  - For transit, \$24 million in FY 2009-10 growing to \$29.2 million in 2014-15
  - For local roads, \$33.6 million in FY 2009-10 growing to \$40.9 million in 2014-15
 These figures are based on data and an escalation rate supplied by MTC staff.
2. STP-planning funds need to recognize existing commitments as a base, and should be set at a level commensurate with the CMAs' responsibilities for county transportation planning/ programming and federal program administration.

Congestion Mitigation & Air Quality (CMAQ)

Based on MTC staff forecasts for T 2035, \$74.6 million in CMAQ funding is estimated to be available in FY 2009-10 growing to \$90.8 million in FY 2014-15. The T 2035 draft investment plan proposes a 5-year Climate Change program at \$57 million per year, a doubling of the Transportation for Livable Communities (TLC) program to \$60 million/year, a freeway performance initiative (FPI) and a bicycle program. Considering the CMAQ funding constraints in the near-term:

3. The Commission should develop a process to establish the level of CMAQ funding in the first six years devoted to climate change, TLC, FPI and the bicycle program. In preparing criteria to evaluate options, the Commission should consider that the TLC and bicycle programs are existing regional programs with a track record and that MTC analysis shows the FPI is the most cost-effective of the proposed new programs. The attached charts provide three scenarios illustrating the funding trade-offs the Commission will need to make. While each scenario addresses a different policy option, the scenario should not be taken as a recommendation.
4. Subject to MTC guidelines, the CMAs should have the lead role in programming funds for TLC, FPI, the regional bike program, and safe routes to schools/transit program.

## T 2035: First Six Years of STP and CMAQ

### STP/CMAQ Programming: Amounts by Program Category (\$ millions)

Based on STP/CMAQ amounts used in T 2035 by MTC

#### Illustrative Scenario 1 -- "Fix it First" plus TLC Funded at least at Current Level and Early FPI Funding

	FY 09-10		FY 10-11		FY 11-12		FY 12-13		FY 13-14		FY 14-15		
	STP	CMAQ											
Committed [1]	\$13.9	\$5.1	\$14.4	\$5.3	\$15.0	\$5.5	\$15.6	\$5.7	\$16.2	\$5.9	\$16.9	\$6.2	
Transit Capital Repl. [2]	\$24.0		\$25.0		\$26.0		\$27.0		\$28.1		\$29.2		
Local St & Rd Rehab [3]	\$33.6		\$35.0		\$36.4		\$37.8		\$39.3		\$40.9		
Regional Bike Program [4]		\$8.0		\$8.0		\$8.0		\$8.0		\$8.0		\$8.0	
Climate Change [5]						\$20.0		\$20.0		\$57.0		\$57.0	
TLC [6]		\$27.0		\$27.0		\$27.0		\$27.0		\$2.9	\$24.4	\$3.0	\$27.6
Freeway Permi Initiative (FPI)	\$2.5	\$34.5	\$2.6	\$37.3	\$2.7	\$20.2	\$2.8	\$23.2	\$0.0	\$0.0	\$0.0	\$0.0	
Planning [7]	\$6.9		\$7.2		\$7.5		\$7.8		\$8.1		\$8.4		
<b>Total</b>	<b>\$80.9</b>	<b>\$74.6</b>	<b>\$84.1</b>	<b>\$77.6</b>	<b>\$87.5</b>	<b>\$80.7</b>	<b>\$91.0</b>	<b>\$83.9</b>	<b>\$94.6</b>	<b>\$87.3</b>	<b>\$98.4</b>	<b>\$90.8</b>	

#### Notes:

[1] Rough estimate; needs verification. Includes TransLink, 511, Regional marketing, Freeway Service Patrol/Call Boxes.

[2] Rough estimate; needs verification. Average annual SAFETEA amount was \$23.5m for transit capital replacement.

[3] Rough estimate; needs verification. Average annual SAFETEA amount was \$24.3m for local road rehabilitation.

[4] Old bike/ped program was \$8m/yr for 4 of the 6 years of SAFETEA and included pedestrian projects.

[5] T 2035 assumes 5-year program with outreach/incentives at \$27m/yr, Safe Routes to Schools/Transit at \$20m/year, and Transit Priority Program at \$10m/yr, totaling \$57m/yr.

[6] T 2035 assumes a doubling of the current program from \$27m/yr to \$60m/yr.

[7] Rough estimate; needs verification. Includes planning funds for CMAs, ABAG, MTC and BCDC.

SAFETEA is the current federal transportation program that expires in September 2009.

## T 2035: First Six Years of STP and CMAQ

### STP/CMAQ Programming: Amounts by Program Category (\$ millions)

Based on STP/CMAQ amounts used in T 2035 by MTC

#### Illustrative Scenario 2 -- "Fix it First" plus Fully Fund Four Years of Climate Change Initiative

	FY 09-10		FY 10-11		FY 11-12		FY 12-13		FY 13-14		FY 14-15	
	STP	CMAQ										
Committed [1]	\$13.9	\$5.1	\$14.4	\$5.3	\$15.0	\$5.5	\$15.6	\$5.7	\$16.2	\$5.9	\$16.9	\$6.2
Transit Capital Repl. [2]	\$24.0		\$25.0		\$26.0		\$27.0		\$28.1		\$29.2	
Local St & Rd Rehab [3]	\$33.6		\$35.0		\$36.4		\$37.8		\$39.3		\$40.9	
Regional Bike Prgrm [4]		\$8.0		\$8.0		\$8.0		\$8.0		\$8.0		\$8.0
Climate Change [5]						\$57.0		\$57.0		\$57.0		\$57.0
TTC [6]		\$35.6		\$37.2	\$2.7	\$5.9	\$2.8	\$7.7	\$2.9	\$9.5	\$3.0	\$11.4
Freeway Perf Initiative (FPI)	\$2.5	\$25.9	\$2.6	\$27.1		\$4.3		\$5.6		\$6.9		\$8.3
Planning [7]	\$6.9		\$7.2		\$7.5		\$7.8		\$8.1		\$8.4	
Total	\$80.9	\$74.6	\$84.1	\$77.6	\$87.5	\$80.7	\$91.0	\$83.9	\$94.6	\$87.3	\$98.4	\$90.8

#### Notes:

- [1] Rough estimate; needs verification. Includes TransLink, 511, Regional marketing, Freeway Service Patrol/Call Boxes.
- [2] Rough estimate; needs verification. Average annual SAFETEA amount was \$23.5m for transit capital replacement.
- [3] Rough estimate; needs verification. Average annual SAFETEA amount was \$24.3m for local road rehabilitation.
- [4] Old bike/ped program was \$8m/yr for 4 of the 6 years of SAFETEA and included pedestrian projects.
- [5] T 2035 assumes 5-year program with outreach/incentives at \$27m/yr, Safe Routes to Schools/Transit at \$20m/year, and Transit Priority Program at \$10m/yr, totaling \$57m/yr.
- [6] T 2035 assumes a doubling of the current program from \$27m/yr to \$60m/yr.
- [7] Rough estimate; needs verification. Includes planning funds for CMAs, ABAG, MTC and BCDC.

SAFETEA is the current federal transportation program that expires in September 2009.

### T 2035: First Six Years of STP and CMAQ

#### STP/CMAQ Programming: Amounts by Program Category (\$ millions)

Based on STP/CMAQ amounts used In T 2035 by MTC

#### *Illustrative Scenario 3 -- "Fix it First" plus TLC Funded at least at Current Level and Spread Climate Change Funding*

	FY 09-10		FY 10-11		FY 11-12		FY 12-13		FY 13-14		FY 14-15	
	STP	CMAQ										
Committed [1]	\$13.9	\$5.1	\$14.4	\$5.3	\$15.0	\$5.5	\$15.6	\$5.7	\$16.2	\$5.9	\$16.9	\$6.2
Transit Capital Repl. [2]	\$24.0		\$25.0		\$26.0		\$27.0		\$28.1		\$29.2	
Local St & Rd Rehab [3]	\$33.6		\$35.0		\$36.4		\$37.8		\$39.3		\$40.9	
Regional Bike Prgrm [4]		\$8.0		\$8.0		\$8.0		\$8.0				
Climate Change [5]		\$17.0		\$17.0		\$20.0		\$20.0		\$23.0		\$23.0
TLC [6]		\$27.0		\$27.0		\$27.0		\$27.0	\$2.9	\$24.4	\$3.0	\$27.6
Fwy Perf Initiative (FPI)	\$2.5	\$17.5	\$2.6	\$20.3	\$2.7	\$20.2	\$2.8	\$23.2	\$0.0	\$34.0	\$0.0	\$34.0
Planning [7]	\$6.9		\$7.2		\$7.5		\$7.8		\$8.1		\$8.4	
Total	\$80.9	\$74.6	\$84.1	\$77.6	\$87.5	\$80.7	\$91.0	\$83.9	\$94.6	\$87.3	\$98.4	\$90.8

**Notes:**

[1] Rough estimate; needs verification. Includes TransLink, 511, Regional marketing, Freeway Service Patrol/Call Boxes.

[2] Rough estimate; needs verification. Average annual SAFETEA amount was \$23.5m for transit capital replacement.

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[6] T 2035 assumes a doubling of the current program from \$27m/yr to \$60m/yr.

[7] Rough estimate; needs verification. Includes planning funds for CMAs, ABAG, MTC and BCDC.

SAFETEA is the current federal transportation program that expires in September 2009.



DATE: December 1, 2008  
TO: STA Board  
FROM: Liz Niedziela, Transit Program Manager/Analyst  
RE: Unmet Transit Needs Public Hearing for Fiscal Year (FY) 2009-10

**Background:**

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

Solano County is the one county in the Bay Area that has local jurisdictions using TDA funds for streets and roads. Three out of eight jurisdictions currently use TDA funds for streets and roads (Rio Vista, Suisun City, and the County of Solano). This will be the last year Suisun City will be claiming TDA funds for streets and roads. The other two jurisdictions have no plans to phase out the use of TDA funds for streets and roads purposes.

Annually, the Metropolitan Transportation Commission (MTC), the state designated Regional Transportation Planning Agency (RTPA) for the Bay Area, holds a public hearing in the late fall to begin the process to determine if there are any transit needs not being reasonably met in Solano County. Based on comments raised at the hearing and written comments received, MTC staff selects pertinent comments for Solano County's local jurisdictions that will be addressed. The STA coordinates with the transit operators who must prepare responses specific to their operation.

Once STA staff has collected all the responses from Solano County's transit operators, a coordinated response is approved by the STA Board and forwarded to MTC. Evaluating Solano County's responses, MTC staff determines whether or not there are any potential comments that need further analysis. If there are comments that need further analysis, MTC presents them to MTC's Programming and Allocations Committee (PAC) to seek their concurrence on those issues that the STA or the specified transit operator would need to further analyze as part of the Unmet Transit Needs Plan. Until MTC can make a finding that there are no reasonable unmet transit needs, all TDA claims for local streets and roads are held by MTC.

**Discussion:**

The annual Unmet Transit Needs public hearing has been traditionally held in November or early December. This year Unmet Needs Hearing is scheduled to be held on Monday, December 15, 2008 from approximately 6:00 pm – 8:00 pm at the Solano County Administration Center (SCAC) in the Board of Supervisors Chambers.

STA staff will work with MTC and local transit operators to outreach to the public. MTC produced a flyer announcing the public hearing that will be provided to transit operators to post on their buses and other locations. (see attachment A). Transit operators are encouraged to attend and hear the concerns expressed first hand in this process.

The issues raised at the hearing and through written comments will be reviewed and compiled by MTC. The comments that are identified as reasonable unmet needs will be forwarded by MTC to STA. On September 10, 2008, MTC is Programming and Allocations Committee authorized MTC staff to proceed with the Unmet Transit Needs Public Hearing for Solano County (see Attachment B). An issue was raised concerning the budget challenges facing Vallejo Transit and whether the services are inter-or intra-county and eligible for apportionment beyond Vallejo based on TDA statute. MTC staff has indicated they will consider these issues in making its finding whether there are any unmet transit needs that are reasonable to meet that emerge from this year's hearing process.

**Recommendation:**

Informational.

Attachment:

- A. Solano County Transit Needs Flyer
- B. MTC Programming and Allocations Committee Unmet Transit Needs Public Hearing for Solano County

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

September 10, 2008

Item Number 4c

**Unmet Transit Needs Hearings**

- Subject:** Unmet Transit Needs Public Hearing for Solano County
- Background:** Each year before Transportation Development Act (TDA) funds can be allocated for streets and roads purposes, MTC must conduct a public hearing to receive testimony to determine whether there are any “unmet transit needs which are reasonable to meet” within the jurisdictions of the claimants. We anticipate that TDA funds will be claimed for streets and roads purposes in Solano County. No other county in the Bay Area claims TDA funds for streets and roads purposes.
- In accordance with the provisions of Resolution No. 2380, Revised, MTC will hold a transit unmet needs public hearing in November or December 2008 for the upcoming fiscal year 2009-10.
- The final date will be chosen based on the schedules of attending Commissioners, Solano Transportation Authority staff, and MTC staff, who will be managing the hearing. Issues identified at the hearing will be forwarded to the jurisdictions by January 1st and be brought to the Committee in Spring 2009.
- Issues:** Vallejo Transit has approached MTC about substantial budget shortfalls driven by high fuel prices in the current fiscal year that could affect its ability to maintain existing service levels for its ferry service. To-date, discussions have focused on the ferry services, but there are likely similar budget challenges for the bus services. To the extent that the services are inter- or intra- county and eligible for apportionment areas beyond Vallejo based on TDA statute ((e.g. Public Utilities Code Section 99231), MTC must consider these issues in making its findings of whether there are any unmet needs that are reasonable to meet in the coming year.
- Recommendation:** We recommend that the Programming and Allocations Committee authorize staff to proceed with the public hearing.
- We request that Commissioner Tissier, as Chair of the Committee, appoint Commissioner Spering to serve as Chair at the hearing and one additional Commissioner to sit on the panel. Staff will complete final arrangements for the hearings and will confirm these with the Commissioners.
- Attachments:** None

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## Attention Transit Riders

# We Want To Hear From You! You're Invited to a Public Hearing on Solano County Transit Needs

Monday, December 15, 2008, 6 p.m.

Solano County Administration Center – Board Chambers  
675 Texas Street, Fairfield, CA

The Metropolitan Transportation Commission (MTC) wants to hear your transit needs — both local and commuter services — in Solano County. We invite you to comment on any “unmet” transit needs in Solano County as well as offer support for services you currently use.

Unable to attend? Submit your written comments no later than 4 p.m. on Friday, December 19, 2008. (You may use the form on the back of this flyer.)

Mail to MTC Public Information,  
101 Eighth Street, Oakland, CA 94607;  
FAX to (510) 817-5848; or e-mail your  
comments to [info@mtc.ca.gov](mailto:info@mtc.ca.gov).

**Public Transit** is available to the hearing.

For information, call Solano Napa Commuter Information at **1(800)53KMUTE (535-6883)**.

Specialized transportation will be provided with advance reservations. Vallejo residents, please call Runabout at **(707)649-1999**. Benicia residents, please call Benicia Breeze Paratransit at **(707) 748-0808**. Rio Vista residents, please call Rio Vista Breeze at **(707) 374-2878**. All other county residents call Solano Paratransit at **(707)429-2400**.

*See reverse for driving directions.*

For more information regarding the hearing,  
call MTC Public Information at:

**(510) 817-5757**

**TDD (510) 817-5769**



## Driving Directions to Solano County Administration Center (SCAC), Board Chambers - 675 Texas St. Fairfield, CA

The Solano County Administration Center (SCAC) is located in downtown Fairfield on Texas Street. The Board Chambers are located on the First Floor just off the main lobby which can be reached from Texas St. or Union St. entries or the adjacent parking structure between Union and Jefferson south of the building. Free public parking is located on many of the adjacent streets as well as on the second level of the parking structure.

### Driving Directions from I-80

**From the WEST**  
(Vallejo/Benicia/Bay Area)

- Take I-80 East to Hwy 12/East.
- Take Hwy 12 East to Pennsylvania St. (approx. 2.5 miles).
- Turn left Pennsylvania to W. Texas St.
- Turn right on W. Texas St.
- The SCAC is 6 blocks down on the right between Jefferson and Union Streets.

**From the EAST**  
(Vacaville/Dixon/Sacramento)

- Take I-80 West to Travis Blvd.
- Turn left from the off-ramp to Travis Blvd.
- Take Travis Blvd to Pennsylvania St. (approx. 1 mile).
- Turn right at Pennsylvania to W. Texas.
- Turn left at W. Texas
- The SCAC is 6 blocks down on the right between Jefferson and Union streets.

### Driving Directions from Rio Vista/Hwy 12

- From Rio Vista, take Hwy 12 to Jackson St exit.
- Take Jackson Street 5 blocks to W. Texas St.
- Turn right on W. Texas St.
- The SCAC is 2 blocks down on the right between Jefferson and Union streets.

Yes, I'd like to comment on transit services in Solano County and offer ideas for improved service.

*(Please note specific transit service, when appropriate.)*

Name.....

Address.....

City..... State..... Zip.....

E-Mail Address.....

Comments *(please be specific regarding transit services):*

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Please e-mail your comments to [info@mtc.ca.gov](mailto:info@mtc.ca.gov) or mail this form to: MTC Public Information, 101-8th Street, Oakland, CA 94607 or fax it to (510) 817-5848 no later than 4 p.m. December 19, 2008.



DATE: November 26, 2008  
TO: STA Board  
FROM: Robert Macaulay, Director of Planning  
RE: State Route (SR) 12 Status Update

**Background:**

The Solano Transportation Authority (STA) Board approved several near-term safety implementation recommendations for State Route (SR) 12 at their January 10, 2007 meeting, and has monitored their implementation on a regular basis. Immediate strategies were to: 1.) Obtain an Office of Traffic Safety (OTS) grant with Solano County's Law enforcement agencies, 2.) Sponsor state legislation to designate SR 12 Corridor as a double fine enforcement zone, and 3.) Re-engage the SR 12 Steering Committee to make recommendations to the STA Board with regard to strategies and actions to improve safety on SR 12.

The overall approach to improving safety on SR 12 is comprised of four (4) elements:

1. Increased Enforcement
2. Legislation
3. Education
4. Engineering

Monthly updates to these elements are provided to the TAC and STA Board.

**Discussion:**

*1) Enforcement*

The Office of Traffic Safety Grant Steering Committee meets on a quarterly basis. The third quarterly meeting of the OTS Steering Committee was held on September 16, 2008 in Suisun City. The next meeting date has not been set, but will be in January 2009. With the passage of the State Budget, OTS is able to sign contracts to purchase and distribute promotional materials and run safety ads on local radio and TV. It is unclear how the current State budget problems will impact funding of OTS activities in 2009.

STA has asked for information from the California Highway Patrol (CHP) and the Cities of Rio Vista, Suisun City and Fairfield regarding enforcement activities funded by the OTS Grant. The Cities of Rio Vista and Suisun City report that the majority of their enforcement has been for speeding violations; neither jurisdiction tracks where the citations are issued in their jurisdiction. CHP does not enter citation information in a database, but did a random sample of citations to check by hand for location. Approximately 80% of the citations sampled were issued in the area from just west of SR 113 to the Rio Vista city limits. Information for City of Fairfield citations has not yet been received.

- 2) *State Legislation*  
There are no pending SR 12 related legislative measures.

The Officer David Frank Lamoree Memorial Highway was dedicated at a ceremony held in Rio Vista on September 4, 2008. The signs have now been installed.

- 3) *Education*  
Publication of Volume 3 of the SR 12 Status Newsletter has been delayed until after the Officer David Frank Lamoree Memorial Highway dedication. The next publication is expected in January/February 2009.

- 4) *Engineering*  
Caltrans finished acquisition of right-of-way to allow curve correction and shoulder installation on SR 12, from Lambie Road to Currie Road. The California Transportation Commission has already funded the project. Construction bids for this project are expected to open December 9, 2008. Construction is scheduled to begin as soon as weather allows in the spring of 2009.

Caltrans has had difficulty maintaining the fiberglass delineators between Lambie Road and Dourin Drive. A new program for replacement of the delineators every 2 months has been established and funded, and the first replacement work occurred in early November.

On July 8, 2008 the Executive Steering Committee for the SR 12 Jameson Canyon Project approved scope of the Phase 1 project that is being designed by STA. The proposed design will meet conventional highway standards to the extent possible. The Phase 1 project will provide for additional two lanes of traffic including 8 foot outside shoulders, median barrier, median barrier opening in Solano County, wildlife crossing and a Class II bike facility in both the eastbound and westbound directions. The Phase 1 project will minimize detrimental impacts to the natural resources in the corridor and minimize costly utility relocations. The utility relocation strategy is to relocate when needed within the right of way but outside of the roadway prism.

The SR 12 Jameson Canyon Truck Climbing Lane is scheduled to open to traffic on December 5, 2008.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.



DATE: December 1, 2008  
TO: STA Board  
FROM: Sam Shelton, Project Manager  
RE: Project Delivery Update

**Background:**

As the Congestion Management Agency for Solano County, the Solano Transportation Authority (STA) coordinates obligations and allocations of state and federal funds between local project sponsors, Caltrans, and the Metropolitan Transportation Commission (MTC). To aid in the delivery of locally sponsored projects, the STA continually updates the STA's Technical Advisory Committee (TAC) on changes to State and Federal project delivery policies and reminds the TAC about upcoming project delivery deadlines.

**Discussion:**

There were 4 project delivery reminders this month:

1. **FY STP/CMAQ 2008-09 Federal Obligation Plan:**  
MTC has adopted new federal funding obligation request deadlines, changing them from March 1, 2009 to February 1, 2009 and the receive deadline from May 31, 2009 to April 30, 2009. This is in response to Caltrans moving up their Obligation Authority (OA) release date from June 1<sup>st</sup> to May 1<sup>st</sup>. With leftover OA becoming available sooner, MTC wants Bay Area projects ready to obligate.

<b>Projects included in FY STP/CMAQ 2008-09 Federal Obligation Plan</b>			
<ul style="list-style-type: none"> <li>- \$7.86M in Federal funding</li> <li>- Last changes due to STA by October 3, 2008.</li> <li>- Submit E76 Request by February; receive E76 by April 30, 2009</li> </ul>			
<b>Agency</b>	<b>TIP ID</b>	<b>Project</b>	<b>Status/Deadlines</b>
<b>Benicia</b>	<b>SOL070045</b>	State Park Road Bridge	\$1.67 M for CON (CMAQ & TE) Currently in PE phase. Submitted CTC allocation request.
<b>Dixon</b>	<b>SOL070046</b>	SR-113 Pedestrian Improvements	\$90,000 for CON. Currently in ENV/PE.
<b>Fairfield</b>	<b>SOL070027</b>	W. Texas St. Gateway Project Phase I & II	\$85,000 for CON Currently in concept/ENV.
<b>Fairfield/ Solano County</b>	<b>SOL070012</b>	"Cordelia Hill Sky Valley Enhancement Project" (McGary Road)	\$640,000 in STIP-TE between FY 2008/09 & 2009/10. Complete funding plan being developed.
<b>Solano County</b>	<b>SOL050024</b>	Vacaville - Dixon Bike Route Phase II and III	\$337,000 for CON Phase II obligated.

Agency	TIP ID	Project	Status/Deadlines
Solano County	SOL050046	Old Town Cordelia	\$500,000 for CON.
Vacaville	SOL050013	Vacaville Intermodal Station	\$3,028,000 for CON to be listed in the 2009 TIP.
Vacaville	SOL070028	Downtown Creekwalk	\$53,000 for PS&E \$694,000 for CON
Vacaville	SOL070029	Ulatis Creek – Allison to I-80	\$169,000 for CON
Vacaville	SOL070047	Peabody & Marshall Road Pedestrian Improvements	\$150,000 for CON. Currently in ENV/PE.
Vallejo	SOL010027	Vallejo – Lemon St. Rehabilitation	\$672,000 for CON. Currently in PS&E.
Vallejo	SOL050048	Downtown Vallejo Pedestrian Enh. - Phase I	\$580,000 for CON. Currently in PS&E.

## 2. Inactive Obligations

To adhere to FHWA project delivery guidelines and MTC's Resolution 3606, project sponsors must invoice for obligated projects every 6 months.

More information can be found on Caltrans Local Assistance website:  
<http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm>

Currently listed Inactive Projects			
Review Period: 07/01/08 – 09/30/08			
Invoice Submission Due to LPA: 11/17/08			
Justification Due to DLAE: 12/01/08			
Agency	Project	Unexpended Funds	Status
Vallejo	Intersection of SR 29 and Carolina Street, Install Signal	\$24,771	To be deobligated at the request of Vallejo. Project is complete.
Fairfield	In Fairfield @ East Tabor Ave and UPRR Xing , Grade Crossing Hazard Elimination	\$500,000	Part of UPRR project with Suisun City. Will file justification form with Caltrans.
Projects that will become inactive by December 2008			
Fairfield	Travis Blvd. From Oliver Rd. To N. Texas St. , Signal Upgrade, Traffic Sign Install	\$170,537	Authorized 06/26/05. Last Billed, 10/06/06.
Projects that will become inactive by March 2009			
Dixon	N. 4th St.And East A Street	\$130,000	Authorized 04/18/07
Vacaville	Various Locations In Vacaville And Dixon	\$10,000	Authorized 09/08/02

<b>Projects that will become inactive by March 2009, Continued</b>			
Fairfield	Linear Park Between N. Texas St. & Dover Ave.	\$330,000	Authorized 04/18/07
Fairfield	Texas St. And Union Street/Downtown Fairfield	\$309,855	Authorized 04/26/07

3. Caltrans D4 Local Assistance, New Environmental Planner Contact

Boris Deunert is the new District 4 Environmental Clearance coordinator, who schedules field reviews and approves Preliminary Environmental Study (PES) forms. After submitting your E76 or PES and Field review forms to the District Local Assistance Engineering (DLAE), Boris Deunert will be the environmental staff contact. As the single point of contact between local agencies and other Caltrans environmental staff, he hopes to expedite the environmental clearance process for categorical exclusions.

Mr. Deunert has considerable experience with environmental reviews and expects much more thorough PES forms before he schedules field reviews. He recommends reviewing the latest changes to the Local Assistance Procedures Manual (LAPM) as the PES form has changed.

Recently, the City of Vacaville has experienced project delivery delays related to these new changes. STA Staff is working with both Caltrans Local Assistance and the City of Vacaville to help resolve any issues.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

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DATE: December 1, 2008  
TO: STA Board  
FROM: Sara Woo, Planning Assistant  
RE: Funding Opportunities Summary

The following funding opportunities will be available to STA member agencies during the next few months. Also attached are summary fact sheets for each program. Please distribute this information to appropriate departments within your jurisdiction.

Fund Source	Application Available From	Application Due
2008-09 Environmental Enhancement and Mitigation Program (EEMP)*	Laurie Heller, California Resources Agency (916) 651-7593	<b>December 22, 2008</b>

\* New funding opportunity



**FUNDING OPPORTUNITY**  
**2008-09 Environmental Enhancement and Mitigation Program (EEMP)**  
Applications Due December 22, 2008

TO: STA Board  
FROM: Sara Woo, Planning Assistant

This summary of the EEMP is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: State, local federal or 501(c)(3) non-profit entities.

Program Description: This program, as provided by Streets and Highways Code Section 164.56, authorizes the allocation of up to \$10 million each year for grants to mitigate the environmental impacts of modified or new public transportation facilities.

Funding Available: Up to \$10 million per year and up to \$350,000 per individual project.

Eligible Projects: The categories of environmental enhancement and mitigation projects eligible for funding are:

- Highway Landscape and Urban Forestry
  - Projects designed to offset vehicular emissions of carbon dioxide through the planting of trees and other suitable plans
- Resource Lands
  - Projects for acquisition, restoration or enhancement of resource lands to mitigate the loss of, or the detriment to, resource lands lying within or near the right-of-way acquired for transportation improvements
- Roadside Recreation
  - Acquisition/development of roadside recreational opportunities (i.e. parks and greenways, roadside rests, scenic overlooks, trails, and sno-parks)

Further Details: <http://resources.ca.gov/eem/Guidelines.EEMP.08-09.pdf>

Program Contact Person: Laurie Heller, Program Coordinator (California Resources Agency), (916) 651-7593  
eemcoordinator@resources.ca.gov

STA Contact Person: Sara Woo, STA Planning Assistant, (707) 399-3214  
swoo@sta-snci.com



DATE: December 1, 2008  
TO: STA Board  
FROM: Johanna Masiclat, Clerk of the Board  
RE: Updated STA Board Meeting Schedule for Calendar Year 2009

**Discussion:**

Attached is the STA Board meeting schedule for Calendar Year 2009.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

- A. STA Board Meeting Schedule for the Calendar Year 2009



**STA BOARD MEETING SCHEDULE**  
**Calendar Year 2009**  
**(Meets on the 2<sup>nd</sup> Wednesday of Every Month)**

DATE	TIME	DESCRIPTION	LOCATION	STATUS
January 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
February 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
March 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
April 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
May 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
June 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
July 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
August	NO MEETING – SUMMER RECESS			
September 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
October 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
November 11	6:00 p.m.	STA 12 <sup>th</sup> Annual Awards	TBD	Pending
December 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed