Solano Transportation Authority

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Suisun City, California 94585

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Members:

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

MEETING NOTICE

Wednesday, June 11, 2008

STA Board Meeting
Suisun City Hall Council Chambers
701 Civic Center Drive
Suisun City, CA 94585

6:00 p.m. Regular Meeting

MISSION STATEMENT – SOLANO TRANSPORTATION AUTHORITY
To improve the quality of life in Solano County by delivering transportation system projects to ensure mobility, travel safety, and economic vitality.

Times set forth on agenda is an estimate. Items may be heard before or after the times designated.

ITEM		BOARD/STAFF PERSON
I.	**CALL TO ORDER – CONFIRM QUORUM** (6:00 p.m.)	Chair Woodruff
II.	**PLEDGE OF ALLEGIANCE**	
III.	**APPROVAL OF AGENDA**	
IV.	**OPPORTUNITY FOR PUBLIC COMMENT** (6:00– 6:05 p.m.)	

Pursuant to the Brown Act, public agencies must provide the public with an opportunity to speak on any matter within the subject matter jurisdiction of the agency and which is not on the agency's agenda for that meeting. Comments are limited to no more than 3 minutes per speaker. Gov't Code §54954.3(a). By law, no action may be taken on any item raised during the public comment period although informational answers to questions may be given and matters may be referred to staff for placement on a future agenda of the agency.

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

STA BOARD MEMBERS

Ed Woodruff Chair City of Rio Vista	Jim Spering Vice Chair County of Solano	Elizabeth Patterson City of Benicia	Mary Ann Courville City of Dixon	Harry Price City of Fairfield	Pete Sanchez City of Suisun City	Len Augustine City of Vacaville	Osby Davis City of Vallejo

STA BOARD ALTERNATES

Jan Vick	Mike Reagan	Alan Schwartzman	Jack Batchelor, Jr.	Chuck Timm	Mike Segala	Steve Wilkins	Tom Bartee

V. EXECUTIVE DIRECTOR'S REPORT
(6:05 – 6:10 p.m.)
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VI. COMMENTS FROM CALTRANS, THE METROPOLITAN TRANSPORTATION COMMISSION (MTC), AND STA
(6:10 – 6:30 p.m.)

A. MTC Report
1. **I-80 Smarter Growth Study** — James Corless

B. Caltrans Report

C. STA Report
1. **Vallejo Transit Fiscal Update Presentation** — Crystal Odum-Ford
2. **Bike to Work/School Week Summary** — Judy Leaks
3. **Overview of New Lifeline Program** — Elizabeth Richards
4. **State Route (SR) 12 Update** — Robert Macaulay

VII. CONSENT CALENDAR
Recommendation:
Approve the following consent items in one motion.
(Note: Items under consent calendar may be removed for separate discussion.)
(6:30 – 6:35 p.m.)

A. STA Board Meeting Minutes of May 14, 2008 — Johanna Masiclat
Recommendation:
Approve STA Board Meeting Minutes of May 14, 2008.
Pg. 5

B. Review TAC Draft Minutes for the Meeting of May 28, 2008 — Johanna Masiclat
Recommendation:
Receive and file.
Pg. 17

C. Fiscal Year (FY) 2007-08 Final Budget Revisions — Susan Furtado
Recommendation:
Approve adoption of the FY 2007-08 Final Budget Revision as shown in Attachment A.
Pg. 27

D. Request for Qualifications for State Legislative Advocacy Services — Jayne Bauer
Recommendation:
Approve the following:
1. *Authorize the Executive Director to issue a Request for Qualifications (RFQ) for state legislative advocacy services as outlined in the Scope of Work (Attachment A) for the period October 1, 2008 through September 30, 2010; and*

2. *Authorize staff to work with the STA Executive Committee to review and select a consultant candidate and bring a recommendation to the STA Board for a State Legislative Advocacy Services Agreement for the period October 1, 2008 through September 30, 2010.*

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E. Contract Amendment for Transit and Funding Consultant - Nancy Whelan Consulting — Elizabeth Richards

Recommendation:
Authorize the Executive Director to extend the consultant contract with Nancy Whelan Consulting for Transit Funding and Financial/Accounting Consultant Services until June 30, 2009 for an amount not to exceed $58,500.
Pg. 39

F. Contract Amendment for Transit Project Management Consultant - John Harris — Elizabeth Richards

Recommendation:
Authorize the Executive Director to extend the consultant contract with John Harris for Transit Project Management until June 30, 2009 for an amount not to exceed $28,000.
Pg. 41

G. Contract Amendment for Fiscal Year (FY) 2008-09 for Marketing Consultant Services - Moore Iacofano Goltsman (MIG) — Elizabeth Richards

Recommendation:
Approve Contract Amendment No. 2 with Moore Iacofano Goltsman (MIG) for STA marketing services for FY 2008-09.
Pg. 43

H. Fiscal Year (FY) 2008-09 Transportation Development Act (TDA) Matrix Status – May 2008 — Elizabeth Richards

Recommendation:
Approve the May 2008 TDA matrix for Fiscal Year (FY) 2008-09 as specified in Attachment A.
Pg. 47

I. Federal Section 5310 Grant Application and Local Match for Solano Paratransit Bus Replacement — Liz Niedziela

Recommendation:
Approve the following:

1. *Adopt Resolution No. 2008-05 authorizing the Executive Director to submit an application for Caltrans' Federal Section 5310 for $300,000 for the five (5) Solano Paratransit replacement buses; and*
2. *The allocation of $34,410 State Transit Assistance Funds (STAF) for the required 11.47% local match.*

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J. **Unmet Transit Needs Comments and Responses for Fiscal Year (FY) 2008-09** — Liz Niedziela

Recommendation:

Approve the following:

1. *The FY 2008-09 Unmet Transit Needs response as specified in Attachment B; and*
2. *Authorize the Executive Director to submit the FY 2008-09 Unmet Transit Needs response to MTC.*

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K. **Intercity Transit Funding (ITF) Year-End Reconciliation Procedure for Fiscal Year (FY) 2006-07** — Elizabeth Richards, Nancy Whelan

Recommendation:

Approve the following:

1. *Adopt the procedure outlined in this report for mid-year budget adjustments and year end reconciliation for the Intercity Transit Funding Agreement; and*
2. *Apply the year end reconciliation procedure to the FY 2006-07 Intercity Transit Funding agreement and incorporating FY 2006-07 adjustments to the subsidy amounts due in FY 2008-09.*

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L. **Accept Green Valley Bridge Widening Project as Complete** — Janet Adams

Recommendation:

1. *Accepting the Green Valley Creek Bridge Widening Project as complete; and*
2. *Direct Executive Director to file a Notice of Completion with the County's Recorder's Office.*

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M. **Yolo Solano Air Quality Management District (YSAQMD) Clean Air Funds Committee Recommendation for Fiscal Year (FY) 2008-09** — Robert Macaulay

Recommendation:

Support the YSAQMD Clean Air Funds Committee recommendation for the allocation of $420,000 in YSAQMD funds for FY 2008-09 as specified in Attachment A.

Pg.

N. **Approval of STA Overall Work Plan for Fiscal Year (FY) 2008-09 and FY 2009-10** — Daryl Halls

Recommendation:

Approve the STA Overall Work Plan for FY 2008-09 and FY 2009-10 as specified in Attachment A.

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O. Regional Measure (RM 2) Bridge Toll Transit Operating Funding — Elizabeth Richards

Recommendation:
Approve the following:

1. *Authorize Fairfield/Suisun Transit to claim $711,035 in FY 2008-09 RM 2 Transit Operating funds for the operations of SolanoExpress Routes 40 and 90; and*
2. *Authorize Vallejo Transit to claim $1,217,465 in FY 2008-09 RM 2 Transit Operating funds for operations of SolanoExpress Routes 70, 80, and 85.*

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P. Local Match for Regional Transportation for Clean Air (TFCA) Grant Submittal for Safe Routes to School Program — Sam Shelton

Recommendation:
Authorize the Executive Director to program up to $100,000 of Transportation Enhancements (TE) funding as a 10% match to a potential $1,000,000 Regional TFCA grant request for the Safe Routes to School Program.
Pg. 109

Q. Regional Measure 2 (RM 2) Transit Marketing Plan Implementation — Elizabeth Richards

Recommendation:
Authorize the Executive Director to enter into the following contracts:

1. *For freeway electronic billboard advertising in amounts not to exceed $45,000;*
2. *For Baylink Ferry Daypasses in an amount not to exceed $35,000; and*
3. *For 10-ride tickets on RM 2 funded SolanoExpress routes not to exceed $100,000.*

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R. 2030 Napa-Solano Travel Demand Model Phase 2 Adoption — Robert Macaulay

Recommendation:
Adopt the 2030 Napa-Solano Travel Demand Model Phase 2.
Pg. 119

VIII. ACTION FINANCIAL ITEMS

A. Funding and Implementation Plan for SolanoExpress Route (Rt.) 70 Service — Elizabeth Richards

Recommendation:
Approve the following:

1. *The funding plan for SolanoExpress Rt. 70 for FY 2008-09; and*

2. *Authorize the Executive Director to enter into a management agreement with Vallejo Transit to operate Rt. 70.*

(6:35 – 6:45p.m.)
Pg. 133

B. Fiscal Year (FY) 2008-09 Intercity Transit Funding (ITF) Agreement — Elizabeth Richards

Recommendation:
Approve the following:

1. *The Intercity Transit Funding cost-sharing scenario as specified in Attachment B;*
2. *Prioritize $125,000 of Lifeline/State Transit Assistance Fund (STAF) funds for Vallejo Transit Rt. 85 for two years; and*
3. *Authorize the Executive Director to enter into an intercity transit funding agreement with the Cities of Benicia, Dixon, Fairfield, Suisun City, Vacaville and Vallejo, and the County of Solano.*

(6:45 – 6:50 p.m.)
Pg. 139

C. State Transit Assistance Funds (STAF) Allocation for Fiscal Year (FY) 2008-09 — Elizabeth Richards

Recommendation:
Approve the allocation of STAF for Fiscal Year (FY) 2008-09 as specified in Attachment A.

(6:50 – 6:55 p.m.)
Pg. 145

D. Safe Routes to School (SR2S) Pilot Engineering Program Grants — Sam Shelton

Recommendation:
Approve the following:

1. *Program $90,000 in Eastern Solano Congestion Mitigation and Air Quality (ECMAQ) funding to the City of Dixon's "State Route 113 & C Street Flashing Crosswalk and Bulbouts Project";*
2. *Program $20,000 in Yolo Solano Air Quality Management District (YSAQMD) funding to the City of Rio Vista's "Second Street Radar Speed Signs Project", after approval by the YSAQMD Board; and*
3. *Program $150,000 in ECMAQ funding and $40,000 in YSAQMD funding (after approval by the YSAQMD Board) to the City of Vacaville's "Pedestrian Improvements on North-west corner of Peabody & Marshall Project" for a total of $190,000.*

(6:55 – 7:00 p.m.)
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IX. ACTION NON-FINANCIAL ITEMS

A. Legislative Update — Jayne Bauer

Approve the specified positions on the following items:

- *AB 1845 (Duvall), Railroad: Highway Grade Separations - Watch*
- *AB 2971 (DeSaulnier), The Fair Share for Safety bill - Watch*
- *California Principles on Federal Transportation Authorization 2008 - Support*

(7:00 – 7:05 p.m.)
Pg. 169

B. I-80 Freeway Performance Initiative (FPI) — Janet Adams

Recommendation:
Adopt the I-80 FPI Mitigation Strategies Report as specified in Attachment A including the amendments to add the I-80/I-505 Weave and the Cordelia Truck Scales projects.
(7:05 – 7:15 p.m.)
Pg. 217

X. INFORMATIONAL ITEMS

A. Jepson Parkway Project Update — Janet Adams

Informational
(7:15 – 7:20 p.m.)
Pg. 243

B. STA Marketing Program Update — Jayne Bauer

Informational
(7:20 – 7:25 p.m.)
Pg. 249

NO DISCUSSION

C. I-80 Eastbound (EB) Cordelia Truck Scales Relocation Project Update — Janet Adams

Informational
Pg. 255

D. Lifeline Call for Projects — Elizabeth Richards

Informational
Pg. 265

E. I-80 Smarter Growth Study: I-80 Interregional Summit — Robert Macaulay

Informational
Pg. 269

F. **State Route (SR) 12 Status Update** — Robert Macaulay
Informational
Pg. 273

G. **Community Based Transportation Plan (CBTP) Update** — Liz Niedziela
Informational
Pg. 275

H. **Project Delivery Update** — Sam Shelton
Informational
Pg. 281

I. **Funding Opportunities** — Sara Woo
Informational
Pg. 287

J. **STA Board Meeting Schedule for 2008** — Johanna Masiclat
Informational
Pg. 295

XI. BOARD MEMBERS COMMENTS

XII. ADJOURNMENT

The next regular meeting of the STA Board is scheduled for
Wednesday, July 9, 2008, 6:00 p.m., Suisun City Hall Council Chambers.

Solano Transportation Authority

MEMORANDUM

DATE: June 3, 2008
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report –June 2008

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

Pave I-80 Kick Off Event Planned to Celebrate Start of I-80 HOV Lanes Construction *

The date of June 19th at 10:30 am has been set by Caltrans for the groundbreaking event to commemorate the start of construction for the I-80 High Occupancy Vehicle (HOV) Lanes project. The project is funded by a combination of bridge toll (Regional Measure 2), Proposition 1B Corridor Mobility Investment Account (CMIA), and federal reauthorization funds. When completed, this 7 mile stretch of I-80 HOV lanes will mark the first HOV lanes to be constructed in Solano and will accomplish an initial milestone of eventually constructing HOV lanes on I-80 from the Al Zampa (formerly Carquinez) Bridge in Vallejo to the Leisure Town Interchange in Vacaville. Construction is slated to be finished in 2010.

Revisiting Funding Plan to Initiate SolanoExpress Service on I-780 Corridor *

In April, the STA Board acted to postpone the initiation of SolanoExpress Route 70 and directed to staff to return to the STA Board in June with a funding plan to implement the Route 70 service on the I-780 corridor beginning in FY 2008-09. Included with this agenda is an item providing the requesting funding plan through a combination of funds dedicated from RM 2 (bridge toll), the Intercity Transit Funding Agreement, and State Transit Act Funds provided by the STA. These funds in combination will provide the necessary funding to fund the SolanoExpress on the I-780 corridor with service tentatively scheduled to begin October 1, 2008. The implementation of this service will also help facilitate Solano County's ability to capture all of the estimated $1.9 million in RM 2 express bus operating funds expected to be available in FY 2008-09.

Vallejo Transit to Present Summary of Transit Funding Shortfalls *

In response to a request from Vallejo Transit staff, staff has agendized a briefing presentation from Vallejo Transit pertaining to their current and projected transit operating shortfall for both their local transit service and the Baylink Ferry service for FY 2008-09. The presentation is designed to help inform the STA Board of the severity of the situation and for STA staff to receive direction from the STA Board regarding whether the STA should assist Vallejo Transit staff in developing a funding plan and/or options for addressing this funding shortfall.

Adoption of RM 2 and Intercity Funding Agreements to Fund SolanoExpress *
The past few months, staff has worked with each of the transit operators to develop an updated Intercity Funding Agreement to cover the operational costs for the seven Solano Express routes serving Solano County (Routes 20, 30, 40, 70, 80, 85 and 90) for FY 2008-09. In addition, staff is recommending STA maintain the RM 2 agreement for transit funding allocations for Vallejo Transit and Fairfield Suisun Transit to continue to operate these routes. The combination of these two agreements in conjunction with $395,000 in State Transit Assist Funds (STAF) to be provided by STA and some new 5310 and Lifeline funds to be dedicated to the service, provides the full operating funds projected to be needed in FY 2008-09. Of concern to STA and all of the transit operators are continued increases in fuel prices and the fiscal impact on transit operators. Staff is monitoring the situation and will provide an update at a future meeting.

Funding of Countywide Transit Studies and Priorities Through STAF *
Staff is recommending the allocation of over $2 million in STAF funds for variety of countywide transit related activities. STAF is the STA's primary source of funds to conduct county transit plans, provide transit coordination and monitoring activities, market SolanoExpress service, and provide capital and operating match funds for priority SolanoExpress and Solano Paratransit services. The Metropolitan Transportation Commission's (MTC) procedure for allocating these funds was modified last year resulting in an increase level of STAF funds being available for allocation by the STA Board for Solano County's countywide transit priorities.

Introduction of New Lifeline Program *
At the Board meeting, staff will summarize the regional Lifeline Program established by MTC which is to be implemented, programmed and managed by the STA. An estimated $600,000 per year is anticipated to be available over a ten-year period to Solano County's eligible low income communities. An initial three-year call for projects of $4 million is available due to some regional funds that have reserved by MTC over the last couple of years, in anticipation of the program being developed and initiated in all nine Bay Area counties. In order to help guide eligibility and determine community based and countywide priorities, STA has helped coordinate a series of Community Based Organizational (CBO) studies in Lifeline Program eligible communities located in Dixon, Fairfield/Cordelia/Suisun City, Vacaville and Vallejo. The awarding of the Lifeline Program funds is a new responsibility of the STA Board.

Attachment:
A. STA Acronyms List of Transportation Terms

Solano Transportation Authority

STA ACRONYMS LIST OF TRANSPORTATION TERMS

A	
ABAG	Association of Bay Area Governments
ADA	American Disabilities Act
AVA	Abandoned Vehicle Abatement
APDE	Advanced Project Development Element (STIP)
AQMD	Air Quality Management District
B	
BAAQMD	Bay Area Air Quality Management District
BABC	Bay Area Bicycle Coalition
BAC	Bicycle Advisory Committee
BATA	Bay Area Toll Authority
BCDC	Bay Conservation and Development Commission
BT&H	Business, Transportation & Housing Agency
C	
CAF	Clean Air Funds
CALTRANS	California Department of Transportation
CARB	California Air Resources Board
CCCC (4'Cs)	City County Coordinating Council
CCCTA (3CTA)	Central Contra Costa Transit Authority
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CIP	Capital Improvement Program
CMA	Congestion Management Agency
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Program
CNG	Compressed Natural Gas
CTA	County Transportation Authority
CTC	California Transportation Commission
CTEP	County Transportation Expenditure Plan
CTP	Comprehensive Transportation Plan
D	
DBE	Disadvantaged Business Enterprise
DOT	Federal Department of Transportation
E	
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
F	
FHWA	Federal Highway Administration
FST	Fairfield-Suisun Transit
FTA	Federal Transit Administration
G	
GARVEE	Grant Anticipation Revenue Vehicle
GIS	Geographic Information System
H	
HIP	Housing Incentive Program
HOV	High Occupancy Vehicle
I	
ISTEA	Intermodal Surface Transportation Efficiency Act
ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation System
J	
JARC	Jobs Access Reverse Commute
JPA	Joint Powers Agreement
L	
LS&R	Local Streets & Roads
LTA	Local Transportation Funds
LEV	Low Emission Vehicle
LIFT	Low Income Flexible Transportation
LOS	Level of Service
LTF	Local Transportation Funds
M	
MIS	Major Investment Study
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MTC	Metropolitan Transportation Commission
MTS	Metropolitan Transportation System
N	
NEPA	National Environmental Policy Act
NCTPA	Napa County Transportation Planning Agency
NHS	National Highway System
NVTA	Napa Valley Transportation Authority
O	
OTS	Office of Traffic Safety
P	
PAC	Pedestrian Advisory Committee
PCC	Paratransit Coordinating Council
PCRP	Planning and Congestion Relief Program
PDS	Project Development Support
PDT	Project Delivery Team
PMP	Pavement Management Program
PMS	Pavement Management System
PNR	Park and Ride
POP	Program of Projects
PPM	Planning, Programming and Monitoring
PSR	Project Study Report
PTA	Public Transportation Account
PTAC	Partnership Technical Advisory Committee (MTC)
R	
RABA	Revenue Alignment Budget Authority
REPEG	Regional Environmental Public Education Group
RFP	Request for Proposal
RFQ	Request for Qualification
RM 2	Regional Measure 2
RRP	Regional Rideshare Program
RTEP	Regional Transit Expansion Policy
RTIP	Regional Transportation Improvement Program
RTMC	Regional Transit Marketing Committee
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
S	
SACOG	Sacramento Area Council of Governments
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users
SCTA	Sonoma County Transportation Authority
SHOPP	State Highway Operations and Protection Program
SJCOG	San Joaquin Council of Governments
SNCI	Solano Napa Commuter Information
SOV	Single Occupant Vehicle
SMAQMD	Sacramento Metropolitan Air Quality Management District
SP&R	State Planning and Research
SR2S	Safe Routes to School
SR2T	Safe Routes to Transit
SRITP	Short Range Intercity Transit Plan
SRTP	Short Range Transit Plan
STA	Solano Transportation Authority
STA	Spare the Air
STAF	State Transit Assistance Fund
STIA	Solano Transportation Improvement Authority
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
T	
TAC	Technical Advisory Committee
TAM	Transportation Authority of Marin
TANF	Temporary Assistance for Needy Families
TAZ	Transportation Analysis Zone
TCI	Transportation Capital Improvement
TCM	Transportation Control Measure
TCRP	Transportation Congestion Relief Program
TDA	Transportation Development Act
TDM	Transportation Demand Management
TEA	Transportation Enhancement Activity
TEA-21	Transportation Efficiency Act for the 21st Century
TFCA	Transportation Funds for Clean Air
TIF	Transportation Investment Fund
TIP	Transportation Improvement Program
TLC	Transportation for Livable Communities
TMA	Transportation Management Association
TMP	Transportation Management Plan
TMTAC	Transportation Management Technical Advisory Committee
TOS	Traffic Operation System
TRAC	Trails Advisory Committee
TSM	Transportation Systems Management
U, V, W Y, & Z	
UZA	Urbanized Area
VTA	Valley Transportation Authority (Santa Clara)
W2W	Welfare to Work
WCCCTAC	West Contra Costa County Transportation Advisory Committee
YSAQMD	Yolo/Solano Air Quality Management District
ZEV	Zero Emission Vehicle

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SOLANO TRANSPORTATION AUTHORITY
Board Minutes for Meeting of
May 14, 2008

I. CALL TO ORDER

Chair Woodruff called the regular meeting to order at 6:05 p.m. A quorum was confirmed.

MEMBERS PRESENT:	Eddie Woodruff (Chair)	City of Rio Vista
	Mike Reagan (Alternate Member)	County of Solano
	Elizabeth Patterson	City of Benicia
	Jack Batchelor, Jr. (Alternate Member)	City of Dixon
	Harry Price	City of Fairfield
	Pete Sanchez	City of Suisun City
	Len Augustine	City of Vacaville
	Tom Bartee (Alternate Member)	City of Vallejo
MEMBERS ABSENT:	Mary Ann Courville	City of Dixon
	Osby Davis	City of Vallejo
	Jim Spering (Vice Chair)	County of Solano
STAFF PRESENT:	Daryl K. Halls	Executive Director
	Charles Lamoree	Legal Counsel
	Johanna Masiclat	Clerk of the Board
	Janet Adams	Director of Projects
	Robert Macaulay	Director of Planning
	Elizabeth Richards	Director of Transit and Rideshare Services
	Liz Niedziela	Transit Manager/Analyst
	Judy Leaks	Program Manager/Analyst
	Susan Furtado	Financial Analyst/Accountant
	Jayne Bauer	Marketing and Legislative Program Manager
	Robert Guerrero	Senior Planner
	Sam Shelton	Assistant Project Manager
	Sara Woo	Planning Assistant

ALSO PRESENT: ***In Alphabetical Order by Last Name:***

Mike Ammann	SolanoEDC
Randy Carlson	Bicycle Advisory Committee (BAC) Member
Birgitta Corsello	County of Solano
Dale Dennis	PDM
Nick Endrawos	Caltrans District 4
Marilyn Farley	Solano Land Trust
Glen Grant	BAC Member
George Gwynn, Jr.	Resident, City of Suisun City
Kirk Hull	Wiseman Company
Robert Hammonds	Garaventa Properties
Kurt Johnston	Resident, City of Fairfield
Dan Kasperson	City of Suisun City
Frank Kitchens	Solano Community College
Jeff Knowles	City of Vacaville
Wayne Lewis	City of Fairfield
Joe Lucchio	Resident, City of Fairfield
David Marianno	Resident, City of Rio Vista
Jose McNeill	Resident, City of Fairfield
Larry Mork	Vice Chair, BAC
Doanh Nguyen	Caltrans District 4
Reed Onate	Resident, City of Fairfield
Dave Samson	Resident, City of Fairfield
Dan Schiada	City of Benicia
Mike Segala	Council Member, City of Suisun City and BAC Member
Eve Somjen	Resident, City of Fairfield
Scott Steinwert	Circlepoint
Tim Taylor	Stoel Rives
Jan Vick	Council Member, City of Rio Vista
Laura Vierra	Resident, City of Fairfield (Placer Title Company)
Mick Weninger	BAC Member
Lauren Wonder	Caltrans District 4
Barbara Wood	Chair, BAC

II. PLEDGE OF ALLEGIANCE

III. APPROVAL OF AGENDA

On a motion by Board Member Patterson, and a second by Board Member Harry Price, the STA Board approved the agenda with the exception to move Agenda Item IX.A, Approve Final Project Technical Report and North Connector Project for discussion after Agenda Item VIII.A.

IV. OPPORTUNITY FOR PUBLIC COMMENT

George Gwynn, Jr. commented on the safety improvements on State Route (SR) 12.

V. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls provided an update on the following topics:

- Discussion of STA's Draft Overall Work Program (OWP) for FY 2008-09 and FY 2009-10
- Approval of North Connector FEIR and North Connector Project
- Safe Routes to School Plan and SR 12 Safety Plans Receive Recognition
- Submittal of Regional TFCA Application for SR2S
- Status of I-80 Rehabilitation Projects and Public Information Plan
- I-80 HOV Lanes Project Bid Opened
- Regional Transportation Plan Trade-Off Discussions Focus on System Preservation

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

A. MTC Report:
None presented.

B. Caltrans Report:

1. **I-80 Construction Update presented by Doanh Nguyen**
2. **I-80 Communication Plan (Stakeholder and Media Outreach Action Plan) presented by Lauren Wonder**

C. STA Report :

1. **STA Bicycle Advisory Committee (BAC) Presentation by Sara Woo Barbara Wood, Chair of the BAC, was formally introduced.**
2. **State Route (SR) 12 Update presented by Robert Macaulay**

VII. CONSENT CALENDAR

On a motion by Board Member Harry Price, and a second by Board Member Pete Sanchez, the STA Board approved Consent Calendar Items A thru H.

A. STA Board Meeting Minutes of April 9, 2008
Recommendation:
Approve STA Board Meeting Minutes of April 9, 2008.

B. Review TAC Draft Minutes for the Meeting of April 30, 2008
Recommendation:
Receive and file.

C. Fiscal Year (FY) 2007-08 3rd Quarter Budget Report
Recommendation:
Receive and file.

D. Paratransit Coordinating Council (PCC) Appointment
Recommendation:
Appoint Cathy Cooper as a Transit User representative to the PCC for a 3-year term.

E. **Napa-Solano Traffic Demand Model – Land Use Assumptions**
Recommendation:
Approve the land use assumptions of the Napa-Solano Travel Demand Model as specified in Attachment A.

F. **Contract Amendment for Project Delivery Management (PDM) Group Inc. for Project Management Services for the I-80/I-680/State Route (SR) 12 Interchange Complex**
Recommendation:
Approve a contract amendment for PDMG in the amount of $570,000 for project management services through June 30, 2010 for the I-80/I-680/SR12 Interchange Complex projects.

G. **Contract Amendment for the State Route (SR) 12 Realignment/Rio Vista Bridge Preliminary Study and the SR 12/Church Road Improvements Project Study Re (PSR)**
Recommendation:
Approve the following:
1. Contract amendment for the Project Study Report for the SR 12/Church Road Improvements contract for a total not to exceed a contract amount of $155,000 through June 30, 2009; and
2. Contract amendment for the SR 12 Re-Alignment/Rio Vista Preliminary Bridge Study contract for a total not to exceed a contract amount of $380,000 through December 31, 2009.

H. **Transit Facilities of Regional Significance Criteria**
Recommendation:
Approve the draft criteria as shown in Attachment A for the Transit Facilities of Regional Significance and forward them to the Transit Committee for implementation for use in identifying Transit Facilities of Regional Significance.

VIII. ACTION – NON - FINANCIAL ITEMS

A. **North Connector Project, Final Environmental Impact Report (FEIR)**
Janet Adams highlighted the environmental process of the North Connector Project. North Connector Project Manager Dale Dennis provided an overview and background on the engineering aspects of the project. Environmental Consultant Scott Steinwert presented a power point of the environmental studies for public comments and proposed mitigations for the project.

Chairman Woodruff opened the Public Hearing at 7:10 p.m.

The following members of the Public addressed comments to the Board:

Marilyn Farley, Solano Land Trust, raised concerns about the adequacy of the proposed mitigation ratios (1:1 and 1.25:1) and recommended a 2:1 ratio. She also proposed that some lands be mitigated even though not acquired in recognition of the diminution in farming activity when access is made difficult. Finally, she proposed that mitigation properties be located in the Suisun Valley. Ms. Farley noted the effort to move the bike path conservation easement and that was being pursued with the City of Fairfield.

Robert Hammonds, representing Garaventa Properties, spoke in support of the project.

Eve Somjen, Community Development Department of the City of Fairfield expressed the City's support on the project. She commented that the environmental document is adequate and recommended the final EIR be certified. In addition, she submitted a letter of support from the North Bay Health Care and noted that the project is beneficial to the businesses in the City.

Laura Vierra, a Placer Title Company employee and 30-year resident of the City of Fairfield, addressed the Board in support of the project.

Jose Mc Neill, 28-year resident of Solano County, stated his support for the project for four reasons: 1.) The North Connector will save lives by improved emergency response time and provide a much needed alternate route or blockage of I-80; 2.) Saves fuel; 3.) Protects agriculture; and 4.) Reduces the time for vehicle trips.

Reed Onate, a longtime resident in the Green Valley and Cordelia area, expressed his support for the North Connector Project. He stated that he does not think farming has been active for awhile on parcels directly impacted by project. He commented that the project will also relieve a lot of the congestion on the I-80 Corridor.

Kirk Hull, Property Manager of the Wiseman Co. and a 15-year resident of Gordon Valley, stated his support for the project because this would relieve traffic and help in the recruitment of businesses.

Dave Samson, Civic Property Group and construction team member, announced that they started construction yesterday on the Fairfield segment and expressed his support to the project.

There being no further speakers, the Chair closed the Public Hearing at 7:36 p.m. and referred the matter to the Board for comments and action.

There followed a discussion focusing on the appropriate mitigation ratio and the other issues raised by Ms. Farley. Board Member Augustine asked about the process of arriving at the proposed ratio for mitigation. Charles Lamoree, STA Legal Counsel, responded that there is not formally adopted ratio in California and STA staff had surveyed other communities which ranged from no mitigation to the 1:1.

Board Member Patterson asked about the location of the mitigation property in the Suisun Valley and Legal Counsel Lamoree responded that whether that could be achieved depended upon having a willing buyer and willing seller.

Board Member Price commented that there should be some attempt to locate mitigation nearby to the land acquired and suggested that STA work with the Solano Land Trust to find property. He also asked about the consequences of raising that ratio. Legal Counsel Lamoree responded that various approaches to methodology could be brought back to the Board for consideration of a mitigation

ratio policy. STA Executive Director Daryl Halls commented on the fact that the approach taken in the North Connector EIR arose from a partnership between STA, the City of Fairfield, and the County of Solano.

Alternate Board Member Mike Reagan cautioned that mitigation ratios should not be decided by this governing board as a county-wide policy for, at this time, each city and county needs to decide that policy for themselves. With respect to the North Connector EIR, Alternate Board Member Reagan did not recommend changes in the proposed mitigation ratios and recommended that the Board press on with the recommendation before the Board.

Board Member Patterson commented in general that the EIR was very thorough and thoughtful in light of the complexity of issues and that she supported the idea of a process for a county-wide discussion of the appropriate mitigation ratios and other considerations raised in the discussion. She supported the idea of STA, Fairfield, and the County seeking the assistance for the project, but based on her aglands experience property right needs to be respected.

Board Member Price suggested to approve the recommendation and then come back and take a look and discuss further the mitigation issues.

Alternate Board Member Batchelor commented on the fairness of the consensus between the farmer and a property owner.

Birgitta Corsello, Solano County Director of Environmental Management addressed the Board about the present County process to amend the General Plan and the review of agland policies. She offered to return to the STA Board and present an overview of the general plan amendment process that is underway.

Chair Woodruff recognized that there were no further Board comments and referred the matter to the Board for action.

The following actions were made as motions and voted upon as follows:

1. **CERTIFICATION** of the Final Environmental Impact Report (FEIR) for the North Connector Project;

On a motion by Board Member Price, and a second by Alternate Board Member Batchelor, the STA Board unanimously approved the recommendation and certified the North Connector Final Environmental Impact Report.

2. **APPROVE** Resolution No. 2008-03, including certification of the Environmental Impact Report for the North Connector Project, Exhibit A: Findings of Fact and Exhibit B: Mitigation Monitoring Reporting Program;

On a motion by Alternate Board Member Bartee, and a second by Board Member Price, the STA Board unanimously approved the Findings of Fact and the Mitigation Monitoring Reporting Program.

3. **DIRECT** that upon approval of Financial Item Action IX. A (approval of the North Connector Project), that the Executive Director to File a Notice of Determination with the County Clerk of Solano County and with the State Office of Planning and Research and Authorized payment of the applicable filing fees.

On a motion by Board Member Price, and a second by Alternate Board Member Batchelor, the STA Board unanimously approved the filing of a Notice of Determination with the County Clerk and the State Office of Planning and Development by the STA Executive Director and authorized payment of applicable filing fees.

4. ***Direct staff to work with the Solano Land Trust and the County of Solano in making a good faith effort to find appropriate mitigation properties to address land taken for the North Connector and, in addition, to continue to work with the Solano Land Trust and the City of Fairfield for replacing the bikepath conservation easement.***

On a motion by Board Member Patterson, and a second by Alternate Board Member Bartee, the STA Board unanimously approved the recommendation that staff work with the Solano Land Trust and the County of Solano in making a good faith effort to find appropriate mitigation properties to address land taken for the North Connector and, in addition, to continue to work with the Solano Land Trust and the City of Fairfield for replacing the bikepath conservation easement.

Chair Woodruff recessed the meeting at 8:15 p.m. for a short break.

Board Member Sanchez left the meeting at this time.

Chair Woodruff reconvened the meeting at 8:20 p.m.

B. Comprehensive Transportation Plan (CTP) Update – Subsidiary Studies

Robert Macaulay listed the subsidiary studies for each CTP Element. He stated that the Consortium made a recommendation to include the Transit Committee on the study list. He specified that when the list of subsidiary studies is finalized, STA staff will schedule work to complete timely updates of the appropriate studies and begin to obtain consultant assistance where appropriate.

Public Comment:
None presented.

Board Comment:
None presented.

Recommendation:
Approve the list of CTP Subsidiary Studies to the STA Arterials, Highways and Freeways Committee, Transit Committee, and Alternate Modes Committee for use in updating the respective CTP Elements.

On a motion by Alternate Board Member Reagan, and a second by Board Member Price, the STA Board unanimously approved the recommendation.

C. Sacramento/San Joaquin Delta Transportation Issues

Robert Macaulay reviewed one of the questions raised in an April 9, 2008 letter sent to Caltrans Director Will Kempton regarding SR 12 improvements and the Delta. He requested that the STA Board authorize the STA Chair to send a response letter to Caltrans Director Will Kempton and the Governor regarding transportation considerations for SR 12.

Public Comments:
None presented.

Board Comments:
Board Member Patterson suggested to strengthen the letter so it is uniform for all state agencies.

Board Member Reagan noted that main arteries such as SR 12 are critical for the growth of the economic region.

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

Recommendation:
Authorize the STA Chair send a letter to Caltrans Director Will Kempton and Governor Arnold Schwarzenegger regarding the potential impact to SR 12 future improvements response to a letter from the Delta Vision Blue Ribbon Task Force.

On a motion by Alternate Board Member Reagan, and a second by Board Member Price, the STA Board unanimously approved the recommendation.

D. Legislative Update

Jayne Bauer outlined staff's recommendation for a position of support with amendments for Senate Bill (SB) 1093 (Wiggins). Jayne Bauer also summarized the Governor's proposed 2008-09 State Budget May Revision.

Public Comments:
None presented.

Board Comments:
Alternate Board Member Bartee encouraged the STA Board to support SB 1093.

Recommendation:
Approve the following positions:

1. Support with amendments SB 1093 (Wiggins)
2. Oppose SB 1507 (Oropeza)

On a motion by Board Member Augustine, and a second by Board Member Patterson, the STA Board unanimously approved the recommendation.

IX. ACTION – FINANCIAL ITEMS

The STA Board requested Janet Adams present agenda Items A through E concurrently and that the STA Board take action in one single motion.

A. Approve Final Project Technical Report and North Connector Project

Janet Adams reviewed the engineering report that provides the preliminary design information for the North Connector Project. She stated that as part of the project development process, the STA Board is required to approve the project, which is accomplished through the approval of the Project Technical Report.

Recommendation:
Approve the following:

1. Project Technical Report for the North Connector Project;
2. The North Connector Project; and
3. Authorize the Executive Director to advertise one or more construction contracts for the North Connector Project for a total amount not to exceed $23.3 million including construction management services.

B. North Connector Project Regional Measure 2 (RM 2) Allocation Request

Janet Adams reviewed the development process of the next phase of the North Connector Project. She stated that in order to move forward with the final design plans, right –of-way acquisition and the construction of improvements at Abernathy Road and Chadbourne Road interchanges, a RM 2 funding allocation is required from the MTC. She cited the allocation request for a total of $10.3 million.

Recommendation:
Approve the following:

1. Allocation request from Metropolitan Transportation Commission (MTC) for $10.3 million for final design and right-of-way acquisition for the North Connector Project and the construction of improvements at Abernathy Road and Chadbourne Road interchanges; and
2. Resolution No. 2008-04.

C. Contract Amendment for the Mark Thomas & Company/Nolte (MT&Co/Nolte) Joint Venture for Environmental Document for the I-80 Eastbound Cordelia Truck Scales Relocation Project

Recommendation:
Approve a contract amendment for MT & Co/Nolte in the amount of $1,200,000 for preparation of the environmental document for the I-80 Eastbound Cordelia Truck Scales Relocation Project.

D. Contract Amendment for the Mark Thomas & Company/Nolte (MT&Co./Nolte) Joint Venture for the I-80/I-680/State Route (SR) 12 Interchange Environmental Document

Recommendation:
Approve the following:

1. A contract amendment for I-80/I-680/SR12 Interchange Project MT & Co/Nolte contract for the following:
   A. $210,000 for the exploratory drilling and trench excavations for seismic analysis; and
   B. $100,000 for the subconsultant services of Gray-Bowen.
2. Modification to the I-80/I-680/SR 12 Interchange Project environmental document and studies to account for the I-80 Eastbound Cordelia Truck Scales Relocation Project being cleared under a separate environmental document and thereby removed from the I-80/I-680/SR 12 Interchange Project environmental document.

E. Contract Amendment for Mark Thomas & Company/Nolte (MT&Co./Nolte) Joint Venture for Design Services of Suisun Valley Road/I-80 Eastbound On-Ramp Improvements

Recommendation:
Approve a contract amendment for MT & Co/Nolte in the amount of $100,000 for the design of the additional second left turn lane at the intersection of Suisun Valley Road and the I-80 Eastbound on-ramp for the North Connector Project.

On a motion by Board Member Augustine, and a second by Board Member Sanchez, the STA Board unanimously approved the recommendation.

F. Approval of Fiscal Year (FY) 2008-09 Transportation Funds for Clean Air (TFCA) Regional Fund Submittal
Robert Guerrero reviewed the status of Solano County's projects funded with Transportation Fund for Clean Air (TFCA) funds and the potential for obtaining a competitive regional TFCA grant for the Safe Routes to School (SR2S) Program. He stated that staff is recommending the STA submit an application for $1 million in regional TFCA funds for this purpose.

Public Comments:
None presented.

Board Comments:
None presented.

Recommendation:
Authorize the STA Executive Director to submit a BAAQMD Regional TFCA application for $1 million to implement STA's Safe Routes to School Program.

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

X. INFORMATIONAL ITEMS – DISCUSSION

A. STA Draft Overall Work Plan for Fiscal Year (FY) 2008-09 and FY 2009-10
Daryl Halls reviewed STA's Draft Priority Projects of Overall Work Plan (OWP) for FY 2008-09 and FY 2009-10.

NO DISCUSSION

B. **Regional Measure 2 (RM 2) Implementation**

C. **I-80 Construction Schedule Update**

D. **Regional Transportation Plan (RTP) Status**

E. **I-80 Public Information**

F. **Routes of Regional Significance Revised Criteria**

G. **State Route (SR) 12 Status Update**

H. **Project Delivery Update**

I. **STA Bicycle Advisory Committee Update**

J. **Funding Opportunities**

K. **State Route (SR) 12 Status Update**

L. **STA Board Meeting Schedule for 2008**

XI. BOARD MEMBER COMMENTS

XII. ADJOURNMENT

The STA Board meeting was adjourned at 8:55 p.m. The next regular meeting of the STA Board is scheduled for **Wednesday, June 11, 2008 6:00 p.m., Suisun City Hall Council Chambers.**

Attested By:

JMasiclat / 6/5/08

Johanna Masiclat **Date**
Clerk of the Board

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TECHNICAL ADVISORY COMMITTEE
Minutes for the meeting of
May 28, 2008

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:	Dan Schiada	City of Benicia
	Royce Cunningham	City of Dixon
	Wayne Lewis	City of Fairfield
	Dan Kasperson	City of Suisun City
	Dale Pfeiffer	City of Vacaville
	Gary Leach	City of Vallejo
	Paul Wiese	County of Solano
STA Staff Present:	Daryl Halls	STA
	Janet Adams	STA
	Elizabeth Richards	STA
	Liz Niedziela	STA
	Jayne Bauer	STA
	Robert Guerrero	STA
	Sam Shelton	STA
	Sara Woo	STA
	Johanna Masiclat	STA
Others Present:	*(In Alphabetical Order by Last Name)*	
	Jim Antone	Yolo Solano Air Quality Management District
	Birgitta Corsello	County of Solano
	Kevin Daughton	City of Fairfield
	Ngozi Ezekwo	Caltrans District 4
	Ed Huestis	City of Vacaville
	Michael Kerns	MTC
	Jeff Knowles	City of Vacaville
	Wayne Lewis	City of Fairfield
	Alysa Majer	City of Suisun City
	Ron Moresco	City of Vacaville
	Matt Tuggle	County of Solano
	Nancy Whelan	Nancy Whelan Consulting

II. APPROVAL OF THE AGENDA

On a motion by Wayne Lewis, and a second by Gary Leach, the STA TAC unanimously approved the agenda with the following exceptions:

- CORRECTION - Agenda Item VI.C, Regional Measure 2 (RM 2) Bridge Toll Transit Operating Funding, correction to Recommendation# 2 should read as "2. Authorize Vallejo Transit to claim $1,217,465 in FY 2008-09 RM 2 Transit Operating funds for operations of SolanoExpress Routes 70, 80, and 8 (should be 85)."
- REVISED - Agenda Item VII.A, Legislative Update

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: None presented.

MTC: None presented.

STA: Janet Adams announced the following:

- Jepson Parkway Draft EIR/EIS will be released for public comment on Friday, May 30, 2008.
- Cordelia Truck Scales Scoping Meeting is scheduled for Thursday, June 5, 2008 at the Solano County Administration Center.
-

V. CONSENT CALENDAR

On a motion by Wayne Lewis, and a second by Gary Leach, the STA TAC approved Consent Calendar Item A through H with the following exceptions:

At the request of Solano County's Paul Wiese, Items A, B, and E were pulled for discussion.

STA staff noted that at an earlier meeting, the Consortium requested to table Item H until the next meeting in June 2008.

A. Minutes of the TAC Meeting of April 30, 2008

County of Solano's Paul Wiese requested to correct the spelling of his last name on page 3 of the meeting minutes of April 30, 2008.

Recommendation:
Approve minutes of April 30, 2008.

On a motion of Paul Wiese, and a second by Gary Leach, the STA TAC unanimously approved the recommendation to include the noted change.

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B. **This item was pulled for discussion.**

Fiscal Year (FY) 2008-09 Transportation Development Act (TDA) Matrix Status

Paul Wiese requested from staff to clarify the modification made to the recommendation at an earlier meeting by the Consortium.

Elizabeth Richards responded that it was at his request to add to the recommendation a reference indicating the version (month) of TDA matrix that is being approved.

Recommendation:
Forward a recommendation to the STA Board to approve the ***May 2008 updated*** TDA matrix for Fiscal Year (FY) 2008-09 as specified in Attachment A.

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

C. **Unmet Transit Needs Comments and Responses for Fiscal Year (FY) 2008-09**

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

1. The FY 2008-09 Unmet Transit Needs response as specified in Attachment B; and
2. Authorize the Executive Director to submit the FY 2008-09 Unmet Transit Needs response to MTC.

D. **Intercity Transit Funding (ITF) Year-End Reconciliation Procedure**

Recommendation:
Forward a recommend to the STA Board to approve the following:

1. Adopt the procedure outlined in Attachment A for mid-year budget adjustments and year end reconciliation for the Intercity Transit Funding Agreement; and
2. Apply the year end reconciliation procedure to the FY 2006-07 Intercity Transit Funding agreement and incorporating FY 2006-07 adjustments to the subsidy amounts due in FY 2008-09.

E. **This item was pulled for discussion.**

Accept Green Valley Bridge Widening Project as Complete

Based on discussion and input, the STA TAC requested to modify the recommendation below to read as follows:

Recommendation:
Forward a recommendation to the STA Board to ***~~accept~~ adopt a notice of completion for*** the Green Valley Creek Bridge Widening Project.

On a motion of Paul Wiese, and a second by Dan Schiada, the STA TAC unanimously approved the recommendation to include the noted changes shown above in ***~~strikethrough~~ bold italics***.

F. **Yolo Solano Air Quality Management District Clean Air Funds Committee Recommendation for Fiscal Year (FY) 2008-09**
Recommendation:
Forward a recommendation to the STA Board supporting the YSAQMD Clean Air Funds Committee for FY 2008-09 as specified in Attachment A.

G. **Approval of STA Overall Work Plan for Fiscal Year (FY) 2008-09 and FY 2009-10**
Recommendation:
Forward a recommendation to the STA Board to approve the STA Overall Work Plan for FY 2008-09 and FY 2009-10 as specified in Attachment A.

H. **At an earlier meeting, the Consortium requested to table this item until the next meeting in June.**
SolanoExpress Routes (Rts.) 30/90 Management Agreement

I. **ACTION – FINANCIAL ITEMS**

A. **Funding and Implementation Plan for SolanoExpress Route (Rt.) 70 Service**
Elizabeth Richards reviewed the funding and implementation plan being developed and incorporated for Route 70 into the FY 2008-09 ITF Agreement. She reviewed the proposed funding plan for SolanoExpress Route 70 for FY 2008-09 and described how it was consistent with the overall Intercity Transit Funding Agreement.

She noted that at an earlier meeting, the Consortium had an extensive discussion on variations of how Route 70 and Rt. 75 will be funded and claimed in FY 2008-09. Daryl Halls explained to the TAC that this funding plan will set the funding parameters. He noted that if there is an issue about being selective about who should operate Rt. 70, then all intercity routes should be considered. He stated that to be fair to the Cities of Fairfield and Vallejo, the consolidation study should be viewed as the vehicle to consider building one or more of the intercity routes.

Recommendation:
Forward a recommendation to the STA Board to approve the following:
1. The funding plan for SolanoExpress Rt. 70 for FY 2008-09; and
2. Authorize the Executive Director to enter into a management agreement with Vallejo Transit to operate Rt. 70.

On a motion by Paul Wiese, and a second by Royce Cunningham, the STA TAC unanimously approved the recommendation. The vote was 6 ayes with an abstention from the City of Benicia representative Dan Schiada.

B. **Fiscal Year (FY) 2008-09 Intercity Transit Funding (ITF) Agreement Status**
Elizabeth Richards distributed and reviewed the revised (May 27, 2008) version of the summary of FY 2008-09 Cost Sharing with FY 2006-07 Reconciliation. The summary was based on FY 2008-09 proposed baseline without Rio Vista participating, Rt. 30 Service Additions, RM 2 Reallocation for eligible routes, and Rt. 85 Lifeline Funds at $125,000.

STA staff noted that at an earlier meeting, the City of Benicia requested the Consortium to recommend Route 75 be included in this cost sharing proposal for the 3 months of operating for FY 2008-09. To potentially accommodate this comment, the Consortium modified the heading on Attachment C to be changed from Rt. 70 to Rt. I-780 corridor.

The STA TAC concurred with this amendment.

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

1. The Intercity Transit Funding cost-sharing scenario as specified in Attachment B;
2. Prioritize $125,000 of Lifeline/State Transit Assistance Funds (STAF) funds for Vallejo Transit Rt. 85 for two years; and
3. Authorize the Executive Director to enter into an intercity transit funding agreement with the Cities of Benicia, Dixon, Fairfield, Suisun City, Vacaville and Vallejo, and the County of Solano.

On a motion by Wayne Lewis, and a second by Gary Leach, the STA TAC unanimously approved the recommendation to include change on revised Attachment C to indicate I-780 Corridor rather than Route 70. The vote was 6 ayes with an abstention from the City of Benicia representative Dan Schiada.

C. Regional Measure (RM 2) Bridge Toll Transit Operating Funding

Elizabeth Richards reviewed the approved FY 2007-08 RM 2 Operating Assistance Funding Plan and the Preliminary RM 2 Operating Assistance Funding Plan for FY 2008-09.

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

1. Authorize Fairfield/Suisun Transit to claim $711,035 in FY 2008-09 RM 2 Transit Operating funds for the operations of SolanoExpress Routes 40 and 90; and
2. Authorize Vallejo Transit to claim $1,217,465 in FY 2008-09 RM 2 Transit Operating funds for operations of SolanoExpress Routes 70, 80, and 85.

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

D. Allocation of State Transit Assistance Funds (STAF) for Fiscal Year (FY) 2008-09

Elizabeth Richards reviewed the FY 2008-09 Solano STAF Initial Projects and Programs list which included STAF funding for STA Transit Coordination Management, Lifeline, and CTP studies consistent with STA Board's Overall Work Plan for FY 2008-09.

Recommendation:
Forward a recommendation to the STA Board to approve the allocation of STAF for Fiscal Year (FY) 2008-09 as specified in Attachment A.

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

E. STA SR2S Pilot Engineering Program Grants

Sam Shelton reviewed and summarized the STA's Allocation of Eastern Yolo Solano Congestion Mitigation and Air Quality (ECMAQ) Funding; Request for Yolo-Solano Air Quality Management District (YSAQMD) Clean Air Funds, and SR2S Pilot Engineering Program Process. He outlined six projects requesting funds that were submitted for funding from the Cities of Dixon, Rio Vista, and Vacaville totaling $607,000. He stated that the SR2S-Advisory Committee recommended funding for the cities of Dixon (SR 113 & C Street flashing crosswalk and bulbouts, $90,000 – Anderson Elementary School); Rio Vista (#1 priority) – Second Street Radar Speed Signs, $20,000 – Riverview Middle School, and Vacaville "Pedestrian Improvements on North-west corner of Peabody & Marshall Project" for a total of $190,000.

Recommendation:

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

1. Program $90,000 in Eastern Solano Congestion Mitigation and Air Quality (ECMAQ) funding to the City of Dixon's "State Route 113 & C Street Flashing Crosswalk and Bulbouts Project";
2. Program $20,000 in Yolo Solano Air Quality Management District (YSAQMD) funding to the City of Rio Vista's "Second Street Radar Speed Signs Project", after approval by the YSAQMD Board; and
3. Program $150,000 in ECMAQ funding and $40,000 in YSAQMD funding (after approval by the YSAQMD Board) to the City of Vacaville's "Pedestrian Improvements on North-west corner of Peabody & Marshall Project" for a total of $190,000.

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

F. Local Match for Regional TFCA Grant Submittal for Safe Routes to School Program

Sam Shelton explained the application process for the Regional TFCA funds. He stated that the project applicant must be able to provide a 10% local match of requested funding and submit a "Letter of Commitment" to implement the project as specified in Attachment A. He also stated that staff recommends authorizing the Executive Director to program up to $100,000 in Transportation Enhancement (TE) funds as a 10% match to a potential $1,000,000 grant request for the SR2S Program.

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to program up to $100,000 of Transportation Enhancements (TE) funding as a 10% match to a potential $1,000,000 grant request for the Safe Routes to School Program.

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

VII. ACTION NON-FINANCIAL ITEMS

A. Legislative Update

Jayne Bauer distributed and reviewed the most recent amended versions of four bills for which staff recommends taking a position (AB 1845 (Duvall); AB 1904 (Torrico); AB 2295 (Arambula); and AB 2971 (DeSaulnier).

After discussion, Daryl Halls stated that AB 1904 (Torrico) is not moving forward in the legislative process therefore it was recommended that this item be tabled.

The STA TAC concurred.

Recommendation:
Forward a recommendation to the STA Board to approve a position of support on the following items:

- AB 1845 (Duvall), Railroad: Highway Grade Separations - ***Watch***
- ~~AB ***1904 (Torrico), Transportation: Programming of Projects***~~
- AB 2295 (Arambula), Transportation Capital Improvements - ***Watch***
- AB 2971 (DeSaulnier), The Fair Share for Safety bill - ***Support***
- California Principles on Federal Transportation Authorization 2008

On a motion by Dan Schiada, and a second by Dale Pfeiffer, the STA TAC unanimously approved the recommendation as amended shown above in ~~***strikethrough***~~ ***bold italics***.

B. I-80 Freeway Performance Initiative (FPI)

Janet Adams introduced MTC's Mike Kerns who was present and prepared to answer any questions from the STA TAC.

After further discussion, the STA TAC recommended to forward to the STA Board a separate attachment (Attachment B) listing the three (3) amendments. The amendments are as follows:

1. ***Add Westbound Auxiliary Lane between Travis Blvd. and Air Base Pkwy. To short term mitigation strategies;***
2. ***Add I-80/I-505 Weave Correction Project; and***
3. ***I-80 Eastbound and Westbound Cordelia Truck Scales Relocation***

Recommendation:
Forward a recommendation to the STA Board to adopt the I-80 FPI Mitigation Strategies Report ***to include the amendments listed above.***

On a motion by Wayne Lewis, and a second by Dale Pfeiffer, the STA TAC unanimously approved the recommendation to include the noted amendments listed above shown in ***bold italics***.

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C. 2030 Napa-Solano Travel Demand Model Phase 2 Adoption

Robert Guerrero reviewed the model that would allow agencies and consultants with the proper software and authorization to run "what if" scenarios. He stated that the Modeling TAC would review the status and use of the model so far, and based upon the results of the discussion at their May 22, 2008 meeting, the Modeling TAC may either recommend the model be adopted by the STA and NCTPA Boards, or be further modified before adoption.

Recommendation:
Forward a recommendation to the STA Board to adopt the 2030 Napa-Solano Travel Demand Model Phase 2.

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

D. Solano Bicycle and Pedestrian Program (SBPP) Subcommittee

After discussion, the STA TAC appointed Dan Schiada and Paul Wiese to work with the SBPP Subcommittee to provide recommendations on a revised SBPP program based on projected revenues.

Recommendation:
Appoint two TAC members or representatives of the TAC to work with the SBPP Subcommittee to provide recommendations on a revised SBPP program based on projected revenues.

On a motion by Wayne Lewis, and a second by Dale Pfeiffer, the STA TAC appointed Dan Schiada, City of Benicia, and Paul Wiese, County of Solano to work with the SBPP Committee to provide recommendations on a revised SBPP Program based on projected revenues..

VIII. INFORMATIONAL ITEMS

DISCUSSION

A. Regional Transportation Plan (RTP) T2035 Policy Priorities

Daryl Halls reported that MTC held meetings in each of the nine (9) Bay Area counties to discuss investment trade-offs. He noted that MTC made a video presentation at a recent meeting held on May 7 at the Solano County offices in dairfield. He stated that MTC is still processing the results of its quantitative and qualitative assessment of RTP projects and regional programs and is integrating the results from the regional meetings.

B. Status of Comprehensive Transportation Plan (CTP)

Robert Guerrero provided a status report of the CTP. He indicated that the first CTP Committee, Transit, met on May 19, 2008 (a copy of the agenda was distributed). He noted that the meeting for Arterials, Highways and Freeways and Alternative Modes are being scheduled for June.

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C. **Jepson Parkway Project Update**
Janet Adams provided an update of the 12-mile project that would improve intra-county mobility for Solano County residents. She stated that the project is designed to meet objectives of the Jepson Parkway Concept Plan prepared by the STA. She outlined the schedule for the environmental phase of the project.

D. **I-80 Eastbound (EB) Cordelia Truck Scales Relocation Project Update**
Janet Adams provided an update to the project that would rebuild and relocate the I-80 Eastbound Cordelia 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. She added that the facility will be designed to handle 2040 truck traffic volumes and will have a useful life of at least 25 years.

NO DISCUSSION NECESSARY

E. **State Route (SR) 12 Status Update**
Informational

F. **Community Based Transportation Plan (CBTP)**
Informational

G. **Project Delivery Update**
Informational

H. **Funding Opportunities**
Informational

I. **STA Board Highlights May 14, 2008**
Informational

J. **STA Board and Advisory Committee Meeting Schedule for 2008**
Informational

IX. **ADJOURNMENT**

The meeting was adjourned at 3:10 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, June 25, 2008.**

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STA
Solano Transportation Authority

DATE: May 29, 2008
TO: STA Board
FROM: Daryl Halls, Executive Director
Susan Furtado, Financial Analyst/Accountant
RE: Fiscal Year (FY) 2007-08 Final Budget Revisions

Background:
In June 2007, the STA Board approved the adoption of the annual budget for FY 2007-08. Subsequently in February 2008, the STA Board approved the mid-year budget revision for the estimated annual revenues and expenditures of $16.91 million. The annual budget is revised for its final revision of the fiscal year to reflect the financial operations for multi-year funded projects. The proposed budget revision is supported by various budget matrixes and lists each fund sources and program expenditures.

Discussion:
The proposed FY 2007-08 Final Budget Revision (Attachment A) revenue and expenditure is balanced at $15.27 million. The final budget of annual revenue and expenditure for FY 2007-08 is reduced from $16.91 million to $15.27 million.

FY 2007-08 Revenue Changes
Changes to the approved revenue budget for FY 2007-08 are due to the amount of funds carried over to FY 2008-09 for the continuation or completion of multi-year contracts and additional funding obtained for the fiscal year. Budget changes are summarized as follows:

1) The Members Contribution fund, also known as the Gas Tax, is revised to reflect a carryover over fund of $33,440 to FY 2008-09 as funding match for the continuation of various projects and studies.
2) The Surface Transportation Program (STP) fund of $198,309 is carried over to FY 2008-09 to fund the continuation of various projects, such as, the Expenditure Plan, Comprehensive Transportation Plan (CTP), State Route (SR) 12 Major Investment Study (MIS)/Corridor Study, Safe Routes to Transit, and the Transportation for Livable Communities Program (TLC).
3) The State Transit Assistance Funds (STAF) of $329,200 is reprogrammed for FY 2008-09 for the continuation of different project studies. These studies include the Solano Express Marketing ($100,000), Transit Consolidation and Feasibility Implementation ($75,000), I-80/I-680/I-780 Operation/Implementation Plan ($50,000), Safe Route to Transit ($18,000), Expenditure Plan ($71,200) and the Lifeline Program ($15,000).
4) The State Planning and Research (SP&R) Program fund for the I-80 Smart Growth Study has obtained additional funding for the completion of the multi-year project in the amount of $10,960. In addition, MTC through the SP&R Program allocation of $250,000 funding for the I-80/I-680/I-780 Operation/Implementation Plan project study is revised to carryover $150,000 funds through FY 2008-09 for continuation of the study that had a delayed start.

5) The State Transportation Improvement Program (STIP) Planning, Programming and Monitoring (PPM) fund is revised to reflect carryover funds of $477,169 to FY 2008-09 due to the delayed start of the Project Study Reports (PSR) for SR 12/Church Road and the SR 12 Median Barrier. This amount will add to the reduced funding allocation for FY 2008-09 for the continuation of these studies.
6) The I-80/I-680/SR 12 Interchange Project funded by the State Traffic Congestion Relief Program (TCRP) is anticipated to be fully expended at the end of FY 2007-08. As a result, the allocated fund from the Regional Measure 2 (RM 2) in the amount of $500,000 is carried over to FY 2008-09 for the continuation of project.
7) STA received RM 2 funds for Marketing of RM 2 related transit service in the amount of $330,000, including the services for the new proposed Route 70. This fund is revised to reflect reduction of $70,000 due to the delay in the start of Route 70 service.
8) The SR 12 Bridge Realignment Study funding from the City of Rio Vista Federal Earmark and the local match funds from City of Rio Vista is revised to reflect a carryover of $100,000 to FY 2008-09 due to the delay in the start of the project.

FY 2007-08 Expenditure Changes
Changes to the approved budget are reflective of the funds carried over and revenue obtained as described above. The budget expenditures revisions are summarized as follows:

Operation and Administration Expenditures
Reduction in the following expenditures:
1) Salaries and Benefit for a vacant position.
2) Audit Fees savings.
3) Other Professional Services cost not provided.
4) Consultant Services increase as a result of the new federal legislative contract service provider.
5) Office equipment for the new office space expansion savings.
6) STA Board expenditure savings of $5,000.
7) Expenditure Plan expenditures of $110,000 reprogrammed for FY 2008-09.

The STA Operation and Administration budget expenditures reduction of $135,000 is reprogrammed and funds are to be carried over to FY 2008-09.

Transit and Rideshare Services/Solano Napa Commuter Information (SNCI) Expenditures
1) STAF Funds for the Transit Consolidation Feasibility Study ($75,000), Lifeline program ($15,000), Paratransit Coordinating Council (PCC) ($5,000), Solano Paratransit Assessment Implementation ($40,000) are to be carried over to FY 2008-09 for continuation of the programs and studies.
2) RM 2 funds for transit related marketing is reduced $70,000 due to the delay in the start of the new SolanoExpress Route 70.

The Transit and Rideshare Services/SNCI budget expenditure is reduced by $197,068 and is reprogrammed for FY 2008-09 for the continuation of services.

Project Development Expenditures
1) The Project Management/Administration direct project payroll budget cost is revised to reflect the increase in general project management for local projects of $18,974.

2) The Safe Routes to School Plan is now the newly created Safe Route to School Program in Solano County. As a result, its budget expenditure is revised to reflect the ongoing management cost in the amount of $13,166.
3) Budget expenditures are adjusted to reflect reduction of cost and funds carried over for the continuation of the following projects: I-80/I-680/I-780 Operation/Implementation Plan ($50,000), SR 12 Median Barrier Study ($398,995), I-80/I-680/SR 12 Interchange Project ($500,000), and the SR 12 Rio Vista Bridge Realignment ($100,000).
4) The North Connector Project funding from the TCRP anticipated being fully exhausted at the end of FY 2006-07, however, due to the funding close-out process and reconciliation of funds is closed-out will occur in FY 2007-08.

The total Project Development budget expenditure is reduced by $1,005,418 due to combination of funding activities, including carryover of funds to FY 2008-09 for the continuation of the different multi-year projects.

Strategic Planning Expenditures

1) The Strategic Planning Administration salaries and benefits expense is increased $10,539 to reflect chargeable project studies, such as the SR 12 MIS/Corridor Study and the Safe Routes to Transit.
2) The SP&R Program funding for the I-80 Smart Growth Study is increased $10,960 for the additional funds received.
3) The expenditure budget for SolanoExpress, Solano County Transportation for Livable Communities (TLC) Program, SR 12 MIS/Corridor Study, CTP, and the Safe Routes to Transit is revised to reflect unexpended funds and funds carry over to FY 2008-09 for the continuation of these projects.

The total Strategic Planning budget expenditure is reduced by $307,129 and is to be carried over to FY 2008-09 for the continuation of the projects and studies.

In conformance with the Office of Management and Budget (OMB) Circular A-87 (Cost Principles of State, Local, and Indian Tribal Government) and the STA's Accounting Policies and Procedures, the approved budget for FY 2007-08 is revised to reflect budget revenue and expenditures changes and updates for continuation of projects. As required in the budget policy, the two-year annual fiscal year budget plan for FY 2008-09 and FY 2009-2010 is scheduled to be presented to the STA Board for consideration of adoption in July 2008.

Fiscal Impact:

The total FY 2007-08 final budget change of $1,644,615 includes new fund sources and carryover funds.

Recommendation:

Approve adoption of the FY 2007-08 Final Budget Revision as shown in Attachment A.

Attachment:

A. STA FY 2007-08 Final Budget dated May 29, 2008
B. 2008 Budget and Fiscal Reporting Calendar

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ATTACHMENT A

SOLANO TRANSPORTATION AUTHORITY
FY 2007-08 FINAL BUDGET REVISON
June 11, 2008

REVENUES

STA Fund	Adopted FY 07-08	Proposed FY 07-08
MembersContribution/Gas Tax (Reserve Accounts)	108,801	108,801
Members Contribution/Gas Tax	188,512	**155,072**
Transportation Dev. Act (**TDA**) Art. 4/8	471,567	471,567
State Transit Assistance Fund (**STAF**)	845,720	**501,520**
Surface Transportation Program (**STP**)	1,257,796	**1,059,487**
State Planning & Research (**SP&R**)- SR 113 MIS	229,683	229,683
SP&R - Smart Growth Study	44,114	**55,074**
SP&R - Operation/Implementation Plan	130,000	**100,000**
State Transportation Improvement Program (**STIP**)/Planning, Programming and Monitoring (**PPM**)	674,826	**275,831**
STIP Augmentation	57,371	57,371
North Connector - Regional Measure (**RM**) 2	26,580	26,580
I-80 HOV - Regional Measeure (**RM**) 2	17,801	17,801
Transportation Congestion Relief Program (**TCRP**) 25.3 - I-80 Interchange Project	26,961	26,961
Transportation for Clean Air (**TFCA**)	219,958	**227,890**
Eastern Congestion Mitigation & Air Quality (**ECMAQ**) - STA	195,000	195,000
ECMAQ - MTC	115,000	115,000
Transit Marketing - RM 2	330,000	**260,000**
Regional Rideshare Program (**RRP**)	240,000	240,000
Community Based Transit Study (**CBTS**)	87,586	87,586
TFCA-Napa	10,000	10,000
AVA Program/**DMV**	11,250	11,250
Local Funds - Cities/County	122,275	122,275
Sponsors	14,000	14,000
Subtotal	$ 5,424,801	$ 4,368,749

TFCA Program		
Transportation for Clean Air (**TFCA**)	447,553	447,553
Subtotal	$ 447,553	$ 447,553

Abandoned Vehicle Abatement Program		
Department of Motor Vehicle (**DMV**)	363,750	363,750
Subtotal	$ 363,750	$ 363,750

Solano Paratransit Improvement		
Vehicle Wrap - **STAF**	3,300	3,300
Vehicle Wrap - Local Funds/Sale of Surplus Vehicles	25,400	25,400
Subtotal	$ 28,700	$ 28,700

Jepson Parkway Environmental Impact Report (EIR)		
STP	389,788	389,788
STIP Augmentation	619,162	**629,599**
Subtotal	$ 1,008,950	$ 1,019,387

Jameson Canyon Project		
STIP/PPM	100,000	100,000
Subtotal	$ 100,000	$ 100,000

North Connector East Design		
Preliminary Engineering - **RM-2**	1,501,368	1,501,368
Preliminary Engineering - TCRP 25.2	0	**1,000**
Subtotal	$ 1,501,368	$ 1,502,368

I-80/I-680/SR 12 Interchange EIR/EIS		
TCRP 25.3	1,954,828	1,954,828
RM 2 Funds	1,000,000	500,000
Subtotal	$ 2,954,828	$ 2,454,828

SR 12 Bridge Realignment		
Fedeal Earmark	248,179	**168,179**
City of Rio Vista	54,321	**34,321**
Subtotal	$ 302,500	$ 202,500

I-80 High Occupancy Vehicle (HOV) Lane Red Top/Airbase Parkway		
PA/ED Design RM-2	3,780,380	3,780,380
Subtotal	$ 3,780,380	$ 3,780,380

I-80 HOV/Turner Parkway Overcrossing		
Federal Earmark	800,082	800,082
STIP/PPM	-	-
STAF	67,507	67,507
Local Funds-Solano County/City of Vallejo	133,014	133,014
Subtotal	$ 1,000,603	$ 1,000,603

TOTAL, ALL REVENUE	$ 16,913,433	$ 15,268,818

EXPENDITURES

Operations & Administration	Adopted FY 07-08	Proposed FY 07-08
Operations Management	1,379,994	**1,359,994**
STA Board of Directors/Administration	51,800	**46,800**
Expenditure Plan	130,000	**20,000**
Contributions to STA Reserve Account	108,801	108,801
Subtotal	$ 1,670,595	$ 1,535,595

Transit and Rideshare Services/SNCI		
Transit/SNCI Management/Administration	462,147	**470,079**
Employer/Van Pool Outreach	12,200	12,200
SNCI General Marketing	114,872	114,872
Commute Challege	16,000	16,000
Bike to Work Campaign	20,000	20,000
Bike Links	15,000	15,000
Incentives	25,000	25,000
Emergency Ride Home (**ERH**) Program	10,000	10,000
Transit Management Administration	193,277	193,277
Community Based Transit Study	87,586	87,586
Lifeline Program	25,289	**10,289**
Paratransit Coordinating Council (**PCC**)	50,000	**45,000**
Solano Paratransit Assessment Implementation	40,000	-
Transit Marketing	330,000	**260,000**
Transit Consolidation Feasibility Study	195,000	**120,000**
Solano Paratransit Capital - Improvement	28,700	28,700
Subtotal	$ 1,625,071	$ 1,428,003

Project Development		
Project Management/Administration	52,679	**71,653**
Safe Route to School (Traffic Safety Plan Update)	66,832	**79,998**
I-80/I-680/I-780 Operation/Implementation Plan	162,500	112,500
Project Study Report (**PSR**) **SR** 12/Church	100,000	100,000
SR 12 Median Barrier Study (MBS)/PSR	400,946	**1,951**
Jepson Parkway EIR	1,008,950	**1,019,387**
North Connector	-	**1,000**
Jameson Canyon Project	100,000	100,000
I-80/I-680/SR 12 Interchange PA/ED (TCRP 25.3)	2,954,828	**2,454,828**
North Connector-East (Design) RM 2	1,501,368	1,501,368
I-80/HOV PA/ED Design (RM 2)	3,780,380	3,780,380
I-80 HOV/Turner Parkway Overcrossing	1,000,603	1,000,603
SR 12 Bridge Realignment Study	302,500	**202,500**
DMV Abandoned Vehicle Abatement (AVA) Program	363,750	363,750
Subtotal	$ 11,795,336	$ 10,789,918

Strategic Planning		
Planning Management/Administration	183,032	**193,571**
Solano Express	161,415	**61,415**
General Marketing	59,191	59,191
Events	18,000	18,000
Model Development/Maintenance	104,114	**115,074**
Solano County **TLC** Program	375,948	**300,948**
Fairfield/Vacaville Rail Station Design	3,775	3,775
Safe Route to Transit	35,373	**10,262**
SR 113 MIS/Corridor Study	257,459	257,459
SR 12 MIS/Corridor Study	90,211	**21,357**
Comprehensive Transportation Plan (**CTP**)	86,360	**26,697**
TFCA Programs	447,553	447,553
Subtotal	$ 1,822,431	$ 1,515,302

TOTAL, ALL EXPENDITURES	$ 16,913,433	$ 15,268,818

Attachment B

Solano Transportation Authority

2008 Budget and Fiscal Reporting Calendar

STA Board Meeting Schedule:

MAY	FY 2007-08 3rd Quarter Budget Report
JUNE	FY 2007-08 Final Budget Revision
JULY	FY 2008-09 Budget Revision and FY 2009-10 Proposed Budget Adoption FY 2008-09 COLA Approval FY 2008-09 Provisionary Indirect Cost Rate Application
AUGUST	No Scheduled STA Board Meeting
SEPTEMBER	FY 2007-08 4th Quarter Budget Report
OCTOBER	FY 2007-08 AVA Annual Report
NOVEMBER	STA's 11th Annual Awards Program No Scheduled STA Board Meeting
DECEMBER	FY 2008-09 1st Quarter Budget Report STA Employee 2009 Benefit Summary Update

STA
Solano Transportation Authority

DATE: June 3, 2008
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Request for Qualifications for State Legislative Advocacy Services

Background:
Each year, the STA Board reviews and adopts a legislative platform and a list of legislative priorities for both the State and Federal level. On April 12, 2000, the STA entered into a contract with Shaw/Yoder, Inc., for state legislative services to help secure state funding for STA's priority projects and to monitor state legislation affecting transportation. The firm of Shaw/Yoder, Inc. consists of Josh Shaw and Paul Yoder, partners in the firm. Gus Khouri provides the STA's day to day contact for legislative support. Shaw/Yoder, Inc. also provides lobbying services for the County of Solano.

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

The STA has amended its contract with Shaw/Yoder, Inc. several times. In October, 2005, the STA retained Shaw/Yoder, Inc. for a two-year contract amount of $79,200 (a monthly retainer of $3,200 in 2005-06, and $3,400 in 2007). In October 2007, the STA retained Shaw/Yoder, Inc. for a one-year contract amount of $44,400 (a monthly retainer of $3,700). This current contract (Amendment No. 8) expires September 30, 2008.

Discussion:
The firm of Shaw/Yoder, Inc. has continued to provide the STA with high caliber representation in Sacramento for an affordable price. The following list of accomplishments relates to this most recent two-year contract period.

- Helped secure **$56 million** from the Corridor Mobility Improvement Account (CMIA) within Proposition 1B for High Occupancy Vehicle (HOV) Lanes in Fairfield (I-80/680/SR 12 to Putah Creek).

- Helped secure **$74 million** from the CMIA for Phase 1 of the SR 12 Jameson Canyon Widening Project.

- Helped secure **$49.8 million** from the Trade Corridor Improvement Fund within Proposition 1B for the I-80 Eastbound Cordelia Truck Scales Relocation Project.

- Lobbied and staffed **AB 112 (Wolk)** which designates State Route 12, between I-80 in Solano County and I-5 in San Joaquin County, as a double-fine zone. This bill, which was part of STA's 2007 State Legislative Program, was signed into law.

- Lobbied and staffed **ACR 7 (Wolk)** which designates the portion of SR 12 between Olsen Road and SR 113 in Solano County as the "Officer David Lamoree Memorial Highway". This resolution, which was part of STA's 2007 State Legislative Program, was chaptered into law.

- Lobbied and staffed **AB 2538 (Wolk)** which authorizes each transportation planning agency or county transportation commission to request and receive up to 5% of those funds for the purposes of project planning, programming, and monitoring. This bill, which was part of STA's 2006 State Legislative Program, was signed into law.

- Provided the STA Board and staff of early notification of **SB 976 (Perata)** which consolidates ferry service in the Bay Area, including reporting to the STA Board at a special meeting on September 26, 2007.

- Lobbied on behalf of the STA on other bills such as the following:

  - **AB 444 (Hancock)** would allow for a $10 surcharge, upon voter approval, on DMV registration for programs and projects designed to alleviate traffic congestion and improve air quality.

  - **SB 286 (Lowenthal)** was the original vehicle to enable the flow of the $2 billion local streets and roads money within Proposition 1B.

  - **AB 468 (Ruskin)** would improve the current Abandoned Vehicle Abatement Program.

- Currently lobbying **SB 1093 (Wiggins)** to ensure that outstanding issues relative to the newly created San Francisco Water Emergency Transportation Authority (WETA) and its impact on ferry service in Vallejo were addressed.

- Supported the appointment of a Vallejo representative to the WETA Board (former Mayor Anthony Intintoli, Jr.).

Even though staff is satisfied with the work performed by Shaw/Yoder, Inc., it is prudent to take a new look at the work done by the current consultant and pursue an opportunity to see what work other similar consultants could perform. Such a review is overdue for state legislative advocacy work. This is the last quarter of a two-year state legislative cycle, staff recommends issuing a Request For Qualifications (RFQ) as outlined in the Scope of Work (Attachment A) for a two-year State Legislative Advocacy Services Agreement for the period October 1, 2008 through September 30, 2010.

Staff recommends working with the STA Executive Committee to review the consultant candidates and bring a recommendation to the STA Board for approval of a two-year State Legislative Advocacy Services Agreement for the period October 1, 2008 through September 30, 2010.

Fiscal Impact:
The fiscal impact of this contract is incorporated in the STA's FY 2008-09 and FY 2009-10 budgets.

Recommendation:
Approve the following:

1. Authorize the Executive Director to issue a Request for Qualifications (RFQ) for state legislative advocacy services as outlined in the Scope of Work (Attachment A) for the period October 1, 2008 through September 30, 2010; and
2. Authorize staff to work with the STA Executive Committee to review and select a consultant candidate and bring a recommendation to the STA Board for a State Legislative Advocacy Services Agreement for the period October 1, 2008 through September 30, 2010.

Attachment:

A. 2008-2010 Scope of Work for State Legislative Advocacy Services

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ATTACHMENT A

State Legislative Advocacy Services
2008-2010 Scope of Work

CONSULTANT agrees to perform professional services for CLIENT, as requested by the CLIENT, for the period October 1, 2008 through September 30, 2010, including, but not limited to:

A. Reconnaissance of proposed state government actions which may affect CLIENT, to include;

   a. Maintain an overview of legislation and executive agency activities
   b. Advise appropriate CLIENT staff of all activities and initiatives
   c. Research to adequately provide this function

B. Analyze and recommend proposed state legislative and executive agency actions affecting CLIENT.

C. Consult with CLIENT on potential implications of issues and alternative responses to state initiatives and participation in CLIENT meetings as scheduled; consult with CLIENT on any and all activities as requested by CLIENT or as deemed necessary by CONSULTANT.

D. Develop, coordinate and execute CLIENT's advocacy efforts, including communication with legislative officials and other governmental officials for the purpose of influencing legislation or administrative action.

E. Monitor all introduced legislative bills for consultation with CLIENT to determine those of interest of CLIENT.

F. Prepare monthly progress reports to CLIENT staff and board and make quarterly presentation at STA Board meetings.

G. Prepare support/opposition letters, letters of request for assistance, and all other support/opposition materials needed to ensure the success of goals and objectives.

H. Assist CLIENT in the development and execution of legislative programs, jointly or separately, for CLIENT.

I. Primary emphasis shall be given to issues that will provide specific and identifiable benefits to CLIENT.

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STA
Solano Transportation Authority

DATE: June 3, 2008
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Contract Amendment for Transit and Funding Consultant - Nancy Whelan Consulting

Background:
In July 2001, the STA Board selected Nancy Whelan, of Nancy Whelan Consulting (NWC), to serve as a Transit and Funding Consultant. Several contract amendments extended NWC's contract through June 30, 2008. NWC has continued to provide a high level of expertise and is successfully achieving the specific tasks outlined in the scope of work. Specifically, in the past year NWC has provided invaluable expertise and support to the intercity transit funding agreement effort as well as on other financing and fund management issues.

There continues to be a need for transit finance support as well as other transportation fund management support in the Projects section. NWC services scope of work has been modified to focus on needed support services in Fiscal Year (FY) 2008-09 (Attachment A).

Discussion:
NWC continues to serve multiple roles offering transit finance and general finance assistance to the STA. NWC has provided critical support in the development of the first three Intercity Transit Funding agreements. This support will be needed to work on an upcoming multi-year Intercity Transit Funding agreement.

NWC has done an outstanding job in performing transit finance and other fund management tasks. These include ensuring deadlines are met and funding applications are in compliance. These tasks are vital functions that the STA needs to continue to perform. Attached is an updated scope of work to reflect NWC's anticipated work activity on behalf of the STA. Staff is recommending this contract amendment be extended until June 30, 2009 for a not-to-exceed amount of $58,500.

Fiscal Impact:
The fiscal impact for the contract is $58,500 and will be covered through a combination of State Transit Assistance Funds (STAF) and Planning Programming and Monitoring (PPM) funds already included in the STA's FY 2008-09 budget.

Recommendation:
Authorize the Executive Director to extend the consultant contract with Nancy Whelan Consulting for Transit Funding and Financial/Accounting Consultant Services until June 30, 2009 for an amount not to exceed $58,500.

Attachment:
A. Scope of Work

NWC SCOPE OF SERVICES

July 1, 2008 – June 30, 2009

Intercity Transit Funding Agreement

- Assist in gathering data needed (e.g., population by jurisdiction, RM 2 subsidies) for FY 09-10 Intercity Transit Funding Agreement.
- Review cost allocation models from transit operators and include pertinent data in cost sharing model for FY 09-10.
- Update cost sharing model.
- Draft funding agreement terms and conditions.
- Assist Intercity Transit Funding Group in analyzing performance of routes and in planning service changes as needed.

Solano Paratransit

- Update data for Solano Paratransit funding formula, and recalculate subsidy shares.
- Assist in researching and analyzing various models for service delivery.

TDA and STAF

- Provide support to staff as needed to determine TDA and STAF claims for the county to ensure consistency with TDA matrix and funding agreements.

Transit Consolidation Study

- Assist in analyzing financial impacts of consolidation recommendations.
- Research financial models and impacts of different uses of transit revenue under different structures.
- Assist staff in data collection and analysis as needed.

Project Management Assistance

- Assist staff in monitoring Federal and State funding guidelines to ensure timely use of funds and overall project compliance for STA and Solano County projects. Perform programming amendments, obligation requests, fund swaps, reporting requirements and close-out documents for the STA and other Solano County agencies.
- Assist staff in preparing and coordinating applications for new Federal, State, regional and local fund programs.
- Monitor and update project information in the Transportation Improvement Program using MTC's WebFMS system.
- Prepare the FY 2008-09 Disadvantaged Business Enterprise (DBE) program and assist agency in maintaining its DBE compliance.
- Assist in supporting the Solano Project Delivery Working Group (Solano PDWG) and all its products as listed in the 2008 Work Plan: Project Delivery Guidance Document; Project Monitoring Database; Programming Criteria and Guidelines.

DATE: June 3, 2008
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Contract Amendment for Transit Project Management Consultant - John Harris

Background:
John Harris has extensive experience in the field of transit. He worked for many years at the Contra Costa County Transit Agency (CCCTA) and Vallejo Transit from which he retired. Having held positions as a transit agency Finance Officer and Transit Superintendent, he brings hands-on transit management knowledge in the Bay Area and Solano County.

In Fiscal Year (FY) 2006-07, John Harris was retained by the STA to assist with the project management of the Transit Consolidation study that was initiated in early 2007. The contract was for $20,000 with a term through December 2007. In June 2007,the STA Board approved an amendment to extend the contract for another year and for a not-to-exceed amount of $28,000.

John Harris has been providing critical Project Management oversight on the Transit Consolidation Study. This complex study has been moved along at an alternating quick and deliberate pace that has been in large part possible due to John's high level of project management skills and flexibility.

Discussion:
There continues to be a need for project management of the Transit Consolidation Study, as the study will continue into FY 2008-09. There are additional areas of transit management support that can be improved and maintained with John Harris assistance. These include establishing transit management oversight procedures for the various intercity and paratransit services that the STA manages. These are included in the scope of work for John Harris (Attachment A).

Staff is recommending this contract be amended to extend until June 30, 2009 for a not-to-exceed amount of $28,000.

Fiscal Impact:
The fiscal impact for the contract is $28,000 and will be covered by State Transit Assistance Funds (STAF) already included in the STA's FY 2008-09 budget.

Recommendation:
Authorize the Executive Director to extend the consultant contract with John Harris for Transit Project Management until June 30, 2009 for an amount not to exceed $28,000.

Attachment:
A. Scope of Work

ATTACHMENT A

JOHN HARRIS SCOPE OF SERVICES

July 1, 2008 – June 30, 2009

1. Project Management of Countywide Transit Consolidation Study
    a. Consolidation Study consultant selection and contract oversight
    b. Primary project management and liaison with consultant and STA staff
    c. Ensure project stays on budget and on schedule
    d. Coordinate with transit and other external staff

2. Other transit projects as needed and agreed to between STA and CONSULTANT.

DATE: June 3, 2008
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Contract Amendment for Fiscal Year (FY) 2008-09 for Marketing Consultant Services - Moore Iacofano Goltsman (MIG)

Background:
The STA manages and markets a variety of transportation related programs and services. This includes the design and implementation of the marketing objectives for the STA, the SolanoExpress Transit program, Solano Paratransit, and the Solano Napa Commuter Information (SNCI) Program.

The STA strives to inform the public and decision-makers about various transportation projects, programs, and services through an annual report, newsletters, brochures, website, public meetings, research, community events and the media.

The STA also coordinates the marketing of SolanoExpress intercity transit services countywide. This effort has included the development and updating of the SolanoExpress brochure, SolanoExpress website, wall maps, production of SolanoExpress bus passholders, vehicle branding, and other activities.

The STA has been working to improve the identity and branding of Solano Paratransit, which resulted in the design and application of five vehicles wraps. This is to be accompanied by an updated brochure with a similar identity which is nearing completion. In addition, the STA's Paratransit Coordinating Council's (PCC) outreach materials are being updated.

To increase the use of carpooling, vanpooling, transit, bicycling and other alternatives to single-occupancy vehicles, the STA's Solano Napa Commuter Information (SNCI) program markets its and partner agencies' services countywide. This marketing program has been traditionally accomplished through a variety of methods including brochures, display racks, events, print and radio advertising, incentives, promotional items, direct mail, press relations, employer and general public promotional campaigns, and freeway signs.

The STA has retained a consultant, Moore Iacofano Goltsman (MIG), for the past five years to assist in marketing efforts. They were most recently selected through a Request for Proposal process. Their current contract began January 1, 2006, and initially expired June 30, 2007. In June 2007, the STA Board approved an amendment to this contract which extended it through June 2008 with an amount not to exceed $160,000.

Discussion:
In the past year, MIG has continued to produce high quality products. MIG completed designing and wrapping five Solano Paratransit vehicles; paratransit materials were drafted and in the process of being finalized. Once the STA secured $260,000 of RM2 Marketing funds from MTC, MIG worked extensively on designing transit marketing materials. Initially their work focused on Rt. 70, but recently has been changed to a broader RM2 Transit Marketing campaign to promote all RM2 transit services. They have also produced materials for the Solano Napa Commuter Information program (see Scope of Services, Attachment A). To maintain continuity on campaigns and products in process, staff recommends extending MIG's contract for one year. No additional funds are requested at this time. In FY2008-09, a competitive bid will be held to secure marketing services after June 2009.

Fiscal Impact:
Funding for marketing consultant services is incorporated in the FY 2008-09 STA budget. The funding is a combination of SolanoExpress Marketing, Solano Paratransit, and SNCI Marketing accounts.

Recommendation:
Approve Contract Amendment No. 2 with Moore Iacofano Goltsman (MIG) for STA marketing services for FY 2008-09.

Attachment:
A. Scope of Services for Marketing Contract Amendment No. 2 for FY 2008-09

ATTACHMENT A

Proposed Scope of Services for Marketing Consultant
STA 2008-09 Marketing Plan
July 1, 2008 – June 30, 2009

The proposed amended Scope of Services for MIG includes, but is not limited to, working with staff on the following plans and products:

SolanoExpress Intercity Transit

- Revise and print:
  - SolanoExpress annual brochure to market current and future services.
  - SolanoExpress annual laminated wall map.
  - Rt. 70 promotional campaign materials
- Design materials for a local contest to identify local transit customers for portrayal in updated SolanoExpress campaign.
- Design and place advertising pieces in local electronic, print, and other media venues targeting Solano County residents.
- Update SolanoExpress website as needed.

Solano Paratransit

- Design and print Solano Paratransit brochures.
  Finalize and print Solano Paratransit Coordinating Council brochure.

SNCI:

- Update and print:
  - Commuter Guide.
- Design:
  - Route 30 and 90 promotional templates.
  - Direct mailer templates
- Design and print:
  - Vanpool Brochure
  - Employer Relocation brochure.
  - SNCI Employer Services brochure.
  - "What's New – Bicycling" brochure.
  - "What's New – Transit" brochure.
  - Commute Info display rack identification.
  - Rideshare poster.
  - Transit Incentive Program brochure.
  - Carpool incentive brochure.

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DATE: June 2, 2008
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Fiscal Year (FY) 2008-09 Transportation Development Act (TDA) Matrix – May 2008

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

In addition to using TDA funds for member agencies' local transit services and streets and roads, most agencies share in the cost of various transit services (e.g., Solano Paratransit and major intercity routes) that support more than one agency in the county through the use of a portion of their individual TDA funds.

Discussion:
Although each agency within the county and the Solano Transportation Authority (STA) submit individual claims for TDA Article 4/8 funds, STA is required to review the claims and submit them to the Solano County Paratransit Coordinating Council (PCC) for review prior to forwarding to MTC, the state designated RTPA for the Bay Area, for approval. Because different agencies are authorized to "claim" a portion of another agency's TDA for shared services (e.g., Paratransit, STA transportation planning, Express Bus Routes, etc.), a composite TDA matrix is developed each fiscal year to assist STA and the PCC in reviewing the member agency claims. MTC uses the STA approved TDA matrix to give its claim approvals. TDA claims submitted to MTC must be equal to or lower than shown on the TDA matrix.

At the March Consortium meeting, the first draft of the FY 2008-09 TDA Matrix was presented. The FY 2008-09 revenue estimate and carryover are based on MTC's February 2008 estimate that has been approved by the MTC Commission. Member agency TDA contributions to the STA are shown; these are consistent with the STA Board approved methodology. In April, Suisun City's Streets and Roads claim was added for information. Vacaville has prepared their initial TDA claim and that has also been added to the TDA matrix. Although two key components of the TDA matrix are in progress have not been completed (Intercity and Solano Paratransit), Vacaville left enough balance in their TDA account to accommodate what is expected to be their contributions for these two services. Attachment A is Draft 3 of the Solano TDA Article 4/8 funds matrix for FY 2008-09.

Much of this draft matrix is driven by the parallel effort of the Intercity Transit Funding group which is developing a cost-sharing agreement for intercity routes and Solano Paratransit cost-sharing . Solano Paratransit is managed by the STA, operated by Fairfield/Suisun Transit, and funded by five local jurisdictions. Further updates will be forwarded as each jurisdiction prepares their claims.

The Consortium and TAC reviewed and approved this item at the May 28th meeting and in the process requested that this version of the TDA matrix be referred to as the "May version of the TDA matrix". This action is reflected in the recommendation being forwarded to the Board.

Fiscal Impact:
Each jurisdiction contributes TDA funds to the STA for transit planning and administration. These amounts have been approved by the STA Board and are shown on the TDA matrix. Local jurisdictions' TDA claims must be consistent with the TDA matrix to allow capacity for claims by other jurisdictions for shared-cost services.

Recommendation:
Approve the May 2008 TDA matrix for Fiscal Year (FY) 2008-09 as specified in Attachment A.

Attachment:
A. May 2008 Solano TDA Article 4/8 Matrix for FY 2008-09

ATTACHMENT A

A colored and enlarged version of this attachment has been provided to the STA Board Members under separate enclosure.

052008 V3

FY 2008-09
(May Version)

AGENCY	TDA Est from MTC	Projected Carryover	Available for Allocation (1)	Paratransit: Demnd Rsap & Misc.	Paratransit: Local Paratransit	Paratransit: Solano Paratransit	Local Service: Benicia Breeze	Local Service: Dixon Readi-Ride	Local Service: F-S Transit	Local Service: Rio Vista Delta Breeze	Local Service: Vacaville City Coach	Local Service: Vallejo Transit	Intercity: [redacted]	Intercity: [redacted]	Intercity: [redacted]	Intercity: Vjo.T. Rt. 70	Intercity: Vjo.T. Rt. 80	Intercity: Vjo.T. Rt 85	Intercity: [redacted]	Intercity Subtotal	STA Planning	Transit Capital	Streets & Roads	Total	Balance
	02/27/08	02/27/08	FY 08-09	(2)		(3)	(4)			(4a)		(5)	(6)			(8)					(9)	(10)	(11)		
Benicia	1,030,887	-13,963	1,016,924																	$ -	$ 29,078		0	$ 29,078	987,846
Dixon	651,561	-2,538	649,022																	$ -	$ 19,137		0	$ 19,137	629,885
[redacted]	3,893,006	1,396,983	5,289,989																	$ -	$ 113,039		0	$ 113,039	5,176,950
Rio Vista	288,889	92,922	381,811																	$ -	$ 8,438			$ 8,438	373,373
[redacted]	1,033,250	-7,175	1,026,076																	$ -	$ 29,573			$ 29,573	896,503
[redacted]	3,553,163	906,276	4,459,439																	$ -	$ 102,245		0	$ 2,960,816	1,508,623
Vallejo	4,484,004	-317,296	4,166,708																	$ -	$ 128,780		0	$ 128,780	4,037,928
[redacted]	743,180	7,127	750,306																	$ -	$ 21,134			$ 21,134	729,172
Total	15,687,940	2,062,336	17,750,275	31,174	258,294	$ -	0	0	0	0	594,009	0	$ -	$ -	$ -	$ -	$ -	$ -	0	0	$ 451,425	$ 1,975,094	$ 100,000	$ 3,409,995	14,340,280

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

(1) MTC Feb 27, 2008 estimate; Reso
(2) Subsidized Taxi Service, Lifeline project matches, etc
(3) Claimed by FST for all agencies.
(4) Includes paratransit, subsidized taxi, transit capital
(5) Includes local fixed-route and demand-responsive service, subsidized taxi
(6) Includes Vallejo local fixed-route, ferry, paratransit and taxi scrip operations
(7) Route 20 is claimed by FST for all agencies except Vacaville
(8) Claimed for STA from all agencies
(9) Transit Capital purchases include bus purchases, maintenance facilities, etc.
(10) TDA funds can be used for repairs of local streets and roads if Solano County does not have transit needs that can reasonably be met.

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DATE: June 1, 2008
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Federal Section 5310 Grant Application and Local Match for Solano Paratransit Bus Replacement

Background:
This capital grants funding program was established by the Federal Transit Administration (FTA Section 5310) for meeting the transportation needs of elderly persons and persons with disabilities; in areas where public mass transportation services are otherwise unavailable, insufficient, or inappropriate. It allows for the procurement of accessible vans and busses; communication equipment; mobility management activities; and computer hardware and software for eligible applicants.

The final FTA Circular, effective May 1, 2007, incorporates provisions of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). This requires projects selected for funding be derived from a locally developed, coordinated public transit-human services transportation plan and that the plan be developed through a process that includes representatives of a public, private, and non-profit transportation and human service providers and participation by members of the public.

The procurement element of this program works in partnership with the California Department of General Services, Procurement Division, to provide a State contract for the purchase of paratransit buses that will meet the transportation needs for successful grantees under Section 5310. In addition, public agencies are able to purchase off the contract and benefit from the economies of scale of a large group procurement.

The call for projects is for the State's FY 2008 apportionment amounts to about $12.1 million in available funding on a state-wide competitive basis. The minimum local match requirement is 11.47% of the project cost.

Discussion:
The Solano Transportation Authority (STA), in coordination with the Metropolitan Transportation Commission (MTC), has been successful in obtaining Federal Section 5310 grant funding in the past. The STA's most recent grant award was for two (2) replacement paratransit buses just recently received in December 2007.

Solano Paratransit is a service of the Solano Transportation Authority operated by Fairfield/Suisun Transit and funded by the Cities of Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and Solano County. Fairfield/Suisun Transit is responsible for reporting the fleet emissions for that service to California Air Resources Board (CARB) and in

order to comply with regulations regarding Transit Fleet Vehicles (TFV), the City of Fairfield has requested that Solano Paratransit replace the remaining diesel-powered paratransit buses in Fiscal Year (FY) 2008-09 with gas-powered buses. The buses recommended for replacement are numbers 703-707. These five (5) buses are six years old and have reached their useful life. The STA staff is recommending to submit the 5310 grant application to replace these five (5) buses. Total project cost to replace all five (5) vehicles is approximately $300,000. If the application is deemed eligible and scores highly, Solano Paratransit can receive up to $265,590 for the project with the required local match of $34,410.

For a public agency to qualify for funding under the Federal Section 5310, the agency is required to hold a Public Hearing to determine if there are any non-profit organizations readily available in the area to provide the special services. The STA staff posted Public Hearing Notices in the five local city's newspapers announcing the Public Hearing on June 16, 2008 at the Solano Transportation Authority and sent out certified letters to agencies announcing the Public Hearing. The STA staff will gather all comments received during the 30-day comment period. Staff will provide an update to the Board at the July 2008 meeting. If no non-profit agencies are readily available to provide the proposed service of Solano Paratransit, STA staff will recommend that the STA Board approve the "Public Agency Certification" resolution.

Fiscal Impact:
A local match of 11.47% or $34,410 is required for this grant program. STA staff proposes to provide State Transit Assistance Funds (STAF) funds as the local match for FY 2008-09 if no other funds are secured.

Recommendation:
Approve the following:

1. Adopt Resolution No. 2008-05 authorizing the Executive Director to submit an application for Caltrans' Federal Section 5310 for $300,000 for the five (5) Solano Paratransit replacement buses; and
2. The allocation of $34,410 State Transit Assistance Funds (STAF) for the required 11.47% local match.

Attachment:

A. Federal Section 5310 Grant Application Submittal Resolution No. 2008-05.

RESOLUTION 2008-05

A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY TO SUBMIT AN APPLICATION FOR CAPITAL PARATRANSIT REPLACEMENT BUSES WITH CALTRANS FOR $300,000 FROM THE FY2008 FEDERAL SECTION 5310 FUND

WHEREAS, the Federal Section 5310 Grants are available annually for capital and equipment funding in several categories; and

WHEREAS, the Elderly and Disabled Specialized Transit category of the Federal Section 5310 Grants has $12.1 million available statewide on a competitive basis; and

WHEREAS, the Metropolitan Transportation Commission is authorized to forward the Section 5310 Funding applications to Caltrans after certifying that the project is in a Coordinated Plan as the Metropolitan Planning Organization (MPO) for the nine Bay Area counties; and

WHEREAS, Solano Paratransit will be eligible for Section 5310 funds after the STA Board certifies to the chief executive officer of the State that no non-profit corporations or associations are readily available in an area to provide the service; and

WHEREAS, the Solano Transportation Authority is eligible to co-sponsor an application for Federal Section 5310 as a Joint Powers Authority representing seven cities and the County of Solano for Solano Paratransit; and

WHEREAS, the Solano Transportation Authority Board of Directors approves a grant application with Caltrans for five (5) replacement paratransit buses of the Federal Section 5310 Grant program. This application is an appropriate capital activity for the Elderly and Disabled Specialized Transit category of the Caltrans Federal Section 5310 program; and

NOW, THEREFORE, BE IT RESOLVED, Daryl K. Halls, the Solano Transportation Executive Director, is authorized to submit and execute any grant application on behalf of Solano Paratransit relating to the Federal Section 5310 program.

_____

Eddie Woodruff, Chair
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed and adopted by said Authority at the regular meeting thereof held this 11th day of June, 2008.

_____

Daryl K. Halls, Executive Director
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 11th day of June, 2008 by the following vote:

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

Attest: _____
Johanna Masiclat
Clerk of the Board

STA
Solano Transportation Authority

DATE: May 28, 2008
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Unmet Transit Needs Comments and Responses for Fiscal Year (FY) 2008-09

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. Currently, four (4) out of eight (8) jurisdictions use TDA funds for streets and roads (Rio Vista, Suisun City, Vacaville and the County of Solano). In FY 2008-09, three jurisdictions plan to continue to use TDA funds for streets and roads purposes (Rio Vista, Suisun City, and the County of Solano). Suisun City is scheduled to phase out of this process beginning in FY 2009-10. Annually, the Metropolitan Transportation Commission (MTC), the state designated RTPA for the Bay Area, holds a public hearing in the fall to begin the process to determine if there are any transit needs not being reasonably met in Solano County. Based on comments raised at the hearing and written comments received, MTC staff then selects pertinent comments for Solano County's local jurisdictions for response. The STA coordinates with the transit operators who prepare responses specific to their operation.

Once STA staff has received or prepared all the responses, a coordinated response is forwarded to MTC. If the transit operators, the STA and Solano County can thoroughly and adequately address the issues as part of the preliminary response letter, MTC staff can move to make the finding that there are no unreasonable transit needs in the county and an Unmet Needs Plan does not need to be prepared. Making a positive finding of no reasonable transit needs would allow the three (3) agencies who plan to claim TDA for streets and roads purposes to receive allocations of TDA Article 4/8 for FY 2008-09. All TDA claims for local streets and roads, but not transit, are held by MTC until this process is completed.

Discussion:
This year's annual Unmet Transit Needs public hearing for FY 2008-09 was held on December 4, 2007 at the Solano County Administration Center (CSAC) in Fairfield. MTC summarized the key issues of concern and forwarded them to STA to coordinate a response. STA staff worked with the affected transit operators to prepare Solano County's draft coordinated response. STA has submitted this preliminary draft response

to MTC for review and comments. MTC requested additional information regarding Issue #3 (Concerns about Dial A Ride Transit (DART)/Solano Paratransit service including: late pick-ups, early pick-ups, long trips, shortened dialysis treatments) before making any recommendation to their Commission. The STA staff worked with Fairfield/Suisun Transit to address the request for additional information (see Attachment A). These issues of concern and responses were provided at the Technical Advisory Committee (TAC) and Consortium meetings.

Two TDA claims were presented to the Paratransit Coordinating Council (PCC) for their review in May. The City of Vacaville requested TDA funds for transit operating and capital projects and City of Suisun City for streets and roads. The PCC voted unanimously to recommend the TDA claim for the City of Vacaville. However, for the City of Suisun City's TDA claim based on the intent to use a portion of their TDA for Streets and Roads, there were three (3) votes to recommend, one (1) vote against and one (1) vote abstained. Since Fairfield/Suisun Transit operates transit for Suisun City, MTC would need to determine there are no reasonable Unmet Transit Needs at the end of the process for the cities of Fairfield and Suisun City before Suisun City may claim their TDA funds for streets and roads.

Fiscal Impact:
No impact on the STA budget. As determined by MTC, if reasonable Unmet Transit Needs remain at the end of this process, TDA funds could not be used for streets and roads purposes by the three local jurisdictions that plan to do so in FY 2008-2009. It will not have any impact on TDA funds used for transit operating, capital, planning or other eligible purpose.

Recommendation:
Approve the following:

1. The FY 2008-09 Unmet Transit Needs response as specified in Attachment B; and
2. Authorize the Executive Director to submit the FY 2008-09 Unmet Transit Needs response to MTC.

Attachments:

A. MTC Feb. 8, 2008 letter re: FY2008-09 Unmet Transit Needs
B. FY 2008-09 Unmet Transit Needs Issues and Responses

ATTACHMENT A

METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
TEL 510.817.5700
TTY/TDD 510.817.5769
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E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

February 8, 2008

RECEIVED
FEB 11 2008
SOLANO TRANSPORTATION AUTHORITY

Bill Dodd, Chair
Napa County and Cities

Scott Haggerty, Vice Chair
Alameda County

Tom Ammiano
City and County of San Francisco

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

Tom Bates
Cities of Alameda County

Bob Blanchard
Sonoma County and Cities

Dean J. Chu
Cities of Santa Clara County

Dave Cortese
Association of Bay Area Governments

Dorene M. Giacopini
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

Jon Rubin
San Francisco Mayor's Appointee

Bijan Sartipi
State Business, Transportation and Housing Agency

James P. Spering
Solano County and Cities

Adrienne J. Tissier
San Mateo County

Amy Worth
Cities of Contra Costa County

Ken Yeager
Santa Clara County

Steve Heminger
Executive Director

Ann Flemer
Deputy Executive Director, Operations

Andrew B. Fremier
Deputy Executive Director, Bay Area Toll Authority

Therese W. McMillan
Deputy Executive Director, Policy

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

Dear Mr. Halls:

I have reviewed the transcript of the comments received at the Solano County Unmet Transit Needs public hearing held on December 4, 2007, and also reviewed comments contained in correspondence received by MTC during the public comment period. As you know, the recently concluded unmet transit needs public participation process pertains to FY 2008-09 Transportation Development Act (TDA) fund allocations for streets and roads purposes.

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

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

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

Preliminary Issues

1 – Request for more service and better coordination of the Fairfield/Suisun Route 30

2 – Request for more local service in Benicia

3 – Concerns about DART/Solano Paratransit service including: late pick-ups, early pick-ups, long trips, shortened dialysis treatments because of late service, no shows

4 – Request to make discount pass applications available in central county

5 – Request for more local service in Fairfield/Suisun

6 – Request for more local service in Vallejo, including service to the new Solano Community College campus Vallejo.

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

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

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

1. that an issue has been addressed through recent changes in service; or
2. that an issue will be addressed by changes in service planned to take place through the fiscal year 2008-09; or
3. that the service changes required to address an issue have been recently studied and determined not reasonable based on locally established standards; or
4. that the evaluation of the issue resulted in the identification of an alternative means of addressing it; or that an issue has not been addressed through recent or planned service changes, nor recently studied.

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

Pursuant to MTC Resolution No. 2380, we will present our staff recommendation to MTC's PAC identifying those issues that the cities and County must address prior to MTC's consideration of FY 2008-09 TDA fund requests for streets and roads purposes. Receipt of your responses are requested one month prior to our PAC meeting date (second Wednesday of the month) to include this item on the PAC agenda. Do not hesitate to contact me or Bob Bates of my staff at (510) 817-5733 if you have any questions.

Sincerely,

Alix A. Bockelman
Director, Program & Allocations Section

Enclosures

cc (without enclosures):
Jim Spering, MTC Commissioner
Bill Dodd, MTC Commissioner
Gene Cortright, City of Fairfield
Gary Leach, City of Vallejo
Dale Pfeiffer, City of Vacaville
Robert Sousa, City of Benicia
Jeff Matheson, City of Dixon
Brent Salmi, City of Rio Vista
Fernando Bravo, City of Suisun City
Birgitta Corsello, County of Solano
George Bartolome, Chair, Solano County PCC (c/o Elizabeth Richards, STA)

J:\PROJECT\Funding\TDA-STA Administration\e Unmet Transit Needs\a UTN FY09 (Dec 2007)\Preliminary Issue Letter Feb 2008.doc

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FY2008-09
Solano Unmet Transit Needs Response

Issue 1: Request for more service and better coordination of the Fairfield/Suisun Transit Rt.30

Transit Operator: Fairfield/Suisun Transit (FST)
Use of TDA: Fairfield/Suisun Transit does not use 100% of their TDA for transit.

Response

Resolution #2: This issue will be addressed by changes in service planned to take place through the fiscal year 2008-09.

Route 30 operates Monday - Friday with five round trips a day between Fairfield and Sacramento (Capitol Mall) with selected stops in Vacaville, Dixon, and UCDavis. The ridership on this route has been steadily increasing. On a few occasions, riders at the Dixon's stop were turned away due to full capacity. The route's productivity should be able to handle additional service and perform above a 20% farebox recovery rate. The Solano Transportation Authority provides management oversight to Route 30. The STA has begun discussions with FST to add another morning and evening peak trips. New, limited Saturday service may be provided with Lifeline funding. However, there are two obstacles that will need to be overcome prior to implementation and these are expected to be resolved in FY2008-09: equipment and contract service hour limits. The first issue concerns equipment and the need to secure additional over the road coaches to provide additional peak period trips. For an immediate fix, Fairfield/Suisun Transit is trying to lease a bus from another transit agency. The second is there are not enough service hours on FST's current transportation provider's contract. Fairfield/Suisun Transit currently has an RFP out for a transportation provider. A new contract should be in place by the July 2008 with more service hours so that existing services may be expanded.

Issue 2: Request for more local service in Benicia

Transit Operator: Benicia Breeze
Use of TDA: Benicia Breeze uses 100% of its TDA for transit

Response

Resolution #2: This issue will be addressed by changes in service planned to take place through the fiscal year 2008-09.

Benicia Breeze is in the process updating their Short Range Transit Plan. A key element of this is evaluating their local transit system in the context of the new express route (Rt. 70) that is proposed to soon serve Benicia. Benicia Breeze has secured $30,000 of Solano STA funds to assist in the cost of developing a Benicia Breeze Local Service Study. This study will analyze the current local Benicia Breeze route structure and develop a revised route structure within the City of Benicia to connect with Route 70 that is due to start in April 2008. The Benicia Breeze system has numerous routes some of which have difficulty meeting the required systemwide 20% farebox recovery ratio on some of the routes. A complete analysis of the local bus system will assist in developing an efficient and effective transit system and determine if additional local service can be added while still maintaining a systemwide 20% farebox recovery rate.

Issue 3: Concerns about DART/Solano Paratransit service including: late pick-ups, early pick-ups, long trips, shortened dialysis treatments.

Transit Operators: Fairfield/Suisun Transit
Use of TDA: Fairfield/Suisun Transit does not use 100% of their TDA for transit.

Response

Resolution#1: This issue has been addressed through recent changes in service, and
Resolution #2: This issue will be addressed by changes in service planned to take place through the fiscal year 2008-09.

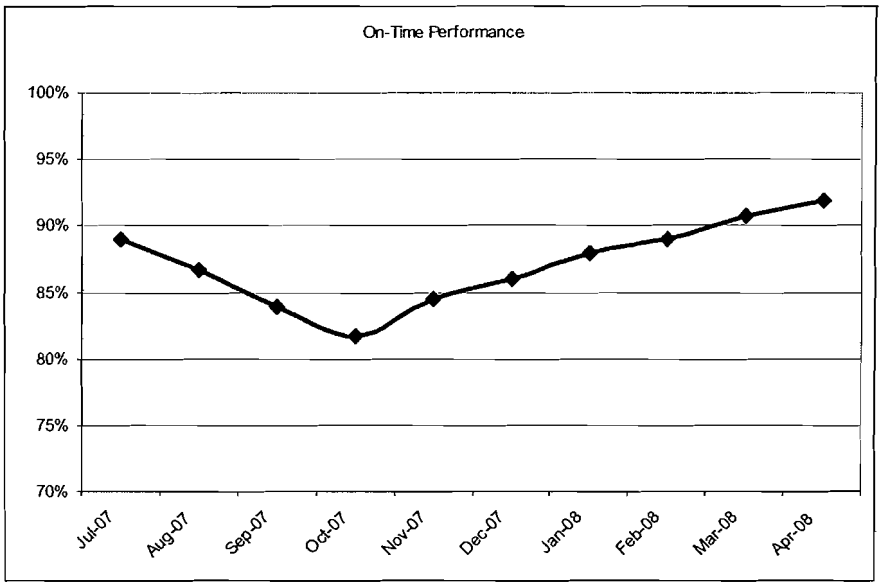
FST and STA take these issues and concerns very seriously. DART is FST's local ADA paratransit service provider. Solano Paratransit is also operated by FST with management oversight by the Solano Transportation Authority (STA) and funded by the five jurisdictions that it services. The two paratransit services are operated together to provide seamless service. As these issues relate to Solano Paratransit, the STA will work with FST to improve the monitoring of the issues raised (late pick-ups, early pick-ups, etc.), evaluate the reported problems, and develop an implementation plan to resolve these issues.

The City of Fairfield is currently maintaining an on-time service delivery rate of approximately 90% for both services. On Time performance (OTP) is defined as; performed trip (pick-up) arrival times which are within +/- 15 minutes of the agreed upon pick-up time. The performance standard is set at 90% On-time. The method of tracking this is thru driver documentation on the daily manifest, with each manifest audited at the end of the day by staff.

The City has been, and continues to be committed to continuing to improve on-time performance by implementing new technology, adding resources, training, and quality control measures. These include:

1. In June 2007, new scheduling software program (Trapeze) was implemented to increase productivity including on-time performance. The replaced software had not been providing adequate performance measures. To utilize all of its capabilities, training on the new software scheduling program continued over several months. Trapeze has allowed the contractor to schedule paratransit trips more efficiently decreasing the time customers are on the phone, both while actually scheduling a trip and while on hold. In addition, Trapeze has allowed the system to increase ridership versus prior years while maintaining productivity above a 2 passengers per revenue hour. It offers the ability to track any schedule changes by date, time and person who made the changes thus increasing accountability, interfaces with Spider Real Time reports which allows contractor personnel and City Staff to observe real time on-time performance of the paratransit system. Trapeze was a value added technology item, based on the recommendation of the contractor. This technology was implemented for a nominal, one time licensing fee with all other costs being absorbed by the contractor.

Prior to implementing Trapeze On-Time performance was not tracked as accurately. The table below notes the OTP for the last year.



7/2007	89%
8/2007	86.71%
9/2007	83.86%
10/2007	81.66%
11/2007	84.48%
12/2007	85.94%
1/2008	87.9%
2/2008	88.96%
3/2008	90.76%
4/2008	91.88%

2. An upgraded automated phone system was installed November 2007. All dispatchers completed a seven part telephone training course called the Telephone Doctor to elevate customer service. All dispatchers completed the coursework by January 2008. The Telephone Doctor and all associated staff training were instituted at no cost to the City. This program was implemented in response to additional training programs required by the contractor and the City. The program is targeted at improving the overall customer experience through increased focus on professionalism, courtesy and responsiveness. The phone system upgrade has allowed a higher level of standardization among customer service calls and offers the City the ability to track: hold times (longest and average), number of abandoned calls, total number of incoming calls, longest wait in queue, average wait in queue and percentage of calls abandoned. In addition to the added functionality of monitoring customer service, the phone system now allows a customer to directly choose which service (reservations, dispatch, paratransit, administration) is desired without being passed around from person to person. Voice mail was added for those that choose not to hold for the next available staff member. Increased monitoring of the statistics has enhanced enforcement of customer service standards. And finally, two additional lines were added to address capacity constraints identified with the previous system.
3. To further evaluate the customer service, a monitoring system went into effect in February 2008 requiring the contractor to include a CD-ROM in their monthly reports with audio files of all the dispatch calls for five days to audit the effectiveness of training and ensure that the passengers are receiving the highest quality customer service. The additional monitoring of the actual recorded calls has improved customer service.

4. An additional position of an Operations Manager was hired March 2008. The Operations Manager position was added at no cost to the City in response to the growth of the system.
5. One additional Paratransit van was added to service on Saturday that began January 2008. The additional paratransit route was added to Saturdays based on a consistent demand for service which was greater than current capacity could meet. The addition was only made after a complete review of service indicated that the prior capacity had been exceeded and that customer needs and services were suffering, these indicators included: low On-Time Performance, low customer satisfaction due to inability to obtain trips and an increase in cancellations. These issues have been alleviated with the addition of the new route. Cost of this implementation is approximately $680 per Saturday.
6. A Geographic Information System (GIS) has been used to an extent as the basis for the ADA mapping and the scheduling software, Trapeze, set up. It is available to be modified for eventual use in the Automated Vehicle Location (AVL) for computerized trip planning service to further increase productivity.

   Liz Niedziela, Transit Program Manager/Analyst of Solano Transportation Authority followed up with Joan Emerick of Renal Advantage, a dialysis center in Fairfield, who spoke at the unmet needs hearing. Joan said that the paratransit service has shown overall improvements. She feels that the scheduling can be a bit better but there have been definite improvements. Joan also stated that no paratransit patients have missed any treatments since the unmet needs hearing. Additionally, overall system complaints have declined since December 2007.There were nineteen specific paratransit complaints received by Fairfield, STA, and MV Transit since July 2007. Only four complaints were recorded after the unmet needs hearing as of May 9, 2008.

Issue 4: Request to make discount pass application available in central county.

Transit Operator: Fairfield/Suisun Transit
Use of TDA: Fairfield/Suisun Transit does not use 100% of their TDA for transit.

Response

Resolution #2: This issue will be addressed by changes in service planned to take place through the fiscal year 2008-09.

Fairfield/Suisun Transit honors the Regional Transit Connection Discount Card. FST or STA will commit to offering this service locally in FY2008-09.

Issue 5: Request for more local service by Fairfield/Suisun Transit

Transit Operator: Fairfield/Suisun Transit

Use of TDA: Fairfield/Suisun Transit does not use 100% of their TDA for transit.

Response

Resolution #2: This issue will be addressed by changes in service planned to take place through the fiscal year 2008-09.

The City of Fairfield recently completed a fiscally restrained Short Range Transit Plan (SRTP) covering FY 2006- FY 2017. This plan outlines future service roll-outs in a fiscally restrained environment and was developed after a lengthy public outreach and planning process.

Issue 6: Request for more local service in Vallejo, including service to the new Solano Community College campus, Vallejo

Transit Operator: Vallejo Transit
Use of TDA: Vallejo Transit uses 100% of its TDA for transit

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

Since 1999, Vallejo Transit had been incurring operating deficits due to increasing operating expenses, sporadic rising fuel costs, and the growing disparity between the rate of rising operating costs and transportation revenues. Between June 2006 and June 2007, Vallejo City Council approved two rounds of fare increases, service adjustments, route restructuring, and cuts on the ferry, bus, and taxi scrip programs resulting in over 10% of the transit budget. The increasing cost of operations and the escalating cost of fuel are still adversely and severely impacting Vallejo Transit's present and future budget. Solano College has opened a new satellite college in Vallejo. Presently there is no Vallejo Transit route that directly serves the campus and budgetary constraints have made it impossible to do so to date. Transportation staff recognizes both the need to provide this community service and the opportunity to reach a larger population of new transit riders. Vallejo Transit staff is presently costing out route adjustments in anticipation of developing creative measures to provide the service within the existing transit and/or college budgets. However, given the alarming rate of increase in the cost of diesel fuel, it is highly unlikely that additional local service can be implemented. New service to Solano Community College/Vallejo campus is also being studied as part of a Vallejo Community Based Transportation Plan that is currently underway and scheduled to be completed by early Summer 2008. If this is identified as a key project priority and if Lifeline funding is secured, service may be able to be implemented. However, without new funding additional service is not expected to be possible.

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DATE: June 2, 2008
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Ridershare Services
Nancy Whelan, Nancy Whelan Consulting
RE: Intercity Transit Funding (ITF) Agreement Year-End Reconciliation Procedure for Fiscal Year (FY) 2006-07

Background/Discussion:
In October 2007, the Fiscal Year (FY) 2007-08 Intercity Transit Funding (ITF) Agreement was finalized and circulated for signature by all jurisdictions that are party to the Agreement. This Agreement was fashioned after the first Intercity Transit Funding Agreement, which covered FY 2006-07. The FY 2007-08 Agreement documents the principles and methodology for sharing Intercity Transit costs and sets the term of the Agreement at one year. In developing the Agreement the Intercity Transit Funding Working Group (ITFWG) left certain procedures and issues to be resolved during this fiscal year.

One of the issues to be resolved is how to reconcile actual costs and revenues for intercity transit service with the projected figures used in the Agreement. Specifically, Section III. A. of the FY 2008-09 Agreement states:

> *"The baseline cost information used in the foregoing cost allocation model is based on preliminary budget information used for the next fiscal year. As such the foregoing costs are estimates only and are subject to change. The ITFWG will include a process for addressing mid-year cost changes in this Agreement for FY 2008-09 and subsequent fiscal years."*

The FY 2006-07 Agreement did not include this statement or any other about year-end reconciliation of costs and revenues.

Mid-Year Budget Adjustments
Intercity transit operators are required to report certain data including actual expenditures, ridership, fare revenue, and service hours for intercity routes quarterly. These reports are used to identify mid-year budget variances and are to be submitted to the ITFWG in February, notifying the contributing jurisdictions of potential year-end budget surpluses or deficits. The ITFWG has the opportunity to discuss methods for addressing the surpluses or deficits in February, possibly recommending a mid-course correction to avoid deficits. Under certain circumstances, the ITFWG may agree to increase or decrease subsidy shares at year-end prior to final financial audits.

Mid-year FY 2007-08 budget vs. actual reports for the period ending December 31, 2007 were provided to the ITFWG in March 2008. The reports didn't indicate any significant variances and thus there appeared to be no need for mid-course corrections in the intercity transit service. Quarterly reports will continue to be provided to the ITFWG for ongoing monitoring.

Year-End Reconciliation

In addition to potential mid-year budget adjustments, the ITFWG requested that a procedure for reconciling year end actual data with the budget data (upon which subsidy shares were calculated) be developed. The recommended method for this year-end reconciliation incorporates actual audited data into the models and formulas used in the Agreement. Subsidy shares paid based on budget information are compared to actual financial and operating results to determine if subsidy shares paid were greater or less than the amount due. The results are credited or debited to payments due in the future. This procedure is described below.

PROPOSED YEAR-END RECONCILIATION PROCEDURES

1. After FY 2007-08 audited financial statements are approved by the intercity transit operators' governing body, transit operator staff will update the data in the FY 2007-08 Cost Allocation Model. Fairfield Suisun Transit Routes 20, 30, 40, and 90 shall be updated from the file labeled "FF Cost Allocation Model 021507 v2". Vallejo Transit Routes 70, 80, and 85 shall be updated for the file labeled "FY 2007 08 Vallejo Cost Allocation Model 4-16-07". Benicia Breeze Route 75 shall be updated for file labeled "Benicia 06-07 revised 2-10-2007". Updated cost, revenue (fares and other revenue), hours, miles, and peak vehicle data shall be included in the cost allocation model.
2. Using results of the Cost Allocation Model, STA will recalculate the subsidy shares owed by each jurisdiction for FY 2007-08 and compare the amounts to the amounts paid according to the cost sharing formula in the agreement.
3. Differences between the planned/budgeted subsidies included in the FY 2007-08 agreement and the actual subsidy requirements based on audited data will be identified. Subsidy surpluses (overpayments by a jurisdiction for its formula share of intercity transit services) and deficits (underpayments by a jurisdiction for its formula share of intercity transit services) will be applied to the subsequent year's amount due for intercity transit services. For FY 2007-08, these amounts will be reconciled with the FY 2009-10 subsidy sharing agreement.

The use of audited actual data requires that the reconciliation lag two years from the year included in the agreement.

The ITFWG agreed with this procedure, and requested that STA consider applying the reconciliation procedure to the FY 2006-07 agreement. Based on data supplied by the transit operators, staff calculated the overpayments and underpayments for each intercity route for each jurisdiction. A summary of the results of those calculations is shown in Attachment A. The ITFWG agreed that the results of the FY 2006-07 reconciliation should be incorporated in the FY 2008-09 agreement.

Applying the procedure developed for FY 2007-08 to the FY 2006-07 agreement results in overpayments and underpayments that will be due in the FY 2008-09 agreement. If

approved by the STA Board, subsidy calculations for FY 2008-09 will include the adjustments for the FY 2006-07 reconciliation.

The Consortium and TAC reviewed and approved the recommendations. At the Consortium, Benicia had concerns that the reconciliation of Benicia's Rt. 75 was not included. As discussed and agreed at the Consortium and then TAC, language in the staff report has now been modified to include Rt. 75 for FY 2007-08 reconciliation. Both the TAC and Consortium unanimously recommended the STA Board approve these procedures and use with FY 2006-07.

Fiscal Impact:
None.

Recommendation:
Approve the following:

1. Adopt the procedure outlined in this report for mid-year budget adjustments and year end reconciliation for the Intercity Transit Funding Agreement; and
2. Apply the year end reconciliation procedure to the FY 2006-07 Intercity Transit Funding agreement and incorporating FY 2006-07 adjustments to the subsidy amounts due in FY 2008-09.

Attachment:

A. FY 2006-07 Intercity Transit Funding Reconciliation Summary by Jurisdiction
B. FY 2006-07 Intercity Transit Funding Reconciliation Summary by Route

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SOLANO TRANSPORTATION AUTHORITY
FY 2006-07 INTERCITY TRANSIT FUNDING RECONCILIATION SUMMARY BY JURISDICTION

FST OWES	Formula Calculation	Less Amounts Due to FST	Plus MOE Claims Not Used	Total Amount Due
Benicia	$ 10,929	$ -	$ -	**$ 10,929**
Dixon	$ 11,856	$ -	$ 6,000	**$ 17,856**
Vacaville	$ 55,262	$ -	$ 170,000	**$ 225,262**
County of Solano	$ 8,593	$ (2,320)	$ 30,000	**$ 36,273**
TOTAL	$ 86,639	$ (2,320)	$ 206,000	**$ 290,319**

BENICIA OWES	Formula Calculation	Less Amounts Due to Benicia	Plus MOE Claims Not Used	Total Amount Due
County of Solano	$ 3,204	$ -	$ -	**$ 3,204**
TOTAL	$ 3,204	$ -	$ -	**$ 3,204**

VALLEJO OWES	Formula Calculation	Less Amounts Due to Vallejo	Plus MOE Claims Not Used	Total Amount Due
Fairfield	$ 3,942	$ -	$ -	$ 3,942
County of Solano	$ 251	$ -	$ -	$ 251
TOTAL	$ 4,193	$ -	$ -	**$ 4,193**

Notes:
1 Based on April 21, 2008 reconciliation.
2 Amounts jurisdictions "owe" themselves are not shown.
3 Assumes amount due to FST from Suisun City is already accounted for in FST claim.
4 Routes 50 and 92 omitted from Summary of Balances Due.

SOLANO TRANSPORTATION AUTHORITY
FY 2006-07 INTERCITY TRANSIT FUNDING RECONCILIATION SUMMARY BY ROUTE

		Benicia	Dixon	Fairfield	Rio Vista	Suisun City	Vacaville	Vallejo	Solano Co.	TOTAL
Route 75	**BENICIA BREEZE OWES[1]**	$ 147,958							$ 3,204	$ 151,162
Route 20	**FST OWES[2]**	**$ -**	**$ -**	**$ 24,412**	**$ -**	**$ -**	**$ 5,168**	**$ -**	**$ 323**	$ 29,904
Route 30	**FST OWES[2]**	$ -	$ 11,856	$ 12,440	$ -	$ -	$ 12,393	$ -	$ 6,443	$ 43,132
Route 40	**FST OWES[2]**	$ 10,929	$ -	$ 51,292	$ -	$ -	$ 37,700	$ -	$ 1,826	$ 101,747
Route 50[6]	DUE TO RIO VISTA BREEZE[3]	$ -	$ -	$ (2,214)	$ (3,003)	$ (852)	$ -	$ -	$ (140)	$ (6,209)
Route 85	**VT OWES**	$ -	$ -	$ 3,942	$ -	$ -	$ -	$ 2,559	$ 251	$ 6,752
Route 90a	**DUE TO VT[4]**	$ -	$ -	$ -	$ -	$ -	$ -	$ (205,591)	$ -	$ (205,591)
Route 90b	**DUE TO FST[2]**	$ -	$ -	$ (872)	$ -	$ (12,906)	$ -	$ -	$ (2,320)	$ (16,098)
Route 91	**DUE TO VT[5]**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ (119,705)**	**$ -**	$ (119,705)
Route 92[6]	DUE TO VT	$ -	$ -	$ (57,471)	$ -	$ -	$ -	$ (66,177)	$ -	$ (123,648)

Notes:
1. Assumes Rt. 75 is credited with entire $35,000 STAF bridge.
2. Does not account for MOE TDA claims Fairfield made from Dixon ($6,000), Vacaville ($170,000), or the County ($30,000)
3. Does not account for payments RV has made to contributing jurisdictions.
4. Rt 90a was assumed to operate for one quarter only and was budgeted to be subsidized with STAF. Cost overruns are assigned to VT only and are not accounted for in the cost sharing formula.
5. Rt 91 was assumed to operate for one quarter only and was budgeted to be subsidized with STAF. Cost overruns are assigned to VT only and are not accounted for in the cost sharing formula.
6. ITFWG agreed on April 10, 2008 that Rts 50 and 92 would be "zeroed-out" (omitted) from FY 06-07 reconciliation.

STA
Solano Transportation Authority

DATE: June 2, 2008
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: Accept Green Valley Bridge Widening Project as Complete

Background:
On March 14, 2007, the Board authorized the Executive Director to advertise an advance construction contract for the I-80 High Occupancy Vehicle (HOV) Lanes Project. This advanced construction contract was the Green Valley Bridge (GVB) Widening Project. The project was designed by the Mark Thomas & Company/Nolte Joint Venture. In order to expedite the I-80 HOV Lanes Project schedule and facilitate Caltrans follow-on overlay projects, it was determined that an advanced construction package for the GVB outside widening would be advantageous and will save a year on the overall schedule for improvements in the I-80 Corridor. The contract was awarded to Ghilotti Brothers Construction, Inc. in April 2007. The STA administered the construction of the GVB Widening Project with PB Americas performing construction management services.

Discussion:
As mentioned above, the contract was awarded to Ghilotti Brothers Construction, Inc. Construction has now been completed and is essentially closed out. As such, STA staff is recommending the Board accept the work as complete and direct the Executive Director or his designee to file a Notice of Completion with the County Recorder's office. This action by the Board will release the surety bonds secured by the Ghilotti Brothers Construction, Inc. (contractor) to ensure the performance of the work and allow for final payment to be made.

Presented in the table below is a summary of the budget status for the Green Valley Bridge Widening project. As shown, the project is projected to come in $100,000 under budget.

Green Valley Bridge Widening Project

Phase	Final Estimated Costs
Construction	$1,550,000
Construction Management	$350,000
Total Estimated Costs	$1,900,000
Project Budget	$2,000,000
Funds Remaining	$100,000

Fiscal Impact:
The construction for the GVB Widening Project, including the construction management services, was funded with Regional Measure 2 (RM 2) funds dedicated to the I-80 HOV Lanes project and the I-80/I-680/State Route (SR) 12 Interchange Project.

Recommendation:
Approve the following:

1. Accepting the Green Valley Creek Bridge Widening Project as complete; and
2. Direct Executive Director to file a Notice of Completion with the County's Recorder's Office.

Attachments:

A. Notice of Completion (To be provided under separate cover.)

STA
Solano Transportation Authority

DATE: May 30, 2008
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Yolo Solano Air Quality Management District (YSAQMD) Clean Air Funds Committee Recommendation for Fiscal Year (FY) 2008-09

Background:
The Yolo-Solano Air Quality Management District (YSAQMD) annually provides funding for motor vehicle air pollution reduction projects in the Yolo Solano Air Basin through the YSAQMD Clean Air Program. Funding for this program is provided by a $4 Department of Motor Vehicle (DMV) registration fee established under Assembly Bill (AB) 2766 and a special property tax (AB 8) generated from Solano County properties located in the YSAQMD.

Discussion:
For FY 2008-09, the YSAQMD has $420,000 of Clean Air Funds available for distribution to projects or programs in the Solano portion of the YSAQMD. The YSAQMD solicited applications, and received thirteen (13), totaling $903,471 (Attachment A).

On March 12, 2008, the STA Board appointed two members to sit on an application review committee; the YSAQMD Board provided three (3) additional members. The final committee membership consisted of Mayors Augustine and Woodruff, Councilmember Batchelor, and Supervisors Spering and Vasquez. The Committee met on May 19th and reviewed the applications. All of the applicants were invited to provide presentations.

The Committee recommended that the following projects receive funding:

City of Vacaville Alternate Fuels Program	$100,000
Solano County Heavy Truck PM Retrofit	$ 8,000
Solano County Vaca-Dixon Bike Path (Phase 2)	$ 40,000
City of Rio Vista Waterfront Multiuse Path	$160,000
City of Vacaville Ulatis Creek Bike Path	$ 22,000
Solano Transportation Authority Safe Routes to School – Engineering	$ 60,000
Breath California Clean Air Public Awareness Program	$ 20,000
City of Vacaville CityCoach Marketing	$ 10,000

The full YSAQMD Board is scheduled to take action on the Clean Air Fund allocation at their June 11, 2008 meeting.

Fiscal Impact:
All project costs are funded by YSAQMD Clean Air Funds. There is no fiscal impact to STA.

Recommendation:
Support the YSAQMD Clean Air Funds Committee recommendation for the allocation of $420,000 in YSAQMD funds for FY 2008-09 Clean Air Fund allocations as specified in Attachment A.

Attachment:

A. Solano County YSAQMD Clean Air Fund Application Submittals with Recommended Funding

ATTACHMENT A

Solano County YSAQMD Clean Air Fund Application Committee
Recommended Funding

FY2008-09

Applicant	Project	Funding requested	Description	YSAQMD Committee Recommendations	Fund Source: AB 2766 Funds Available:	Fund Source: AB 8 Funds Available:
Clean Technologies/LEV					$140,000	$280,000
City of Vacaville	Alternate Fuels Vehicle Incentive Program	$100,000	Provide incentive for purchase of battery-electric, CNG and plug-in hybrid vehicles; and, extend City electric vehicle lease.	**$100,000**	$80,000	$20,000
Solano County Dept. of Resource Management	PM Retrofit of 4 Heavy Duty Trucks	$8,000 (Revised from $20,000)	Retrofit 4 heavy trucks to reduce PM and NOx emissions.	**$8,000**	$8,000	$0
City of Rio Vista	Administrative and transit clean air vehicle purchase	$130,000	Purchase 4 replacement vehicles; 1 transit, and 2 gas-electric hybrids and 1 electric for neighborhood/admin use	**$0**	0	$0
Alternative Transportation						
Solano County Dept. of Resource Management	Vaca-Dixon Bikeway (Phase 3)	$150,000	Construct 1 mile segment of Class 2 bikeway along Pitt School Road, from Webber Road to Midway Road.	**$40,000**	$0	$40,000
City of Rio Vista	Waterfront Multi-Use Path	$200,000	Conduct preliminary engineering and environmental survey for waterfront access path from SR 12 to downtown	**$160,000**	$0	$160,000
City of Vacaville	Ulatis Creek Bike Path (Allison to I-80)	$31,000	Conduct preliminary engineering and environmental survey for a Class 1 bike path along Ulatis Creek from Allison Drive to I-80.	**$22,000**	$22,000	$0
Solano Transportation Authority	Safe Routes to School	$60,000	Engineering projects to provide for safe pedestrian access to schools	**$60,000**	$0	$60,000
Transit Services						
City of Rio Vista	Rio Vista Delta Breeze Operational Funding	$30,000	Partial funding of bus service from Rio Vista to Fairfield/Suisun City, Isleton and Antioch	**$0**	$0	$0
Education						
Solano Transportation Authority	Safe Routes to School	$60,000	Education projects to encourage safe pedestrian access to schools	**$0**	$0	$0
Breath California of Sacramento - Emigrant Trails	Solano School Air Quality Assessment Program	$30,000	Conduct Youth Leadership Program on air quality and develop school-specific clean air recommendations; part of an on-going program.	**$20,000**	$20,000	$0
City of Vacaville	CityCoach Public Education Campaign	$79,471	Public education campaign to increase ridership on local Vacaville bus service	**$10,000**	$10,000	$0
City of Rio Vista	Delta Breeze Marketing and Outreach Campaign	$25,000	Public education campaign to increase ridership on local Rio Vista bus service	**$0**	$0	$0
	TOTALS	**$903,471**		**$420,000**	**$140,000**	**$280,000**

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STA
Solano Transportation Authority

DATE: June 3, 2008
TO: STA TAC
FROM: Daryl Halls, Executive Director
RE: Approval of STA Overall Work Plan for Fiscal Year (FY) 2008-09 and FY 2009-10

Background:
Each year, the Solano Transportation Authority (STA) Board identifies and updates its priority projects. These projects provide the foundation for the STA's overall work plan for the forthcoming two fiscal years. In July 2002, the STA Board modified the adoption of its list of priority projects to coincide with the adoption of its two-year budget. This marked the first time the STA had adopted a two-year overall work plan. The most recently adopted STA Overall Work Plan (OWP) for FY 2007-08 and FY 2008-09 included a list of 40 priority projects, plans and programs.

In March and April 2008, staff provided the STA Technical Advisory Committee (TAC) and Board with a status and progress report of the current OWP in preparation for providing a draft OWP for the forthcoming two fiscal years. In April and May, the TAC and Board were provided the draft of the OWP for fiscal years 2008-09 and 2009-10.

Discussion:
Attached is the recommended STA Overall Work Plan for FY 2008-09 and FY 2009-10. This draft OWP contains a total of 41 staff recommended projects, plans and programs/services that would cover the range of current and proposed activities of the STA for the next years.

SUMMARY OF THE OWP
The OWP includes a total of 13 projects, 9 plans or studies, and 19 programs or services. Several of these work tasks are a combination of projects, plans and/or programs. The projects are not ranked in terms of relative priority, but are grouped according to one of three of the STA departments responsible for implementing the specified project tasks and categorized as either as a plan, project or program. STA serves as the lead agency for the vast majority of these tasks and either serves as co-lead or partners with the California Department of Transportation (Caltrans), the Metropolitan Transportation Commission (MTC) or one or more of our member agencies in the implementation of the remainder.

PROJECTS
The OWP contains a total of 13 projects with the STA serving either in the role of lead agency, co-lead agency or monitoring agency. The STA continues to serve as lead agency for the following projects:

1. I-80/I-680/SR 12 Interchange
2. North Connector
3. I-80 HOV Lane Projects
4. I-80 EB Cordelia Truck Scales Relocation Project
5. Jepson Parkway Project

The I-80 Eastbound Cordelia Truck Scales Relocation Project is a new project that has been separated out from the I-80/I-680/ SR 12 Interchange based upon the awarding of Proposition 1B Trade Corridor Improvement Funds to the project by the California Transportation Commission.

Through a memorandum of understanding (MOU), the STA serves as co-lead agency with Caltrans and the Napa County Transportation and Planning Agency (NCTPA) for the SR 12 Jameson Canyon project. Recently, it was determined that STA will take on the lead agency role for the design of the project with Caltrans being the lead for right of way acquisition and construction.

10. SR 12 Jameson Canyon

The Travis Air Force Base Access Improvement Plan (North & South Gates) (Project No. 6) will be implemented by the County of Solano in partnership with the City of Suisun City and the STA.

As an agency responsible for funding a variety of transportation projects and programs, STA has monitored the progress of several projects where Caltrans is responsible for project delivery:

8. SR 12 Safety Projects
14. SR 12 West Truck Climbing Lane Project
15. I-80 Red Top Slide Project
16. Benicia Martinez Bridge Project
17. I-80 SHOPP Projects
18. I-80 Operational Improvement Projects

PLANS

The FY 2008-09 and FY 2009-10 OWP contain 9 specific planning efforts or studies. These include the following:

7. SR 12 Median Barrier and Rio Vista Bridge Study
9. I-80 Corridor Management Policies
20. SR 113 Major Investment Study
21. SR 29 Major Investment Study
22. Update of Countywide Traffic Safety Plan
29. Comprehensive Transportation Plan Update
37. Transit Consolidation Study
38. Community Based Transportation Planning (CBTP)
40. Ten-Year Transit Capital Funding Plan

As part of the Countywide Traffic Safety Plan update, staff is proposing to conduct a Safe Routes to Transit Plan, a Countywide Rail Crossing Plan and specific plans pertaining to emergency responders and disaster preparedness. The Transit Capital Funding Plan is also a new plan added to this year's OWP. The update of the STA's Comprehensive Transportation Plan (CTP) is expected to be a large undertaking with a number of studies and plan comprising the CTP.

PROGRAMS

The STA also administers and monitors a variety of transportation programs and services in partnership with our member agencies. These include the following:

11. Solano Countywide Safe Routes to Schools Program
12. Monitor Delivery of Local Projects/Allocation of Funds
13. Regional Measure 2 Implementation
18. Abandoned and Vehicle Abatement Program
23. Congestion Management Program
24. Countywide Traffic Model & Geographic Information System
26. Transportation for Livable Communities Program and MTC's Transportation Planning for Land Use Solutions (T-PLUS) Program
27. Implementation of Countywide Bicycle Plan Priority Projects/Bicycle Advisory Committee
28. Implementation of Countywide Pedestrian Plan Priority Projects/Pedestrian Advisory Committee
30. Clean Air Fund Program and Monitoring
31. STA Marketing/Public Information Program
35. Paratransit Coordinating Council
36. Intercity Transit Coordination
39. Lifeline Program Management
41. Solano Napa Commuter Information (SNCI) Program

As part of the Congestion Management Program, staff is proposing to conduct a regional impact fee/ AB 1600 study, either countywide, or at a sub-regional or corridor level.

The STA has also provided funding for four programs/projects/services that are being delivered by other agencies:

25. Capitol Corridor Rail Stations
32. Baylink/WETA Ferry Support and Operational Funds
33. Solano Express Route Management
34. Solano Paratransit Management

Once adopted, the STA OWP will guide the development of the STA's budget for FY 2008-09 and FY 2009-10. This item was reviewed for the second time by the STA's Technical Advisory Committee (TAC) on May 28, 2008 and unanimously recommended for approval.

Recommendation:

Approve the STA Overall Work Plan for FY 2008-09 and FY 2009-10 as specified in Attachment A.

Attachment:

A. STA's Overall Work Plan (Priority Projects) for FY 2008-09 and FY 2009-10

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Solano Transportation Authority

SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR
FY 2008-09 & FY 2009-10
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	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2008-09	FY 2009-10	EST. PROJECT COST	DEPARTMENT LEAD STAFF
1.	**I-80/680/SR 12 Interchange** A. Interchange EIR/EIS ➢ Alt B and Alt C B. Breakout Logical Components Status: Environmental studies are underway. Concept Agreement Report (CAR) approval by Caltrans and FHWA pending. Estimated Completion Date (ECD): Draft Environmental Document Spring 2009 Final Environmental Document Spring 2010	STA	$9M TCRP $50M RM2 $50.7 M AB 1171 Current Shortfall in funding $1B	X	X	$9.6 M for EIR/EIS $12 M Prelim Engineering $1 B to 1.2 B (Capital Cost)	Projects Janet Adams
	North Connector A. East Segment (STA) B. Central Segment (Fairfield) C. West Segment (STA) Status: Environmental Document scheduled for STA Board action May 2008. Advanced Construction package for Chadbourne signals Summer 2008. ECD: Project Approval/Environmental Documental (PA/ED): 5/08 Plans, Specification & Estimate (PS&E): 8/08 Right-of-Way (R/W): 2/10 Advance Construction Package: 6/08 Construction East Segment: 4/10	STA (East and West Segments) City of Fairfield (Central Segment)	$3M TCRP (environmental) $21.3M RM2/STIP East Section $20M City of Fairfield $2M County of Solano Central Segment Current Shortfall in funding $32M West Section	X	X	$2.7 M EIR $81.6 M (Capital Cost)	Projects Janet Adams

ATTACHMENT A

Solano Transportation Authority

SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR
FY 2008-09 & FY 2009-10
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	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2008-09	FY 2009-10	EST. PROJECT COST	DEPARTMENT LEAD STAFF
3.	I-80 HOV Projects A. Red Top to Air Base Parkway –8.7 miles new HOV Lanes. PA/ED: 4/07 PS&E: 1/08 R/W: None Begin Construction: 6/08 Ramp Metering (HOV Lane Component) PA/ED: 4/07 PS&E: 1/2010 R/W: None Begin Construction: 6/2010 B. WB I-80 Carquinez Bridge to SR 29 – This project has a completed PSR by Caltrans. Project is currently unfunded ($20M). C. I-80 HOV(Vallejo)/Turner Parkway Overcrossing. - STA Lead for PSR. 18 months to complete PSR with estimated completion date Oct 2008. Estimated construction cost $60 M Total cost of project $85 M. D. Air Base Parkway to I-505 – This project is Long-Term project #25 and is currently unfunded.	STA	$9 M RM 2 $56 M CMIA $15.4 M Fed Earmark Current Shortfall in funding $20 M PSR - Fed Demo ($1 M) Current Shortfall in funding $85 M Current Shortfall in funding $111 M	X	X	$60 M (Capital Cost) $20 M PSR $1 M $85 M (HOV Lanes) $111 M (Capital Cost)	Projects Janet Adams

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PRIORITY PROJECTS FOR
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	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2008-09	FY 2009-10	EST. PROJECT COST	DEPARTMENT LEAD STAFF
4.	**I-80 EB Cordelia Truck Scales** Awarded Proposition 1B Trade Corridor Improvement Fund (TCIF) funds by California Transportation Commission (CTC) in April 2008. Status: EIR/EA Scoping meeting June 5, 2008. ECD: PA/ED 12/09 PS&E 5/12 R/W 5/12 Begin Con 10/12 End Con 12/14	STA • PA/ED • Design Caltrans • R/W • Con	$1.3 M RM 2 $49.3 M Bridge Tolls $49.3 M TCIF	X	X	$100.9 M	Projects Janet Adams
	Jepson Parkway Project A. Walters Road Extension B. Vanden Road C. Walters Road D. Leisure Town Rd (Alamo - Vanden) E. Leisure Town Rd (Orange - Alamo) F. Cement Hill Road Status: EIS/EIR on-going, with Release of Draft for Public comment June 2008, public hearing in July. STA to work with Partners to develop corridor funding agreement and finalize priority implementation schedule. ECD: PA/ED: 6/09 PS&E: 12/10 R/W: 6/11 Beg Con: 6/11	STA Partners: Vacaville Fairfield County Suisun City	STIP 2006 STIP Aug Fed Demo Local Current Shortfall in funding $59 Regional $98 Local	X	X	$135 M (Capital Costs)	Projects Janet Adams

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Solano Transportation Authority

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	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2008-09	FY 2009-10	EST. PROJECT COST	DEPARTMENT LEAD STAFF
6.	**Travis Air Force Base Access Improvement Plan (North & South Gates)** A. South Gate Access (priority) B. North Gate Access Status: Travis AFB identified the South Gate as the priority gate for improvements. County lead working with STA, City of Suisun City, and Travis AFB for South Gate implementation. Funding agreement pending w/County/STA/Suisun City for South Gate. STA to seek additional federal funds for North Gate Improvements. EDC (South Gate): PA/ED: 6/10 PS&E: 6/10 R/W: 12/11 Beg Con: 4/12	STA Funding lead County Implementing lead	$3.2M Federal Earmark South Gate Fully Funded North Gate Funding Short Fall $5 M	X	X	South Gate $ 3 M North Gate $7.6 M	Projects Janet Adams
7.	**State Route (SR) 12 Bridge and Median Barrier Study** A. SR 12/Church Road PSR STA lead, final summer 2008 B. Rio Vista Bridge Study STA lead, draft study fall 2008 C. SR 12 Median Barrier PSR STA lead for Suisun City to Rio Vista segment. 18 months for PSR final report.	STA Co-Lead	STA PSR Funds Rio Vista – Fed Earmark FY 2007-08 & FY 2008-09 PPM Funds SHOPP	X	X	$ 2.5 M - (Capital Cost) $ TBD – Capital Cost $ TBD – Capital Cost	Projects Janet Adams

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	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2008-09	FY 2009-10	EST. PROJECT COST	DEPARTMENT LEAD STAFF
8.	**State Route (SR) 12 Safety Improvements**		SHOPP	X	X		Projects Caltrans
	1. Immediate safety improvements completed.	Caltrans				$50 M	
	2. $46 M improvements to begin construction in 2008 (Suisun City to SR 113)	Caltrans				$8 M	
	3. Shoulder widening near Rio Vista segment to begin construction in 2010.	Caltrans				$700k	
	4. Initiate PA/ED for SR 12/ Church Rd. with 2010 SHOPP/STIP	STA				pending	
	5. Pursue median barrier PSR along SR 12 as next priority.	STA					
9.	**I-80 Corridor Management Policy(s)** This includes, but is not limited to ITS Ramp Metering, HOV Definition, and Visual Features (landscaping and aesthetic features) Status: STA to contract with consultant (Kimley-Horn) for study, draft scheduled for summer 2009.	STA	$250,000 SP&R $62,500 STAF Local Match	X		N/A	Projects Sam Shelton

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	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2008-09	FY 2009-10	EST. PROJECT COST	DEPARTMENT LEAD STAFF
10.	**SR 12 Jameson Canyon (Phase 1)** Build 4-lane hwy with concrete median barrier from SR 29 to I-80. Status: Environmental Document completed Jan 2008. STA lead for PS&E. Last TCRP ($1.5 M) funds allocated to project by CTC March 2008. ECD: PA/ED: 1/08 PS&E: 6/10 R/W: 9/10 Begin Con 9/10	Caltrans STA NCTPA	$7 M TCRP $74 M CMIA $35.5 M RTIP $12 M ITIP $2.5 M STP $6.4 M Fed Earmark	X	X	$139 M	Projects Janet Adams NCTPA Caltrans
11.	**Solano Countywide Safe Routes to Schools (SR2S) Program** Status: 1. Education 2. Enforcement 3. Encouragement 4. Engineering 5. Funding of Program 6. Annual Update of Plan Status: Programs being initiated. Over $1 million obtained to date. Received NorCal APA Award for SR2S Plan.	STA	STP Planning Gas Tax ECMAQ TFCA (pending) Yolo/Solano (pending) BAAQMD (pending)	X	X	Total cost $32 M Engineering $1 M/year Encouragement, Education and Enforcement (29 schools out of 100 schools in Plan)	Projects Sam Shelton
12.	**Monitor Delivery of Local Projects/Allocation of Funds** Status: Ongoing activity, STA developed tracking system for these projects and holds PDWG monthly meetings with local sponsors. ECD: Ongoing activity.	STA	STIP-PPM STP/STIP Swap	X	X	N/A	Projects Sam Shelton

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	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2008-09	FY 2009-10	EST. PROJECT COST	DEPARTMENT LEAD STAFF
13.	**Regional Measure 2 (RM 2) Implementation (Capital)** A. Vallejo Station B. Solano Intermodal Facilities (Fairfield Transit Center, Vacaville Transit Center (Phase 1), Curtola Park & Ride and Benicia Intermodal) C. Rail Improvements 1.Capital Corridor 2.Fairfield Vacaville Rail Station D. Develop implementation plans with sponsors (Schedule and funding plan) FY 08/09.	STA Fairfield Vallejo Vacaville Benicia CCJPA MTC	RM 2 Funding Shortfall to be Determined	X	X	$28 M $20 M $25 M	Projects Janet Adams Sam Shelton
	SR 12 West-Truck Climbing Lane Project (Phase I) Westbound SR 12 from I-80 to approx 1.3 mile. Status: Caltrans began construction winter 2008. ECD: Begin Con 4/08 End Con 12/08	Caltrans	SHOPP	X	X	$7.4 M	Projects Caltrans
15.	**I-80 Red Top Slide Project** A. South side construction expected to be completed summer 2008. ECD: 2008	Caltrans	SHOPP	X		$6.5 M South side	Projects Caltrans

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	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2008-09	FY 2009-10	EST. PROJECT COST	DEPARTMENT LEAD STAFF
16.	**Benicia-Martinez Bridge Project** Status: New Bridge opened. Caltrans to pursue landscaping of I-780/I-680 Interchange. ECD: Existing bridge deck rehabilitation work underway. Traffic switch on existing bridge expected by 12/08. Existing bridge with new bike/pedestrian access expected to be fully opened 2010.	Caltrans	RM 1 RM 2	X	X	$1.2 B	Projects Caltrans
17.	**I-80 SHOPP Rehabilitation Projects** A. In Vallejo – Tennessee Street to American Canyon – Rehab Rdwy (under construction) B. Near Vallejo – American Canyon to Green Valley Road – Rehab Rdwy (Advertised) C. Near Fairfield to American Canyon – Upgrade Median Barrier (Advertised) D. Air Base to Leisure Town OC – Rehab Rdwy (Caltrans opened bids, work to begin June 2008) E. SR 12 East to Air Base – Rehab Rdwy (start 2009) F. Leisure Town OC to Pedrick – Pursue 2010 SHOPP funds for segment.	Caltrans	SHOPP	X	X	$124 M	Projects Caltrans
18.	**I-80 Operational Improvements** A. I-80/I-505 Weave Correction PSR will be required to be updated. PSR priority to be determined as part of FY 2008-09 countywide prioritization process.	Caltrans STA	SHOPP Funding Shortfall to be Determined	X	X	X	Projects Caltrans

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	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2008-09	FY 2009-10	EST. PROJECT COST	DEPARTMENT LEAD STAFF
19.	**Abandoned and Vehicle Abatement Program** Status: Ongoing - 1900 vehicles abated in the first 6 months of FY 2007-08.	STA	DMV	X	X	06/07$357,000 county wide distribution	Projects/Finance Susan Furtado
20.	**SR 113 Major Investment Study (MIS)** Status: Existing Conditions reports completed by consultant; options for analysis identified; options modeling underway. ECD: Sept 2008	STA	Funded – Partnership Planning Grant	X		$315,000	Planning Robert Guerrero
21.	**SR 29 MIS** Status: New project. Unfunded. Target for FY 2009-10	STA	Unfunded		X		Planning Robert Guerrero

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	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2008-09	FY 2009-10	EST. PROJECT COST	DEPARTMENT LEAD STAFF
22.	**Update of Countywide Traffic Safety Plan – SEE ITEM 29, CTP UPDATE.**		Gas Tax				Planning
	A. Safe Routes to Transit	STA	STAF				Sara Woo
	B. Railroad Crossings Study		STAF, CCJAP	X			
	1. Countywide Crossing Survey	STA/ Dixon		X			Robert Macaulay
	2. Dixon Rail Crossing Plan			X			
	3. Fairfield/Suisun City Union/Main Street Connection Study			x			
	C. Emergency Responders	STA					Robert Macaulay
	D. Disaster Preparedness, Response and Recovery	STA			X		
	1. Flooding				X		
	2. Earthquakes				X		
	Status: Safe Routes to Transit to be completed as part of Comprehensive Transportation Plan (CTP) update. STA to combine this work with Solano Railroad Safety Plan as part of the CTP update. Planning to lead this study. C-D – Studies in FY 09-10 as follow-up to CTP						
23.	**Congestion Management Program (CMP)**	STA	STP Planning	X	X		Planning Robert Macaulay
	A. 2009 CMP						
	B. Conduct Regional Impact Fee/AB1600 Study (FY 2008-09)		Future impact fee study, T-PLUS				
	1. Surveying approaches to corridor funding for SR 12 and SR 113 studies						
	2. Identify eligible projects in Routes of Regional Significance/Transit				X		

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	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2008-09	FY 2009-10	EST. PROJECT COST	DEPARTMENT LEAD STAFF
	Facilities of Regional Significance						
24.	**Countywide Traffic Model and Geographic Information System**						Planning/Projects Robert Macaulay/ Robert Guerrero
	A. Development of new (2030) model– Phase 2 (Transit) completed in 2007	STA/ NCTPA	STP-Planning NCTPA				
	B. Develop 2035 network, land uses and projections	STA	Funded by T-PLUS	X			
	C. Maintenance of Model	STA				$75,000	Sam Shelton
	D. Geographic Information System/ Aerial Photo	Solano County			X	$80,000	
					X	$35,000	
	Status (Model): new model completed and being tested by users						
	ECD: June 2008						
	Status: Funding agreement approved; GIS contract with County completed						
	ECD: May 2008						

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	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2008-09	FY 2009-10	EST. PROJECT COST	DEPARTMENT LEAD STAFF
25.	<u>Capitol Corridor Rail Stations/Service</u> Status: Individual Station Status: A. Fairfield/Vacaville Train Station: approved by Capital Corridor Joint Powers Authority (CCJPA) on 11-16-05. FF developing station specific plan. $25M included in RM 2 for project. Fairfield developing complete funding plan, implementation schedule. B. Dixon: station building and first phase parking lot completed; Dixon, CCJPB and UPRR working to resolve rail/street issues. C. Benicia: Project on hold - City re-examining train station, ferry service options, and express bus stop options. D. Update Solano Passenger Rail Station Plan; identify ultimate number and locations of rail stations. E. Conduct Napa/Solano Rail Feasibility Study: • Identify right-of-way preservation needs • Implement action plan ECD: Ongoing	City of Fairfield City of Dixon City of Benicia STA STA/ NCTPA	RM2 ADPE-STIP ITIP Local RTIP E. CMAQ YSAQMD Clean Air Funds MTC Rail RoW Program	X X	X X	$35M FF/VV Station (Preliminary estimates for required track access and platform improvements.	Planning Robert Macaulay Robert Guerrero

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	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2008-09	FY 2009-10	EST. PROJECT COST	DEPARTMENT LEAD STAFF
26.	**Development of STA's Transportation for Livable Communities (TLC) Program and MTC's Transportation Planning for Land Use Solutions (T-PLUS) Program**	STA	Regional TLC CMAQ TE STP Planning	X	X	$40,000 (North Connector TLC)	Planning Robert Guerrero
	A. TLC Corridor Studies						
	1. North Connector – completed, adoption pending						
	2. Update Jepson Parkway TLC Plan.		T-PLUS	X			
	3. Rio Vista SR 12 Design Concept Waterfront plan – adopted by City of Rio Vista. STA funded design for FY 2008-09 and FY 2009-10						
	B. County TLC Plan Update – Update and include Bay Area FOCUS Priority Development Areas		T-PLUS	X	X		
	C. TLC Capital & Planning Grant Monitoring						
	D. Funding Strategies and Priorities Plan to be developed as part of the CTP.			X			

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	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2008-09	FY 2009-10	EST. PROJECT COST	DEPARTMENT LEAD STAFF
27.	**Implementation of Countywide Bicycle Plan Priority Projects** A. Solano Bikeway Phase 2 McGary Road (Vallejo- Hiddenbrook to Fairfield) – completing funding plan. B. Jepson Parkway Bikeway (next phase) – Funding plan to be undertaken as part of project. C. Benicia Bike Route: State Park/ I-780 – completing funding plan D. Central County Bikeway gap closure (Marina Blvd.-Amtrak Station on SR 12 in Suisun City) E. Vacaville – Dixon Bike Route Phase 2 - Ongoing F. North Area Bike/Ped Trail Plan – Part of CTP Update G. North Connector path relocation Status: A and C securing funding; E building in segments; G part of North Connector ECD: Ongoing	City of Fairfield Vacaville/ Fairfield, County, STA City of Benicia City of Suisun City Solano County STA County/STA /Fairfield	TDA-Art 3 TLC STIP CMAQ Regional Bike/Ped. Program SR2S TDA Art 3/ Bay Ridge Trail (TBD)	X	X	$2-$3 M $3.2M $543,000	Planning Robert Guerrero Sara Woo

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	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2008-09	FY 2009-10	EST. PROJECT COST	DEPARTMENT LEAD STAFF
28.	**Countywide Pedestrian Plan and Implementation Plan** A. Vacaville Creekwalk Extension B. Union-Main Street Pedestrian Enhancement – Funded, Fairfield ready to build. C. Fairfield Linear Park East D. SR 12 Jameson Canyon Trail Study E. Old Town Cordelia Ped Plan F. Develop Ped Project Implementation Plan Status: Update Bike/Ped Plan, including additional TLC concepts and links. ECD: Vacaville Creekwalk construction in 2009 Ongoing – Ped Plan to be updated as part of CTP	STA Solano County Vacaville Fairfield Fairfield STA County County	State TEA Bay Trails TDA-ART3 Regional Bike/Ped Program RM 2 Safe Routes to Transit Bay Ridge Trail Grant (pending)	X		$3-$5M (Capital Cost) $1 million $100,000 Bay and Delta Trail Planning Grants TDA – Art 3	Planning Robert Guerrero Sara Woo

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	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2008-09	FY 2009-10	EST. PROJECT COST	DEPARTMENT LEAD STAFF
29.	**Comprehensive Transportation Plan Update** **Arterials, Highways and Freeways** Update Travel Safety Plan Update Routes of Regional Significance **Alternative Modes** Alt Fuels Strategy Safe Routes to Transit plan Update TLC Plan Incorporate Safe Routes to School Plan **Transit** Facilities of Regional Significance Lifeline/Community Based Transportation Plan Coordination Update Senior and Disabled Plan Incorporate Rail Crossings Study Intercity Transit Operations Plan Solano Water Passenger Service Study New Element: Conditions and Projections. Incorporate Funding and Climate Change strategies in each chapter.	STA	Combination of STIP/STP fund swap and STAF	X			Planning Robert Macaulay Robert Guerrero Sara Woo Robert Macaulay
30.	**Clean Air Fund Program and Monitoring** A. BAAQMD/TFCA B. YSAQMD Five year funding plan and project monitoring completed for BAAQMD; pending for YSAQMD Status: allocated annually	STA YSAQMD	TFCA Clean Air Funds	X	X	$340,000 Annually (TFCA) $420,000 CY2008 (YSAQMD Clean Air)	Planning Robert Macaulay Robert Guerrero

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	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2008-09	FY 2009-10	EST. PROJECT COST	DEPARTMENT LEAD STAFF
31.	**STA Marketing/Public Information Program** A. Website B. Events C. STATUS D. Project Fact Sheets and Public Outreach 1. I-80 STATUS E. Annual Awards Program F. Legislative Booklets and Lobby Trips G. Legislative Advocacy Status: SR 12 STATUS and STA STATUS Newsletter published in FY 2007-08; individual project sheets published; 2006 annual report published; 2007 annual awards held in Vallejo; state and federal legislative books prepared and delivered; 2008 lobbying trips conducted; SR 12 lobbying events coordinated. SR 12 safety campaign received CAPIO award. Production of most materials being moved in-house	STA	STAF TFCA Gas Tax Sponsors	X	X		Planning/Transit/ Rideshare Jayne Bauer

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	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2008-09	FY 2009-10	EST. PROJECT COST	DEPARTMENT LEAD STAFF
32.	**Baylink Ferry Support and Operational Funds** A. Vallejo Station B. Maintenance Facility C. Ferry Service Status: Requested update of project schedule and phasing plan for Vallejo Station. Phases I and II of the Maintenance Facility are funded and STA is seeking federal funds for Phase III. Former Mayor Intintoli has been appointed to the new WETA Board. STA is supporting Vallejo's efforts on SB 976 implementation issues.	Vallejo	RTIP Fed Demo Fed Boat TCRP Fed RM2 RTIP Funding Plan TBD	X	X	$65M $10.8M $0.5M	Transit/Rideshare Elizabeth Richards
33.	**SolanoExpress Route Management** A. Rt. 30/90 1.Performance Monitoring 2. Funding Agreement Update B. Development of Rt. 70 Funding & Implementation Plan C. Countywide Intercity SolanoExpress Marketing Status: STA will work with FST on proposed service changes for Rt. 30/90. The STA Board directed staff to develop Rt. 70 funding and implementation plan by June 2008.	STA	STAF TDA RM2 Lifeline	X	X	$2,200,000	Transit/Rideshare Elizabeth Richards Liz Niedziela

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	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2008-09	FY 2009-10	EST. PROJECT COST	DEPARTMENT LEAD STAFF
34.	**Solano Paratransit Management** A. Assessment Study follow-up B. Performance Monitoring C. Funding Agreement Update D. Explore alternative service models E. Vehicle Purchase Grant Administration F. Marketing and increase awareness of Solano Paratransit. Status: Solano Paratransit funding agreement to be updated. Working with FST to respond to customer service issues and to respond to SP Assessment Study.	STA	STAF	X	X	$605,397	Transit/Rideshare Elizabeth Richards Liz Niedziela
35.	**Paratransit Coordinating Council** A. Manage committee & update materials B. Maintain membership C. Assist with implementation of Senior and Disabled Transportation Plan priority projects Status: PCC Work Plan was updated and includes making recommendations for 5310 funding, TDA claim review, additional outreach, and other items.	STA	STAF	X	X	$40,000	Transit/Rideshare Liz Niedziela
36.	**Intercity Transit Coordination** A. Multi-year intercity funding agreement B. TDA Fund Coordination C. STAF Fund Management D. RM2 Transit Operating Fund Coordination E. Solano Express Intercity Transit Marketing	A-H STA	STAF TDA	X X X X X	X X X X X		Transit/Rideshare Elizabeth Richards

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	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2008-09	FY 2009-10	EST. PROJECT COST	DEPARTMENT LEAD STAFF
	F. Manage Intercity Transit Consortium G. Rt. 70 Funding and Implementation Plan H. Countywide Ridership Study I. Unmet Transit Needs Coordination & Phase-out plan Status: Annually update funding agreements and Unmet Transit Needs. Developed and STA Board approved FY 2007-08 and FY 2008-09 SolanoExpress and RM 2 Marketing Plan. Working with Benicia and Vallejo on I-780 Corridor Plan (Route 70). Working with transit operators to update Intercity Transit Funding agreement.	I: MTC/STA		X X X	X X X X		
37.	**Countywide Transit Consolidation Study** Status: Phase II underway. ECD: Phase II, Fall 2008	STA	STAF	X	X	$175,000	Transit/Rideshare Elizabeth Richards
38.	**Community Based Transportation Planning (CBTP)** A. Cordelia/Fairfield/Suisun City Study FY 2007-08 B. Vallejo Study FY 2007-08 C. Vacaville FY 2008-09 D. East Fairfield/TAFB FY 2008-09 Status: Cordelia and Vallejo studies on schedule for completion June 2008. Implementation FY 2009. Vacaville and East Fairfield study to begin in FY 2008-09.	STA/MTC	MTC/CBTP STAF	X X	X X	$120,000	Transit/Rideshare Liz Niedziela

SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR
FY 2008-09 & FY 2009-10
DRAFT

	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2008-09	FY 2009-10	EST. PROJECT COST	DEPARTMENT LEAD STAFF
39.	**Lifeline Program Management** A. Call for Projects B. Project Selection C. Monitor Projects Status: Advisory Committee formed. First round of funds awarded FY 2006-07. Second call for projects June-July 2008.	STA/MTC	STAF	X	X	$15,000	Transit/Rideshare Elizabeth Richards
40.	**Ten-Year Transit Capital Funding Plan** Status: 10-Year Transit Capital Plan and process for Major, Minor and fleet under development. Over $900,000 in Prop. 1B Transit Capital funds obtain from MTC as match for 30 bus replacements. Pursuing Federal earmark for additional buses (alternative fuels).	STA	Prop 1B Transit Capital			$60m funding shortfall	Transit/Rideshare Elizabeth Richards
41.	**Solano Napa Commuter Information (SNCI) Program** A. Marketing SNCI Program B. Full Incentives Program C. Emergency Ride Home (ERH) Program D. Employer Commute Challenge E. Vanpool Program F. Coordination with Napa G. Campaigns/Events Status: New Employer Commute Challenge implemented. 27 employers and 296 employees participated in initial Employer Commute Challenge. Marketing and Incentives implemented. Update Bikelinks, Commuter Guide, and other materials.	STA	MTC/RRP TFCA ECMAQ	X	X	$500,000	Transit/Rideshare Judy Leaks

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STA
Solano Transportation Authority

DATE: May 30, 2008
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Regional Measure (RM 2) Bridge Toll Transit Operating Funding

Background:
In March 2004, voters passed Regional Measure 2 (RM 2) raising the toll for all vehicles on the seven State-owned toll bridges in the San Francisco Bay Area by $1.00. This extra dollar was to fund various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in Senate Bill 916. Specifically, RM 2 establishes the Regional Traffic Relief Plan and identifies specific capital projects and programs and transit operating assistance eligible to receive RM 2 funding. A local match is not required for RM 2 funds.

The Bay Area Toll Authority (BATA) is the financial manager for RM 2 funds. The Metropolitan Transportation Commission (MTC) is the program and project coordinator, whose responsibilities include reviewing project applications, programming and allocating funds to specific projects, and monitoring project delivery.

Specific transit services are eligible to receive operating assistance under RM 2. These projects and services have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors. RM2 funded transit services must be new in total or an incremental increase from existing service. Due to other federal, state and regional requirements, full eligibility for the receipt of RM 2 funding is not determined until approval of the funding allocation by MTC.

Eligible expenses for operating follow the eligibility criteria for Transportation Development Act (TDA) funds. The period of eligibility for operating expenses is for the fiscal year for which the allocation is made. The term fiscal year has reference to the year commencing July 1 and ending June 30 of the following year. Allocations cannot be carried over to the following fiscal year.

Fourteen (14) project categories were identified in the RM 2 Transit Operating Funding Expenditure Plan. One of these project categories is the Regional Express Bus North Pool (Carquinez and Benicia Bridge). The first year of funding for this category was $3.4 million with an escalation factor of 1.5%. The Regional Express Bus North Pool is further broken down to multiple operators: along I-80 with Vallejo Transit as a project sponsor and other project sponsors including WestCat, Golden Gate Transit, Contra Costa Transit Agency. The amount for I-80/Vallejo Transit became the amount distributed throughout Solano County once RM 2 eligible service began by other operators in 2006. Later, Fairfield/Suisun Transit was added.

Discussion:
Among the transit funding programs the Solano Transportation Authority (STA) manages are the RM 2 funds for Solano County. Vallejo Transit began to increase service with RM 2 funds in FY 2004-05. Service was added to Rts. 80, 85, 90, 91 and a new route (Route 92) was initiated. One other service in the county was eligible, but was not yet implemented: additional service on Fairfield/Suisun Transit's Rt. 40 service. Since FY 2004-05, Rt. 90 has been transferred to Fairfield/Suisun Transit, Rt. 91 was deleted by consensus of Solano transit operators, and Rt. 92 was deleted by STA and Vallejo due to low ridership. Rt. 92 operated between Vacaville and Fairfield to the Baylink Ferry Terminal. RM 2 performance standards require that within the third fiscal year of operation, RM 2 funded routes must meet one of two standards: 20% farebox recovery for all day service or 30% for peak only service.

In the fall of 2006, Rt. 90 was transferred from Vallejo Transit to Fairfield/Suisun Transit (FST). In addition, FST's Rt. 40 was extended to Walnut Creek BART Station and a stop in Benicia was added for the first time. This qualified the route to be RM 2 eligible. These changes were discussed in the first Intercity Transit Funding (ITF) Agreement. Also outlined in the FY 2006-07 ITF Agreement was the discontinuation of Vallejo Transit Rt. 92 and the implementation of Rt. 70 (a new express route along the I-780 corridor) by Vallejo Transit. With these changes occurring on several RM 2 routes, a countywide RM 2 funding plan was developed for FY 2006-07 and FY 2007-08. STA facilitated the two initial RM 2 funding plans between Vallejo Transit and Fairfield/Suisun Transit which was approved by the STA Board. Although there is a 1.5% escalation factor provided for in RM 2, due to low bridge toll revenues, MTC has informed RM 2 transit operators that there will not be an escalation in FY 2008-09.

RM 2 transit operating funds are for new services (or increments of new service) above the baseline of service at the time RM 2 was approved. If what was once new RM 2 service is discontinued, the RM 2 funds cannot be used for the remaining service if it falls below the baseline. When the allocation of the RM 2 funds in Solano was negotiated, one of the factors taken into account at the time was that the distribution was expected to maximize the actual collection of RM 2 funds. Since that time, services have changed and likely to change further. Staff recommends that the jurisdictional division of RM 2 funds in the FY 2007-08 plan be continued, but allocations among routes be modified to maximize the funding for FY 2007-08 RM 2 services and the ability to collect the funds. The proposed distribution of RM transit operating funds is consistent with the proposed FY 2008-09 ITF Agreement.

Recommendation:
Approve the following:

1. Authorize Fairfield/Suisun Transit to claim $711,035 in FY 2008-09 RM 2 Transit Operating funds for the operations of SolanoExpress Routes 40 and 90; and
2. Authorize Vallejo Transit to claim $1,217,465 in FY 2008-09 RM 2 Transit Operating funds for operations of SolanoExpress Routes 70, 80, and 85.

Attachments:

A. Approved FY 2007-08 RM 2 Funding Plan
B. Preliminary FY 2008-09 RM 2 Funding Plan

Solano Transportation Authority Regional Measure 2 Operating Assistance
STA Plan for
FY 2007-08

Operating Plan

	Route 40	Route 90		Route 70	Route 80	Route 85			Total	Fairfield	Vallejo
Operating Budget											
Estimated Annual Revenue Hrs.	0	0		0					-		
Estimated Operating Cost/Revenue Hour	0	0		0					-		
Total Operating Cost	726,765	1,715,191		887,049	2,997,687	1,350,719	-	-	7,677,411		
-- *Fare Revenue*	122,594	551,281		177,410	1,484,720	455,491			2,791,496		
-- ***RM 2 Operating Assistance Request***	184,072	526,963		353,851	661,873	201,741			1,928,500	711,035	1,217,465
-- Local Sales Tax	-	-		-					-		
-- Private Sector Contributions	-	-		-	-	-	-	-	-		
-- Other Subsidy (No. Co. STAF)	85,000	145,000		40,000	125,000	-	-	-	395,000	230,000	165,000
Total Subsidy	269,072	671,963		393,851	786,873	201,741	-	-	2,323,500	941,035	1,382,465
Total Revenues	391,666	1,223,244		571,261	2,271,593	657,232	-	-	5,114,996		
Local Agencies' TDA Contributions	(335,099)	(491,947)		(315,788)	(726,094)	(693,487)	-	-	(2,562,415)		

ATTACHMENT A

Solano Transportation Authority Regional Measure 2 Operating Assistance
STA Preliminary Plan for
FY 2008-09

Operating Plan

	Fairfield/Suisun Transit		Vallejo Transit							
	Route 40	Route 90	Route 70	Route 80	Route 85			Total	Fairfield	Vallejo
Operating Budget										
Estimated Annual Revenue Hrs.								-		
Estimated Operating Cost/Revenue Hour								-		
Total Operating Cost	665,738	1,765,506	1,417,060	3,248,685	1,476,568	-	-	8,573,557		
-- *Fare Revenue*	173,638	702,149	283,412	1,213,749	365,447			2,738,395		
-- ***RM 2 Operating Assistance Request***	184,072	526,963	600,527	616,938				1,928,500	$ 711,035	$ 1,217,465
-- Local Sales Tax	-	-	-					-		
-- Private Sector Contributions	-	-	-	-	-	-	-	-		
-- Other Subsidy (5311, No. Co. STAF)	85,000	145,000	40,000	125,000	304,628	-	-	699,628	-	-
Total Subsidy	269,072	671,963	640,527	741,938	304,628	-	-	2,628,128	-	-
Total Revenues	442,710	1,374,112	923,939	1,955,687	670,075	-	-	5,366,523		
Local Agencies' TDA Contributions	(223,028)	(391,394)	(493,121)	(1,292,998)	(806,493)	-	-	(3,207,034)		

ATTACHMENT B

DATE: May 21, 2008
TO: STA TAC
FROM: Sam Shelton, Assistant Project Manager
RE: Local Match for Regional Transportation for Clean Air (TFCA) Grant Submittal for Safe Routes to School Program

Background:
The Bay Area Air Quality Management District (BAAQMD) administers the Transportation Fund for Clean Air (TFCA) Regional Funds and annually has a call for clean air application project submittals. The BAAQMD in coordination with the CMA's establishes TFCA policies annually. Funding for the TFCA program is provided by a $4 vehicle registration fee with 60% of the funds generated applied toward the TFCA Regional Program and the remainder toward the county 40% Program Manager Program. Eligible TFCA projects are those that reduce air pollution from motor vehicles. Examples include clean air vehicle infrastructure, clean air vehicles, shuttle bus services, bicycle projects, and alternative modes promotional/educational projects.

The cities of Benicia, Fairfield, Suisun City, Vallejo, southwestern portions of Solano County, and other agencies located in the Bay Area Air Basin are eligible to apply for these funds. A separate Clean Air Program is available to the remaining cities and the County unincorporated area within the Yolo-Solano Air Basin. TFCA Regional program applications are due June 30th 2008. This year, a total of $7.5 million will be available for successful applicants.

On May 14, 2008, the STA Board authorized the STA Executive Director to submit a BAAQMD Regional TFCA application for $1 million to implement STA's Safe Routes to School Program.

Discussion:
To submit an application for Regional TFCA funds, a project applicant must be able to provide a 10% local match of requested funding and submit a "Letter of Commitment" to implement the project (see Attachment A). At the last STA Board meeting, authorization was given to the STA Executive Director to submit a BAAQMD Regional TFCA application for $1 million to implement STA's Safe Routes to School Program. However, a local match commitment was not incorporated into that action.

Staff reviewed several funding sources as potential match funding for this grant request and identified Transportation Enhancements (TE) funding as the most appropriate. TE funding is available through the State Transportation Improvement Program (STIP), for a variety of pedestrian & bicycle facilities, safety & education activities, highway

landscaping, etc (see Attachment B). Below are a few example projects recently programmed with TE funds:

- City of Benicia, State Park Road Bridge, $960,000
- City of Vacaville, Jepson Parkway Gateway Enhancements, $350,000
- City of Suisun City, Driftwood Drive Pedestrian Plaza, $372,000

The STA has an estimated total of $1,932,000 in TE funding available between Fiscal Year (FY) 2009-10 and FY 2012-13, as shown in the latest CTC staff recommendation for the 2008 STIP (see Attachment C, 2008 STIP CTC Staff recommendation).

STA staff recommends authorizing the Executive Director to program up to $100,000 in TE funds as a 10% match to a potential $1,000,000 grant request for the Safe Routes to School Program. The remaining TE funds will be discussed as part of the CTP update for the Alternative Modes Element and subsequently developed funding programs (Solano Bicycle Pedestrian Program, Transportation for Livable Communities Program, etc.).

On May 28, the STA's Technical Advisory Committee (TAC) unanimously recommended approval of programming TE funding as a local match for the STA's Safe Routes to School Regional TFCA grant submittal.

Fiscal Impact:
Up to $100,000 of Transportation Enhancements (TE) funds would be programmed towards the Safe Routes to School Program after successfully obtaining a Regional TFCA grant from the BAAQMD.

Recommendation:
Authorize the Executive Director to program up to $100,000 of Transportation Enhancements (TE) funding as a 10% match to a potential $1,000,000 Regional TFCA grant request for the Safe Routes to School Program.

Attachments:

A. Regional TFCA Program Guidelines, pages 15 and 16
B. Caltrans Transportation Enhancements (TE) Program Fact Sheet
C. 2008 STIP CTC Staff recommendation, Solano County

APPENDIX A

BOARD-ADOPTED TRANSPORTATION FUND FOR CLEAN AIR (TFCA) REGIONAL FUND POLICIES FOR FY 2008/09

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

BASIC ELIGIBILITY

1. **Reduction of Emissions:** A project must result in the reduction of motor vehicle emissions within the Air District's jurisdiction to be considered eligible for TFCA funding. Projects that are subject to emission reduction regulations, contracts, or other legally binding obligations must achieve surplus emission reductions to be considered for TFCA funding. Surplus emission reductions are those that exceed the requirements of applicable regulations or other legally binding obligations at the time the Air District Board of Directors approves a grant award. Planning activities (e.g., feasibility studies) that are not directly related to the implementation of a specific project are not eligible for TFCA funding.

2. **TFCA Cost-Effectiveness and Minimum Score:** The Air District Board of Directors will not approve any grant application for TFCA Regional Funds for a project that has: a) a TFCA cost-effectiveness (i.e., funding-effectiveness) level greater than $90,000 of TFCA funds per ton ($/ton) of total reactive organic gases (ROG), oxides of nitrogen (NO_x), and weighted particulate matter 10 microns in diameter and smaller (PM_{10}) emissions reduced; or b) a score of less than 40 points (out of a possible 100 points) for public agencies and less than 36 points (out of a possible 90 points) for non-public entities, based upon the project evaluation and scoring criteria listed in the 2008 TFCA Regional Fund Application Guidance document.

3. **Consistent with Existing Plans and Programs:** All projects must conform to the types of projects listed in the California Health and Safety Code Section 44241 and the transportation control measures and mobile source measures included in the Air District's most recently approved strategy(ies) for State and national ozone standards and, when applicable, with other adopted State, regional, and local plans and programs.

4. **Viable Project:** Each grant application should clearly identify sufficient resources to complete the respective project. Grant applications that are speculative in nature, or contingent on the availability of unknown resources or funds, will not be considered for funding.

5. **Eligible Recipients:** Public agencies and non-public entities are eligible for TFCA grants. Grant recipients must be responsible for the implementation of the project and must have the authority and capability to complete the project. Non-public entities are only eligible for TFCA grants to implement certain Clean Air Vehicle projects to reduce mobile source emissions within the Air District's jurisdiction for the duration of the useful life of the vehicles or reduced emission equipment. Only public agencies, including public agencies applying on behalf of non-public entities, are eligible for TFCA grants for light-duty vehicles.

6. **Public Agencies Applying on Behalf of Non-Public Entities:** A public agency may apply for TFCA Regional Fund grants for clean air vehicles on behalf of a non-public entity. As a condition of receiving TFCA Regional Funds on behalf of a non-public entity, the public agency shall enter into a funding agreement with the Air District and provide a written, binding agreement to operate the reduced emission equipment within the Air District's jurisdiction for the duration of the project life of the equipment as stated in the funding agreement between the Air District and the grant recipient.

7. **Matching Funds:** The project sponsor shall not enter into a TFCA Regional Fund funding agreement until all non-Air District funding has been approved and secured. For grant applications requesting greater than $150,000 in TFCA Regional Funds, project sponsors must provide matching funds from non-Air District sources, which equal or exceed 10% of the total project cost. TFCA County Program Manager Funds do not count toward fulfilling the non-Air District matching funds requirement. Grant applications for TFCA Regional Funds of $150,000 or less may request 100% TFCA funding.

8. **Documentation of Commitment to Implement Project:** TFCA Regional Fund grant applications must include either: a) a signed letter of commitment from an individual with authority to enter into a funding agreement and carry out the project (e.g., Chief Executive or Financial Officer, Executive Director, City Manager, etc.), or b) a signed resolution from the governing body (e.g., City Council, Board of Supervisors, Board of Directors, etc.) authorizing the submittal of the application and identifying the individual authorized to submit and carry out the project. If such documentation is not received within thirty (30) calendar days after the grant application submittal deadline, a grant application may be returned to the project sponsor and may not be scored.

9. **Minimum Grant Amount:** Only projects requesting $10,000 or more in TFCA Regional Funds will be considered for funding.

10. **Maximum Grant Amount:** No single public agency project may receive more than $1,500,000 in TFCA Regional Funds in any given funding cycle. No single non-public entity may be awarded more than $500,000 in TFCA Regional Funds, for any number of projects, in any given fiscal year.

11. **Readiness:** A project will be considered for TFCA funding only if the project would commence in calendar year 2009 or sooner. For purposes of this policy, "commence" means to order or accept delivery of vehicles or other equipment being purchased as part of the project, to begin delivery of the service or product provided by the project, or to award a construction contract.

Transportation Enhancement (TE) Program

Transportation Equity Act for the 21st Century
U.S. Code, Title 23 Sections 104b(3) and 133d(2)

What is the Transportation Enhancement (TE) program?

California receives about $60 million per year. A local or State funding share is required in each reimbursed phase of work. The TE Program is a reimbursable capital-improvement program. Projects must comply with federal environmental requirements and other federal regulations, including those for considering disadvantaged business enterprises in consultant selection and for paying prevailing wages during construction.

What makes a project eligible for Transportation Enhancement Funds?

Transportation Enhancement activities must have a direct relationship – by function, proximity or impact – to the surface transportation system. Activities must be over and above normal projects, including mitigation.

This list is exclusive. Only these activities are eligible to be accounted for as Transportation Enhancement activities. They are:

1. Provision of facilities for pedestrians and bicycles.
2. Provision of safety and educational activities for pedestrians and bicyclists.
3. Acquisition of scenic easements and scenic or historic sites.
4. Scenic or historic highway programs (including the provision of tourist and welcome center facilities).
5. Landscaping and other scenic beautification.
6. Historic preservation.
7. Rehabilitation and operation of historic transportation buildings, structures or facilities (including historic railroad facilities and canals).
8. Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails).
9. Control and removal of outdoor advertising.
10. Archaeological planning and research.
11. Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity
12. Establishment of transportation museums.

How does the application process work?

California's TE dollars are divided into two places:
1) Regional Transportation Planning Agencies select three quarters of the projects. These are programmed into the Regional Transportation Improvement Program (RTIP) and become part of the Statewide Transportation Improvement Program (STIP)
2) The twelve Department districts select the remaining projects. These are programmed into the Interregional Transportation Improvement Program (ITIP) and also become part of the STIP. Projects must meet the criteria for statewide significance to be considered for the ITIP.

How can I get more information?

Call (916) 654-2477, FAX: (916) 653-7621
Howard Reynolds, Transportation Enhancements (TE) Program Coordinator or
John Haynes (916) 653-8077, ITIP and SHOPP TE Program Coordinator
California Department of Transportation
1120 'N' Street, Mail Station 1
Sacramento, California 95814

Applicants must check with their Regional Transportation Planning Agency to obtain the deadline for application. Dates vary by Region. See the Department TE website for more information: www.dot.ca.gov/hq/TransEnhAct/TransEnact.htm

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2008 STIP STAFF RECOMMENDATION - COUNTY SHARE

Does Not Include STIP Interregional Share Funding (See Separate Listing)

($1,000's)

Recommended New Programming	9,428
Minimum	0
Target	10,600
Maximum	37,338
Under (Over) Target	1,172

Solano

Agency	Rte	PPNO	Project	Ext	Voted	Total	Prior	08-09	09-10	10-11	11-12	12-13	R/W	Const	E & P	PS&E	R/W Sup	Con Sup
							Project Totals by Fiscal Year						Project Totals by Component					
STIP Projects at Fund Estimate (October 2007):																		
MTC		2152	Planning, programming, and monitoring		Jul-07	35	35	0	0	0	0	0	0	35	0	0	0	0
MTC/STA		2263	Planning, programming, and monitoring		Jul-07	853	853	0	0	0	0	0	0	853	0	0	0	0
Solano TA	loc	5301	Jepson: Vanden Rd widen (County)		Sep-07	1,837	1,837	0	0	0	0	0	0	0	1,837	0	0	0
Dixon	rail	6046	Dixon rail station improvements (supplemental)		Dec-07	1,330	1,330	0	0	0	0	0	0	0	0	1,330	0	0
Suisun City	te	5152G	Driftwood Drive waterfront pedestrian plaza		Jul-07	372	372	0	0	0	0	0	0	372	0	0	0	0
Caltrans	12	367D	Jameson Canyon Rd widening (TCRP #157)(CMIA)			7,000	0	0	7,000	0	0	0	0	7,000	0	0	0	0
Solano TA	loc	5301	Jepson Parkway (I-80 reliever)			13,099	0	13,099	0	0	0	0	0	13,099	0	0	0	0
Solano TA	loc	5301	Jepson: Walters Rd ext (Fairfield)			3,300	0	3,300	0	0	0	0	0	3,300	0	0	0	0
Solano TA	loc	5301	Jepson: Vanden Rd widen (County)			5,893	0	5,893	0	0	0	0	0	5,893	0	0	0	0
Solano TA	loc	5301	Jepson Parkway (I-80 reliever)			6,123	0	2,400	0	3,723	0	0	0	3,723	0	2,400	0	0
Solano TA	loc	5301K	Loc rds north of Rt 80/680/12 (TCRP #25)			11,412	0	11,412	0	0	0	0	0	11,412	0	0	0	0
MTC		2152	Planning, programming, and monitoring			105	0	35	35	35	0	0	0	105	0	0	0	0
MTC/STA		2263	Planning, programming, and monitoring			2,212	0	737	737	738	0	0	0	2,212	0	0	0	0
Vallejo	ferry	2261	Vallejo Baylink ferry maintenance facility			2,000	0	2,000	0	0	0	0	0	2,000	0	0	0	0
Vallejo	ferry	2260	Vallejo ferry terminal, parking, phase 2 (06S-03)			15,528	0	0	15,528	0	0	0	0	15,528	0	0	0	0
Fairfield	rail	6045K	Capitol Corridor rail station, Fairfield			4,000	0	4,000	0	0	0	0	0	4,000	0	0	0	0
Vacaville	te	5152D	Regional transit center landscaping			175	0	175	0	0	0	0	0	175	0	0	0	0
Vacaville	te	5152E	Jepson Parkway Gateway enhancement			175	0	175	0	0	0	0	0	175	0	0	0	0
MTC	res	5152A	TE reserve			2,364	333	701	740	590	0	0	0	2,364	0	0	0	0
	Total Existing STIP Projects					77,813	4,760	43,927	24,040	5,086	0	0	0	72,246	1,837	3,730	0	0
Highway Projects Recommended:																		
Solano TA	loc	5301	Jepson Parkway (I-80 reliever)			-13,099	0	-13,099	0	0	0	0	0	-13,099	0	0	0	0
Solano TA	loc	5301	Jepson: Walters Rd ext (Fairfield)			-3,300	0	-3,300	0	0	0	0	0	-3,300	0	0	0	0
Solano TA	loc	5301	Jepson: Vanden Rd widen (County)			-5,893	0	-5,893	0	0	0	0	0	-5,893	0	0	0	0
Solano TA	loc	5301	Jepson Parkway (I-80 reliever)			-6,123	0	-2,400	0	-3,723	0	0	0	-3,723	0	-2,400	0	0
Solano TA	loc	5301	Jepson Parkway (Respread)			36,657	0	2,400	3,800	0	30,457	0	3,800	30,457	0	2,400	0	0
MTC/STA		2263	Planning, programming, and monitoring			-2,212	0	-737	-737	-738	0	0	0	-2,212	0	0	0	0
MTC/STA		2263	Planning, programming, and monitoring			2,225	0	589	589	589	229	229	0	2,225	0	0	0	0
MTC		2152	Planning, programming, and monitoring			-105	0	-35	-35	-35	0	0	0	-105	0	0	0	0
MTC		2152	Planning, programming, and monitoring			175	0	35	35	35	35	35	0	175	0	0	0	0
			Subtotal, Highway Projects			8,325	0	-22,440	3,652	-3,872	30,721	264	3,800	4,525	0	0	0	0
Rail and Transit Projects Recommended:																		
Vallejo	ferry	2261	Vallejo Baylink ferry maintenance facility			-2,000	0	-2,000	0	0	0	0	0	-2,000	0	0	0	0
Vallejo	ferry	2261	Vallejo Baylink ferry maintenance facility			4,300	0	0	0	4,300	0	0	0	4,300	0	0	0	0
Vallejo	ferry	2260	Vallejo ferry terminal, parking, phase 2 (06S-03)			-15,528	0	0	-15,528	0	0	0	0	-15,528	0	0	0	0
Vallejo	ferry	2260	Vallejo ferry terminal, parking, phase 2 (06S-03)			13,128	0	0	0	0	13,128	0	0	13,128	0	0	0	0
Fairfield	rail	6045K	Capitol Corridor rail station, Fairfield			-4,000	0	-4,000	0	0	0	0	0	-4,000	0	0	0	0
Fairfield	rail	6045K	Capitol Corridor rail station, Fairfield			4,000	0	0	0	0	4,000	0	0	4,000	0	0	0	0
			Subtotal, Rail & Transit Projects			-100	0	-6,000	-15,528	4,300	17,128	0	0	-100	0	0	0	0

ATTACHMENT C

2008 STIP STAFF RECOMMENDATION - COUNTY SHARE

Does Not Include STIP Interregional Share Funding (See Separate Listing)

($1,000's)

Solano

							Project Totals by Fiscal Year						Project Totals by Component					
Agency	Rte	PPNO	Project	Ext	Voted	Total	Prior	08-09	09-10	10-11	11-12	12-13	R/W	Const	E & P	PS&E	R/W Sup	Con Sup
Transportation Enhancement (TE) Projects Recommended:																		
Vacaville	te	5152D	Regional transit center landscaping			-175	0	-175	0	0	0	0	0	-175	0	0	0	0
Vacaville	te	5152E	Jepson Parkway Gateway enhancement			-175	0	-175	0	0	0	0	0	-175	0	0	0	0
Vacaville	te	5152E	Jepson Parkway Gateway enhancement			350	0	120	230	0	0	0	0	230	0	120	0	0
MTC	res	5152A	TE reserve			-2,031	0	-701	-740	-590	0	0	0	-2,031	0	0	0	0
MTC/STA	res	5152A	TE reserve (County Share)			2,633	0	701	616	714	549	53	0	2,633	0	0	0	0
MTC	res	5152A	TE reserve (MTC Share)			601	0	0	0	0	0	601	0	601	0	0	0	0
			Subtotal TE Projects			1,203	0	-230	106	124	549	654	0	1,083	0	120	0	0
	Total Proposed Programming					9,428												

Notes:
RTIP adopted on January 23, 2008 and delivered February 18, 2008.

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STA
Solano Transportation Authority

DATE: June 4, 2008
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Regional Measure 2 (RM 2) Transit Marketing Plan Implementation

Background:
For several years, the Solano Transportation Authority (STA) has coordinated intercity transit service marketing. A countywide, comprehensive marketing campaign for "SolanoExpress" was launched in the fall of 2006 with the assistance of the STA's marketing consultant - Moore Iacofano Goltsman (MIG). The overall goal was to emphasize the positive attributes of Solano's intercity transit services despite the many changes occurring during the summer and fall of 2006. More specifically, it was to retain core ridership and attract new riders at the same time that a countywide fare increase was being implemented. A slogan "Faster Ride, Better Service" was developed. A consistent image was created and placed on a wide range of advertising mediums to reach both existing and potential riders. Interior bus cards, bus exteriors, bus shelters, posters, brochures, electronic freeway billboards, radio ads, a SolanoExpress website, and more were created and implemented. In addition, a transit incentive program was included directly targeting core riders (monthly pass holders). The partnership among STA and the local transit operators was successful with all of the SolanoExpress retaining routes and/or growing their ridership.

A year ago, the STA secured $335,000 of Regional Measure 2 (RM 2) funding from Metropolitan Transportation Commission (MTC) to implement a countywide marketing campaign to specifically promote Solano RM 2 transit routes. Of this, $75,000 was specifically for the promotion of the new Rt. 70 express service and the $260,000 balance is for the promotion of all the existing RM 2 transit services. The $260,000 must be obligated by June 30, 2008. The Rt. 70 RM 2 funds are not currently available thought they may become available if Rt. 70 begins service early in Fiscal Year (FY) 2008-09. Building upon the past marketing strategies is one of the goals of the RM 2 marketing campaign.

Discussion:
The RM2 Transit Marketing Plan was an element of the SolanoExpress Marketing Plan approved by the STA Board in March 2008. The initial focus of the RM 2 Marketing Plan was to promote the introduction of the new express route Vallejo Transit Rt. 70. There would also be a broader campaign for all the RM 2 transit services: Fairfield/Suisun Transit Rt. 40 and Rt. 90, Vallejo Transit Rt. 80 and 85, and the Baylink Ferry. With the deferral of Rt. 70 to FY 2008-09 the marketing campaign priority became the broader promotion.

STA staff has been working with STA's marketing consultant, MIG, and local transit operators to implement a marketing program to promote the four existing RM2 transit routes and the Baylink Ferry. A variety of marketing and outreach tactics, promotions, incentives and

advertising will be coordinated under five primary strategies to most effectively reach the key target audiences. One key element of the campaigns is a transit incentive. The STA will administer the transit incentives. In promotional materials, the call to action will be directed to the STA'sSolano Napa Commuter Information (SNCI) program's 1-800-53-KMUTE (56883) number and the www.solanoexpress.com website which the SNCI programs manages. For the Baylink Ferry, a weekend rider promotion will include the distribution of a limited number of two-for-one daypasses valid through December 2008. The STA will pre-purchase the special two-for-one weekend daypasses. For the express bus transit incentive, a 10-ride pass (one week of roundtrip rides free) will be promoted to introduce new riders to these services. The two transit operators of the four RM 2 funded intercity bus routes, Vallejo Transit and Fairfield/Suisun Transit, will be paid for the 10-ride passes which STA/SNCI will distribute.

To promote these incentives and the overall benefits of using these RM 2 services, campaigns are being designed and implemented. One method of promoting the express bus incentive is through messages displayed on electronic billboards on the I-80 freeway. Staff is proposing to secure multiple, multi-month advertising contracts for space on the electronic billboards. MIG will design ads for these consistent with the overall campaign.

Fiscal Impact:
During FY 2007-08, $260,000 of RM 2 marketing funds have been secured from MTC and are in the STA budget to cover the costs of these contracts.

Recommendation:
Authorize the Executive Director to enter into the following contracts:

1. For freeway electronic billboard advertising in amounts not to exceed $45,000;
2. For Baylink Ferry Daypasses in an amount not to exceed $35,000; and
3. For 10-ride tickets on RM 2 funded SolanoExpress routes not to exceed $100,000

STA
Solano Transportation Authority

DATE: May 30, 2008
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: 2030 Napa-Solano Travel Demand Model Phase 2 Adoption

Background:
The model used to forecast future traffic covers both Napa and Solano counties, and is known as the Napa-Solano Travel Demand Model. The model uses existing land uses and roadways, and is calibrated to accurately reflect existing travel patterns. The model also projects travel patterns out to the year 2030. The model has been undergoing significant upgrading for approximately two years, and is now ready for general use.

The projected production and distribution of vehicle trips is largely driven by 2 factors-the assumed land uses and the roadway network. The Public Works Departments of the 7 cities and the county supplied information to develop the roadway network, including the number of lanes and the timing of improvements. Similar information was provided for the Napa County portion of the model by the Napa County Transportation and Planning Agency (NCTPA).

At its meeting of May 14, 2008, the STA Board adopted the land use assumptions underlying the model.

Discussion:
The model consists of three main elements; land use, roadway network, and assumptions (such as percentage of trips taken by transit). These three elements operate together to produce predictions of future roadway uses; the number and direction of trips on all of the roadways in the model.

In February 2008, the Modeling Technical Advisory Committee (TAC) concluded that the model was ready for use. However, there would likely be small errors that were only identified when the model was first used. This preliminary release was used by several STA consultants, including Kimley-Horn and Associates for the State Route 113 study, and Solano County for the General Plan update. The results of the model runs by these users did identify minor problems with several model subroutines, but these technical glitches were worked through and useful model results were produced.

Attachment A is the "Screenline Report" from the model, showing the volume and direction of travel for each of the major roadways included in the model network. Numbers are provided for both the a.m. and p.m. peak hours and for both the model base year and forecast year.

The model will also allow agencies and consultants with the proper software and authorization to run "what if" scenarios. This will allow users to change assumptions, such as the road network, transit mode share or land uses and examine the results on the traffic patterns. These model runs will produce new screenline reports and maps that can help guide planning documents.

On May 22, 2008, the Modeling TAC reviewed the status and use of the model so far. The Modeling TAC heard reports from agencies and consultants that have used the preliminary model. Based upon the results of that discussion, the Modeling TAC recommended the model be adopted by the STA and NCTPA Boards.

The STA Technical Advisory Committee (TAC) reviewed this item and unanimously agreed to recommend the STA Board adopt the 2030 Napa-Solano Travel Demand Model Phase 2 based on the Modeling TAC's recommendation.

Fiscal Impact:
None

Recommendation:
Adopt the 2030 Napa-Solano Travel Demand Model Phase 2.

Attachments"

A. 2030 Napa-Solano Travel Model Demand Model Phase 2 Screenline Report

Table

Screenline Report (March 15, 2007 Year 2000; December 17, 2007 Year 2030)

							AM Peak Hour					PM Peak Hour				
	Screenline	Dir	Street	Leg	of	Location	Counts	Base Model	Model Future 2030	Growth	% Growth	Counts	Base Model	Model Future 2030	Growth	% Growth
C 1	Southeast Gateway	EB	I-80 (Alameda-Solano Co Line)	east	of	Carquinez Bridge	2,631	1,987	2,948	982	50%	5,566	4,585	8,458	3,872	84%
C 1	Southeast Gateway	NB	I-680 (Contra Costa-Solano Co Line)	at		Benicia Bridge	2,486	2,548	6,310	3,762	148%	4,128	4,629	6,898	2,269	49%
C 1	Southeast Gateway	WB	SR 12 (Sacramento-Solano Co Line)	east	of	Jct Rte 84 North	747	605	1,217	611	101%	727	280	1,202	942	362%
C 1	Southeast Gateway	In	Subtotals				5,864	5,120	10,475	5,355	105%	10,421	9,475	16,558	7,083	75%
C 1	Southeast Gateway	WB	I-80 (Alameda-Solano Co Line)	at		Carquinez Bridge	6,908	6,652	9,088	2,435	37%	3,016	2,673	5,451	2,778	81%
C 1	Southeast Gateway	SB	I-680 (Contra Costa-Solano Co Line)	at		Benicia Bridge	5,189	5,688	7,968	2,281	40%	3,245	2,954	5,334	2,380	64%
C 1	Southeast Gateway	EB	SR 12 (Sacramento-Solano Co Line)	east	of	Jct Rte 84 North	599	301	1,038	737	245%	891	505	1,356	851	52%
															0	
C 1	Southeast Gateway	Out	Subtotals				12,696	12,641	18,094	5,453	43%	7,152	6,132	12,141	6,009	98%
C 2	West Gateway	EB	SR 37 (Sonoma-Solano Co Line)	east	of	Walnut Ave (Mare Island)	979	843	1,502	658	78%	1,558	1,666	2,452	786	47%
C 2	West Gateway	EB	Petrified Forest Rd (Sonoma-Napa Co Line)	at		Sonoma-Napa Co Line	172	277	582	305	110%	308	436	834	398	91%
C 2	West Gateway	EB	SR 12-121 (Sonoma-Napa Co Line)	west	of	Old Sonoma Rd	1,184	1,376	1,740	364	26%	1,236	1,319	2,057	738	56%
C 2	West Gateway	EB	SR 128 (Sonoma-Napa Co Line)	east	of	Franz Valley Rd (Kellogg)	66	278	875	598	215%	94	120	692	572	476%
C 2	West Gateway	SB	SR 29 (Lake-Napa Co Line)	south	of	Lake-Napa Co Line	418	244	109	-135	-55%	195	92	198	106	114%
C 2	West Gateway	In	Subtotals				2,819	3,017	4,808	1,791	59%	3,391	3,634	6,233	2,599	72%
C 2	West Gateway	WB	SR 37 (Sonoma-Solano Co Line)	east	of	Walnut Ave (Mare Island)	1,667	1,636	2,093	457	28%	904	980	1,220	240	25%
C 2	West Gateway	WB	Petrified Forest Rd (Sonoma-Napa Co Line)	at		Sonoma-Napa Co Line	364	461	756	295	64%	428	195	571	376	193%
C 2	West Gateway	WB	SR 12-121 (Sonoma-Napa Co Line)	west	of	Old Sonoma Rd	1,188	1,203	2,008	805	67%	1,344	1,133	1,656	524	46%
C 2	West Gateway	WB	SR 128 (Sonoma-Napa Co Line)	east	of	Franz Valley Rd (Kellogg)	70	102	805	702	686%	98	250	722	472	188%
C 2	West Gateway	NB	SR 29 (Lake-Napa Co Line)	south	of	Lake-Napa Co Line	58	98	173	74	76%	631	215	159	-56	-26%
C 2	West Gateway	Out	Subtotals				3,247	3,500	5,834	2,334	67%	3,405	2,774	4,329	1,555	56%
C 3	North Gateway	WB	SR 128 (Yolo-Solano Co Line)	east	of	Jct Rte 121 South	33	97	121	24	25%	36	73	589	516	704%
C 3	North Gateway	SB	Pleasants Valley Rd (Yolo-Solano Co Line)				17	12	70	58	481%	44	6	6	0	0%
C 3	North Gateway	SB	Road 89/Winters Rd (Yolo-Solano Co Line)				181	20	342	322	1619%	220	36	21	-15	-42%
C 3	North Gateway	SB	I-505 (Yolo-Solano Co Line)	north	of	Allendale Rd Interchange	551	438	1,777	1,339	306%	558	271	1,352	1,081	399%
C 3	North Gateway	SB	Stevenson Bridge Rd (Yolo-Solano Co Line)				23	1	1	-1	-50%	37	2	2	0	0%
C 3	North Gateway	SB	Pedrick Rd-Road 98 (Yolo-Solano Co Line)				170	47	43	-3	-7%	160	54	77	22	41%
C 3	North Gateway	SB	SR 113 (Yolo-Solano Co Line)	north	of	I-80 (near Davis)	1,510	1,760	2,433	673	38%	1,340	1,713	2,973	1,260	74%
C 3	North Gateway	WB	I-80 (Yolo-Solano Co Line)			Solano-Yolo Co Line	3,890	3,690	3,596	-94	-3%	4,340	4,620	6,712	2,092	45%
C 3	North Gateway	SB	SR 84 (Yolo-Solano Co Line)	at		Solano-Yolo Co Line	19	3	153	150	4307%	23	8	338	331	4331%
C 3	North Gateway	In	Subtotals				6,394	6,068	8,535	2,467	41%	6,758	6,785	12,070	5,286	78%
C 3	North Gateway	EB	SR 128 (Yolo-Solano Co Line)	east	of	Jct Rte 121 South	29	97	977	880	911%	48	103	313	210	204%
C 3	North Gateway	NB	Pleasants Valley Rd (Yolo-Solano Co Line)				29	5	36	31	619%	41	22	22	0	0%
C 3	North Gateway	NB	Road 89/Winters Rd (Yolo-Solano Co Line)				143	38	381	344	916%	263	27	341	315	1182%
C 3	North Gateway	NB	I-505 (Yolo-Solano Co Line)	north	of	Allendale Rd Interchange	628	255	1,101	847	332%	703	476	1,493	1,017	213%
C 3	North Gateway	SB	Stevenson Bridge Rd (Yolo-Solano Co Line)				29	3	4	1	23%	31	14	14	0	0%
C 3	North Gateway	NB	Pedrick Rd-Road 98 (Yolo-Solano Co Line)				136	55	63	8	14%	187	47	61	14	29%
C 3	North Gateway	NB	SR 113 (Yolo-Solano Co Line)	north	of	I-80 (near Davis)	1,470	1,631	2,706	1,075	66%	1,440	1,913	2,767	854	45%
C 3	North Gateway	EB	I-80 (Yolo-Solano Co Line)			Solano-Yolo Co Line	4,300	4,465	6,613	2,148	48%	4,220	3,698	4,612	914	25%
C 3	North Gateway	NB	SR 84 (Yolo-Solano Co Line)	at		Solano-Yolo Co Line	18	8	232	223	2720%	20	4	275	271	6394%
C 3	North Gateway	Out	Subtotals				6,782	6,556	12,113	5,557	85%	6,953	6,305	9,899	3,594	57%

ATTACHMENT A

Table

Screenline Report (March 15, 2007 Year 2000; December 17, 2007 Year 2030)

							AM Peak Hour					PM Peak Hour				
	Screenline	Dir	Street	Leg	of	Location	Counts	Base Model	Model Future 2030	Growth	% Growth	Counts	Base Model	Model Future 2030	Growth	% Growth
C 4	Napa-Solano County Li	NB	SR 29			Solano-Napa Co Line	1,405	1,615	1,700	185	12%	1,293	2,067	2,264	197	10%
C 4	Napa-Solano County Li	WB	American Canyon Rd	at		American Canyon City Limits	430	183	256	94	58%	320	161	632	472	293%
C 4	Napa-Solano County Li	WB	SR 12	west	of	Solano-Napa Co Line	1,348	1,584	2,543	960	61%	1,056	992	1,753	761	77%
C 4	Napa-Solano County Li	NB	Suisun Valley Rd			Solano-Napa Co Line	73	46	50	4	9%	128	130	462	332	255%
C 4	**Napa-Solano County**	**Np**	**Subtotals**				**3,256**	**3,307**	**4,550**	**1,243**	**38%**	**2,797**	**3,350**	**5,112**	**1,762**	**53%**
C 4	Napa-Solano County Li	SB	SR 29			Solano-Napa Co Line	1,195	1,715	2,703	988	58%	1,617	1,358	1,722	364	27%
C 4	Napa-Solano County Li	EB	American Canyon Rd	at		American Canyon City Limits	247	228	497	270	118%	392	144	550	406	283%
C 4	Napa-Solano County Li	EB	SR 12	west	of	Solano-Napa Co Line	918	1,231	2,194	963	78%	1,383	1,431	2,701	1,270	89%
C 4	Napa-Solano County Li	SB	Suisun Valley Rd			Solano-Napa Co Line	73	202	531	329	163%	128	55	99	44	80%
C 4	**Napa-Solano County**	**Sol**	**Subtotals**				**2,433**	**3,376**	**5,926**	**2,550**	**76%**	**3,520**	**2,988**	**5,072**	**2,084**	**70%**
S 1	Vallejo east-west	NB	Wilson Av	north	of	Tennessee St	290	456	748	292	64%	318	890	761	-129	-14%
S 1	Vallejo east-west	NB	Sacramento St	north	of	Tennessee St	290	215	280	65	30%	318	435	972	537	123%
S 1	Vallejo east-west	NB	Sonoma Blvd (SR 29)	north	of	Tennessee St	387	999	1,603	604	60%	562	1,809	1,878	69	4%
S 1	Vallejo east-west	NB	Broadway	north	of	Tennessee St	679	543	640	97	18%	821	932	1,518	586	63%
S 1	Vallejo east-west	NB	Tuolumne St	north	of	Tennessee St	540	278	503	225	81%	526	667	876	209	31%
S 1	Vallejo east-west	EB	I-80	north	of	Tennessee St	3,817	4,290	4,455	165	4%	5,696	5,318	5,882	564	11%
S 1	Vallejo east-west	NB	Oakwood Av	north	of	Tennessee St	384	249	404	155	62%	292	347	804	457	132%
S 1	Vallejo east-west	NB	Columbus Pkwy	north	of	Tennessee St	294	371	1,011	641	173%	241	553	1,052	498	90%
S 1	**Vallejo east-west**	**NB**	**Subtotals**				**6,681**	**7,401**	**9,644**	**2,243**	**30%**	**8,774**	**10,951**	**13,743**	**2,792**	**25%**
S 1	Vallejo east-west	SB	Wilson Av	north	of	Tennessee St	302	585	868	283	48%	306	698	816	118	17%
S 1	Vallejo east-west	SB	Sacramento St	north	of	Tennessee St	302	141	646	505	358%	306	221	481	260	118%
S 1	Vallejo east-west	SB	Sonoma Blvd (SR 29)	north	of	Tennessee St	390	1,598	1,868	270	17%	576	1,067	1,819	752	70%
S 1	Vallejo east-west	SB	Broadway	north	of	Tennessee St	634	221	1,284	1,063	481%	828	565	990	425	75%
S 1	Vallejo east-west	SB	Tuolumne St	north	of	Tennessee St	471	470	716	246	52%	664	368	651	283	77%
S 1	Vallejo east-west	WB	I-80	north	of	Tennessee St	4,167	5,580	6,128	548	10%	4,163	4,700	5,659	959	20%
S 1	Vallejo east-west	SB	Oakwood Av	north	of	Tennessee St	292	444	665	222	50%	324	340	770	430	126%
S 1	Vallejo east-west	SB	Columbus Pkwy	north	of	Tennessee St	291	585	939	353	60%	194	424	1,324	901	213%
S 1	**Vallejo east-west**	**SB**	**Subtotals**				**6,869**	**9,623**	**13,114**	**3,490**	**36%**	**7,361**	**8,383**	**12,510**	**4,128**	**49%**
S 2	Vallejo I-80	SB	Sonoma Blvd (SR 29)	north	of	I-80	340	1,064	1,761	697	65%	212	220	1,306	1,086	493%
S 2	Vallejo I-80	EB	Magazine St	west	of	6th St	297	193	233	39	20%	273	225	232	7	3%
S 2	Vallejo I-80	EB	Curtola Pkwy	west	of	Lemon St	523	1,607	1,929	322	20%	780	1,839	1,858	20	1%
S 2	Vallejo I-80	EB	Benicia Rd	east	of	Lemon St	269	118	399	282	240%	287	291	805	514	177%
S 2	Vallejo I-80	EB	Georgia St	west	of	14th St	348	294	367	74	25%	441	669	580	-89	-13%
S 2	Vallejo I-80	EB	Solano Ave	west	of	Phelan Ave	226	132	206	75	57%	328	336	516	180	53%
S 2	Vallejo I-80	EB	Tennessee St	west	of	Mariposa St	677	784	976	192	24%	906	1,370	1,400	30	2%
S 2	Vallejo I-80	EB	Redwood Pkwy	west	of	Fairgrounds Dr	707	1,093	1,645	552	50%	1,050	1,879	1,913	35	2%
S 2	Vallejo I-80	EB	SR 37	west	of	I-80	2,675	3,027	3,173	146	5%	3,313	3,626	4,798	1,172	32%
S 2	**Vallejo I-80**	**EB**	**Subtotals**				**6,062**	**8,311**	**10,890**	**2,579**	**29%**	**7,590**	**10,455**	**13,409**	**2,954**	**28%**
S 2	Vallejo I-80	NB	Sonoma Blvd (SR 29)	north	of	I-80	182	342	872	530	155%	426	866	1,656	790	91%
S 2	Vallejo I-80	WB	Magazine St	west	of	6th St	229	216	320	103	48%	251	277	349	73	26%
S 2	Vallejo I-80	WB	Curtola Pkwy	west	of	Lemon St	679	1,229	1,745	516	42%	563	1,567	1,798	231	15%
S 2	Vallejo I-80	WB	Benicia Rd	east	of	Lemon St	320	260	885	625	241%	280	248	576	329	133%
S 2	Vallejo I-80	WB	Georgia St	west	of	14th St	419	323	425	101	31%	384	305	442	136	45%
S 2	Vallejo I-80	WB	Solano Ave	west	of	Phelan Ave	341	513	517	4	1%	289	388	529	141	36%
S 2	Vallejo I-80	WB	Tennessee St	west	of	Mariposa St	907	964	1,129	165	17%	818	1,011	1,110	99	10%
S 2	Vallejo I-80	WB	Redwood Pkwy	west	of	Fairgrounds Dr	882	1,836	1,872	36	2%	1,218	1,570	1,743	173	11%
S 2	Vallejo I-80	WB	SR 37	west	of	I-80	2,527	3,002	3,631	629	21%	2,941	2,329	2,723	393	17%
S 2	**Vallejo I-80**	**WB**	**Subtotals**				**6,486**	**8,885**	**11,394**	**2,709**	**31%**	**7,170**	**8,561**	**10,927**	**2,365**	**28%**

Table
Screenline Report (March 15, 2007 Year 2000; December 17, 2007 Year 2030)

	Screenline	Dir	Street	Leg	of	Location	AM Peak Hour Counts	AM Base Model	AM Model Future 2030	AM Growth	AM % Growth	PM Peak Hour Counts	PM Base Model	PM Model Future 2030	PM Growth	PM % Growth
S 3	Napa-Solano Ridge	EB	I-780	west	of	Military West (Benecia)	2,717	3,838	4,364	526	14%	2,810	3,205	4,252	1,047	33%
S 3	Napa-Solano Ridge	EB	Lake Herman Rd	east	of	Columbus Pkwy	320	353	670	318	90%	138	55	331	276	506%
S 3	Napa-Solano Ridge	EB	I-80 (north)	east	of	American Canyon Rd	2,726	2,396	3,842	1,446	60%	4,548	4,977	7,975	2,998	60%
S 3	Napa-Solano Ridge	EB	SR 12	west	of	Solano-Napa Co Line	918	1,231	2,194	963	78%	1,383	1,431	2,701	1,270	89%
S 3	Napa-Solano Ridge	EB	Subtotals				6,681	7,819	11,070	3,252	42%	8,879	9,668	15,259	5,591	58%
S 3	Napa-Solano Ridge	WB	I-780	west	of	Military West (Benecia)	2,338	2,830	4,387	1,557	55%	2,297	3,980	4,368	388	10%
S 3	Napa-Solano Ridge	WB	Lake Herman Rd	east	of	Columbus Pkwy	247	8	113	105	1327%	298	276	679	402	146%
S 3	Napa-Solano Ridge	WB	I-80 (north)	east	of	American Canyon Rd	3,911	5,637	7,226	1,589	28%	2,967	3,078	5,677	2,599	84%
S 3	Napa-Solano Ridge	WB	SR 12	west	of	Solano-Napa Co Line	1,348	1,584	2,543	960	61%	1,056	992	1,753	761	77%
S 3	Napa-Solano Ridge	WB	Subtotals				7,844	10,058	14,269	4,211	42%	6,618	8,325	12,476	4,151	50%
S 4	South of AmerCnyn-Co	NB	SR 29			Solano-Napa Co Line	1,405	1,713	1,700	-13	-1%	1,293	1,895	2,713	818	43%
S 4	South of AmerCnyn-Co	EB	I-80 (south)	north	of	SR 37	2,655	2,217	3,444	1,227	55%	4,239	4,883	8,181	3,298	68%
S 4	South of AmerCnyn-Co	NB	I-680	north	of	Marshview Rd	1,461	1,108	2,571	1,463	132%	2,729	3,051	3,932	881	29%
S 4	South of AmerCnyn-C	EB	Subtotals				5,521	5,038	7,715	2,677	53%	8,261	9,829	14,826	4,997	51%
S 4	South of AmerCnyn-Co	SB	SR 29			Solano-Napa Co Line	1,195	2,300	2,703	403	18%	1,617	1,094	2,060	966	88%
S 4	South of AmerCnyn-Co	WB	I-80 (south)	north	of	SR 37	3,809	5,538	7,516	1,978	36%	2,785	2,952	5,383	2,431	82%
S 4	South of AmerCnyn-Co	SB	I-680	north	of	Marshview Rd	3,221	3,194	3,980	786	25%	1,657	1,378	2,730	1,351	98%
S 4	South of AmerCnyn-C	WB	Subtotals				8,225	11,032	14,200	3,168	29%	6,039	5,425	10,173	4,748	88%
S 5	Fairfield-Cordelia	EB	Rockville Rd	east	of	Suisun Valley Rd	307	279	417	138	49%	616	438	476	38	9%
S 5	Fairfield-Cordelia	EB	North Connector	east	of	Suisun Valley Rd	-	-	720	NA	NA	-	-	1,855	NA	NA
S 5	Fairfield-Cordelia	EB	I-80	east	of	Suisun Valley Rd	5,060	4,461	6,618	2,157	48%	8,030	8,471	12,126	3,656	43%
S 5	Fairfield-Cordelia	EB	Cordelia Rd	west	of	Hale Ranch Rd	60	154	173	19	12%	781	777	474	-303	-39%
S 5	Fairfield-Cordelia	EB	Subtotals				5,427	4,894	7,927	3,034	62%	9,426	9,685	14,932	5,247	54%
S 5	Fairfield-Cordelia	WB	Rockville Rd	east	of	Suisun Valley Rd	822	514	258	-256	-50%	323	211	355	144	68%
S 5	Fairfield-Cordelia	WB	North Connector	east	of	Suisun Valley Rd	-	-	1,741	NA	NA	-	-	456	NA	NA
S 5	Fairfield-Cordelia	WB	I-80	east	of	Suisun Valley Rd	8,070	9,962	11,091	1,128	11%	6,150	4,973	8,170	3,197	64%
S 5	Fairfield-Cordelia	WB	Cordelia Rd	west	of	Hale Ranch Rd	171	420	770	350	83%	100	18	261	243	1345%
S 5	Fairfield-Cordelia	WB	Subtotals				9,063	10,897	13,860	2,963	27%	6,573	5,202	9,241	4,040	78%
S 6	Fairfield I-80	EB	SR 12	west	of	Beck Ave (Leg A)	1,017	614	1,492	879	143%	1,819	2,268	4,449	2,180	96%
S 6	Fairfield I-80	EB	W Texas St	east	of	I-80 (#101)	1,229	548	1,024	475	87%	1,336	1,083	1,750	667	62%
S 6	Fairfield I-80	EB	Travis Blvd	east	of	I-80 (#84)	886	1,122	1,271	149	13%	1,712	1,694	1,570	-124	-7%
S 6	Fairfield I-80	EB	Air Base Pkwy	east	of	I-80 (#53)	1,746	1,891	2,461	570	30%	2,158	2,999	3,000	1	0%
S 6	Fairfield I-80	SB	N Texas St	east	of	I-80 (#40)	802	768	913	146	19%	1,184	1,216	1,325	109	9%
S 6	Fairfield I-80	EB	Subtotals				5,680	4,943	7,162	2,219	45%	8,209	9,260	12,093	2,833	31%
S 6	Fairfield I-80	WB	SR 12	west	of	Beck Ave (Leg A)	1,405	3,142	4,777	1,634	52%	877	868	2,286	1,428	166%
S 6	Fairfield I-80	WB	W Texas St	east	of	I-80 (#101)	405	345	716	371	107%	572	483	610	127	26%
S 6	Fairfield I-80	WB	Travis Blvd	east	of	I-80 (#84)	737	1,193	1,773	581	49%	1,850	1,859	1,578	-81	-5%
S 6	Fairfield I-80	WB	Air Base Pkwy	east	of	I-80 (#53)	1,454	2,192	2,416	224	10%	1,661	1,875	1,993	118	6%
S 6	Fairfield I-80	NB	N Texas St	east	of	I-80 (#40)	1,029	1,146	1,023	-122	-11%	859	1,081	1,325	244	23%
S 6	Fairfield I-80	WB	Subtotals				5,030	8,018	10,705	2,687	34%	5,819	5,956	7,792	1,836	31%

Table

Screenline Report (March 15, 2007 Year 2000; December 17, 2007 Year 2030)

							AM Peak Hour					PM Peak Hour				
Screenline	Dir	Street	Leg	of	Location	Counts	Base Model	Model Future 2030	Growth	% Growth	Counts	Base Model	Model Future 2030	Growth	% Growth
S 7	Fairfield-Suisun City	EB	Cordelia St	east	of	Pennsylvania Ave	86	3	29	26	895%	131	77	244	167	217%
S 7	Fairfield-Suisun City	EB	SR 12	east	of	Pennsylvania Ave	1,279	864	1,719	856	99%	2,443	3,015	3,924	909	30%
S 7	Fairfield-Suisun City	SB	Sunset Ave	south	of	Travis Blvd (#16)	897	969	987	28	3%	1,182	1,026	1,199	174	17%
S 7	Fairfield-Suisun City	EB	E Tabor Ave	east	of	Tolenas Ave (#7)	333	257	355	98	38%	352	388	574	186	48%
S 7	Fairfield-Suisun City	EB	Air Base Pkwy	west	of	RR tracks (#8)	568	1,160	1,848	688	59%	2,000	1,336	2,059	724	54%
S 7	Fairfield-Suisun City	SB	Peabody Rd	north	of	Cement Hill Rd	1,436	903	1,585	682	75%	599	952	1,457	505	53%
S 7	Fairfield-Suisun City	EB	Subtotals				4,598	4,146	6,523	2,378	57%	6,707	6,793	9,457	2,664	39%
S 7	Fairfield-Suisun City	WB	Cordelia St	east	of	Pennsylvania Ave	166	170	280	110	65%	84	52	45	-7	-13%
S 7	Fairfield-Suisun City	WB	SR 12	east	of	Pennsylvania Ave	2,133	2,869	3,748	880	31%	1,359	1,283	2,373	1,089	85%
S 7	Fairfield-Suisun City	NB	Sunset Ave	south	of	Travis Blvd (#16)	716	986	1,092	106	11%	892	1,006	999	-7	-1%
S 7	Fairfield-Suisun City	WB	E Tabor Ave	east	of	Tolenas Ave (#7)	245	365	558	194	53%	400	355	418	64	18%
S 7	Fairfield-Suisun City	WB	Air Base Pkwy	west	of	RR tracks (#8)	1,097	1,227	1,994	767	62%	871	1,429	2,020	591	41%
S 7	Fairfield-Suisun City	NB	Peabody Rd	north	of	Cement Hill Rd	823	748	1,277	529	71%	1,190	1,127	1,859	731	65%
S 7	Fairfield-Suisun City	WB	Subtotals				5,180	6,364	8,949	2,585	41%	4,696	5,252	7,714	2,462	47%
S 8	Suisun City west	EB	SR 12	east	of	Scandia Rd	413	187	776	589	315%	609	416	1,327	911	219%
S 8	Suisun City west	EB	Subtotals				413	187	776	589	315%	609	416	1,327	911	219%
S 8	Suisun City west	WB	SR 12	east	of	Scandia Rd	485	538	1,202	664	123%	510	171	924	753	439%
S 8	Suisun City west	WB	Subtotals				485	538	1,202	664	123%	510	171	924	753	439%
S 9	Fairfield-Vacaville	EB	I-80	east	of	Pleasants Valley	4,150	4,438	6,008	1,567	35%	6,930	6,368	7,905	1,537	24%
S 9	Fairfield-Vacaville	NB	Peabody Rd	north	of	Cement Hill Rd	823	748	1,277	529	71%	1,190	1,127	1,859	731	65%
S 9	Fairfield-Vacaville	NB	Vanden Rd	south	of	Leisure Town Rd	195	117	117	0	0%	646	107	994	886	826%
S 9	Fairfield-Vacaville	NB	SR 113	north	of	SR 12	155	94	570	476	508%	219	44	223	179	408%
S 9	Fairfield-Vacaville	NB	Subtotals				5,323	5,397	7,969	2,572	48%	8,985	7,647	10,980	3,333	44%
S 9	Fairfield-Vacaville	WB	I-80	east	of	Pleasants Valley	6,390	6,661	7,314	653	10%	4,800	5,003	7,287	2,284	46%
S 9	Fairfield-Vacaville	SB	Peabody Rd	north	of	Cement Hill Rd	1,436	903	1,585	682	75%	599	952	1,457	505	53%
S 9	Fairfield-Vacaville	SB	Vanden Rd	south	of	Leisure Town Rd	601	246	246	0	0%	215	85	512	427	502%
S 9	Fairfield-Vacaville	SB	SR 113	north	of	SR 12	147	52	178	126	241%	176	74	684	610	830%
S 9	Fairfield-Vacaville	SB	Subtotals				8,574	7,862	9,322	1,460	19%	5,790	6,113	9,939	3,826	63%
S 10	Vacaville I-80	SB	Alamo Dr	north	of	Marshall Rd	124	482	394	-88	-18%	776	810	568	-242	-30%
S 10	Vacaville I-80	SB	Davis St	south	of	Bella Vista Rd	336	167	182	14	9%	561	386	434	49	13%
S 10	Vacaville I-80	EB	Mason St-Elmira Rd	west	of	Peabody Rd	611	970	1,232	262	27%	1,219	1,746	1,757	11	1%
S 10	Vacaville I-80	SB	Allison Dr	east	of	I-80	697	427	591	164	38%	1,120	1,113	1,140	27	2%
S 10	Vacaville I-80	SB	Nut Tree Rd	north	of	Burton Dr	140	300	453	152	51%	279	1,023	1,236	215	21%
S 10	Vacaville I-80	SB	Leisure Town Rd	north	of	Orange Dr	572	330	925	594	180%	928	900	1,992	1,092	121%
S 10	Vacaville I-80	SB	Subtotals				2,480	2,677	3,776	1,099	41%	4,883	5,977	7,130	1,153	19%
S 10	Vacaville I-80	NB	Alamo Dr	south	of	Marshall Rd	1,130	1,599	1,434	-165	-10%	927	1,099	1,162	63	6%
S 10	Vacaville I-80	NB	Davis St	south	of	Bella Vista Rd	487	444	507	63	14%	411	222	239	17	8%
S 10	Vacaville I-80	WB	Mason St-Elmira Rd	east	of	Peabody Rd	949	1,447	1,226	-222	-15%	887	1,115	982	-133	-12%
S 10	Vacaville I-80	NB	Allison Dr	east	of	I-80	758	594	749	155	26%	1,562	551	584	33	6%
S 10	Vacaville I-80	NB	Nut Tree Rd	south	of	Burton Dr	375	871	1,401	530	61%	402	688	891	203	30%
S 10	Vacaville I-80	NB	Leisure Town Rd	south	of	Orange Dr	550	547	1,419	872	159%	424	372	987	615	165%
S 10	Vacaville I-80	NB	Subtotals				4,249	5,502	6,735	1,233	22%	4,613	4,047	4,846	799	20%

Table

Screenline Report (March 15, 2007 Year 2000; December 17, 2007 Year 2030)

								AM Peak Hour					PM Peak Hour				
	Screenline	Dir	Street	Leg	of	Location	Counts	Base Model	Model Future 2030	Growth	% Growth	Counts	Base Model	Model Future 2030	Growth	% Growth
S 11	Vacaville-Dixon	NB	Pleasants Valley Rd	north	of	Vaca Valley Pkwy	41	6	18	11	172%	108	26	51	25	98%
S 11	Vacaville-Dixon	NB	I-505	south	of	Midway Rd	616	773	1,630	857	111%	871	1,069	2,160	1,092	102%
S 11	Vacaville-Dixon	EB	I-80	east	of	Leisure Town Rd	3,430	4,108	5,824	1,716	42%	3,760	3,385	4,861	1,496	44%
S 11	Vacaville-Dixon	NB	Batavia Rd	south	of	Dixon City Limits	27	16	12	-4	-25%	40	8	11	3	44%
S 11	Vacaville-Dixon	NB	Pitt School Rd	south	of	Dixon City Limits	16	37	12	-26	-69%	32	42	8	-35	-82%
S 11	Vacaville-Dixon	NB	SR 113	south	of	Dixon City Limits	96	107	107	0	0%	189	0	171	171	0%
S 11	Vacaville-Dixon	NB	Subtotals				4,226	5,048	7,603	2,555	51%	4,980	4,510	7,262	2,752	61%
S 11	Vacaville-Dixon	SB	Pleasants Valley Rd	north	of	Vaca Valley Pkwy	67	16	74	58	354%	35	10	10	1	7%
S 11	Vacaville-Dixon	SB	I-505	south	of	Midway Rd	712	821	1,863	1,042	127%	633	911	1,671	760	83%
S 11	Vacaville-Dixon	WB	I-80	east	of	Leisure Town Rd	3,310	3,281	3,739	457	14%	3,390	4,234	6,031	1,797	42%
S 11	Vacaville-Dixon	SB	Batavia Rd	south	of	Dixon City Limits	41	6	11	6	96%	42	14	14	0	-2%
S 11	Vacaville-Dixon	SB	Pitt School Rd	south	of	Dixon City Limits	31	36	7	-29	-82%	36	40	12	-28	-70%
S 11	Vacaville-Dixon	SB	SR 113	south	of	Dixon City Limits	83	60	119	59	99%	52	99	642	543	547%
S 11	Vacaville-Dixon	SB	Subtotals				4,244	4,220	5,812	1,592	38%	4,188	5,309	8,381	3,072	58%
S 12	Dixon I-80	EB	Dixon Ave	east	of	Gateway Dr	404	336	533	198	58%	67	440	1,004	564	128%
S 12	Dixon I-80	SB	Pitt School Rd	north	of	Market Ln	250	185	177	12	7%	504	333	446	114	34%
S 12	Dixon I-80	SB	SR 113	south	of	I-80	469	460	353	-107	-23%	660	467	841	374	80%
S 12	Dixon I-80	SB	Subtotals				1,123	961	1,063	101	11%	1,231	1,240	2,291	1,052	85%
S 12	Dixon I-80	WB	Dixon Ave	east	of	Gateway Dr	251	363	924	561	154%	30	479	690	211	44%
S 12	Dixon I-80	NB	Pitt School Rd	north	of	Market Ln	409	261	386	125	48%	318	263	240	-23	-9%
S 12	Dixon I-80	NB	SR 113	south	of	I-80	630	475	908	432	91%	606	480	455	-25	-5%
S 12	Dixon I-80	NB	Subtotals				1,290	1,100	2,218	1,119	102%	954	1,223	1,385	162	13%
N 1	American Canyon	EB	American Canyon Rd	at		American Canyon City Limits	247	228	497	270	118%	392	144	550	406	283%
N 1	American Canyon	EB	Jameson Canyon Rd (SR 12)	west	of	Solano-Napa Co Line	918	1,240	2,205	965	78%	1,383	1,436	2,707	1,271	89%
N 1	American Canyon	EB	Subtotals				1,165	1,468	2,702	1,235	84%	1,775	1,580	3,257	1,678	106%
N 1	American Canyon	WB	American Canyon Rd	at		American Canyon City Limits	430	163	256	94	58%	320	161	632	472	293%
N 1	American Canyon	WB	Jameson Canyon Rd (SR 12)	east	of	Solano-Napa Co Line	1,348	1,590	2,554	963	61%	1,056	999	1,763	764	76%
N 1	American Canyon	WB	Subtotals				1,778	1,753	2,810	1,057	60%	1,376	1,160	2,395	1,236	107%
N 2	Napa River	EB	SR 12-29	west	of	Jct Rte 221 (Napa-Vallejo Hwy)	1,885	2,575	5,081	2,506	97%	1,730	1,366	2,744	1,377	101%
N 2	Napa River	EB	Imola Ave (SR 121)	west	of	Jct Rte 221 (Napa-Vallejo Hwy)	744	1,014	2,242	1,228	121%	929	480	667	187	39%
N 2	Napa River	SB	Soscol Ave	north	of	Silverado Tr	760	1,421	1,956	535	38%	1,080	729	1,138	409	56%
N 2	Napa River	EB	3rd St	east	of	Soscol Ave	471	325	790	465	143%	684	284	507	223	78%
N 2	Napa River	EB	1st St	west	of	Silverado Tr	206	114	232	117	103%	195	195	217	22	11%
N 2	Napa River	EB	Lincoln Ave	west	of	Silverado Tr	583	285	589	305	107%	445	368	506	137	37%
N 2	Napa River	EB	Trancas St	west	of	Soscol Ave	827	401	630	230	134%	1,264	224	483	259	116%
N 2	Napa River	EB	Subtotals				5,475	6,906	11,291	5,386	91%	6,327	3,646	6,261	2,615	72%
N 2	Napa River	WB	SR 12-29	west	of	Jct Rte 221 (Napa-Vallejo Hwy)	1,491	1,295	2,519	1,223	94%	1,868	2,487	4,760	2,273	91%
N 2	Napa River	WB	Imola Ave (SR 121)	west	of	Jct Rte 221 (Napa-Vallejo Hwy)	763	529	491	-37	-7%	1,056	719	1,922	1,203	167%
N 2	Napa River	NB	Soscol Ave	south	of	Silverado Tr	1,382	699	892	193	28%	1,802	1,029	1,745	716	70%
N 2	Napa River	WB	3rd St	east	of	Soscol Ave	301	328	674	346	105%	359	199	610	412	207%
N 2	Napa River	WB	1st St	west	of	Silverado Tr	133	256	309	53	21%	320	128	180	51	40%
N 2	Napa River	WB	Lincoln Ave	west	of	Silverado Tr	379	367	506	139	38%	731	223	463	240	107%
N 2	Napa River	WB	Trancas St	west	of	Soscol Ave	914	354	463	109	31%	975	189	409	220	116%
N 2	Napa River	WB	Subtotals				5,363	3,829	5,854	2,026	53%	7,111	4,975	10,088	5,113	103%

Table

Screenline Report (March 15, 2007 Year 2000; December 17, 2007 Year 2030)

							AM Peak Hour					PM Peak Hour				
	Screenline	Dir	Street	Leg	of	Location	Counts	Base Model	Model Future 2030	Growth	% Growth	Counts	Base Model	Model Future 2030	Growth	% Growth
N 3	Napa east-west	NB	SR 29-121	north	of	Jct Rte 121 North	905	1,395	1,930	535	38%	1,055	2,525	3,515	990	39%
N 3	Napa east-west	NB	Napa Vallejo Hwy (SR 221)	south	of	Jct Rte 121 North	1,556	1,472	1,588	116	8%	1,374	1,207	3,599	2,392	198%
N 3	Napa east-west	NB	Subtotals				2,461	2,867	3,518	651	23%	2,429	3,732	7,114	3,382	91%
N 3	Napa east-west	SB	SR 29-121	north	of	Jct Rte 121 North	1,762	2,658	3,607	949	36%	1,843	1,098	1,855	757	69%
N 3	Napa east-west	SB	Napa Vallejo Hwy (SR 221)	south	of	Jct Rte 121 North	1,033	1,889	3,940	2,051	109%	1,206	831	1,802	971	117%
N 3	Napa east-west	SB	Subtotals				2,795	4,547	7,547	3,000	66%	3,049	1,929	3,657	1,728	90%
N 4	MTC - Yountville	NB	SR 29	north	of	Oak Knoll Ave	1,237	971	2,062	1,091	112%	831	1,066	1,881	816	77%
N 4	MTC - Yountville	NB	Silverado Tr	north	of	Oak Knoll Ave	397	175	385	211	121%	408	150	561	411	274%
N 4	MTC - Yountville	NB	SR 121	north	of	Vichy Ave	37	62	361	299	481%	276	113	137	24	21%
N 4	Yountville	NB	Subtotals				1,671	1,208	2,808	1,600	132%	1,515	1,328	2,579	1,251	94%
N 4	MTC - Yountville	SB	SR 29	north	of	Oak Knoll Ave	765	919	2,047	1,128	123%	1,663	929	2,032	1,103	119%
N 4	MTC - Yountville	SB	Silverado Tr	north	of	Oak Knoll Ave	315	404	617	213	53%	936	159	406	247	156%
N 4	MTC - Yountville	SB	SR 121	north	of	Vichy Ave	193	131	152	22	17%	58	52	278	226	437%
N 4	Yountville	SB	Subtotals				1,273	1,453	2,816	1,363	94%	2,657	1,139	2,715	1,576	138%
N 5	St Helena - Deer Park	WB	Spring Mountain Rd	at		St Helena city limits	28	28	591	563	2011%	57	68	597	529	778%
N 5	St Helena - Deer Park	NB	SR 29-SR 128	south	of	Lodi Ln	533	398	1,530	1,132	284%	761	838	1,434	596	71%
N 5	St Helena - Deer Park	NB	Silverado Tr	north	of	Deer Park Rd	144	63	393	330	519%	271	136	425	289	212%
N 5	St Helena - Deer Park	NB	Subtotals				705	489	2,514	2,025	414%	1,089	1,042	2,456	1,414	136%
N 5	St Helena - Deer Park	EB	Spring Mountain Rd	at		St Helena city limits	42	64	64	929	0%	59	34	240	206	606%
N 5	St Helena - Deer Park	SB	SR 29-SR 128	south	of	Lodi Ln	537	686	686	1,707	0%	608	463	1,386	923	199%
N 5	St Helena - Deer Park	SB	Silverado Tr	north	of	Deer Park Rd	147	203	507	304	150%	261	67	417	349	518%
N 5	St Helena - Deer Park	SB	Subtotals				726	953	1,257	304	32%	928	564	2,043	1,478	262%

Table

Screenline Report (March 16, 2007 Year 2000; December 17, 2007 Year 2030)

							AM Peak Hour					PM Peak Hour				
	Screenline	Dir	Street	Leg	of	Location	Counts	Base Model	Model Future 2030	Growth	% Growth	Counts	Base Model	Model Future 2030	Growth	% Growth
C 1	Southeast Gateway	EB	I-80 (Alameda-Solano Co Line)	east	of	Carquinez Bridge	2,631	1,967	2,948	982	50%	5,566	4,585	8,458	3,872	84%
C 1	Southeast Gateway	NB	I-680 (Contra Costa-Solano Co Line)	at		Benicia Bridge	2,486	2,548	6,310	3,762	148%	4,128	4,629	6,898	2,269	49%
C 1	Southeast Gateway	WB	SR 12 (Sacramento-Solano Co Line)	east	of	Jct Rte 84 North	747	605	1,217	611	101%	727	260	1,202	942	362%
C 1	Southeast Gateway	In	Subtotals				5,864	5,120	10,475	5,355	105%	10,421	9,475	16,558	7,083	75%
C 1	Southeast Gateway	WB	I-80 (Alameda-Solano Co Line)	at		Carquinez Bridge	6,908	6,652	9,088	2,435	37%	3,016	2,673	5,451	2,778	81%
C 1	Southeast Gateway	SB	I-680 (Contra Costa-Solano Co Line)	at		Benicia Bridge	5,189	5,688	7,968	2,281	40%	3,246	2,954	5,334	2,380	64%
C 1	Southeast Gateway	EB	SR 12 (Sacramento-Solano Co Line)	east	of	Jct Rte 84 North	599	301	1,038	737	245%	891	505	1,356	851	52%
															0	
C 1	Southeast Gateway	Out	Subtotals				12,696	12,641	18,094	5,453	43%	7,152	6,132	12,141	6,009	98%
C 2	West Gateway	EB	SR 37 (Sonoma-Solano Co Line)	east	of	Walnut Ave (Mare Island)	979	843	1,502	658	78%	1,556	1,666	2,452	786	47%
C 2	West Gateway	EB	Petrified Forest Rd (Sonoma-Napa Co Line)	at		Sonoma-Napa Co Line	172	277	582	305	110%	308	436	834	398	91%
C 2	West Gateway	EB	SR 12-121 (Sonoma-Napa Co Line)	west	of	Old Sonoma Rd	1,184	1,376	1,740	364	26%	1,236	1,319	2,057	738	56%
C 2	West Gateway	EB	SR 128 (Sonoma-Napa Co Line)	east	of	Franz Valley Rd (Kellogg)	66	278	875	598	215%	94	120	692	572	476%
C 2	West Gateway	SB	SR 29 (Lake-Napa Co Line)	south	of	Lake-Napa Co Line	418	244	109	-135	-55%	195	92	198	106	114%
C 2	West Gateway	In	Subtotals				2,819	3,017	4,808	1,791	59%	3,391	3,634	6,233	2,599	72%
C 2	West Gateway	WB	SR 37 (Sonoma-Solano Co Line)	east	of	Walnut Ave (Mare Island)	1,567	1,636	2,093	457	28%	904	980	1,220	240	26%
C 2	West Gateway	WB	Petrified Forest Rd (Sonoma-Napa Co Line)	at		Sonoma-Napa Co Line	364	461	756	295	64%	428	195	571	376	193%
C 2	West Gateway	WB	SR 12-121 (Sonoma-Napa Co Line)	west	of	Old Sonoma Rd	1,188	1,203	2,008	805	67%	1,344	1,133	1,656	524	46%
C 2	West Gateway	WB	SR 128 (Sonoma-Napa Co Line)	east	of	Franz Valley Rd (Kellogg)	70	102	805	702	686%	98	250	722	472	188%
C 2	West Gateway	NB	SR 29 (Lake-Napa Co Line)	south	of	Lake-Napa Co Line	58	98	173	74	76%	631	215	159	-56	-26%
C 2	West Gateway	Out	Subtotals				3,247	3,500	5,834	2,334	67%	3,405	2,774	4,329	1,555	56%
C 3	North Gateway	WB	SR 128 (Yolo-Solano Co Line)	east	of	Jct Rte 121 South	33	97	121	24	25%	36	73	589	516	704%
C 3	North Gateway	SB	Pleasants Valley Rd (Yolo-Solano Co Line)				17	12	70	58	481%	44	6	6	0	0%
C 3	North Gateway	SB	Road 89/Winters Rd (Yolo-Solano Co Line)				181	20	342	322	1619%	220	36	21	-15	-42%
C 3	North Gateway	SB	I-505 (Yolo-Solano Co Line)	north	of	Allendale Rd Interchange	551	438	1,777	1,339	306%	558	271	1,352	1,081	399%
C 3	North Gateway	SB	Stevenson Bridge Rd (Yolo-Solano Co Line)				23	1	1	-1	-50%	37	2	2	0	0%
C 3	North Gateway	SB	Pedrick Rd-Road 98 (Yolo-Solano Co Line)				170	47	43	-3	-7%	160	54	77	22	41%
C 3	North Gateway	SB	SR 113 (Yolo-Solano Co Line)	north	of	I-80 (near Davis)	1,510	1,760	2,433	673	38%	1,340	1,713	2,973	1,260	74%
C 3	North Gateway	WB	I-80 (Yolo-Solano Co Line)			Solano-Yolo Co Line	3,890	3,690	3,596	-94	-3%	4,340	4,620	6,712	2,092	45%
C 3	North Gateway	SB	SR 84 (Yolo-Solano Co Line)	at		Solano-Yolo Co Line	18	3	153	150	4307%	23	8	338	331	4331%
C 3	North Gateway	In	Subtotals				6,394	6,068	8,535	2,467	41%	6,758	6,785	12,070	5,286	78%
C 3	North Gateway	EB	SR 128 (Yolo-Solano Co Line)	east	of	Jct Rte 121 South	29	97	977	880	911%	48	103	313	210	204%
C 3	North Gateway	NB	Pleasants Valley Rd (Yolo-Solano Co Line)				29	5	36	31	619%	41	22	22	0	0%
C 3	North Gateway	NB	Road 89/Winters Rd (Yolo-Solano Co Line)				143	38	381	344	916%	263	27	341	315	1182%
C 3	North Gateway	NB	I-505 (Yolo-Solano Co Line)	north	of	Allendale Rd Interchange	628	266	1,101	847	332%	703	476	1,493	1,017	213%
C 3	North Gateway	SB	Stevenson Bridge Rd (Yolo-Solano Co Line)				29	3	4	1	23%	31	14	14	0	0%
C 3	North Gateway	NB	Pedrick Rd-Road 98 (Yolo-Solano Co Line)				136	55	63	8	14%	187	47	61	14	29%
C 3	North Gateway	NB	SR 113 (Yolo-Solano Co Line)	north	of	I-80 (near Davis)	1,470	1,631	2,706	1,075	66%	1,440	1,913	2,767	854	45%
C 3	North Gateway	EB	I-80 (Yolo-Solano Co Line)			Solano-Yolo Co Line	4,300	4,465	6,613	2,148	48%	4,220	3,698	4,612	914	25%
C 3	North Gateway	NB	SR 84 (Yolo-Solano Co Line)	at		Solano-Yolo Co Line	18	8	232	223	2720%	20	4	275	271	6394%
C 3	North Gateway	Out	Subtotals				6,782	6,556	12,113	5,557	85%	6,953	6,305	9,899	3,594	57%

Table

Screenline Report (March 15, 2007 Year 2000; December 17, 2007 Year 2030)

							AM Peak Hour					PM Peak Hour				
	Screenline	Dir	Street	Leg	of	Location	Counts	Base Model	Model Future 2030	Growth	% Growth	Counts	Base Model	Model Future 2030	Growth	% Growth
C 4	Napa-Solano County Li	NB	SR 29			Solano-Napa Co Line	1,405	1,615	1,700	185	12%	1,293	2,067	2,264	197	10%
C 4	Napa-Solano County Li	WB	American Canyon Rd	at		American Canyon City Limits	430	163	256	94	58%	320	161	632	472	293%
C 4	Napa-Solano County Li	WB	SR 12	west	of	Solano-Napa Co Line	1,348	1,584	2,543	960	61%	1,056	992	1,753	761	77%
C 4	Napa-Solano County Li	NB	Suisun Valley Rd			Solano-Napa Co Line	73	46	50	4	9%	128	130	462	332	255%
C 4	Napa-Solano County I	Np	Subtotals				3,256	3,307	4,550	1,243	38%	2,797	3,350	5,112	1,762	53%
C 4	Napa-Solano County Li	SB	SR 29			Solano-Napa Co Line	1,195	1,716	2,703	988	58%	1,617	1,358	1,722	364	27%
C 4	Napa-Solano County Li	EB	American Canyon Rd	at		American Canyon City Limits	247	228	497	270	118%	392	144	550	406	283%
C 4	Napa-Solano County Li	EB	SR 12	west	of	Solano-Napa Co Line	918	1,231	2,194	963	78%	1,383	1,431	2,701	1,270	89%
C 4	Napa-Solano County Li	SB	Suisun Valley Rd			Solano-Napa Co Line	73	202	531	329	163%	128	55	99	44	80%
C 4	Napa-Solano County I	Sol	Subtotals				2,433	3,376	5,926	2,550	76%	3,520	2,988	5,072	2,084	70%
S 1	Vallejo east-west	NB	Wilson Av	north	of	Tennessee St	290	456	748	292	64%	318	890	761	-129	-14%
S 1	Vallejo east-west	NB	Sacramento St	north	of	Tennessee St	290	215	280	65	30%	318	435	972	537	123%
S 1	Vallejo east-west	NB	Sonoma Blvd (SR 29)	north	of	Tennessee St	387	999	1,603	604	60%	562	1,809	1,878	69	4%
S 1	Vallejo east-west	NB	Broadway	north	of	Tennessee St	679	543	640	97	18%	821	932	1,518	586	63%
S 1	Vallejo east-west	NB	Tuolumne St	north	of	Tennessee St	540	278	503	225	81%	626	667	876	209	31%
S 1	Vallejo east-west	EB	I-80	north	of	Tennessee St	3,817	4,290	4,455	165	4%	5,696	5,318	5,882	564	11%
S 1	Vallejo east-west	NB	Oakwood Av	north	of	Tennessee St	384	249	404	156	62%	292	347	804	457	132%
S 1	Vallejo east-west	NB	Columbus Pkwy	north	of	Tennessee St	294	371	1,011	641	173%	241	553	1,062	498	90%
S 1	Vallejo east-west	NB	Subtotals				6,681	7,401	9,644	2,243	30%	8,774	10,851	13,743	2,792	26%
S 1	Vallejo east-west	SB	Wilson Av	north	of	Tennessee St	302	585	868	283	48%	306	698	816	118	17%
S 1	Vallejo east-west	SB	Sacramento St	north	of	Tennessee St	302	141	646	505	358%	306	221	481	260	118%
S 1	Vallejo east-west	SB	Sonoma Blvd (SR 29)	north	of	Tennessee St	390	1,598	1,868	270	17%	576	1,067	1,819	752	70%
S 1	Vallejo east-west	SB	Broadway	north	of	Tennessee St	634	221	1,284	1,063	481%	828	565	990	425	75%
S 1	Vallejo east-west	SB	Tuolumne St	north	of	Tennessee St	471	470	716	246	52%	664	368	651	283	77%
S 1	Vallejo east-west	WB	I-80	north	of	Tennessee St	4,187	5,580	6,128	548	10%	4,163	4,700	5,669	959	20%
S 1	Vallejo east-west	SB	Oakwood Av	north	of	Tennessee St	292	444	665	222	50%	324	340	770	430	126%
S 1	Vallejo east-west	SB	Columbus Pkwy	north	of	Tennessee St	291	585	939	353	60%	194	424	1,324	901	213%
S 1	Vallejo east-west	SB	Subtotals				6,869	9,623	13,114	3,490	36%	7,361	8,383	12,510	4,128	49%
S 2	Vallejo I-80	SB	Sonoma Blvd (SR 29)	north	of	I-80	340	1,064	1,761	697	65%	212	220	1,306	1,086	493%
S 2	Vallejo I-80	EB	Magazine St	west	of	6th St	297	193	233	39	20%	273	225	232	7	3%
S 2	Vallejo I-80	EB	Curtola Pkwy	west	of	Lemon St	523	1,607	1,929	322	20%	780	1,839	1,858	20	1%
S 2	Vallejo I-80	EB	Benicia Rd	east	of	Lemon St	269	116	399	282	240%	287	291	805	514	177%
S 2	Vallejo I-80	EB	Georgia St	west	of	14th St	348	294	367	74	25%	441	669	580	-89	-13%
S 2	Vallejo I-80	EB	Solano Ave	west	of	Phelan Ave	226	132	206	75	57%	328	336	516	180	53%
S 2	Vallejo I-80	EB	Tennessee St	west	of	Mariposa St	677	784	976	192	24%	906	1,370	1,400	30	2%
S 2	Vallejo I-80	EB	Redwood Pkwy	west	of	Fairgrounds Dr	707	1,093	1,645	552	50%	1,050	1,879	1,913	35	2%
S 2	Vallejo I-80	EB	SR 37	west	of	I-80	2,675	3,027	3,173	146	5%	3,313	3,626	4,798	1,172	32%
S 2	Vallejo I-80	EB	Subtotals				6,062	8,311	10,690	2,379	29%	7,590	10,455	13,409	2,954	28%
S 2	Vallejo I-80	NB	Sonoma Blvd (SR 29)	north	of	I-80	182	342	872	530	155%	426	866	1,656	790	91%
S 2	Vallejo I-80	WB	Magazine St	west	of	6th St	229	216	320	103	48%	251	277	349	73	26%
S 2	Vallejo I-80	WB	Curtola Pkwy	west	of	Lemon St	679	1,229	1,745	516	42%	563	1,567	1,798	231	15%
S 2	Vallejo I-80	WB	Benicia Rd	east	of	Lemon St	320	260	885	625	241%	280	248	576	329	133%
S 2	Vallejo I-80	WB	Georgia St	west	of	14th St	419	323	425	101	31%	384	305	442	136	45%
S 2	Vallejo I-80	WB	Solano Ave	west	of	Phelan Ave	341	513	517	4	1%	289	388	529	141	36%
S 2	Vallejo I-80	WB	Tennessee St	west	of	Mariposa St	907	964	1,129	165	17%	818	1,011	1,110	99	10%
S 2	Vallejo I-80	WB	Redwood Pkwy	west	of	Fairgrounds Dr	882	1,836	1,872	36	2%	1,218	1,570	1,743	173	11%
S 2	Vallejo I-80	WB	SR 37	west	of	I-80	2,527	3,002	3,631	629	21%	2,941	2,329	2,723	393	17%
S 2	Vallejo I-80	WB	Subtotals				6,486	8,685	11,394	2,709	31%	7,170	8,561	10,927	2,365	28%

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Table
Screenline Report (March 16, 2007 Year 2000; December 17, 2007 Year 2030)

							AM Peak Hour					PM Peak Hour				
	Screenline	Dir	Street	Leg	of	Location	Counts	Base Model	Model Future 2030	Growth	% Growth	Counts	Base Model	Model Future 2030	Growth	% Growth
S 3	Napa-Solano Ridge	EB	I-780	west	of	Military West (Benecia)	2,717	3,838	4,364	526	14%	2,810	3,205	4,252	1,047	33%
S 3	Napa-Solano Ridge	EB	Lake Herman Rd	east	of	Columbus Pkwy	320	363	670	318	90%	138	55	331	276	506%
S 3	Napa-Solano Ridge	EB	I-80 (north)	east	of	American Canyon Rd	2,726	2,396	3,842	1,445	60%	4,548	4,977	7,975	2,998	60%
S 3	Napa-Solano Ridge	EB	SR 12	west	of	Solano-Napa Co Line	918	1,231	2,194	963	78%	1,383	1,431	2,701	1,270	89%
S 3	Napa-Solano Ridge	EB	Subtotals				6,681	7,819	11,070	3,252	42%	8,879	9,668	15,259	5,591	58%
S 3	Napa-Solano Ridge	WB	I-780	west	of	Military West (Benecia)	2,338	2,830	4,387	1,557	55%	2,297	3,980	4,368	388	10%
S 3	Napa-Solano Ridge	WB	Lake Herman Rd	east	of	Columbus Pkwy	247	8	113	105	1327%	298	276	679	402	146%
S 3	Napa-Solano Ridge	WB	I-80 (north)	east	of	American Canyon Rd	3,911	5,637	7,226	1,589	28%	2,967	3,078	5,677	2,599	84%
S 3	Napa-Solano Ridge	WB	SR 12	west	of	Solano-Napa Co Line	1,348	1,584	2,543	960	61%	1,056	992	1,753	761	77%
S 3	Napa-Solano Ridge	WB	Subtotals				7,844	10,058	14,269	4,211	42%	6,618	8,325	12,476	4,151	50%
S 4	South of AmerCnyn-Co	NB	SR 29			Solano-Napa Co Line	1,405	1,713	1,700	-13	-1%	1,293	1,895	2,713	818	43%
S 4	South of AmerCnyn-Co	EB	I-80 (south)	north	of	SR 37	2,655	2,217	3,444	1,227	55%	4,239	4,883	8,181	3,298	68%
S 4	South of AmerCnyn-Co	NB	I-680	north	of	Marshview Rd	1,461	1,108	2,571	1,463	132%	2,729	3,051	3,932	881	29%
S 4	South of AmerCnyn-C	EB	Subtotals				5,521	5,038	7,715	2,677	53%	8,261	9,829	14,826	4,997	51%
S 4	South of AmerCnyn-Co	SB	SR 29			Solano-Napa Co Line	1,195	2,300	2,703	403	18%	1,617	1,094	2,060	966	88%
S 4	South of AmerCnyn-Co	WB	I-80 (south)	north	of	SR 37	3,809	5,538	7,516	1,978	36%	2,765	2,962	5,383	2,431	82%
S 4	South of AmerCnyn-Co	SB	I-680	north	of	Marshview Rd	3,221	3,194	3,980	786	25%	1,657	1,378	2,730	1,351	98%
S 4	South of AmerCnyn-C	WB	Subtotals				8,225	11,032	14,200	3,168	29%	6,039	5,425	10,173	4,748	88%
S 5	Fairfield-Cordelia	EB	Rockville Rd	east	of	Suisun Valley Rd	307	279	417	138	49%	615	438	476	38	9%
S 5	Fairfield-Cordelia	EB	North Connector	east	of	Suisun Valley Rd	-	-	720	NA	NA	-	-	1,855	NA	NA
S 5	Fairfield-Cordelia	EB	I-80	east	of	Suisun Valley Rd	5,080	4,461	6,618	2,157	48%	8,030	8,471	12,126	3,656	43%
S 5	Fairfield-Cordelia	EB	Cordelia Rd	west	of	Hale Ranch Rd	60	154	173	19	12%	781	777	474	-303	-39%
S 5	Fairfield-Cordelia	EB	Subtotals				5,427	4,894	7,927	3,034	62%	9,426	9,685	14,932	5,247	54%
S 5	Fairfield-Cordelia	WB	Rockville Rd	east	of	Suisun Valley Rd	822	514	258	-256	-50%	323	211	355	144	68%
S 5	Fairfield-Cordelia	WB	North Connector	east	of	Suisun Valley Rd	-	-	1,741	NA	NA	-	-	456	NA	NA
S 5	Fairfield-Cordelia	WB	I-80	east	of	Suisun Valley Rd	8,070	9,962	11,091	1,128	11%	6,150	4,973	8,170	3,197	64%
S 5	Fairfield-Cordelia	WB	Cordelia Rd	west	of	Hale Ranch Rd	171	420	770	350	83%	100	18	261	243	1345%
S 5	Fairfield-Cordelia	WB	Subtotals				9,063	10,897	13,860	2,963	27%	6,573	5,202	9,241	4,040	78%
S 6	Fairfield I-80	EB	SR 12	west	of	Beck Ave (Leg A)	1,017	614	1,492	879	143%	1,819	2,268	4,449	2,180	96%
S 6	Fairfield I-80	EB	W Texas St	east	of	I-80 (#101)	1,229	548	1,024	475	87%	1,336	1,083	1,750	667	62%
S 6	Fairfield I-80	EB	Travis Blvd	east	of	I-80 (#84)	886	1,122	1,271	149	13%	1,712	1,694	1,570	-124	-7%
S 6	Fairfield I-80	EB	Air Base Pkwy	east	of	I-80 (#53)	1,746	1,891	2,461	570	30%	2,158	2,999	3,000	1	0%
S 6	Fairfield I-80	SB	N Texas St	east	of	I-80 (#40)	802	798	913	146	19%	1,184	1,216	1,325	109	9%
S 6	Fairfield I-80	EB	Subtotals				5,680	4,943	7,162	2,219	45%	8,209	9,260	12,093	2,833	31%
S 6	Fairfield I-80	WB	SR 12	west	of	Beck Ave (Leg A)	1,405	3,142	4,777	1,634	52%	877	858	2,286	1,428	166%
S 6	Fairfield I-80	WB	W Texas St	east	of	I-80 (#101)	405	345	716	371	107%	572	483	610	127	26%
S 6	Fairfield I-80	WB	Travis Blvd	east	of	I-80 (#84)	737	1,193	1,773	581	49%	1,850	1,659	1,578	-81	-5%
S 6	Fairfield I-80	WB	Air Base Pkwy	east	of	I-80 (#53)	1,464	2,192	2,416	224	10%	1,661	1,875	1,993	118	6%
S 6	Fairfield I-80	NB	N Texas St	east	of	I-80 (#40)	1,029	1,146	1,023	-122	-11%	859	1,081	1,325	244	23%
S 6	Fairfield I-80	WB	Subtotals				5,030	8,018	10,705	2,687	34%	5,819	5,956	7,792	1,836	31%

Table

Screenline Report (March 15, 2007 Year 2000; December 17, 2007 Year 2030)

							AM Peak Hour					PM Peak Hour				
	Screenline	Dir	Street	Leg	of	Location	Counts	Base Model	Model Future 2030	Growth	% Growth	Counts	Base Model	Model Future 2030	Growth	% Growth
S 7	Fairfield-Suisun City	EB	Cordelia St	east	of	Pennsylvania Ave	85	3	29	26	895%	131	77	244	167	217%
S 7	Fairfield-Suisun City	EB	SR 12	east	of	Pennsylvania Ave	1,279	864	1,719	856	99%	2,443	3,015	3,924	909	30%
S 7	Fairfield-Suisun City	SB	Sunset Ave	south	of	Travis Blvd (#16)	897	959	987	28	3%	1,162	1,026	1,199	174	17%
S 7	Fairfield-Suisun City	EB	E Tabor Ave	east	of	Tolenas Ave (#7)	333	257	355	98	38%	352	388	574	186	48%
S 7	Fairfield-Suisun City	EB	Air Base Pkwy	west	of	RR tracks (#8)	668	1,160	1,848	688	59%	2,000	1,336	2,059	724	54%
S 7	Fairfield-Suisun City	SB	Peabody Rd	north	of	Cement Hill Rd	1,436	903	1,585	682	75%	599	952	1,457	505	53%
S 7	Fairfield-Suisun City	EB	Subtotals				4,598	4,146	6,523	2,378	57%	6,707	6,793	9,457	2,664	39%
S 7	Fairfield-Suisun City	WB	Cordelia St	east	of	Pennsylvania Ave	166	170	280	110	65%	84	52	45	-7	-13%
S 7	Fairfield-Suisun City	WB	SR 12	east	of	Pennsylvania Ave	2,133	2,869	3,748	880	31%	1,359	1,283	2,373	1,089	85%
S 7	Fairfield-Suisun City	NB	Sunset Ave	south	of	Travis Blvd (#16)	716	986	1,092	106	11%	892	1,006	999	-7	-1%
S 7	Fairfield-Suisun City	WB	E Tabor Ave	east	of	Tolenas Ave (#7)	245	366	558	194	53%	400	366	418	64	18%
S 7	Fairfield-Suisun City	WB	Air Base Pkwy	west	of	RR tracks (#8)	1,087	1,227	1,994	767	62%	671	1,429	2,020	591	41%
S 7	Fairfield-Suisun City	NB	Peabody Rd	north	of	Cement Hill Rd	823	748	1,277	529	71%	1,190	1,127	1,859	731	65%
S 7	Fairfield-Suisun City	WB	Subtotals				5,180	6,384	8,949	2,585	41%	4,596	5,252	7,714	2,462	47%
S 8	Suisun City west	EB	SR 12	east	of	Scandia Rd	413	187	776	589	315%	809	416	1,327	911	219%
S 8	Suisun City west	EB	Subtotals				413	187	776	589	315%	809	416	1,327	911	219%
S 8	Suisun City west	WB	SR 12	east	of	Scandia Rd	485	538	1,202	664	123%	510	171	924	753	439%
S 8	Suisun City west	WB	Subtotals				485	538	1,202	664	123%	510	171	924	753	439%
S 9	Fairfield-Vacaville	EB	I-80	east	of	Pleasants Valley	4,150	4,438	6,006	1,567	35%	6,930	6,368	7,905	1,537	24%
S 9	Fairfield-Vacaville	NB	Peabody Rd	north	of	Cement Hill Rd	823	748	1,277	529	71%	1,190	1,127	1,859	731	65%
S 9	Fairfield-Vacaville	NB	Vanden Rd	south	of	Leisure Town Rd	195	117	117	0	0%	646	107	994	886	826%
S 9	Fairfield-Vacaville	NB	SR 113	north	of	SR 12	155	94	570	476	508%	219	44	223	179	408%
S 9	Fairfield-Vacaville	NB	Subtotals				5,323	5,397	7,969	2,572	48%	8,985	7,647	10,980	3,333	44%
S 9	Fairfield-Vacaville	WB	I-80	east	of	Pleasants Valley	6,390	6,661	7,314	653	10%	4,800	5,003	7,287	2,284	46%
S 9	Fairfield-Vacaville	SB	Peabody Rd	north	of	Cement Hill Rd	1,436	903	1,585	682	75%	599	952	1,457	505	53%
S 9	Fairfield-Vacaville	SB	Vanden Rd	south	of	Leisure Town Rd	601	246	246	0	0%	215	85	512	427	502%
S 9	Fairfield-Vacaville	SB	SR 113	north	of	SR 12	147	52	178	126	241%	176	74	684	610	830%
S 9	Fairfield-Vacaville	SB	Subtotals				8,574	7,862	9,322	1,460	19%	5,790	6,113	9,939	3,826	63%
S 10	Vacaville I-80	SB	Alamo Dr	north	of	Marshall Rd	124	482	394	-88	-18%	776	810	568	-242	-30%
S 10	Vacaville I-80	SB	Davis St	south	of	Bella Vista Rd	336	167	182	14	9%	561	386	434	49	13%
S 10	Vacaville I-80	EB	Mason St-Elmira Rd	west	of	Peabody Rd	611	970	1,232	262	27%	1,219	1,746	1,757	11	1%
S 10	Vacaville I-80	SB	Allison Dr	east	of	I-80	697	427	591	164	38%	1,120	1,113	1,140	27	2%
S 10	Vacaville I-80	SB	Nut Tree Rd	north	of	Burton Dr	140	300	453	152	51%	279	1,023	1,238	215	21%
S 10	Vacaville I-80	SB	Leisure Town Rd	north	of	Orange Dr	572	330	925	594	180%	928	900	1,992	1,092	121%
S 10	Vacaville I-80	SB	Subtotals				2,480	2,677	3,776	1,099	41%	4,883	5,977	7,130	1,153	19%
S 10	Vacaville I-80	NB	Alamo Dr	south	of	Marshall Rd	1,130	1,599	1,434	-165	-10%	927	1,099	1,162	63	6%
S 10	Vacaville I-80	NB	Davis St	south	of	Bella Vista Rd	487	444	507	63	14%	411	222	239	17	8%
S 10	Vacaville I-80	WB	Mason St-Elmira Rd	east	of	Peabody Rd	949	1,447	1,226	-222	-15%	887	1,115	982	-133	-12%
S 10	Vacaville I-80	NB	Allison Dr	east	of	I-80	758	594	749	155	26%	1,562	551	584	33	6%
S 10	Vacaville I-80	NB	Nut Tree Rd	south	of	Burton Dr	375	871	1,401	530	61%	402	688	891	203	30%
S 10	Vacaville I-80	NB	Leisure Town Rd	south	of	Orange Dr	550	547	1,419	872	159%	424	372	987	615	165%
S 10	Vacaville I-80	NB	Subtotals				4,249	5,502	6,735	1,233	22%	4,613	4,047	4,846	799	20%

Table

Screenline Report (March 15, 2007 Year 2000; December 17, 2007 Year 2030)

								AM Peak Hour					PM Peak Hour				
		Screenline	Dir	Street	Leg	of	Location	Counts	Base Model	Model Future 2030	Growth	% Growth	Counts	Base Model	Model Future 2030	Growth	% Growth
S	11	Vacaville-Dixon	NB	Pleasants Valley Rd	north	of	Vaca Valley Pkwy	41	6	18	11	172%	108	26	51	25	98%
S	11	Vacaville-Dixon	NB	I-505	south	of	Midway Rd	618	773	1,630	857	111%	871	1,069	2,160	1,092	102%
S	11	Vacaville-Dixon	EB	I-80	east	of	Leisure Town Rd	3,430	4,108	5,824	1,716	42%	3,760	3,365	4,861	1,496	44%
S	11	Vacaville-Dixon	NB	Batavia Rd	south	of	Dixon City Limits	27	16	12	-4	-25%	40	8	11	3	44%
S	11	Vacaville-Dixon	NB	Pitt School Rd	south	of	Dixon City Limits	16	37	12	-26	-69%	32	42	8	-35	-82%
S	11	Vacaville-Dixon	NB	SR 113	south	of	Dixon City Limits	96	107	107	0	0%	159	0	171	171	0%
S	11	Vacaville-Dixon	NB	Subtotals				4,226	5,048	7,603	2,555	51%	4,980	4,510	7,262	2,752	61%
S	11	Vacaville-Dixon	SB	Pleasants Valley Rd	north	of	Vaca Valley Pkwy	67	16	74	58	354%	35	10	10	1	7%
S	11	Vacaville-Dixon	SB	I-505	south	of	Midway Rd	712	821	1,863	1,042	127%	633	911	1,671	760	83%
S	11	Vacaville-Dixon	WB	I-80	east	of	Leisure Town Rd	3,310	3,281	3,739	457	14%	3,390	4,234	6,031	1,797	42%
S	11	Vacaville-Dixon	SB	Batavia Rd	south	of	Dixon City Limits	41	6	11	6	96%	42	14	14	0	-2%
S	11	Vacaville-Dixon	SB	Pitt School Rd	south	of	Dixon City Limits	31	36	7	-29	-82%	36	40	12	-28	-70%
S	11	Vacaville-Dixon	SB	SR 113	south	of	Dixon City Limits	83	60	119	59	99%	52	99	642	543	547%
S	11	Vacaville-Dixon	SB	Subtotals				4,244	4,220	5,812	1,592	38%	4,188	5,309	8,381	3,072	58%
S	12	Dixon I-80	EB	Dixon Ave	east	of	Gateway Dr	404	336	533	196	58%	87	440	1,004	564	128%
S	12	Dixon I-80	SB	Pitt School Rd	north	of	Market Ln	250	165	177	12	7%	504	333	446	114	34%
S	12	Dixon I-80	SB	SR 113	south	of	I-80	469	460	353	-107	-23%	660	467	841	374	80%
S	12	Dixon I-80	SB	Subtotals				1,123	961	1,063	101	11%	1,231	1,240	2,291	1,052	85%
S	12	Dixon I-80	WB	Dixon Ave	east	of	Gateway Dr	251	363	924	561	154%	30	479	690	211	44%
S	12	Dixon I-80	NB	Pitt School Rd	north	of	Market Ln	409	261	386	125	48%	318	263	240	-23	-9%
S	12	Dixon I-80	NB	SR 113	south	of	I-80	630	475	908	432	91%	606	480	455	-25	-5%
S	12	Dixon I-80	NB	Subtotals				1,290	1,100	2,218	1,119	102%	954	1,223	1,385	162	13%
N	1	American Canyon	EB	American Canyon Rd	at		American Canyon City Limits	247	228	497	270	118%	392	144	550	406	283%
N	1	American Canyon	EB	Jameson Canyon Rd (SR 12)	west	of	Solano-Napa Co Line	918	1,240	2,205	965	78%	1,383	1,436	2,707	1,271	89%
N	1	American Canyon	EB	Subtotals				1,165	1,468	2,702	1,235	84%	1,775	1,580	3,257	1,678	106%
N	1	American Canyon	WB	American Canyon Rd	at		American Canyon City Limits	430	163	256	94	58%	320	181	632	472	293%
N	1	American Canyon	WB	Jameson Canyon Rd (SR 12)	east	of	Solano-Napa Co Line	1,348	1,590	2,554	963	61%	1,056	999	1,763	764	76%
N	1	American Canyon	WB	Subtotals				1,778	1,753	2,810	1,057	60%	1,376	1,160	2,395	1,236	107%
N	2	Napa River	EB	SR 12-29	west	of	Jct Rte 221 (Napa-Vallejo Hwy)	1,885	2,575	5,081	2,506	97%	1,730	1,366	2,744	1,377	101%
N	2	Napa River	EB	Imola Ave (SR 121)	west	of	Jct Rte 221 (Napa-Vallejo Hwy)	744	1,014	2,242	1,228	121%	929	480	667	187	39%
N	2	Napa River	SB	Soscol Ave	north	of	Silverado Tr	760	1,421	1,956	535	38%	1,080	729	1,138	409	56%
N	2	Napa River	EB	3rd St	east	of	Soscol Ave	471	325	790	465	143%	884	284	507	223	78%
N	2	Napa River	EB	1st St	west	of	Silverado Tr	205	114	232	117	103%	195	195	217	22	11%
N	2	Napa River	EB	Lincoln Ave	west	of	Silverado Tr	583	285	589	305	107%	445	368	505	137	37%
N	2	Napa River	EB	Trancas St	west	of	Soscol Ave	827	171	401	230	134%	1,264	224	483	259	116%
N	2	Napa River	EB	Subtotals				5,475	5,906	11,291	5,385	91%	6,327	3,646	6,261	2,615	72%
N	2	Napa River	WB	SR 12-29	west	of	Jct Rte 221 (Napa-Vallejo Hwy)	1,491	1,295	2,519	1,223	94%	1,868	2,487	4,760	2,273	91%
N	2	Napa River	WB	Imola Ave (SR 121)	west	of	Jct Rte 221 (Napa-Vallejo Hwy)	763	529	491	-37	-7%	1,056	719	1,922	1,203	167%
N	2	Napa River	NB	Soscol Ave	south	of	Silverado Tr	1,382	699	892	193	28%	1,802	1,029	1,745	716	70%
N	2	Napa River	WB	3rd St	east	of	Soscol Ave	301	328	674	346	105%	359	199	610	412	207%
N	2	Napa River	WB	1st St	west	of	Silverado Tr	133	256	309	53	21%	320	128	180	51	40%
N	2	Napa River	WB	Lincoln Ave	west	of	Silverado Tr	379	367	506	139	38%	731	223	463	240	107%
N	2	Napa River	WB	Trancas St	west	of	Soscol Ave	914	354	463	109	31%	975	189	409	220	116%
N	2	Napa River	WB	Subtotals				5,363	3,829	5,854	2,026	53%	7,111	4,975	10,088	5,113	103%

Table

Screenline Report (March 15, 2007 Year 2000; December 17, 2007 Year 2030)

								AM Peak Hour					PM Peak Hour				
		Screenline	Dir	Street	Leg	of	Location	Counts	Base Model	Model Future 2030	Growth	% Growth	Counts	Base Model	Model Future 2030	Growth	% Growth
N	3	Napa east-west	NB	SR 29-121	north	of	Jct Rte 121 North	905	1,395	1,930	535	38%	1,055	2,525	3,515	990	39%
N	3	Napa east-west	NB	Napa Vallejo Hwy (SR 221)	south	of	Jct Rte 121 North	1,556	1,472	1,588	116	8%	1,374	1,207	3,599	2,392	198%
N	3	Napa east-west	NB	Subtotals				2,461	2,867	3,518	651	23%	2,429	3,732	7,114	3,382	91%
N	3	Napa east-west	SB	SR 29-121	north	of	Jct Rte 121 North	1,762	2,658	3,607	949	36%	1,843	1,098	1,855	757	69%
N	3	Napa east-west	SB	Napa Vallejo Hwy (SR 221)	south	of	Jct Rte 121 North	1,033	1,889	3,940	2,051	109%	1,206	831	1,802	971	117%
N	3	Napa east-west	SB	Subtotals				2,795	4,547	7,547	3,000	66%	3,049	1,929	3,657	1,728	90%
N	4	MTC - Yountville	NB	SR 29	north	of	Oak Knoll Ave	1,237	971	2,062	1,091	112%	831	1,968	1,861	816	77%
N	4	MTC - Yountville	NB	Silverado Tr	north	of	Oak Knoll Ave	397	175	385	211	121%	408	150	561	411	274%
N	4	MTC - Yountville	NB	SR 121	north	of	Vichy Ave	37	62	361	299	481%	276	113	137	24	21%
N	4	Yountville	NB	Subtotals				1,671	1,208	2,808	1,600	132%	1,515	1,328	2,579	1,251	94%
N	4	MTC - Yountville	SB	SR 29	north	of	Oak Knoll Ave	765	919	2,047	1,128	123%	1,663	929	2,032	1,103	119%
N	4	MTC - Yountville	SB	Silverado Tr	north	of	Oak Knoll Ave	315	404	617	213	53%	936	159	406	247	156%
N	4	MTC - Yountville	SB	SR 121	north	of	Vichy Ave	193	131	152	22	17%	58	52	278	226	437%
N	4	Yountville	SB	Subtotals				1,273	1,453	2,816	1,363	94%	2,657	1,139	2,715	1,576	138%
N	5	St Helena - Deer Park	WB	Spring Mountain Rd	at		St Helena city limits	28	28	591	563	2011%	57	68	597	529	778%
N	5	St Helena - Deer Park	NB	SR 29-SR 128	south	of	Lodi Ln	533	398	1,530	1,132	284%	761	838	1,434	596	71%
N	5	St Helena - Deer Park	NB	Silverado Tr	north	of	Deer Park Rd	144	63	393	330	519%	271	136	425	289	212%
N	5	St Helena - Deer Park	NB	Subtotals				705	489	2,614	2,025	414%	1,089	1,042	2,456	1,414	136%
N	5	St Helena - Deer Park	EB	Spring Mountain Rd	at		St Helena city limits	42	84	84	929	0%	59	34	240	206	606%
N	5	St Helena - Deer Park	SB	SR 29-SR 128	south	of	Lodi Ln	537	686	686	1,707	0%	608	463	1,386	923	199%
N	5	St Helena - Deer Park	SB	Silverado Tr	north	of	Deer Park Rd	147	203	507	304	150%	281	67	417	349	518%
N	5	St Helena - Deer Park	SB	Subtotals				726	953	1,257	304	32%	928	564	2,043	1,478	262%

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STA
Solano Transportation Authority

DATE: June 2, 2008
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Funding and Implementation Plan for SolanoExpress Route (Rt.) 70 Service

Background:
In June 2006, the Solano Transportation Authority (STA) Board authorized the development of an Intercity Transit Funding Agreement for Fiscal Year (FY) 2006-07 in response to a request from members of the Transit Consortium. This agreement was the result of the work of the Intercity Transit Funding (ITF) Working Group comprised of representatives from STA, Solano County, and each city in Solano County. The agreement covered nine (9) intercity routes operated by four (4) transit operators.

Initially the ITF Working Group focused on development of a uniform methodology for shared funding of intercity transit services. Rising costs and potential service changes broadened the scope of the ITF Working Group to include service coordination and streamlining services along parallel routes. The funding agreement and agreed upon service changes to the intercity routes were primarily implemented in early FY 2006-07. These service changes took into account the availability of various funding sources including Regional Measure 2 (RM 2). RM 2 transit operating funds were available to bus routes that contributed to the reduction of traffic over one of the Bay Area bridges.

One service change that was discussed in the agreement and included for implementation in FY 2007-08 was the deletion of Vallejo Transit Rt. 92 (Vacaville to Vallejo Baylink Ferry) and the initiation of SolanoExpress Rt. 70 serving the I-780 Corridor by Vallejo Transit. Rt. 70 is proposed as a new express route in the I-780/I-680 corridor from Vallejo to Pleasant Hill BART. Both Rt. 92 and Rt. 70 are RM 2 eligible routes. The two-year RM 2 funding agreement took into account this service and dedicated funds for this service change in addition to the transfer of Rt. 90 from Vallejo to Fairfield.

A similar process was followed to develop a FY 2007-08 ITF Agreement. This agreement also addressed Rt. 70 and assumed it would begin operation in FY 2007-08.

Rt. 70 was originally scheduled to begin at the start of FY 2007-08. Vallejo Transit was undergoing operational changes during the summer of 2007 and Benicia Breeze was undertaking its Short Range Transit Plan (SRTP) and it was agreed that the service change would be postponed until January 2008. With the passage of Senate Bill (SB) 976 shifting the ferry system to the new Water Emergency Transit Authority (WETA) and once Vallejo Transit, Benicia Breeze and STA staff began to meet to work through the transitional issues, it became apparent that an April start date was more realistic.

With the implementation of Rt. 70, it was initially proposed that Benicia Breeze would suspend or modify service on its existing Rt. 75 which travels in the I-780/I-680 corridor functioning as a combination of a local and intercity service. Benicia Breeze staff expressed interest in maintaining Rt. 75 in a modified version to maintain transit service in Northern Contra Costa County and to cover portions of the cities not directly served by Rt. 70 at their own cost.

The new, proposed Solano Express Rt. 70 to be operated by Vallejo Transit was originally proposed to have been an express route along I-780 connecting the Baylink Ferry Terminal, Vallejo, Benicia, Pleasant Hill and Walnut Creek BART Stations in Contra Costa County. It was designed to provide fast, convenient commuter style service with new state of the art over the road coaches that would served the I-780 Corridor in a much more streamlined fashion. Based on this concept as a new service, it was eligible to receive RM 2 operating funds.

Subsequently, Benicia staff requested more time to study and address their local transit issues and priorities before committing to Rt. 70 and if and where Rt. 70 would stop in Benicia. The STA has provided Benicia with $30,000 in State Transit Assistance Fund (STAF) and consultant assistance to undertake this evaluation. The new service was scheduled to begin April 7, 2008 in order to capture and not lose nearly $400,000 in RM 2 operating and marketing funds for the Rt. 70 for FY 2007-08.

The Vallejo City Council acted in March to operate Rt. 70. This action included a request that the STA manage Rt. 70 through an operating agreement with Vallejo. The STA staff and legal counsel have drafted a two-party agreement to clarify the roles of Vallejo and the STA. This arrangement is proposed to be similar to the STA's arrangement with Fairfield/Suisun Transit for management and operation of Rt. 30 and 90.

Discussion:

For the past several months, staff from STA, Benicia, and Vallejo met and strived to coordinate and resolve issues related to the initiation of Rt. 70 service along the I-80 Corridor. In late March, Benicia staff conveyed to STA that there were still a number of remaining local questions and issues outstanding and they were not prepared to make a decision regarding their participation in the initial start-up of Rt. 70 until after they could conduct an assessment of their local transit system. STA provided Benicia with the resources to conduct this assessment. Concurrently, STA staff was recommending STA also continue to partner with Vallejo to start Rt. 70 service with direct service from Vallejo to BART which would have accessed the RM 2 funds for the route this fiscal year and not lose these competitive regional funds from Solano County. Once Benicia completed a local system assessment, the Rt. 70 could have been readjusted to provide service to Benicia during the forthcoming fiscal year.

In early April, Benicia continued to express concerns about the implementation of Rt. 70 under the latest service plan. In addition, MTC was preparing documents to approve the allocation of RM 2 funds for Rt. 70 which had been pending while a specific route alignment and schedule was being determined. MTC staff was concerned about the lack of local consensus and the overlap of transit services on the I-780 corridor with the implementation of Rt. 70 without a specific commitment or timeline for the reduction or modification of Benicia Breeze's Rt. 75. This resulted in a postponement of MTC action in allocating RM 2 funds until the end of May. This would have placed STA and Vallejo Transit in the position of initiating Rt. 70 without a commitment of RM 2 operating funds. At the Consortium and TAC meetings in March, STA staff recommended to change the original staff recommendation from approving the initiation of Rt. 70 to postponing the initiation of Rte. 70.

This recommendation was approved by the STA Board in April, but the Board also provided further direction by modifying one of the staff recommendations. The Board directed staff to return to the Board with not just a status report, but directed staff to return with a funding and implementation plan in June to ensure STA with the opportunity implement Rt. 70 in FY 2008-09. At this time, a funding plan for Rt. 70 has been developed and incorporated into the FY 2008-09 ITF Agreement (see Attachment A). The details of the new service is still being worked out with Benicia and Vallejo, but this provides the funding resource for express service in the I-780 corridor six days a week. Although the funding was secured for the full twelve months, to allow time to negotiate the details, service is not expected to begin until October 1, 2008. Concurrently, Benicia transit staff has requested the ITF Working Group consider funding Rt. 75 through the first quarter of FY 2008-09 until Rt. 70 is started.

Benicia's assessment of their local system is expected to conclude this month. With that analysis, it is expected that they will offer clearer direction on their expectations of Rt. 70 for their community and how their local service can coordinate with Rt. 70. STA staff will work with Benicia and Vallejo staff, as well as MTC, to finalize a service plan and secure the RM 2 funds.

This was reviewed and approved by both the Consortium and Technical Advisory Committee (TAC). At the Consortium, the City of Benicia staff opposed the action and at the TAC, the Benicia representative abstained. All other members of the TAC and the Consortium supported the recommendation.

Fiscal Impact:
The proposed Rt. 70 service plan was consistent with the cost amounts for each agency who have agreed to contribute funding in the FY 2008-09 ITF Agreement and with the proposed FY 2008-09 RM 2 funding distribution.

Recommendation:
Approve the following:

1. The funding plan for SolanoExpress Rt. 70 for FY 2008-09; and
2. Authorize the Executive Director to enter into a management agreement with Vallejo Transit to operate Rt. 70.

Attachments:

A. SolanoExpress Rt. 70 Funding Plan
B. SolanoExpress Rt. 70 Preliminary Service Plan

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Proposed Funding Plan for SolanoExpress Rt. 70

FY2008-09

			Rt. 70
Cost & Subsidy			
Gross Cost			$ 1,417,060
Fares			$ 283,412
RM-2			$ 600,527
STAF No Co			$ 40,000
TDA (Total)			**$ 493,121**
County			$ 17,465
Benicia			$ 219,865
Dixon			$ 4,229
Fairfield			$ 33,239
Rio Vista			$ -
Suisun City			$ 8,699
Vacaville			$ 25,121
Vallejo			$ 184,503

ATTACHMENT B

Preliminary SolanoExpress Rt. 70 Service Plan

- Rt. 70 would connect Vallejo to Pleasant Hill and Walnut Creek BART Stations.

- The Rt. 70 service would operate Monday through Saturday along the I-780 corridor

- Limited stops:
  3 stops in Vallejo (Baylink Ferry Terminal, Curtola PNR, York/Marin)
  2 or 3 stops in Benicia (Southampton, Downtown and 5th Street)
  Pleasant Hill BART
  Walnut Creek BART.

- Travel times estimated to be approximately 30% faster. For example, travel time from Vallejo to Pleasant Hill BART station would be reduced from 60 minutes to 42 minutes.

DATE: May 30, 2008
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Fiscal Year (FY) 2008-09 Intercity Transit Funding (ITF) Agreement

Background:
In June 2006, the Solano Transportation Authority (STA) Board authorized the development of an Intercity Transit Funding Agreement for Fiscal Year (FY) 2006-07 in response to a request from several members of the Transit Consortium. This agreement was the result of the work of the Intercity Transit Funding (ITF) Working Group comprised of representatives from STA, Solano County and each city in Solano County.

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

The FY 2007-08 ITF Agreement addressed funding for seven (7) major intercity routes. In preparation for next fiscal year, staff has been working with the ITF Working Group (ITFWG) in the development of the FY 2008-09 ITF Agreement.

The first step in developing the FY 2008-09 Agreement was to determine how the intercity routes funded through the FY 2007-08 ITF Agreement were performing at mid-year. In the FY 2007-08 ITF Agreement, monitoring of intercity route performance is required by the intercity operators. At the first ITFWG meeting in March, the mid-year data was reviewed as well as other intercity transit route performance data. In general, intercity services are performing well in terms of ridership and farebox recovery. Costs are tracking at, or in some cases below, budgeted costs. Concurrently, the two intercity transit operators reviewed potential major issues for FY 2008-09 that may affect costs.

Reconciliation of FY 2006-07 and the development of a reconciliation process for FY 2007-08 and years forward has been discussed and agreed to. FY 2008-09 Cost Allocation Models were submitted at the end of March. Over the course of several meetings, various cost-sharing scenarios for FY 2008-09 have been developed and presented to the group. At the last meeting in early May, general consensus was reached on a scenario that was in the range of the two scenarios shown on Attachment A. Both of these scenarios assume that at minimum $125,000 of Lifeline operating funds are applied to Vallejo Transit Rt. 85. Based

on preliminary results of the Vallejo Community Based Study, this route would be eligible for Lifeline funding. As part of this process, Rio Vista has decided not to participate in this agreement for FY 2008-09 as Rio Vista receives no direct intercity transit service by any of the routes in the ITF Agreement. Rio Vista contributed $9,000 to this agreement in the current fiscal year. During the discussion, Benicia staff requested to consider addressing the reconciliation of Rt. 75 on an earlier time frame. A revised scenario was prepared for concurrence reflecting Rio Vista not participating along with the net impact to each jurisdiction once reconciliation is also applied (see Attachment C). For the majority of local jurisdictions, their share was reduced as compared to FY 2007-08.

With the exception of the City of Benicia opposing this action at the Consortium and abstaining at the TAC, the TAC and Consortium otherwise unanimously approved the cost-sharing scenario on Attachment B and the other staff recommendations.

Fiscal Impact:
The Intercity Transit Funding Agreement will identify funding for major intercity services in FY 2008-09.

Recommendation:
Approve the following:

1. The Intercity Transit Funding cost-sharing scenario as specified in Attachment B;
2. Prioritize $125,000 of Lifeline/State Transit Assistance Fund (STAF) funds for Vallejo Transit Rt. 85 for two years; and
3. Authorize the Executive Director to enter into an intercity transit funding agreement with the Cities of Benicia, Dixon, Fairfield, Suisun City, Vacaville and Vallejo, and the County of Solano.

Attachments:

A. SolanoExpress Cost Sharing (FY 2008-09 Costs – Summary of Options Considered)
B. Proposed FY 2008-09 ITF Cost-Sharing Scenario
C. Proposed FY 2008-09 ITF Cost-Sharing Scenario and Reconciliation of FY 2006-07

SOLANO TRANSPORTATION AUTHORITY
SOLANO EXPRESS COST SHARING
Based on FY 2008-09 Costs -- Summary Comparison of Other Options Considered[1]

	FY 07-08 Agreement[2]	Baseline[3]	Change Compared To FY 07-08	With Rt 30 Service Additions[4]	Change Compared to FY 07-08	With RM-2 Reallocation & Lifeline for Rt 85 at $250K	Change Compared To FY 07-08	Without Rio Vista Participation[5]	Change Compared To FY 07-08	With Benicia Rt 75, No Rt 70[6]	Change Compared to FY 07-08	Benicia Operates Rt 70[6]	Change Compared to FY 07-08
Benicia	$356,822	$419,850	$63,028	$425,032	$68,209	$308,953	-$47,869	$420,922	$64,099	$338,747	-$18,075	$338,748	-$18,075
Dixon	$99,983	$81,705	-$18,278	$104,027	$4,044	$79,370	-$20,613	$82,370	-$17,613	$80,049	-$19,934	$80,049	-$19,934
Fairfield	$944,699	$879,704	-$64,995	$846,479	-$98,220	$860,138	-$84,561	$884,688	-$60,011	$866,229	-$78,470	$866,229	-$78,470
Rio Vista	$16,031	$17,601	$1,569	$17,182	$1,151	$16,627	$596	$0	-$16,031	$16,898	$867	$16,898	$867
Suisun City	$239,814	$225,643	-$14,171	$210,763	-$29,051	$220,540	-$19,273	$226,952	-$12,862	$222,125	-$17,689	$222,125	-$17,689
Vacaville	$582,821	$556,581	-$26,240	$547,923	-$34,898	$542,658	-$40,163	$560,443	-$22,378	$546,609	-$36,212	$546,609	-$36,212
Vallejo	$1,404,991	$1,614,502	$209,511	$1,620,272	$215,281	$1,517,299	$112,308	$1,620,211	$215,221	$1,544,466	$139,475	$1,544,467	$139,476
County of Solano	$130,000	$133,900	$3,900	$133,900	$3,900	$133,900	$3,900	$133,900	$3,900	$133,900	$3,900	$133,900	$3,900
Total	**$3,775,161**	**$3,929,486**	**$154,325**	**$3,905,578**	$130,417	**$3,679,486**	**-$95,675**	**$3,929,486**	**$154,325**	**$3,749,023**	**-$26,138**	$3,749,024	-$26,138

Notes:

1. Using the following data files:
Fairfield Routes 20, 30, 40 and 90 --"FF Cost Allocation Model 040108 v1""
Fairfield Routes 20, 30, 40 and 90 --"FF Cost Allocation Model 040108 v1 - Service Additions""
Vallejo Routes 70, 80 and 85 -- "FY 07 08 Cost Allocation Costs Per Route with Rt 70"
Benicia Route 75 -- "Benicia 08-09 Report 04 07 2008"
2. Rio Vista's FY 2007-08 share was subsidized by STA funds in the amount of $9,561.
3. Substantially the same as FY 07-08 agreement. Assumes County contribution is "off the top" and capped at $133,900, VT operates Rt. 70.
4. Proposed by Fairfield.
5. Proposed by Rio Vista.
6. Proposed by Benicia.

ATTACHMENT A

SOLANO TRANSPORTATION AUTHORITY
SOLANO EXPRESS COST SHARING
Based on FY 2008-09 Costs -- Recommended Option[1]

	FY 07-08 Agreement[2]	No RV, With Rt 30 Svc Add'n & RM-2 Reallocation & Lifeline for Rt 85 at $125K	Change Compared To FY 07-08
Benicia	$356,822	$318,653	-$38,170
Dixon	$99,983	$104,879	$4,896
Fairfield	$944,699	$873,728	-$70,971
Rio Vista	$16,031	$0	-$16,031
Suisun City	$239,814	$217,678	-$22,136
Vacaville	$582,821	$548,086	-$34,735
Vallejo	$1,404,991	$1,583,654	$178,663
County of Solano	$130,000	$133,900	$3,900
Total	**$3,775,161**	**$3,780,578**	**$5,417**

Notes:

1. Using the following data files:
Fairfield Routes 20, 30, 40 and 90 --"FF Cost Allocation Model 040108 v1 - Service Additions""
Vallejo Routes 70, 80 and 85 -- "FY 07 08 Cost Allocation Costs Per Route with Rt 70"
2. Rio Vista's FY 2007-08 share was subsidized by STA funds in the amount of $9,561.

Description of Recommended Option

- 20% of subsidy requirement based on population share
- 80% of subsidy requirement based on ridership by residence
- County of Solano share is based on its population share taken "off the top" (before subsidy sharing formula) and is capped at $133,900
- Ridership by residence source: Solano Transportation Authority Intercity Lines Ridership Survey Study, Quantum Market Research, Inc., February 5, 2007, and indivi
- Population data source: State of California, Department of Finance, E-4 Population Estimates for Cities, Counties and the State, 2001-2007, with 2000 Benchmark. S
- Rio Vista is not participating in Solano Express cost sharing in FY 08-09
- Route 30 service additions (above FY 07-08 service levels) included
- RM-2 funds allocated per FY 07-08 agreement, except RM-2 funds are maximized on Rt 70 and minimized on Rt 85
- Lifeline funds of $125,000 is assumed to be available for Rt 85

ATTACHMENT C

SOLANO TRANSPORTATION AUTHORITY
FY 08-09 SOLANO EXPRESS COST SHARING
Summary of FY 2008-09 Cost Sharing with FY 2006-07 Reconciliation
REVISED MAY 28, 2008

Based on FY 2008-09 Proposed Baseline without Rio Vista, RT 30 Service Additions, RM-2 Reallocation, and Rt 85 Lifeline Funds at $125,000

	780 Corridor		Route 20		Route 30		Route 40		Route 80		Route 85		Route 90		Total Due FY 08-09 w Formula Recon	MOE Claims Not Used	Net Due FY 08-09
	FY 06-07 Recon	FY 08-09 Formula	FY 06-07 Recon	FY 08-09 Formula	FY 06-07 Recon	FY 08-09 Formula	FY 06-07 Recon	FY 08-09 Formula	FY 06-07 Recon	FY 08-09 Formula	FY 06-07 Recon	FY 08-09 Formula	FY 06-07 Recon	FY 08-09 Formula			
Benicia	0	219,865	0	3,397	0	18,504	-10,929	5,178	0	46,248	0	20,150	0	5,311	307,724	0	307,724
Dixon	0	4,229	0	2,147	-11,856	59,243	0	6,215	0	11,089	0	16,123	0	5,832	93,023	-6,000	87,023
Fairfield	0	33,239	0	65,511	0	96,563	0	71,665	0	126,397	-3,942	265,961	0	214,393	869,786	0	869,786
Rio Vista	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Suisun City	0	8,699	0	12,185	0	13,808	0	28,849	0	31,254	0	68,048	0	54,836	217,678	0	217,678
Vacaville	0	25,121	-5,168	140,522	-12,393	85,748	-37,700	90,058	0	70,212	0	63,604	0	72,821	492,825	-170,000	322,825
Vallejo	0	184,503	0	17,702	0	37,901	0	13,164	0	962,002	0	344,043	0	24,339	1,583,654	0	1,583,654
Balance of County	-3,204	17,465	-323	8,866	-6,443	11,448	-1,826	7,899	0	45,795	-251	28,564	2,320	13,862	124,173	-30,000	94,173
Check Total		493,121	0	250,331	0	323,213	0	223,028	0	1,292,998	0	806,493	0	391,394	3,688,863	-206,000	3,482,863

ATTACHMENT C

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DATE: June 2, 2008
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: State Transit Assistance Funds (STAF) Allocation for Fiscal Year (FY) 2008-09

Background:
The Transportation Development Act (TDA) of 1971 established two sources of funds that provide support for public transportation services statewide – the Local Transportation Fund (LTF) and the Public Transportation Account (PTA). Solano County receives TDA funds through the LTF and State Transit Assistance Funds (STAF) through the PTA. State law specifies that STAF be used to provide financial assistance for public transportation, including funding for transit planning, operations and capital acquisition projects.

STAF has been used for a wide range of activities, including providing matching funds for the purchase of buses, funding several countywide and local transit studies, funding transit marketing activities, covering new bus purchase shortfalls when the need arises, funding intercity transit operations on a short-term or transitional basis, and supporting STA transportation planning and transit efforts.

Annually, the STA works with Transit Consortium staff representatives to develop a candidate list of projects and programs for STAF Northern Counties. Metropolitan Transportation Commission (MTC)'s February 2008 Northern County-Solano STAF estimate included new funds in the amount of $2,179,442; this includes base and Prop. 42 revenue only. This is the first time in many years that Vallejo has not received a separate apportionment of STAF-population as a small operator; what had been their share is included in the County of Solano $2.2 million new revenue estimate.

Recently, several Consortium members had raised the issue of how STAF has been distributed in Solano County by STA. An initial summary report was presented in April which included STAF historical distribution information. Several more years of STAF distribution history has been requested and how it compares to other counties. This discussion of the overall STAF allocation process will continue at future meetings.

Discussion:
The attached list of projects and programs (Attachment A) is consistent with the proposed FY 2008-09 Intercity Transit Funding agreement. The recommended STAF funding for STA Transit Coordination and Management, Lifeline, and CTP studies is consistent with the STA Board's Overall Work Plan for FY 2008-09. It also provides funding to support the STA Board's priorities for the upcoming year by funding various countywide transit studies. Given Vallejo Transit's high ridership and farebox recovery rate and current

financial constraints, STA staff is recommending Vallejo Transit would maintain their share of funding at previous years' levels. STA staff is also recommending $500,000 in STAF be made eligible for other transit operators that use all their TDA funds for transit.

The State budget remains to be settled. At this point, the spillover portion of the STAF is not expected and is thus not recommended for programming. As the State budget progresses, it will be monitored and once it is settled, STAF will be revisited to take into account any changes to the current proposal, including the potential reduction of STAF. STA staff advised the Consortium members to focus STAF funded activities on one time activities such as transit planning and capital. Both TAC and Consortium unanimously supported staff recommendation.

Fiscal Impact:
The STAF for FY 2008-09 will fund the priority transit projects and programs as identified by the STA Board.

Recommendation:
Approve the allocation of State Transit Assistance funds for FY 2008-09 as specified in Attachment A.

Attachments:
A. FY 2008-09 Solano STAF Initial Projects and Programs List

FY2008-09 Projects and Programs Initial List

New Funds Estimate			**$ 2,179,442**
STA Transit Coordination & Management			$ 294,696
Lifeline Program Admin			$ 5,000
CTP Studies			
Alternative Fuels Strategy		$ 10,000	
I-80/I-680/I-780 Ops Transit Study (Transit Element)		$ 100,000	
Rail Station & Service Plan		$ 40,000	
Rail Crossing Study		$ 20,000	
Water Travel Study		$ 40,000	
CTP Study Subtotal			$ 210,000
Intercity Transit Operations (Funding Agreement)			
Fairfield/Suisun Transit		$ 230,000	
Vallejo Transit		$ 165,000	
Intercity Transit OperationsSubtotal			$ 395,000
Vallejo Transit Transitional (Capital & Operating)			$ 632,038
Benicia, Dixon, FST, VVCC (Capital& Op)			$ 500,000
TOTAL			$ 2,036,734
Balance			$ 142,708
			7%
Notes:			
1 MTC Feb 08 Estimate			

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STA
Solano Transportation Authority

DATE: May 30, 2008
TO: STA Board
FROM: Sam Shelton, Assistant Project Manager
RE: Safe Routes to School (SR2S) Pilot Engineering Program Grants

Background:
The STA's Safe Routes to School (SR2S) Program is intended to improve the safety of pedestrian and bicycle modes of student travel by enhancing related infrastructure and programs to provide safe passage to schools. Eligible projects can include capital improvement projects as well as education, enforcement, encouragement activities, and programs such as developing safety and health awareness materials and education programs.

On February 13, 2008, the STA Board took the following actions to initiate the STA's Safe Routes to School Program:

1. Adopt the STA's Countywide Safe Routes to School Plan;
2. Authorize STA Staff to create a STA Safe Routes to School Program based on the STA's Countywide Safe Routes to School Plan's countywide priorities; and
3. Establish the STA's Safe Routes to School Steering Committee as a permanent advisory committee to the STA Board for the new STA Safe Route to School Program.

Below is a table of the current membership of the STA's Safe Routes to School Advisory Committee:

STA's Countywide SR2S Steering Committee (SR2S-AC)		
Position	Name	Title
TAC Member	Gary Leach	Public Works Director
TAC Member	Dan Schiada	Public Works Director
BAC Member	Mike Segala	BAC Representative
PAC Member	Lynne Williams	PAC Representative
Solano County Office of Education	Dee Alarcon	County Superintendent of Schools
School District Superintendent	John Aycock	Vacaville USD Superintendent
Public Safety Rep	Bill Bowen	Rio Vista Chief of Police
Public Safety Rep	Ken Davena	Benicia Police Department Captain
Air Quality Rep	Jim Antone	Yolo-Solano Air District Rep
Public Health Rep	Robin Cox	Solano County Public Health Rep

STA Allocation of Eastern Solano Congestion Mitigation and Air Quality (ECMAQ) Funding

In December 2007, the STA Board programmed $240,000 in Eastern Solano Congestion Mitigation and Air Quality (ECMAQ) funding to the future Safe Routes to School Program. ECMAQ funding can only be spent in the eastern portion of Solano County that falls in the Yolo-Solano air basin, making the cities of Dixon, Rio Vista, Vacaville and portions of Solano County eligible. ECMAQ funding must be spent on air emissions reduction projects identified in the Metropolitan Transportation Commission's (MTC's) T-2030. Such eligible projects include:

- Local bicycle and pedestrian projects
- Intercity bus transit hubs/rail stations in Solano County (capital costs)
- Rideshare programs (Solano Napa Commuter Information)
- Alternative Fuels programs

ECMAQ funding cannot be spent on "safety" projects without a connection to the reduction of air emissions produced by vehicles. ECMAQ funding is federal funding and is subject to federal project delivery regulations and funding rescissions; therefore, National Environmental Policy Act (NEPA) regulations must be followed and project sponsors must be able to request obligation of funds by March 1, 2009 and receive obligation by May 31, 2009.

STA Request for Yolo-Solano Air Quality Management District (YSAQMD) Clean Air Funds

The Yolo-Solano Air Quality Management District (YSAQMD) annually provides funding for motor vehicle air pollution reduction projects in the Yolo Solano Air Basin through the YSAQMD Clean Air Program. On May 19th, an application review committee recommended $60,000 towards engineering projects identified through the STA's SR2S Pilot Engineering Program. The full YSAQMD Board is scheduled to take action on the Clean Air Fund allocation at their June 11, 2008 meeting. More information about this funding can be found under Agenda Item V. F "YSAQMD Clean Air Funds Committee Recommendation for FY 2008-09".

A total of $300,000 is currently available for the STA SR2S Program Projects.

STA SR2S Pilot Engineering Program Process

The STA used a task force based review process to recommend SR2S projects eligible for ECMAQ funding to the STA Board by June 2008. Beginning in March, the STA Safe Routes to School Advisory Committee assisted STA staff in developing a pilot program to identify and recommend priority SR2S projects eligible for ECMAQ funding, for areas eligible for ECMAQ & YSAQMD funding (Dixon, Rio Vista, Vacaville, and Eastern Solano County). These initial funds listed below are the three eligible cities and the number of schools signed up for the STA's SR2S Program.

- Dixon
  2 public schools
- Rio Vista
  2 public schools
- Vacaville
  8 public schools

Since YSAQMD and ECMAQ funding is mainly for engineering projects in eastern Solano County, the STA will continue to pursue additional funding sources for the other SR2S projects for the entire county.

Below is a timeline of committee meetings as part of the STA's Pilot SR2S Engineering Program:

- March 2008
  - STA Safe Routes to School Advisory Committee (SR2S-AC)
    - Adopt committee 2008 Work plan
    - Review and recommend STA staff to carryout ECMAQ funded pilot program in Dixon, Rio Vista, Vacaville, and Eastern Solano County.
- April 2008
  - STA Safe Routes to School Advisory Committee created project selection criteria
  - Dixon, Rio Vista, and Vacaville local task forces review locally adopted plans and recommend projects for funding.
- May 2008
  - SR2S Advisory Committee reviews funding requests and recommends projects for funding.
  - STA Advisory Committees review funding requests and recommend projects for funding.
- June 2008
  - STA Board programs ECMAQ funding for SR2S projects.

Discussion:

After discussion at the local task force level in the cities of Dixon, Rio Vista, and Vacaville, six projects were selected to request funding:

- Dixon (#1 priority) – State Route 113 & C Street flashing crosswalk and bulbouts, $90,000. Anderson Elementary School
- Rio Vista (#1 priority) – Second Street Radar Speed Signs, $20,000. Riverview Middle School
- Rio Vista (#2 priority) – Elm Way Sidewalk Rehabilitation, $70,000. E.H. White Elementary School
- Vacaville (#1 priority) – Pedestrian Intersection Improvements at Peabody & Marshall.
  $190,000. Will C. Wood High School
- Vacaville (#2 priority) – Various Countdown Pedestrian Heads.
  $37,000. Various Vacaville Schools.
- Vacaville (#3 priority) – Various Radar Speed Signs.
  Seven projects each about $25,000 making a total request of $200,000.

TOTAL REQUESTED FUNDING: $607,000

Project sponsors presented their projects to the SR2S-AC and answered questions during their project funding discussion. Projects were selected based on how well they achieve

the goals of the SR2S Program (encouraging walking and bicycling, increasing walking and bicycling safety, increasing interagency cooperation in education, encouragement, enforcement, and engineering projects).

The SR2S-AC recommended funding the following projects to the STA Board:

- Dixon – State Route 113 & C Street flashing crosswalk and bulbouts, $90,000. Anderson Elementary School (Attachment A)
- Rio Vista (#1 priority) – Second Street Radar Speed Signs, $20,000. Riverview Middle School (Attachment B)
- Vacaville (#1 priority) – Pedestrian Intersection Improvements at Peabody & Marshall.
  $190,000. Will C. Wood High School (Attachment C)

Before making the recommendation, the SR2S-AC discussed potentially safer alternatives to the design of Vacaville's "Pedestrian Intersection Improvements at Peabody & Marshall project". Will C. Wood High School students attempting to cross Peabody Road from the north-west corner of the Peabody & Marshall intersection routinely overcrowd a right-turn "porkchop" island.

The project proposed by the City of Vacaville and the Vacaville Unified School District will expand a right-turn "porkchop" island on the north-west corner of Marshall and Peabody and increase the width of the sidewalk adjacent to the porkchop island. This will create a larger refuge area for students crossing Peabody Road (a four lane arterial) on the island and on the sidewalk adjacent to the island.

A potentially safer alternative design would demolish the right-turn porkchop island and expand the sidewalk area. This alternative would create a larger refuge area farther from traffic lanes and remove the island waiting area surrounded by traffic lanes. However, this alternative would also increase the pedestrian crossing distance, exposing students to traffic for a longer period of time while crossing. Preliminary designs incorporated additional pedestrian crossing time to the traffic signal which would negatively impact traffic signal synchronization on Peabody Road. The City of Vacaville did not pursue this alternative further due to the estimated potential to reduce Level of Service (LOS) on Peabody Road below LOS C, the City of Vacaville's LOS standard for Peabody Road.

SR2S-AC members discussed the differences between the two designs and concluded that the removal of the porkchop island would be the safest alternative; however, they supported Vacaville's project since it is an improvement over the current situation. They encouraged Vacaville to explore the alternative design and aesthetically pleasing pavement treatments to the expanded porkchop island as part of the project development process.

On May 28, 2008, the STA Technical Advisory Committee (TAC) reviewed the recommended projects and unanimously approved the recommendation. TAC members discussed the SR2S-AC member's concerns and the City of Vacaville staff conveyed their willingness to receive comments from the SR2S-AC regarding the final design of the proposed project. The SR2S-AC will meet to discuss these issues at their June 17th meeting.

Fiscal Impact:
A combination of funding will be distributed to the cities of Dixon, Rio Vista, and Vacaville for the recommended projects. $240,000 of Eastern Solano Congestion Mitigation and Air Quality (ECMAQ) funding and $60,000 in Clean Air Funds from the Yolo Solano Air Quality Management District (YSAQMD) (to be approved by the YSAQMD in June 11, 2008) will be made available to these projects, for a total of $300,000.

Recommendation:
Approve the following:

1. Program $90,000 in Eastern Solano Congestion Mitigation and Air Quality (ECMAQ) funding to the City of Dixon's "State Route 113 & C Street Flashing Crosswalk and Bulbouts Project";
2. Program $20,000 in Yolo Solano Air Quality Management District (YSAQMD) funding to the City of Rio Vista's "Second Street Radar Speed Signs Project", after approval by the YSAQMD Board; and
3. Program $150,000 in ECMAQ funding and $40,000 in YSAQMD funding (after approval by the YSAQMD Board) to the City of Vacaville's "Pedestrian Improvements on North-west corner of Peabody & Marshall Project" for a total of $190,000.

Attachments:

A. SR2S Project Application for the City of Dixon's "State Route 113 & C Street Flashing Crosswalk and Bulbouts Project".
B. SR2S Project Application for the City of Rio Vista's "Second Street Radar Speed Signs Project".
C. SR2S Project Application for the City of Vacaville's "Pedestrian Improvements on North-west corner of Peabody & Marshall Project"

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Safe Routes to School Project Nomination Form (Due May 9th to STA)

Please fill out all information on the "Safe Routes to School" worksheet and the "Funding Details Form" worksheet tabs.

The notes below are for your assistance. Please contact Sam Shelton at 707-399-3211 or at sshelton@sta-snci.com with any questions.

Item #	Item name	Your input	Notes
1	Project Title	North First Street/ East C Street Pedestrian Improvements	
2	Project Sponsor (name of agency)	City of Dixon	This agency must be able to obligate federal transportation funds.
3	Project Total Cost	$105,000.00	Includes all ENV, PS&E, ROW, CON
4	Requested Funding Amount	$90,000.00	

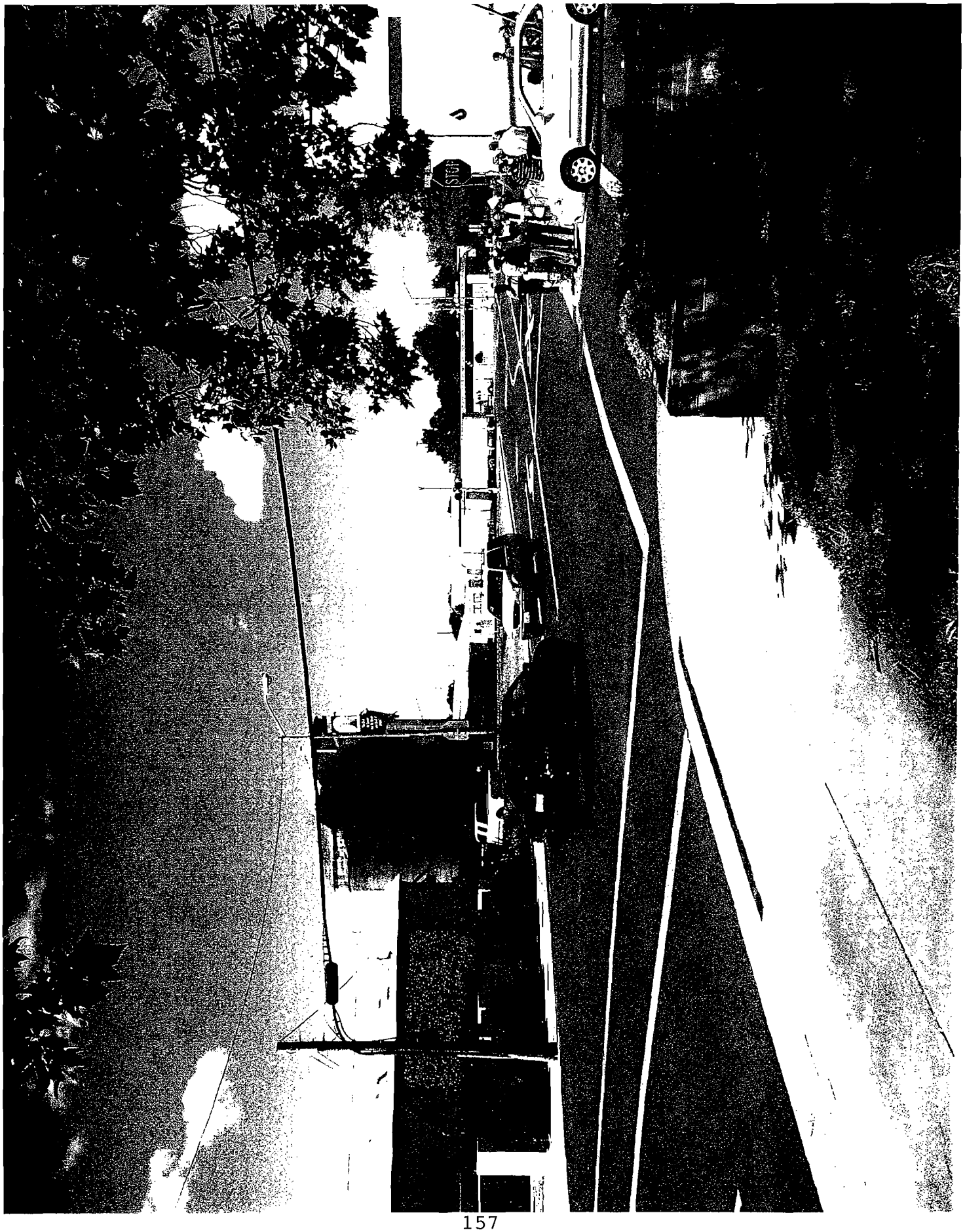
Contact Information:

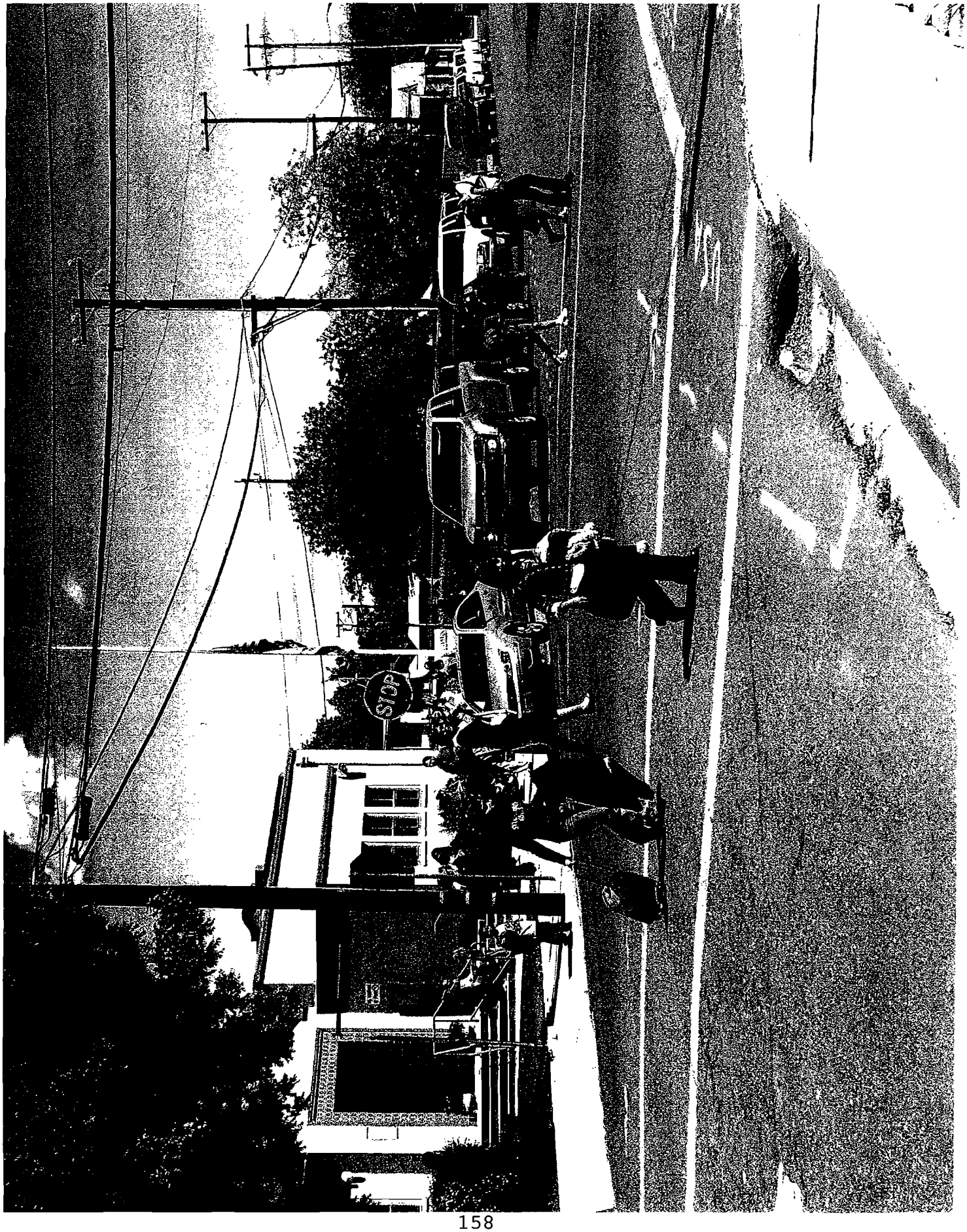
5	Project Manager Name	Jason Riley, Associate Engineer	Staff in charge of building the project
6	Mailing Address	600 East A Street, Dixon, CA 95620	
7	Phone	(707)678-7030	
8	Email	jriley@ci.dixon.ca.us	
9	Supervisor Name	Royce Cunningham, City Engineer	Supervisor in charge of the project manager
10	Mailing Address	600 East A Street, Dixon, CA 95620	
11	Phone	(707)678-7030	
12	Email	rcunningham@ci.dixon.ca.us	
13	Will this project comply with federal funding regulations and procedures, including MTC's Resolution 3606 procedures? (yes required)	Yes.	http://www.mtc.ca.gov/funding/delivery/#III
14	Is the project Congestion Mitigation and Air Quality (CMAQ) Program funding eligible under Federal Guidelines? (i.e., improves air quality, not just safety or maintenance).	Yes. This project improves a perceived "barrier" across SR113 and encourages pedestrian and bicycle modes of transportation.	Sadly, the STA cannot fund a project with CMAQ funding for just safety. Your project needs to address a bicycle or pedestrian facility.
15	Will this project be able to request obligation of federal funds for construction by March 1, 2009? (Yes/No, details?)	Yes. This project requires limited environmental review and no additional right-of-way acquisition. The City will need to apply for a State encroachment permit.	Make sure this is clear on tab #3 "Funding Details Form". Projects that may require something other than an Categorical Exclusion (CE) environmental document or require any right-of-way permits will need to add this detail to your project schedule.
16	Brief Description with project scope	Construct sidewalk bulb-outs, in-roadway crosswalk lighting and sidewalk improvements at the intersection of North First Street and East C Street in Dixon.	One sentence to be used in the MTC TIP (e.g., Builds XX feet of sidewalk on Z Street from A street to B street).
17	Extended Description (include maps and photos with this file if available)	The proposed project includes construction of pedestrian improvements at the intersection of North First Street and East C Street. The improvements include sidewalk bulb-outs to shorten the crosswalk length, installation of in-roadway crosswalk lighting to increase visibility of crossing pedestrians and improvements to sidewalk adjacent ot the intersection. With the closure of Silveyville Elementary School for the 2008-09 School Year, there will be approximately 300 additional students on the west side of North First Street attending Anderson Elementary School on the east side of North First Street.	Keep this to about a paragraph (school involved, improvement details, etc.)

Specific Safe Routes to School Questions:

18	How does your project promote a safe alternative to an automobile trip to school?	This project will encourage pedestrian and bicycle modes of travel by removing a perceived "barrier" across North First Street on the Anderson Elementary School Safe Route to School. With the closure of an elementary school n the west side of North First Street next school year there will be a significant increase in students crossing North First Street attending Anderson Elementary School.	E.g., "This project will build XXX feet of sidewalk to promote safe pedestrian trips to school."
19	How does your project increase safety for students walking or bicycling to school?	Sidewalk bulb-outs will be constructed to shorten the crosswalk length and in-roadway crosswalk lighting will be installed to increase the visibility of the marked crosswalk. Sidewalks adjacent to the intersection will be improved to Americans with Disabiitles Act (ADA) standards.	E.g., "The sidewalk built as part of this project will allow students to walk to school without having to walk in the street."
20	How will **your agency** work with schools, police, and other public agencies to construct and promote safe use of your project?	City staff will continue to work with school district staff and the City's Transportation Advisory Commission to review pedestrian and bicycle safety issues. Police staff will hold regular pedestrian and bicycle safety events, including bicycle rodoes, at the school. The City constructed approximately $50k of the Engineering improvements identified at Anderson Elementary School in the STA Safe Routes to School Plan using local funds.	E.g., "City staff will work with school district facility staff, the school principal, and the local Safe Routes to School task force developed by the STA to nominate this project and carry out a balanced SR2S 4E's approach (description to follow)."
21	What agencies support your project and **how do they plan to support a** combination of 4E's tasks?	The proposed project has been endorsed by Engineering staff, Public Works staff, Police staff, Dixon Unified School District staff, the City's Transportation Advisory Commission and City Council. All of these agencies are committed to execute the recommendations identified in the STA Safe Routes to Schools Plan and will discuss safe routes to school issues at regularly scheduled Transportation Advisory Commission meetings.	E.g., "School staff, public works staff, and police staff plan to implement the following 4E's projects and programs after construction of our project (description to follow)."
22	Is there a demonstrated safety need for this project (documented vehicle, pedestrian, bicycle collision statistics, high traffic volumes, potential conflicts, etc.)?	North First Street is a State Highway (SR113) which bisects the city and is the most heavily traveled in Dixon. During the peak pedestrian periods, there are approximately 80 students crossing at the North First Street/ East C Street intersection conflicting with 886 vehicles. The number of crossing students is expected to at least double in the next school year as a result of the closure of Silveyville Elementary School.	E.g., "This project is adjacent to a state highway and is normally congested during drop-off and pick-up times. XX students have been involved in accidents in the past few years."
23	Does your project create a safer route for students in an area normally associated with making automobile trips to school? (i.e., removing a physical or perceived barrier to walking or bicycling to school from an auto-oriented neighborhood)	Yes. This project improves a perceived "barrier" across SR113 and encourages pedestrian and bicycle modes of transportation. A significant number of students currently walk to school, the most of which reside of the east side of North First Street. This project will make the decision to walk to school more appealing to parents on the west side of North First Street. The construction of bulb-outs will shorter the physical crosswalk and minimize the time the students are within the roadway.	E.g., "This project connects an already improved route to school to a neighborhood where most parents are known to drive their students to school due to safety issues."
24	Does your project create an innovative approach to increasing the number of students walking and bicycling to school?	The construction of bulb-outs at the intersection reduces the length of the crosswalk and provides a refuge area for pedestrians to wait before crossing the street. With vehicles parked near the intersection, the bulb-outs increase visibility of pedestrians waiting to cross and minimize the amount of time the pedestrians are within the roadway. It is anticipated that these improvements will make the decision to walk to school more appealing to parents and students.	E.g., "This project decreases the walking travel time to school significantly by creating a more direct route, making driving to school a more difficult choice."

25	Name of School(s) assisted by project	Anderson Elementary School	Items #25 and #26 are used in air quality calculations. It is assumed that well executed SR2S projects can decrease driving to school by at least 20%.
26	Number of students attending	2007-2008 SY 325 students; 2008-2009 SY 625 students	




STOP

Safe Routes to School Project Nomination Form (Due May 9th to STA)

Please fill out all information on the "Safe Routes to School" worksheet and the "Funding Details Form" worksheet tabs.

The notes below are for your assistance. Please contact Sam Shelton at 707-399-3211 or at sshelton@sta-snci.com with any questions.

Item #	Item name	Your Input	Notes
1	Project Title	Riverview Middle School Radar Speed Signs	
2	Project Sponsor (name of agency)	City of Rio Vista	This agency must be able to obligate federal transportation funds.
$	Project Total Cost	20,000	Includes all ENV, PS&E, ROW, CON
4	Requested Funding Amount	$20,000 in local funds	

Contact Information:

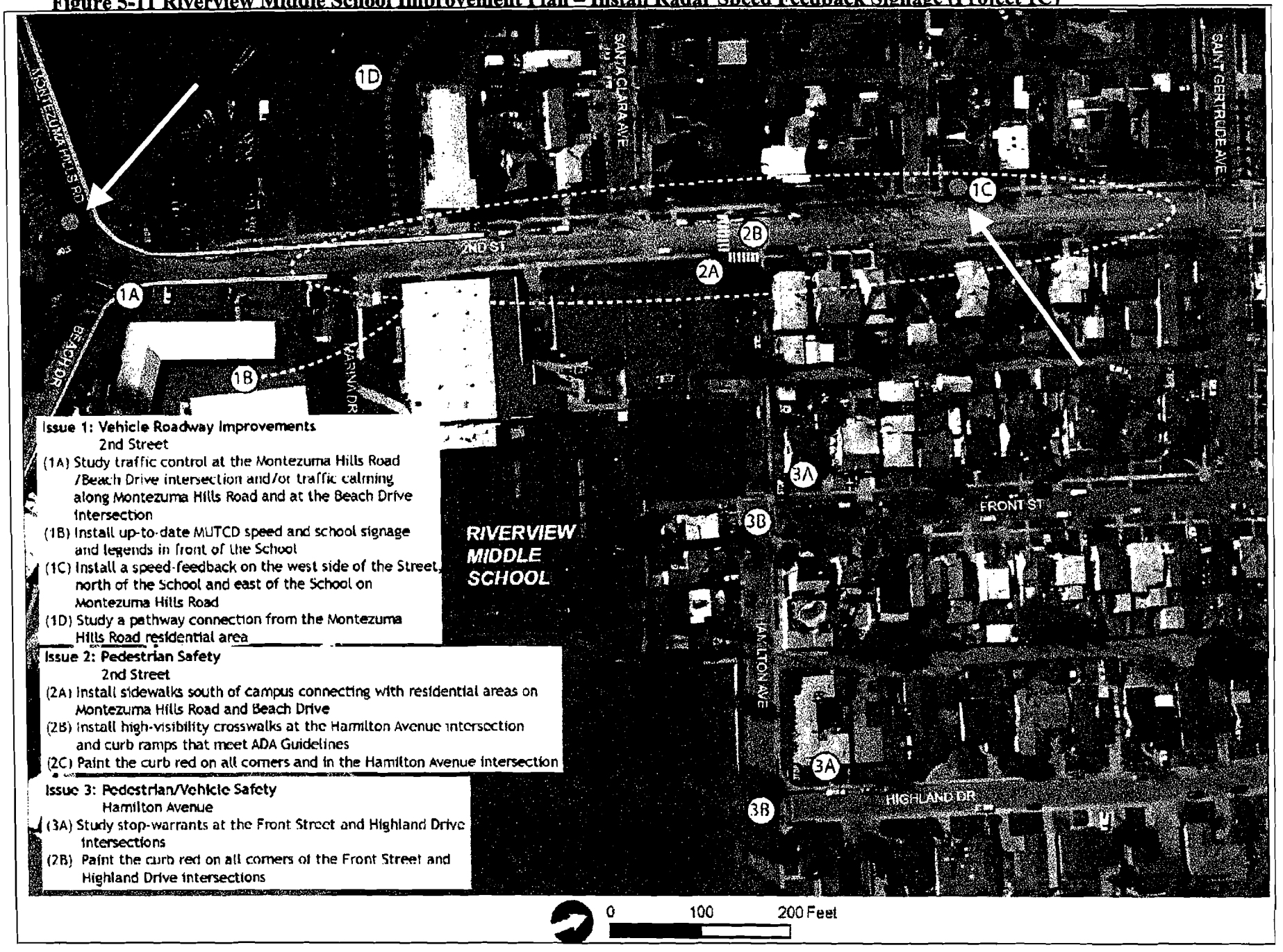
5	Project Manger Name	Hector De La Rosa	Staff in charge of building the project
6	Mailing Address	1 Main St, Rio Vista, CA 94571	
7	Phone	707-374-6451	
8	Email	hdelarosa@ci.rio-vista.ca.us	
9	Supervisor Name	Hector De La Rosa	Supervisor in charge of the project manager
10	Mailing Address	1 Main St, Rio Vista, CA 94571	
11	Phone	707-374-6451	
12	Email	hdelarosa@ci.rio-vista.ca.us	
13	Will this project comply with federal funding regulations and procedures, including MTC's Resoltion 3606 procedures? (yes required)	Yes, but Rio Vista is requesting local funding	http://www.mtc.ca.gov/funding/delivery/#III
14	Is the project Congestion Mitigation and Air Quality (CMAQ) Program funding eligible under Federal Guidelines? (i.e., improves air quality, not just safety or maintenance).	Yes, but Rio Vista is requesting local funding	Sadly, the STA cannot fund a project with CMAQ funding for just safety. Your project needs to address a bicycle or pedestrian facility.
15	Will this project be able to request obligation of federal funds for construction by March 1, 2009? (Yes/No, details?)	Yes, but Rio Vista is requesting local funding	Make sure this is clear on tab #3 "Funding Details Form". Projects that may require something other than an Categorical Exclusion (CE) environmental document or require any right-of-way permits will need to add this detail to your project schedule.
16	Brief Description with project scope	Purchase and Install two radar speed signs on 2nd street and Montezuma Rd in front of Riverview Middle School in both directions.	One sentence to be used in the MTC TIP (e.g., Builds XX feet of sidewalk on Z Street from A street to B street).
17	Extended Description (include maps and photos with this file if available)	Install (1) radar sign at 2nd & Riverview St and (1) radar sign on Montezuma Hills Road & Beach Rd.	Keep this to about a paragraph (school involved, improvement details, etc.)

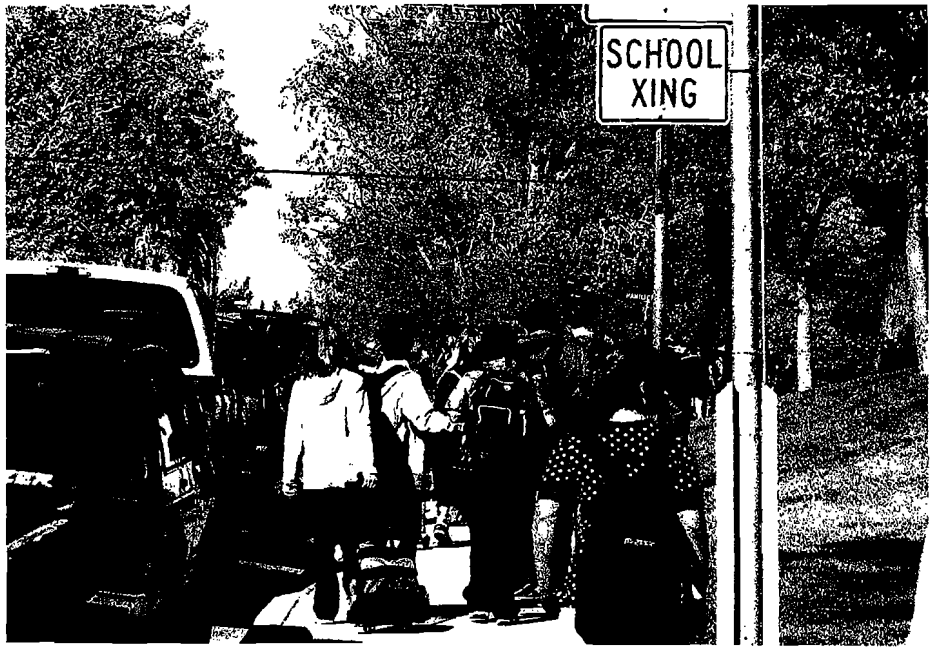
Specific Safe Routes to School Questions:

18	How does your project promote a safe alternative to an automobile trip to school?	Radar speed signs will create a safer environment of slower cars, encouraging more walking and bicycling near Riverview Middle School.	E.g., "This project will build XXX feet of sidewalk to promote safe pedestrian trips to school."
19	How does your project increase safety for students walking or bicycling to school?	This project will slow down vehicles near Riverview Middle school making walking and bicycling on 2nd Street in front of the school safer. The radar signs will also create greater driver awareness of the school zone and the need to slow to 25 mph.	E.g., "The sidewalk built as part of this project will allow students to walk to school without having to walk in the street."
20	How will **your agency** work with schools, police, and other public agencies to construct and promote safe use of your project?	The City of Rio Vista will work with the school district and the police department to ensure proper placement of the radar signs and notify the neighborhood of their installation.	E.g., "City staff will work with school district facility staff, the school principal, and the local Safe Routes to School task force developed by the STA to nominate this project and carry out a balanced SR2S 4E's approach (description to follow)."
21	What agencies support your project and **how do they plan to support** a combination of 4E's tasks?	The school district, police department, and Riverview Middle School staff will hold safety assemblies to educate parents and students about walking and bicycling to school safely. The Rio Vista Police Department will hold bicycle rodeos at elementary schools that feed into Riverview Middle School to encourage bicycling. Riverview Middle School will hold "Wall and Roll" contests, if supported by future STA funding.	E.g., "School staff, public works staff, and police staff plan to implement the following 4E's projects and programs after construction of our project (description to follow)."
22	Is there a demonstrated safety need for this project (documented vehicle, pedestrian, bicycle collision statistics, high traffic volumes, potential conflicts, etc.)?	Local residents use Montezuma Hills Rd and 2nd Street as a local bypass to State Route 12 when the Rio Vista Bridge is up. Cars often speed down 2nd Street in front of the middle school.	E.g., "This project is adjacent to a state highway and is normally congested during drop-off and pick-up times. XX students have been involved in accidents in the past few years."
23	Does your project create a safer route for students in an area normally associated with making automobile trips to school? (i.e., removing a physical or perceived barrier to walking or bicycling to school from an auto-oriented neighborhood)	Students who are not bussed from the north-east side of SR12 will be encouraged to walk or bicycle to school since the speed of vehicles on 2nd street will be slower.	E.g., "This project connects an already improved route to school to a neighborhood where most parents are known to drive their students to school due to safety issues."
24	Does your project create an innovative approach to increasing the number of students walking and bicycling to school?	Radar speed signs are already in use along SR12 and should be well respected by Rio Vista residents.	E.g., "This project decreases the walking travel time to school significantly by creating a more direct route, making driving to school a more difficult choice."

25	Name of School(s) assisted by project	Riverview Middle School	Items #25 and #26 are used in air quality calculations. It is assumed that well executed SR2S projects can decrease driving to school by at least 20%.
26	Number of students attending	300	

Figure 5-11 Riverview Middle School Improvement Plan – Install Radar Speed Feedback Signage (Project 1C)

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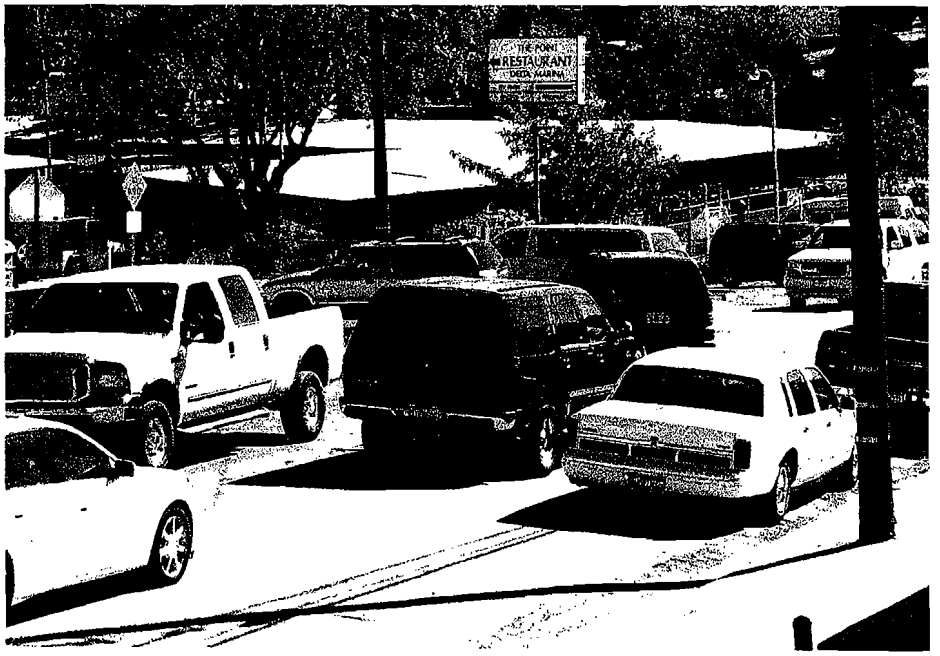
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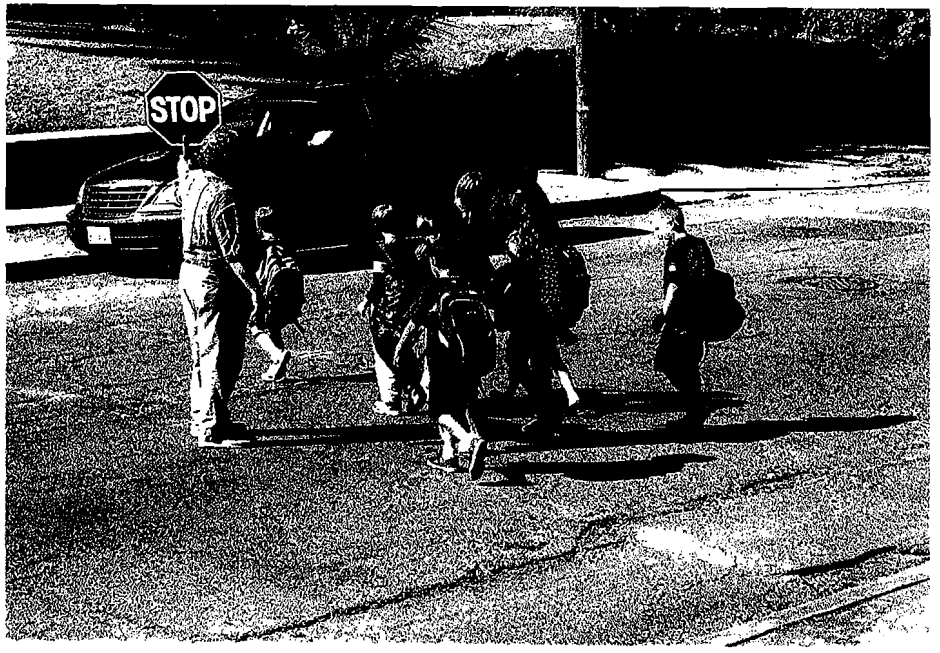

STOP

Safe Routes to School Project Nomination Form (Due May 9th to STA)

Please fill out all information on the "Safe Routes to School" worksheet and the "Funding Details Form" worksheet tabs.

The notes below are for your assistance. Please contact Sam Shelton at 707-399-3211 or at sshelton@sta-snci.com with any questions.

Item #	Item name	Your Input	Notes
1	Project Title	Pesdestrian Improvements on NW corner of Peabody & Marshall	
2	Project Sponsor (name of agency)	City of Vacaville / Vacaville USD	This agency must be able to obligate federal transportation funds.
3	Project Total Cost	90,000 to 200,000 (to be clarified by May 20th)	Includes all ENV, PS&E, ROW, CON
4	Requested Funding Amount	90,000 to 200,000 (to be clarified by May 20th)	

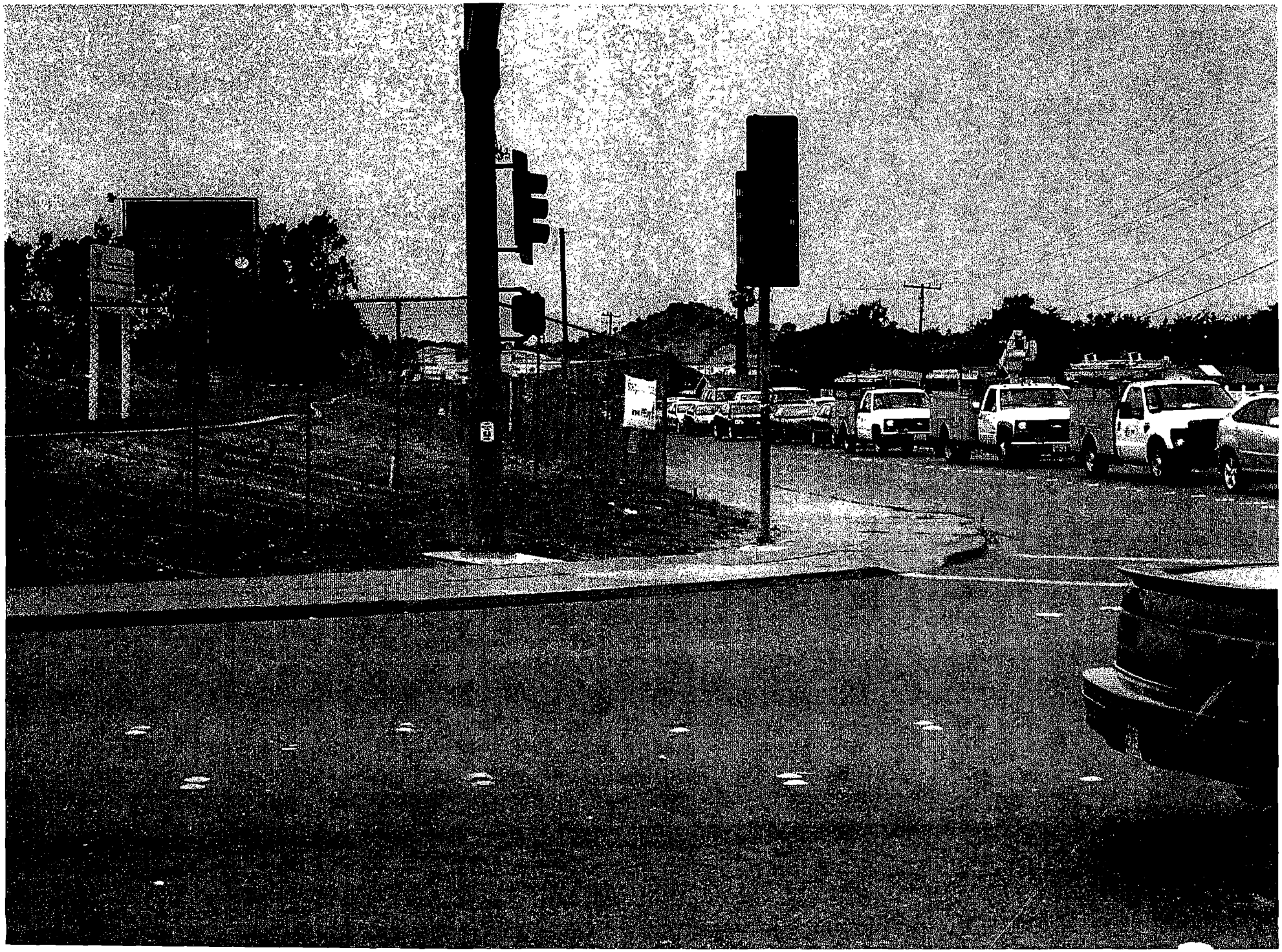
Contact Information:

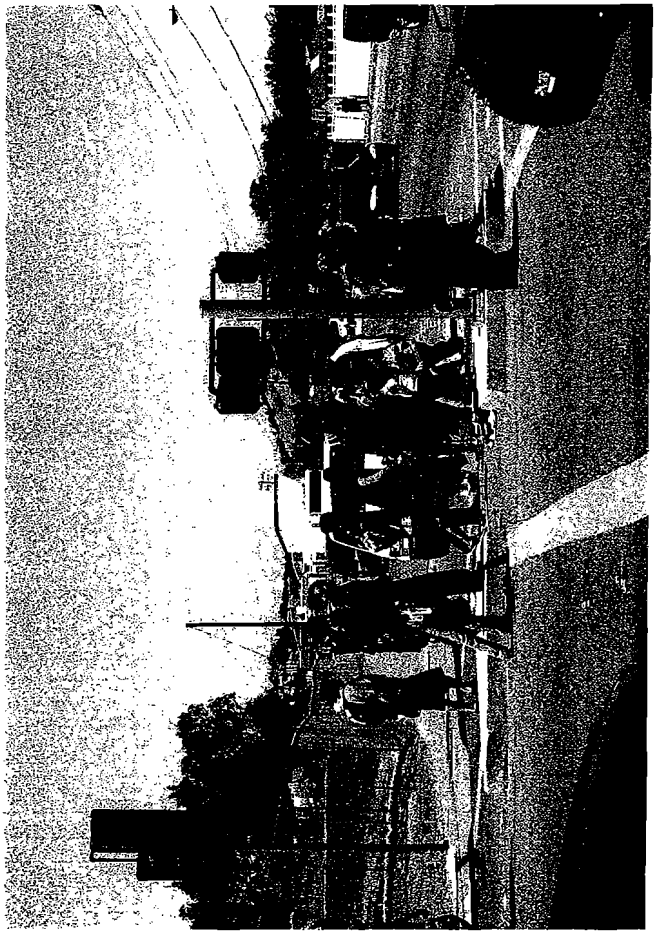
5	Project Manger Name	Jeff Knowles & Leigh Coop	Staff in charge of building the project
6	Mailing Address		
7	Phone	JK=(707) 449-5170, LC=(916)-213-8825	
8	Email	jknowles@cityofvacaville.com', leighc@vacavilleusd.org	
9	Supervisor Name		Supervisor in charge of the project manager
10	Mailing Address		
11	Phone		
12	Email		
13	Will this project comply with federal funding regulations and procedures, including MTC's Resoltion 3606 procedures? (yes required)	yes	http://www.mtc.ca.gov/funding/delivery/#III
14	Is the project Congestion Mitigation and Air Quality (CMAQ) Program funding eligible under Federal Guidelines? (i.e., improves air quality, not just safety or maintenance).	yes	Sadly, the STA cannot fund a project with CMAQ funding for just safety. Your project needs to address a bicycle or pedestrian facility.
15	Will this project be able to request obligation of federal funds for construction by March 1, 2009? (Yes/No, details?)	yes	Make sure this is clear on tab #3 "Funding Details Form". Projects that may require something other than an Categorical Exclusion (CE) environmental document or require any right-of-way permits will need to add this detail to your project schedule.
16	Brief Description with project scope	Build pedestrian improvements on the north-west corner of the intersection of Peabody Rd & Marshall Rd.	One sentence to be used in the MTC TIP (e.g., Builds XX feet of sidewalk on Z Street from A street to B street).
17	Extended Description (include maps and photos with this file if available)	This project will create a safer pedestrian environment on the north-west corner of Peabody Rd & Marshall Rd. Several aspects of this project are still being discussed between the Vacaville USD and the City of Vacaville: 1) creating a deeper pedestrian sidewalk area on the corner, 2) removal or expansion of the right-turn porkchop island where students regularly congregate in high traffic areas of the intersection, 3) a combination of all of these ideas.	Keep this to about a paragraph (school involved, improvement details, etc.)

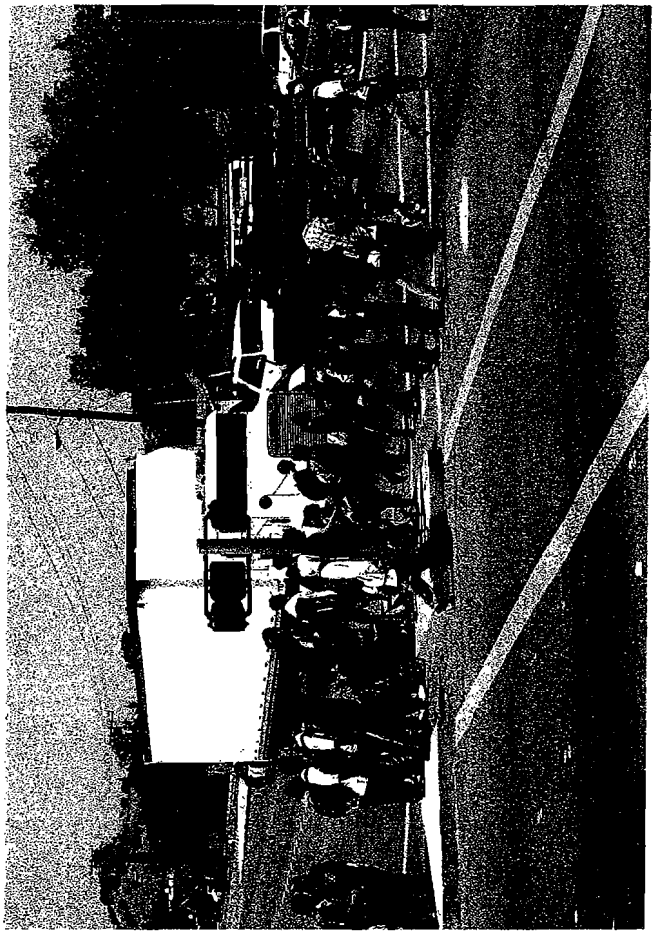
Specific Safe Routes to School Questions:

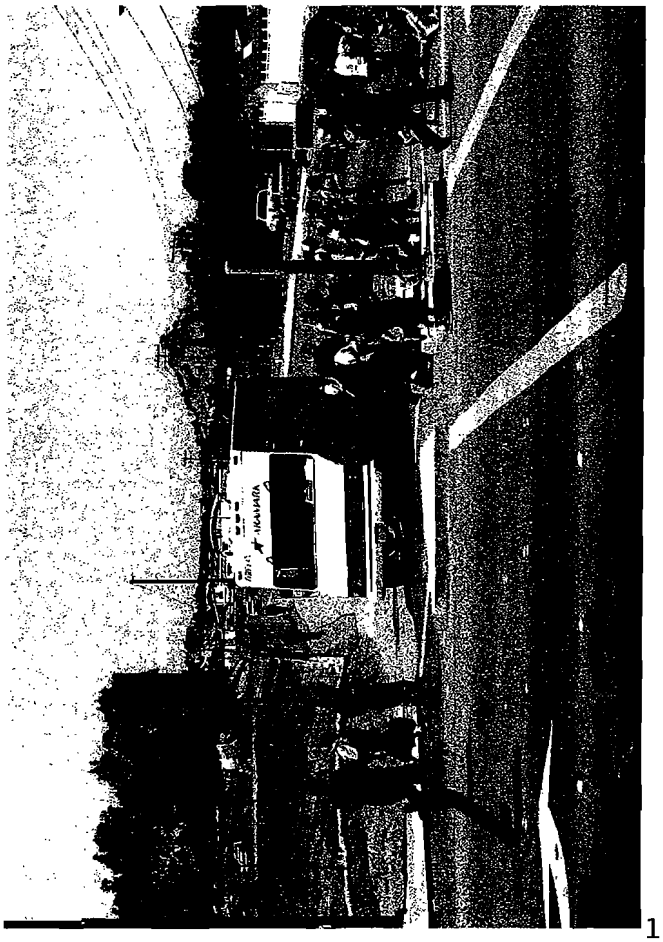
18	How does your project promote a safe alternative to an automobile trip to school?	This project will either build a larger pedestrian waiting area on the NW corner of Peabody & Marshall and/or remove/expand the porkshop island at the right turn pocket. This project promotes walking to Will C. Wood High School.	E.g., "This project will build XXX feet of sidewalk to promote safe pedestrian trips to school."
19	How does your project increase safety for students walking or bicycling to school?	Currently, students congregate at the porkchop island, waiting in dangerously high levels of traffic before crossing Peabody Road. This project will create additional capacity at the corner of Peabody and Marshall (either by expanding the area of sidewalk at the corner or expanding the porkchop island) so students do not need to wait in travel lanes. Alternatively, the project will remove the porkchop island; thereby, removing the opportunity for students to wait in the street to cross.	E.g., "The sidewalk built as part of this project will allow students to walk to school without having to walk in the street."
20	How will **your agency** work with schools, police, and other public agencies to construct and promote safe use of your project?	The City of Vacaville and the VUSD are committeed to working together to design and construct the most appropriate facility at this location. Vacaville Police will help educate students about safely crossing at Peabody Rd.	E.g., "City staff will work with school district facility staff, the school principal, and the local Safe Routes to School task force developed by the STA to nominate this project and carry out a balanced SR2S 4E's approach (description to follow)."
21	What agencies support your project and **how do they plan to support** a combination of 4E's tasks?	Will C. Wood High School supports the construction of a SR2S project to alleviate this problem.	E.g., "School staff, public works staff, and police staff plan to implement the following 4E's projects and programs after construction of our project (description to follow)."
22	Is there a demonstrated safety need for this project (documented vehicle, pedestrian, bicycle collision statistics, high traffic volumes, potential conflicts, etc.)?	Peabody Road is a major 4-lane arterial. During school travel times, 40-60 students can easily be seen overcrowding the porkchop island at Peabody and Marshall. This is the VUSD's highest priority safety project for their schools.	E.g., "This project is adjacent to a state highway and is normally congested during drop-off and pick-up times. XX students have been involved in accidents in the past few years."
23	Does your project create a safer route for students in an area normally associated with making automobile trips to school? (i.e., removing a physical or perceived barrier to walking or bicycling to school from an auto-oriented neighborhood)	This project area experiences high levels of pedestrian traffic currently. Increasing the safety of this area will promote additional pedestrian use.	E.g., "This project connects an already improved route to school to a neighborhood where most parents are known to drive their students to school due to safety issues."
24	Does your project create an innovative approach to increasing the number of students walking and bicycling to school?	A potential design under consideration creates more sidewalk space on school property instead of extending the sidewalk into the street, which is what a sidewalk bulbout traffic calming project does. Creating more space off the street allows students to gather farther away from traffic. Another design under consideration will cut the right turn pocket closer to the corner, creating space for the possible expansion of the porkchop island. This would create a psuedo-bulbout condition, shortening the distance needed to cross Peabody and creating more space for students to gather on the porkchop island safely. These designs are currently under consideration by both the school district and the city.	E.g., "This project decreases the walking travel time to school significantly by creating a more direct route, making driving to school a more difficult choice."

25	Name of School(s) assisted by project	Will C. Wood High School	Items #25 and #26 are used in air quality calculations. It is assumed that well executed SR2S projects can decrease driving to school by at least 20%.
26	Number of students attending	2100 students	









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DATE: May 30, 2008
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update

Background:
STA staff monitors state and federal legislation pertaining to transportation and related issues. Attachment A is a current Legislative Matrix listing the bills that staff is watching and analyzing for the 2007-08 state legislative session and the 2008 federal legislative session. Legislative updates from our state and federal legislative consultants are included (Attachment B and C) for further information.

Discussion:
State Update
Several noteworthy state bills are working their way through the legislature. The following is a brief summary of four bills for which staff recommends taking a position. The corresponding STA legislative priority/platform is indicated for each bill. The most recent amended versions and analyses are attached for further information.

Assembly Bill (AB) 1845 (Duvall), Railroad: Highway Grade Separations
Eliminates the California railroad-highway at-grade separation project Section 190 program (Program). The bill was introduced after the State Joint Legislative Audit Committee determined that many local agencies had difficulty accessing funding from the program. The recommendation was to allow local entities to compete for grade-separation funding through the State Transportation Improvement Program (STIP). This bill is being watched by the California State Association of Counties (CSAC) and by the League of California Cities (LCC); Metropolitan Transportation Commission (MTC) has no position.
STA Legislative Platform #IX.5 Rail: Seek funds for the development of intercity, regional and commuter rail service connecting Solano County to the Bay Area and Sacramento regions.

AB 2971 (DeSaulnier), The Fair Share for Safety bill
Would create the Fair Share for Safety program. Caltrans would be required to conduct an annual analysis for fatality rates of all modes of travel, and to apportion federal transportation safety funds, in a manner that is proportionate to the rate of fatalities for each mode of travel. California Pedestrian Advisory Committee (CalPED) will be asked to take action on endorsement of these bills and recommend that Caltrans, California Department of Public Health (CDPH), California Highway Patrol (CHP), and other departments also support passage of the state and national legislation. This bill is being watched by CSAC and by the LCC; MTC has no position.
STA Legislative Priority #1: Monitor and support, as appropriate, legislative proposals to increase funding for transportation infrastructure in Solano County.

Federal Update
Under the leadership of Governor Arnold Schwarzenegger, the California Business, Transportation and Housing Agency, and the California Department of Transportation (Caltrans), stakeholders from across California have united on a basic set of principles that our delegation in Washington, DC will be asked to adopt in the upcoming debate on the future of this nation's transportation policies.

The principles are comprehensive and make a broad range of recommendations for increasing federal transportation funding. Caltrans also recommends that Congress implement certain policies, including greater project streamlining, enhanced safety and security and greater investment in trade corridors. Attachment H is the final draft of these principles for SAFETEA-LU reauthorization. Staff recommends support of these principles.

Recommendation:
Approve the specified positions on the following items:

- AB 1845 (Duvall), Railroad: Highway Grade Separations - Watch
- AB 2971 (DeSaulnier), The Fair Share for Safety bill - Watch
- California Principles on Federal Transportation Authorization 2008 - Support

Attachments:

A. STA Legislative Matrix
B. State Legislative Update (May 2008) from Shaw/Yoder
C. Federal Legislative Update (May 2008) from Akin Gump
D. AB 1845 (Duvall), Amended April 16, 2008
E. AB 1845 (Duvall), Bill Analysis May 12, 2008
F. AB 2971 (DeSaulnier), Amended May 23, 2008
G. AB 2971 (DeSaulnier), Bill Analysis May 24, 2008
H. California Consensus Principles on Federal Transportation Authorization 2008

LEGISLATIVE MATRIX

2007-2008 State and Federal Legislative Session

June 2, 2008

Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City CA 94585-2427
Telephone: 707-424-6075
Fax: 707-424-6074
Web site: solanolinks.com

Index

State Assembly Bills

Bill	Author	Subject	STA's Position	Others' Position	Page
AB 444	Hancock	Voter-approved vehicle registration fee for traffic congestion management	Support		3
AB 842	Jones	Regional plans: traffic reduction	Watch		3
AB 1845	Duvall	Railroad-highway grade separations		Watch: CSAC, LCC	3
AB 1904	Torrico	Transportation: programming of projects		Watch: CSAC, LCC	4
AB 2295	Arambula	Transportation capital improvement projects		Support: CSAC, LCC	4
AB 2971	DeSaulnier	Fees: construction of bridges and major thoroughfares: fatality rates		Watch: CSAC, LCC	4
ACA 10	Feuer	55% Voter threshold, special tax for transportation	Support	Support: MTC	5

State Senate Bills

Bill	Author	Subject	STA's Position	Others' Position	Page
SB 286	Lowenthal	Amended 1/17/08: Transportation enhancement funds: conservation corps requirement		Support: CSAC, LCC	5
SB 375	**Steinberg**	**Transportation planning: travel demand models: preferred growth scenarios: environmental review**	**Watch**	Support: MTC Watch: ABAG, CSAC Oppose: LCC	**5**
SB 748	**Corbett**	**State-Local Partnership Program allocation guidelines.**	**Watch**	Support: CSAC, LCC, MTC	**6**
SB 1093	**Wiggins**	**SF Bay Area Water Emergency Transportation Authority (ferry cleanup bill)**	**Watch**		**6**
SB 1507	**Oropeza**	**Prohibition of state highway construction within a quarter mile of a school boundary, with specified exceptions.**	**Oppose**		6

Federal Bills

Bill	Author	Subject	STA's Position	Others' Position	Page
S 294	Lautenberg	A bill to reauthorize Amtrak, and for other purposes.			6

For details of important milestones during the 2008 sessions of the California Legislature and the U.S. Congress, please refer to calendars on last 2 pages.	Please direct questions about this matrix to Jayne Bauer at 707-424-6075 or jbauer@sta-snci.com. STA's Legislative Matrix is also available for review on our website at www.solanolinks.com.

Bill Summaries

State Legislation Bill/Author	Summary	Status of Bill	STA Position/ Others' Position
AB 444 (Hancock) **Voter-approved vehicle registration fee for traffic congestion management**	**Authorizes county congestion management agencies in Alameda County and Contra Costa County, with a majority vote of agency's board, to impose annual fee of up to $10 on motor vehicles registered with the county for a traffic congestion management program. Imposition of fee would require voter approval. Transportation improvements that reduce congestion include those that improve signal coordination, travel information systems, intelligent transportation systems, highway operational improvements, and public transit service expansions.**	**07/11/07 SEN Rev & Tax. Amended 06/28/07 to add Solano County**	**Support**
AB 842 Jones **Regional plans: traffic reduction**	**Requires the Transportation Commission to update its guidelines for the preparation of regional transportation plans, including a requirement that each regional transportation plan provide for a 10% reduction in the growth increment of vehicle miles traveled. Requires a specified sum of funds to be made available from a specified account to the Department of Housing and Community Development to fund grants to assist agencies of local governing in the planning and production of infill housing.**	**02/07/08; SEN Com. On Trans. And Housing**	**Watch**
AB 1845 (Duvall) Railroad-highway grade separations.	This bill would state the intent of the Legislature to transfer the responsibility for developing the priority list for the annual $15,000,000 grade separation program from the Public Utilities Commission to the CTC upon completion of the expenditure of the $150,000,000 in Proposition 1B general obligation bond funds that are to be allocated pursuant to the priority list process. Amended on 4/16/08	06/10/08; SEN T & H	Watch: CSAC, LCC

State Legislation Bill/Author	Summary	Status of Bill	STA Position/ Others' Position
AB 1904 (Torrico) Transportation: programming of projects	This bill establishes a process by which a county or regional transportation agency can fund a project using bonds backed by future federal transportation allocations (popularly known as GARVEE bonds) and modifies a formula used to calculate a county's share of available STIP funds. Requires the CTC to establish guidelines that allow a county to use federal transportation funds, instead of its STIP allocation, to allow county projects to be funded using Grant Anticipation Revenue Vehicles (GARVEE) bonds backed by these federal funds. Specifies when the CTC calculates a county's share of STIP funding based on population and total state highway miles in that county, that the minimum state highway miles in a county is that which existed on January 1, 2008. Amended on 04/14/08	05/22/08; ASM APPROPS	Watch: CSAC, LCC
AB 2295 (Arambula) Transportation capital improvement projects	Existing law generally provides for allocation of transportation capital improvement funds pursuant to the State Transportation Improvement Program process. Existing law provides for 75% of funds available for transportation capital improvement projects to be made available for regional projects, and 25% for interregional projects. Existing law describes the types of projects that may be funded with the regional share of funds, and includes local road projects as a category of eligible projects. This bill would state that local road rehabilitation projects are eligible for these funds. Introduced on 2/21/08	06/02/08; SEN third reading	Support: CSAC, LCC
AB 2971 (DeSaulnier) Fees: construction of bridges and major thoroughfares: fatality rates	Would create the Fair Share for Safety program. Caltrans would be required to conduct an annual analysis for fatality rates of all modes of travel, as specified, and to apportion federal transportation safety funds, as specified, in a manner that is proportionate to the rate of fatalities for each mode of travel. This bill contains other related provisions and other existing laws. 5/23 Last Amended on ~~03/24~~/2008	05/22/08; ASM APPROPS	Watch: CSAC, LCC

State Legislation Bill/Author	Summary	Status of Bill	STA Position/ Others' Position
ACA 10 (Feuer) **55% Voter threshold, special tax for transportation**	**This measure would lower to 55% the voter approval threshold for a city, county, or city and county to impose, extend, or increase any special tax for the purpose of paying the principal, interest, and redemption charges on bonded indebtedness incurred to fund specified transportation infrastructure. This measure would also lower to 55% the voter approval threshold for a city, county, or city and county to incur bonded indebtedness, exceeding in one year the income and revenue provided in that year, that is in the form of general obligation bonds to fund specified transportation infrastructure.**	**02/08/08; May be heard in ASM Com.**	**Support** Support: MTC
SB 286 (Lowenthal) Transportation enhancement funds: conservation corps	Amended 1/17/08 to replace with language relative to federal funds for state transportation enhancement projects. The bill as amended establishes criteria for priority to be given to projects that employ community conservations corps members to construct projects. The bill also authorizes agencies to enter into cooperative agreements with the corps. *Previous support position related to Prop 1B Bond Implementation for Local Streets/Roads.*	01/18/08; ASM APPROP	Support: CSAC, LCC
SB 375 (Steinberg) **Transportation planning: travel demand models: preferred growth scenarios: environmental review.**	**The California Environmental Quality Act (CEQA) exempts specified activities from its provisions, including a project that is residential on an infill site within an urbanized area, and that meets other specified criteria, including that the project is within 1/2 mile of a major transit stop. This bill requires the California Transportation Commission (CTC) to adopt by April 1, 2008, specific guidelines for travel demand models used in development of regional transportation plans by certain regional transportation planning agencies. It requires the Department of Transportation to assist CTC in preparation of the guidelines, if requested to do so by CTC. It also requires the Air Resources Board to provide each region with greenhouse gas emission reduction targets for 2020 and 2050.**	**03/24/08; Re-referred to ASM APPROP** **Amended 03/24/08**	**Watch** Support: MTC Watch: ABAG, CSAC Oppose: LCC

State Legislation Bill/Author	Summary	Status of Bill	STA Position/ Others' Position
SB 748 (Corbett) **State/Local Partnerships**	**States the purposes of the State-Local Partnership Program to be allocated by the California Transportation Commission (CTC) to eligible transportation projects nominated by transportation agencies. Requires the CTC to adopt program guidelines.**	**08/30/07; ASM APPROP, First hearing cancelled by author**	**Watch** Support: CSAC, LCC, MTC
SB 1093 (Wiggins) **SF Bay Area Water Emergency Transportation Authority**	**Existing law establishes the San Francisco Bay Area Water Emergency Transportation Authority and gives that entity the authority to plan, manage, operate, and coordinate the emergency activities of all water transportation and related facilities within the bay area region, except as specified. Existing law requires that, in certain states of emergency, the authority coordinate emergency activities for all water transportation services in the bay area region in cooperation with certain specified entities. This bill would make technical, non-substantive changes to those provisions.** ***Amended 5/27/08 to remove permanent representation by Solano.***	**05/29/08; ASM Read first time; held at desk**	**Support with amendments**
SB 1507 (Oropeza)	**Would prohibit the construction or expansion of a state highway within a quarter mile of a school boundary, including repair and rehabilitation work, with specified exceptions.** ***Amended 5/27/08***	**05/29/08; ASM Read first time; held at desk**	**Oppose**

Federal Legislation

Federal Legislation Bill/Author	Summary	Status of Bill	STA Position/ Others' Position
S 294 (Lautenberg) Amtrak Reauthorization	A bill to reauthorize Amtrak, and for other purposes.	11/01/07 Referred to Subcommittee on Railroads, Pipelines, & Hazardous Materials.	Cosponsored by Senator Boxer

California Legislature
2007-08 Regular Session Calendar

January 2008 (Second year of 2-year legislative session)

1	Statutes take effect
7	Legislature reconvenes
9	Governor's State of the State Address
10	Budget Bill must be submitted by Governor
18	Last day for policy committees to meet/report to Fiscal Committees fiscal bills introduced in their house in 2007
21	Martin Luther King, Jr. Day
25	Last day for committees to meet/report to the floor bills introduced in their house in 2007 & to submit bill requests to Leg. Coun. Off.
31	Last day for each house to pass bills introduced in 2007 in their house

February

11	Lincoln's Birthday
18	Washington's Birthday observed
22	Last day to introduce bills

March

13	Spring Recess begins upon adjournment
24	Legislature reconvenes from Spring Recess
31	Cesar Chavez Day

April

18	Last day for policy committees to meet/report Fiscal Committees fiscal bills introduced in their house

May

2	Last day for policy committees to hear and report to the floor non-fiscal bills introduced in their house
16	Last day for policy committees to meet prior to June 2
23	Last day for Fiscal Committees to hear and report to the Floor bills introduced in their house
23	Last day for Fiscal Committees to meet prior to June 2
26	Memorial Day observed
27-30	Floor session only - No committee may meet for any purpose
30	Last day for bills to be passed out of the house of origin

June

2	Committee meetings may resume
15	Budget Bill must be passed by midnight
26	Last day for a legislative measure to qualify for the Nov. 4 Gen. Election ballot
27	Last day for policy committees to hear and report bills

July

3	Summer Recess begins on adjournment, provided Budget Bill has been passed
4	Independence Day

August

4	Legislature reconvenes
15	Last day for **Fiscal** Committees to meet/report bills to Floor
18-31	Floor session only – No committee may meet for any purpose (except conference and Rules committees)
22	Last day to amend bills on the Floor
31	Last day for any bill to pass - Final Recess begins on adjournment

September

3	Labor Day
30	Last day for Governor to sign/veto bills passed by the Legislature on or before Sept. 1 and in the Governor's possession after Sept. 1

Important Dates Occurring During Final Recess:

2008

Nov. 4	General Election
Nov. 30	Adjournment Sine Die at midnight
Dec. 1	12 midnight convening of the 2009-10 Regular Session

2009

Jan. 1	Statutes take effect

110th United States Congress
2008 Second Session Calendar

January		**July**	
15	House convenes	June 30- July 4	Independence Day District Work Period
21	Martin Luther King, Jr. Day		
22	Senate convenes (tentative)		
28	State of the Union		
February		**August**	
18	President's Day	11-Sept 5	Summer District Work Period
19-22	Presidents' Day District Work Period	25-28	Democratic convention
25	Senate and House reconvene		
March		**September**	
9	Daylight Savings Time Begins	1	Labor Day
17	St. Patrick's Day	1-4	Republican convention
17-28	Spring District Work Period	8	Senate and House reconvene
		26	Target Adjournment Date
		30	Rosh Hashanah
April		**October**	
		9	Yom Kippur
		13	Columbus Day
May		**November**	
26- 30	Memorial Day Recess/District Work Period	2	Daylight Savings Time Ends
		4	Election Day
		11	Veterans Day
		27	Thanksgiving Day
June		**December**	
		22	Hanukkah
		25	Christmas Holiday

SHAW / YODER, inc.
LEGISLATIVE ADVOCACY

May 30, 2008

To: Board Members, Solano Transportation Authority

Fm: Joshua W. Shaw, Partner
Gus Khouri, Legislative Advocate
Shaw / Yoder, Inc.

RE: STATE LEGISLATIVE UPDATE- JUNE 2008

Cordelia Truck Scales

The Assembly Budget subcommittee #5 met on Thursday, May 30th and revisited a host of issues including the Trade Corridor Improvement Fund (TCIF) established under Proposition 1B to fund improvements along trade corridors with high volume of freight movement. As you know, STA has been pursuing funding (approximately $50 million) for this pot of money for the Cordelia Truck Scales, which has been identified as Tier 1 priority for MTC and has the support of the California Highway Patrol and Caltrans Director Will Kempton. During its April 2nd meeting, the subcommittee raised some issues with the allocation plan for the TCIF program including:

- Whether the Los Angeles / Inland Empire Trade Corridor would receive their fair share of TCIF funding under the CTC plan, since that corridor's ports handle over 85 percent of the state's containerized cargo and its residents make up 80 percent of all Californians exposed to dangerous levels of diesel emissions;

- Whether it was right to fold State Highway Account (SHA) funds that would otherwise go for SHOPP projects into the TCIF; and

- Whether it made sense to base the TCIF on $500 million of unidentified funds.

Proposition 1B provides $2 billion for the TCIF program. The California Transportation Commission (CTC), however, approved a project list on April 10th which totaled $3 billion. The CTC stated that the additional $1 billion would be met in two ways. First, $500 million from the State Highway Account (SHA) currently available for SHOPP projects would instead be used for the TCIF. Both Caltrans Director Will Kempton and CTC Executive Director John Barna stated that many of the projects identified for TCIF funding were in fact SHOPP projects. Second, $500 million would be made available from yet to be determined sources - such as federal funds, user fees, and tolls for the

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program. This funding is provided in Caltrans budget, not the CTC. The CTC expects to allocate approximately $413 million in 2008-09.

The Legislative Analyst's Office (LAO) expressed concern about SHA funds being redirected from the SHOPP. The SHOPP program funds highway rehabilitation and reconstruction. The LAO points out that the SHOPP already is about $600 million below projection levels for the next two fiscal years. The LAO believes the additional $500 million redirection from SHOPP to TCIF will result in further delays of SHOPP projects.

The CTC contended that many of the projects funded in the TCIF would have been funded in the SHOPP. So, while the CTC would take funding away from the SHOPP, the SHOPP is not harmed to the extent of the concern of the LAO since projects would also be moved from the SHOPP to the TCIF.

The Assembly Budget subcommittee #5 focused on this response to the LAO's concern which in Chairman Mike Feuer's estimation raised a new issue. Feuer was concerned that if a region gets TCIF funding for a project that would have been funded through the SHOPP anyway, then it really is not a new project for the region.

In addition, there was significant concern that the CTC staff has not adequately used the impacts of local air quality when determining which projects should be recommended for funding.

Given the concerns of the LAO, the new concerns raised by the subcommittee with CTC's response to the LAO's concerns, the uncertainty of the "unidentified" funds, and the concerns of the environmental community, the Chair moved to leave the item open for discussion with respect to funding the CTC's recommended list of TCIF projects. Therefore, the Subcommittee held open the item to withhold approving any funds for the TCIF until there is more certainty on which projects will be funded and from which funding source and until the concerns of the environmental community have been addressed.

This was clearly an attempt by other regions, namely Los Angeles, to try and squeeze additional funding from the TCIF program. The subcommittee's action should not have any bearing on the CTC's adoption of the TCIF project list on April 10th. We expect the leadership in both houses to have some influence over the final appropriation of the program during Budget Conference Committee. <u>On April 23rd, the Senate budget subcommittee #4 voted to approve a $413 million dollar allocation for 2008-09 and therefore, the Conference Committee will decide between funding the TCIF program at $413 million or $500 million for 2008-09.</u>

We will work with your delegation and staff to ensure that the Cordelia truck Scales receive full-funding of STA's requested amount that is set to be approved by the CTC.

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AKIN GUMP
STRAUSS HAUER & FELD LLP
Attorneys at Law

MEMORANDUM

May 29, 2008

To: Solano Transportation Authority

From: Akin Gump Strauss Hauer & Feld LLP

Re: May Report

The House and Senate appropriations subcommittees have not scheduled mark ups of their respective fiscal year 2009 appropriations bills. Once the subcommittees receive their budget allocations they will draft the bills. The transportation subcommittees have typically marked up their bills in June or July. We understand that the appropriations committees intend to include earmarks in the bills. We will let you know when the mark ups are scheduled and will report on funding for STA projects. As we have previously reported, Congress will not likely be able to complete action on the appropriations bills before September 30 and will pass a continuing resolution until sometime after Election Day or next year.

Below are developments that occurred in Washington during the month of May:

Climate Change

On May 21, Senate Environment and Public Works Committee Chairman Barbara Boxer released a substitute amendment to the Senate climate change legislation that would increase funding for public transportation. The Lieberman-Warner bill (S. 2191), expected to be brought to the floor during the week of June 2, would require reductions in greenhouse gas emissions, capped at 19 percent below 2005 levels by 2020, and 71 percent below 2005 levels by 2050, and establish a trading program which would provide allowances to States and other entities to ease the transition. Under the substitute amendment, transit agencies would receive $171 billion through 2050, about 3-4 percent of the States' available allowances, up from one percent in the reported bill. The funds would be distributed in accordance with the urbanized area formula. The bill also would provide $136 billion (2-3 percent of the States' allowances) to fund Energy Efficiency and Conservation Block Grants, authorized in the energy bill enacted in December 2007. The grants would support states, cities and counties in adopting a wide range of energy efficiency and conservation programs, including transit projects.

Supporters of the legislation are confident that the bill will win the 60-votes necessary to begin floor debate during the week of June 2, but are less confident that they can obtain cloture to bring the bill to a final vote. There remains a great deal of skepticism that Congress would adopt such a complex and costly plan to address climate change during an

election year. The current debate on the bill is seen as a means for industry to position itself for the debate in the next Congress.

Amtrak Reauthorization

The House Transportation and Infrastructure Committee approved legislation (H.R. 6003) to reauthorize Amtrak at $14.4 billion over five years, by a voice vote on Thursday, May 22. The bill was introduced on May 8 by the bipartisan leadership of the House Transportation and Infrastructure Committee.

Along with reforms aimed at increasing Amtrak's efficiency, the House bill authorizes $6.7 billion for infrastructure repairs, $2.5 for new state capital grants to develop new or existing intercity rail projects, and $1.75 billion to finance 11 new high-speed rail corridors. It would also provide $12 billion in federal tax-exempt bonds and another $12 billion in federal tax-credit bonds to support the constriction of the high-speed rail corridors.

The bill includes a provision that would allow private companies to bid to construct and operate a high-speed rail line between Washington DC and New York City. Rep. John Mika (R-FL), the Committee's Ranking Minority Member, authored the provision which would instruct the Department of Transportation to solicit bids from Amtrak, states and other stakeholders to build and operate the line. He called the proposal a "seed" that would allow private funding of passenger rail projects to spread across the county. During a May 15 hearing before the House Railroads Subcommittee, AFL-CIO President Edward Wytkind testified in opposition to the proposal, warning that private operators, motivated by profit, with no requirement to act in the public interest, would target these profitable routes, resulting in abandoned routes or curtailed services in smaller markets across the country.

The House Democratic Leadership plans to bring the bill to the floor before the August recess. The Senate passed an Amtrak reauthorization bill (S. 294) by a vote of 70-22, on October 30, 2007, that would authorize $11.4 billion for Amtrak. That legislation is similar to the House bill, but it does not contain the provision to privatize passenger rail service.

Reauthorization of *the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Act*

The transportation committees in the House and Senate continued their review of federal transportation programs in preparation for the reauthorization of SAFETEA-LU, next year.

Testifying before the Senate Environment and Public Works Committee, witnesses recommended creating a dedicated trust fund to support freight movement along transportation corridors. On May 8, Mortimer Downey, Chairman of the Coalition for

America's Gateways and Trade Corridors, advocated for the creation of a Freight Trust Fund (FTF) that would be funded through user fees, or dedicating a portion of the current customs fees, to support multi-jurisdictional projects of national significance. Charles Potts, Chief Executive Officer, Heritage Construction and Materials, agreed that the fund must be fire-walled so that the fees collected would be used for the construction of infrastructure that supports goods movement and not redirected to other projects. Michael Gallis, a consultant specializing in regional development, emphasized that only the Department of Transportation has the capability to provide leadership to implement a new national strategy. While Chairman Barbara Boxer (D-CA) acknowledged that a failure to address congestion would harm the national economy, she continued to link expansion of trade and goods movement to deteriorating air quality and global warming, particularly in California. She cited the findings of the California Air Resources Board that attributed 75 percent of diesel particulate emissions in the State to goods movement and 2,400 premature deaths to these emissions. Concluding the hearing, she stated that Congress has no choice but to give serious consideration of proposals to fund transportation infrastructure and address the issue of how to pay for the necessary investment.

During a joint hearing with the House Budget Committee, Transportation and Infrastructure Chairman James Oberstar (D-MN) expressed concern that the accounting methodology used in making budget decisions creates a bias against long-term infrastructure investment. He cited that bias as resulting in short-sighted decisions that have lead to crumbling infrastructure and tragedies such as the collapse of the Minnesota bridge. Chairman Oberstar explained that decisions on infrastructure investment are made based on their "up-front" impact on the budget versus their long-term economic return. Government Accountability Office (GAO) Managing Director Patricia Dalton recommended establishing an investment component within the unified budget to promote long-term growth. She testified that this mechanism would allow Congress to determine an overall level of investment that Congress could track and enforce through the authorizing and appropriating process to ensure that individual appropriations support the long term plan. She predicted that this would focus budget decision-makers on the overall level of investment without losing sight of the unified budget's effect on the economy.

Public Transportation Funding

On May 15, the House Committee on Transportation and Infrastructure approved *the Saving Energy through Public Transportation Act* (H.R. 6052), which is intended to address the nation's energy crisis by encouraging increased investment in public transportation. The legislation authorizes an additional $1.7 billion in formula grants over two years for transit agencies in urban areas to reduce fares and expand public transportation services to meet the needs of the growing number of commuters. It also increases the federal share for alternative fuel-related equipment for buses, ferries and cars from 90 percent to 100 percent

for fiscal 2008 and fiscal 2009, and extends transit benefits to federal employees outside the Washington DC area. The bill creates a pilot program to allow private vans companies that provide public transportation to use their own revenue to meet federal matching requirements for van purchases. Currently, only public funds can be used as the local match. There is no Senate companion to the legislation and the bill does not identify the offsets that would be necessary to pay for the legislation if it were enacted. It is not likely that this bill will move forward in the current Congress.

Legislation to Prevent Insolvency of the Highway Trust Fund

Legislation to reauthorize the Federal Aviation Administration (H.R. 2881) was pulled from the Senate floor when a cloture vote failed to end debate, on May 2. Republican Senators opposed the bill because it contained provisions unrelated to aviation, including a provision that would have averted the insolvency of the highway trust fund by reimbursing the account $5 billion for emergency spending. The Senate provision was offered as an alternative to the Administration's recommendation to shift funds from the transit account to the highway account to prevent the shortfall. Senate Finance Chairman Max Baucus (D-MT), who sponsored the provision, expressed confidence that the Senate would ultimately approve the reimbursement, concluding that Republican Senators had rejected the proposal because they objected to the Democratic Leadership's management of the bill on the floor. The Democrats may return the bill to the floor with some revisions, but if ongoing negotiations fail, the Senate is likely to pass an extension to the present FAA reauthorization through the end of the fiscal year.

California Department of Transportation SAFETEA-LU Reauthorization Principles

The California Department of Transportation (CalTrans), with input from a diverse group of stakeholders, developed a set of principles for the SAFETEA-LU reauthorization. The principles are as follows:

- *Ensure the financial integrity of the Highway and Transit Trust Funds.*
- *Rebuild and maintain transportation infrastructure in a good state of repair.*
- *Establish goods movement, as a national economic priority.*
- *Enhance mobility through congestion relief within and between metropolitan areas.*
- *Strengthen the federal commitment to safety and security, particularly with respect to rural roads and access.*
- *Strengthen comprehensive environmental stewardship.*
- *Streamline Project Delivery.*

CalTrans plans to release the document in the Fall and will use it in communicating California's transportation priorities to members of the California congressional delegation as well as members of the House and Senate transportation committees.

The principles are comprehensive and make a broad range of recommendations for increasing federal transportation funding. CalTrans also recommends that Congress implement certain policies that STA likely would support, including greater project streamlining, enhanced safety and security and greater investment in trade corridors. CalTrans recognizes that the gas tax alone cannot fund all of the transportation needs and recommends a wide range of options to increase funding. We will monitor the various proposals, including funding through carbon offsets, tolling, user fees imposed on trade, and the establishment of a federal infrastructure bank.

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AMENDED IN ASSEMBLY APRIL 16, 2008

AMENDED IN ASSEMBLY APRIL 3, 2008

CALIFORNIA LEGISLATURE—2007–08 REGULAR SESSION

ASSEMBLY BILL No. 1845

Introduced by Assembly Members Duvall and Horton
(Coauthor: Assembly Member Garrick)

January 28, 2008

~~An act to amend Section 2453 of, to repeal Sections 191, 2104.1, and 2107.6 of, and to repeal and add Section 190 of, the Streets and~~ *An act to amend and repeal Sections 190, 191, 2104.1, and 2107.6 of, to add and repeal Section 2462 of, and to repeal Chapter 10 (commencing with Section 2450) of Division 3 of, the Streets and* Highways Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 1845, as amended, Duvall. Highway-railroad grade separations.

Existing law provides for the Department of Transportation to include $15,000,000 in its annual proposed budget for highway-railroad grade separation projects. Existing law requires the Public Utilities Commission to establish an annual priority list for expenditure of these funds, which are allocated to specific projects by the California Transportation Commission. Existing law, pursuant to Proposition 1B, approved by the voters at the November 7, 2006 general election, provides for the allocation of $250,000,000 in general obligation bond funds to grade separation projects. It requires $150,000,000 of these funds to be available pursuant to the above-described priority list process, with certain exceptions, and the remaining $100,000,000 to be

available for allocation by the California Transportation Commission to projects that are not part of that process.

This bill would ~~repeal~~ *make inoperative* the requirement for the department to include $15,000,000 in its annual budget for highway-railroad grade separation projects~~. The bill would authorize projects for highway-railroad grade separations to compete for funding through the state transportation improvement program process~~ *on the date that the Director of Transportation notifies the Secretary of State that all funds made available for grade separation projects by the above-referenced bond act have been fully allocated and expended, and all required expenditure reports have been completed, and would repeal these provisions on January 1 of the year commencing thereafter.* The bill would ~~make conforming changes to~~ *make inoperative and repeal* various other *related* provisions. *The bill would also require notification of certain legislative committees in that regard, and would provide for the reversion of any unallocated State Highway Account funds budgeted for grade separations to that account.*

Vote: majority. Appropriation: no. Fiscal committee: yes. State-mandated local program: no.

The people of the State of California do enact as follows:

1 *SECTION 1. Section 190 of the Streets and Highways Code is*
2 *amended to read:*
3 190. *(a)* Each annual proposed budget prepared pursuant to
4 Section 165 shall include the sum of fifteen million dollars
5 ($15,000,000), which sum may include federal funds available for
6 grade separation projects, for allocations to grade separation
7 projects, in accordance with Chapter 10 (commencing with Section
8 2450) of Division 3. The funds included for such purposes pursuant
9 to this section each fiscal year, or by any other provision of law,
10 shall be available for allocation and expenditure without regard to
11 fiscal years.
12 *(b) This section shall be inoperative upon the notification by*
13 *the Director of Transportation to the Secretary of State that the*
14 *funds made available to grade separation projects by the Highway*
15 *Safety, Traffic Reduction, Air Quality, and Port Security Bond Act*
16 *of 2006 pursuant to subdivision (j) of Section 8879.23 of the*
17 *Government Code have been fully allocated and expended, and*
18 *all required expenditure reports have been completed, and shall*

be repealed on January 1 of the year commencing after that date. A copy of that notification shall also be provided to the budget and transportation committees of the Legislature. Any funds appropriated pursuant to this section and remaining unallocated on the date this section becomes inoperative shall revert to the State Highway Account at that time.

SEC. 2. Section 191 of the Streets and Highways Code is amended to read:

191. *(a)* Prior to each July 15, the department shall prepare and forward to the Controller a report identifying the amounts to be deducted from the allocations under Sections 2104 and 2107 as provided in Sections 2104.1 and 2107.6. The amounts shall be a proration of five million dollars ($5,000,000), less the federal subventions for grade separation projects included in allocations made pursuant to Chapter 10 (commencing with Section 2450) of Division 3 in the preceding fiscal year in excess of three million dollars ($3,000,000). The proration shall be based on the ratio that grade separation allocations to cities, and grade separation allocations to counties, bears to the total allocations in the preceding fiscal year.

(b) This section shall be inoperative upon the notification by the Director of Transportation to the Secretary of State that the funds made available to grade separation projects by the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 pursuant to subdivision (j) of Section 8879.23 of the Government Code have been fully allocated and expended, and all required expenditure reports have been completed, and shall be repealed on January 1 of the year commencing after that date. A copy of that notification shall also be provided to the budget and transportation committees of the Legislature.

SEC. 3. Section 2104.1 of the Streets and Highways Code is amended to read:

2104.1. *(a)* The Controller shall deduct annually, from the amount apportioned pursuant to Section 2104, the amount identified as applicable to counties in the report submitted in the preceding fiscal year pursuant to Section 191, and shall transfer the amount to the State Highway Account.

(b) This section shall be inoperative upon the notification by the Director of Transportation to the Secretary of State that the funds made available to grade separation projects by the Highway

Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 pursuant to subdivision (j) of Section 8879.23 of the Government Code have been fully allocated and expended, and all required expenditure reports have been completed, and shall be repealed on January 1 of the year commencing after that date. A copy of that notification shall also be provided to the budget and transportation committees of the Legislature.

SEC. 4. Section 2107.6 of the Streets and Highways Code is amended to read:

2107.6. *(a)* The Controller shall deduct annually, from the amount apportioned pursuant to Section 2107, the amount identified as applicable to cities in the report submitted in the preceding fiscal year pursuant to Section 191, and shall transfer the amount to the State Highway Account.

(b) This section shall be inoperative upon the notification by the Director of Transportation to the Secretary of State that the funds made available to grade separation projects by the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 pursuant to subdivision (j) of Section 8879.23 of the Government Code have been fully allocated and expended, and all required expenditure reports have been completed, and shall be repealed on January 1 of the year commencing after that date. A copy of that notification shall also be provided to the budget and transportation committees of the Legislature.

SEC. 5. Section 2462 is added to the Streets and Highways Code, to read:

2462. This chapter shall be inoperative upon the notification by the Director of Transportation to the Secretary of State that the funds made available to grade separation projects by the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 pursuant to subdivision (j) of Section 8879.23 of the Government Code have been fully allocated and expended, and all required expenditure reports have been completed, and shall be repealed on January 1 of the year commencing after that date. A copy of that notification shall also be provided to the budget and transportation committees of the Legislature.

~~SECTION 1. Section 190 of the Streets and Highways Code is repealed.~~

~~SEC. 2. Section 190 is added to the Streets and Highways Code, to read:~~

~~190. Projects for highway-railroad grade separations may compete for funding through the state transportation improvement program process pursuant to Chapter 2 (commencing with Section 14520) of Division 3 of Title 2 of the Government Code. Federal funds available for grade separation projects may be allocated to those projects.~~

~~SEC. 3. Section 191 of the Streets and Highways Code is repealed.~~

~~SEC. 4. Section 2104.1 of the Streets and Highways Code is repealed.~~

~~SEC. 5. Section 2107.6 of the Streets and Highways Code is repealed.~~

~~SEC. 6. Section 2453 of the Streets and Highways Code is amended to read:~~

~~2453. From any funds that may be set aside for expenditure pursuant to this chapter, the California Transportation Commission shall make allocations for projects contained in the latest priority list established pursuant to Section 2452. Those allocations shall be made for preconstruction costs and construction costs. Where allocations are made to a local agency, the requirements of Sections 2456 and 2457 shall first be met.~~

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ASSEMBLY THIRD READING
AB 1845 (Duvall)
As Amended April 16, 2008
Majority vote

TRANSPORTATION	8-2	APPROPRIATIONS	15-1
Ayes:	DeSaulnier, Duvall, Horton, Houston, Huff, Karnette, Portantino, Ruskin	Ayes:	Leno, Walters, Caballero, Davis, DeSaulnier, Emmerson, Furutani, Huffman, Karnette, Berg, La Malfa, Mullin, Nakanishi, Sharon Runner, Solorio
Nays:	Carter, Galgiani	Nays:	Ma

SUMMARY : Eliminates the California railroad-highway at-grade separation project Section 190 program (Program). Specifically, this bill :

1)Repeals provisions related to implementation of the Program.

2)Discontinues the California Department of Transportation's (Caltrans) automatic $15 million annual transfer of State Highway Account funds (SHA) to the Program.

3)Eliminates Caltrans' reporting to the State Controller's Office (Controller) of allocations of Program funds to cities and counties.

4)Eliminates the requirement of Controller to deduct the amount of the allocations to local entities from the Program for adjustments into the SHA.

5)Establishes that the above four sections be repealed on January 1 following the date of the notice, to the Legislature, by Caltrans indicating that all funds from Proposition 1B have been allocated and expended. Provides that any unexpended Section 190 funds upon the date of repeal

are to be transferred back into the SHA.

EXISTING LAW :

1) Establishes the Program that is jointly administered by the California Public Utilities Commission (PUC) and Caltrans. PUC is responsible for regulating activities involving railroad crossings in California. Caltrans manages state highways that intersect rail lines. Cities and counties are responsible for the local streets and roads that intersect with rail lines.

2) Requires Caltrans to include $15 million in its annual budget to finance the construction of grade separation projects.

3) Requires PUC to establish a list of the most urgently needed grade separation funding priorities throughout the state. PUC uses a two-year process to develop the priority list. The same priority list is basically used over a two-year period that is revised at the beginning of the second year to eliminate projects that already have been funded. During the second year, the process for developing a new list is started that will take effect in the following year.

4) Requires the California Transportation Commission (CTC) to make allocations for projects contained on the priority list developed by PUC. CTC has delegated this responsibility to Caltrans which administers and manages the railroad grade separation project upon the receipt of Program fund allocation. Allocations are to be made for pre-construction and construction costs.

5) Under Proposition 1B, authorizes $250 million to be available to Caltrans upon appropriation by the Legislature for completion of high-priority grade separation projects and railroad crossings safety improvements. Projects selected would be subject to the existing Program guidelines, except that a dollar-for-dollar match is required and the Program maximum project cost limitation would not apply. Of the $250 million, $100 million of these bond funds are authorized for projects that are not subject to Program guidelines but are subject to the consultation and coordination with the California High-Speed Rail Authority.

6) Authorizes local and regional transportation planning agencies to determine local priorities and make recommendations for funding projects, including railroad/highway at-grade separation projects from the State Transportation Improvement Program.

7) Requires Caltrans' reporting to Controller of allocations of Program funds to cities and counties.

8) Requires, based upon information provided by Caltrans, Controller to deduct the amount of the allocations to local entities from the Program for adjustments into the SHA.

FISCAL EFFECT : According to the Assembly Appropriations Committee, substantial savings, $15 million annually starting in a future fiscal year, resulting from elimination of the statutory $15 million earmark for grade separation projects. The timing of this savings depends on how quickly Proposition 1B proceeds earmarked for grade separation projects are allocated and spent by the local agencies receiving allocations. Spending every dollar of the Proposition 1B earmark for grade separation projects could take several years.

COMMENTS : Purpose of this bill: According to the author, "After reviewing the Bureau of State Audits' report on the grade separation program, it became obvious that our current way of doing business is unacceptable. For this reason I introduced this bill to implement changes recommended in the audit that will eliminate an inefficient system and ultimately make grade separation projects competitive with all programs in the state, drawing from a feasible pot of money."

Background: A grade separation is defined in current law as a structure that separates a vehicular roadway from railroad tracks (grade separation projects affecting light-rail public transit systems are not allowable program expenditures). The Program was established in 1957 for purposes of addressing the increased number of serious and fatal traffic collisions between vehicles and rail cars. One method used to address this hazard is to eliminate dangerous at-grade crossings by separating the railway and roadway so they no longer intersect. Only railways owned by railroad corporations qualify for improvements funded by the Program.

Data from PUC indicates that there are more than 7,700 at-grade crossings in California. According to the Federal Railroad Administration, 167 accidents occurred near at-grade crossings in the state during 2006.

The process for funding grade separation projects requires PUC to review requests for funding. PUC then establishes a list of priority projects throughout the state that would have an immediate impact on public safety. Based upon the list, funds are allocated by Caltrans to local entities applying for funding. However, a lower ranking project can receive Program funding if the local agency applicant sponsoring a higher ranking project does not apply for the state funds. Only the top ranked project on the Program priority list is eligible to receive an allocation of $15 million; all other projects are limited to a $5 million per year allocation. In order to receive Program funding at 80% of total project construction costs, both the applicant and the affected railroad corporation must provide a 10% match. There is currently a Program funding cap of $20 million.

The 2007-2008 PUC priority list of projects to be funded from the Program includes 71 projects. The average cost for a grade separation project is approximately $26 million. According to the Rail Operations and Safety Branch of PUC, it can cost anywhere from $7 million to $40 million to build a structure over a rail line so that cars don't have to drive on the tracks.

Proposition 1B: Proposition 1B, the bond measure approved by the California voters in November 2006, provides $250 million from the Highway-Railroad Crossing Safety Account to improve railroad crossing safety. The bond measure provides $150 million for allocation under existing Program guidelines, however, there is no cap limit on project allocation and each project requires a 50% match (current Program requires a 20% local/railroad match). Also, $100 million is authorized subject to consultation and coordination with the High-Speed Rail Authority.

California State Auditor: The Joint Legislative Audit Committee, the Bureau of State Audits released a September 2007 audit report concerning the funding and approval process for the Program jointly administered by PUC and Caltrans. The report

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recommends that "In light of local agencies' limited participation in the Program, the Legislature should reconsider its intent for the program and the extent to which it wishes to continue assisting local agencies with their grade separation projects. Among possible courses of action, the Legislature could:

1) Discontinue the Program after the proceeds from the bond measure approved in November 2006 have been allocated and require local agencies to compete with a broader range of projects for funding available to them through other programs such as the STIP.

2) Continue the Program and increase the annual budget of $15 million and allocation limits per project because it desires to continue providing a specific source of funding focused on grade separation projects."

Analysis Prepared by : Ed Imai / TRANS. / (916) 319-2093

FN: 0004610

AMENDED IN ASSEMBLY MAY 23, 2008

AMENDED IN ASSEMBLY MARCH 24, 2008

CALIFORNIA LEGISLATURE—2007–08 REGULAR SESSION

ASSEMBLY BILL No. 2971

Introduced by Assembly Member DeSaulnier

February 22, 2008

An act to amend Section 66484 of, and to add Section 14054 to, the Government Code, relating to transportation facilities.

LEGISLATIVE COUNSEL'S DIGEST

AB 2971, as amended, DeSaulnier. Fees: construction of bridges and major thoroughfares: fatality rates.

(1) Existing law specifies the various powers and duties of the Department of Transportation relative to transportation planning and implementation of transportation projects and services.

This bill would create the Fair Share for Safety program. The department would be required to ~~conduct an annual~~ *periodically conduct an* analysis for fatality rates of all modes of travel, as specified, and *would be encouraged* to apportion federal transportation safety funds, as specified, in a manner that is proportionate to the rate of fatalities for each mode of travel. *The department, to the extent possible, would be required to fund projects that provide safety benefits to both bicycle and pedestrian travel.*

(2) The Subdivision Map Act authorizes a local agency to require the payment of a fee as a condition of approval of a final map or as a condition of issuing a building permit for purposes of defraying the actual or estimated cost of constructing bridges or major thoroughfares

if specified conditions are met. The fees collected are deposited in a planned bridge or major thoroughfare fund.

This bill would authorize a local agency to require the payment of a fee, as specified, as a condition of issuing a building permit for purposes of defraying the actual or estimated cost of constructing other transportation facilities, including pedestrian, bicycle, transit, and traffic-calming facilities, if specified conditions are met. The fees collected would be deposited in a multimodal fund.

Vote: majority. Appropriation: no. Fiscal committee: yes. State-mandated local program: no.

The people of the State of California do enact as follows:

1 SECTION 1. Section 14054 is added to the Government Code,
2 to read:
3 14054. (a) The Legislature finds and declares the following:
4 (1) In the state there are two primary sources of dedicated
5 statewide pedestrian or bicycle transportation funding that currently
6 exist: the Bicycle Transportation Account (BTA), funded at seven
7 million two hundred thousand dollars ($7,200,000) a year, and
8 Safe Routes to School (SRS), funded at twenty-four million two
9 hundred fifty thousand dollars ($24,250,000) a year.
10 (2) The funding contained in the BTA and SRS represents less
11 than one-half of one percent of the state's overall transportation
12 dollars.
13 ~~(3)The~~
14 *(3) The* state's traffic fatalities in 2005 totaled 4,304 out of the
15 nation's 43,443 fatalities, just under 10 percent of the nation's total
16 which is proportionate to the state's proportion of the nation's
17 population. By contrast, bicycle and pedestrian fatality rates are
18 more than 50 percent higher than the national average.
19 (4) According to crash data from the state, more than 20 percent
20 of all traffic fatalities in the state involve bicyclists and pedestrians.
21 (5) An imbalance exists between the number of pedestrian- and
22 bicycle-related fatalities and the amount of funding allocated to
23 address these types of fatalities.
24 (6) The department has prepared a Strategic Highway Safety
25 Implementation Plan (SHSIP) and a Safety Needs Action Plan
26 (SNAP) as a condition of the federal Safe, Accountable, Flexible,

Efficient Transportation Equity Act-A Legacy for Users of 2005 (P.L. 109-059; SAFETEA-LU) funding.

(7) The SHSIP and SNAP are reflective of SAFETEA-LU objectives that safety become a funding decision criterion for the distribution of funds.

(b) (1) The Fair Share for Safety program is hereby established.

(2) The department shall ~~conduct an annual~~ *periodically conduct an* analysis for fatality rates of all modes of travel pursuant to the SHSIP, and ~~shall~~ *is encouraged to* apportion federal transportation safety funds allocated to the state through SAFETEA-LU in a manner that is proportionate to the rate of fatalities for each mode of travel.

(3) When apportioning federal transportation safety funds pursuant to this section, the department, to the extent possible, shall fund projects that provide safety benefits to both bicycle and pedestrian travel.

SEC. 2. Section 66484 of the Government Code is amended to read:

66484. (a) A local ordinance may require the payment of a fee as a condition of approval of a final map or as a condition of issuing a building permit for purposes of defraying the actual or estimated cost of constructing bridges over waterways, railways, freeways, and canyons, constructing major thoroughfares, or constructing other transportation facilities, including pedestrian, bicycle, transit, and traffic-calming facilities. The ordinance may require payment of fees pursuant to this section if all of the following requirements are satisfied:

(1) The ordinance refers to the circulation element of the general plan and, in the case of bridges, to the transportation or flood control provisions thereof that identify railways, freeways, streams, or canyons for which bridge crossings are required on the general plan or local roads, in the case of major thoroughfares, to the provisions of the circulation element that identify those major thoroughfares whose primary purpose is to carry through traffic and provide a network connecting to the state highway system, and in the case of other transportation facilities, to the provisions of the circulation element that identify those pedestrian, bicycle, transit, and traffic-calming facilities that are required to minimize the use of automobiles and minimize the traffic impacts of new development on existing roads, if the circulation element,

transportation or flood control provisions have been adopted by the local agency 30 days prior to the filing of a map or application for a building permit.

(2) The ordinance provides that there will be a public hearing held by the governing body for each area benefitted. Notice shall be given pursuant to Section 65091 and shall include preliminary information related to the boundaries of the area of benefit, estimated cost, and the method of fee apportionment. The area of benefit may include land or improvements in addition to the land or improvements that are the subject of any map or building permit application considered at the proceedings.

(3) The ordinance provides that at the public hearing, the boundaries of the area of benefit, the costs, whether actual or estimated, and a fair method of allocation of costs to the area of benefit and fee apportionment are established. The method of fee apportionment, in the case of major thoroughfares, shall not provide for higher fees on land that abuts the proposed improvement except where the abutting property is provided direct usable access to the major thoroughfare. A description of the boundaries of the area of benefit, the costs, whether actual or estimated, and the method of fee apportionment established at the hearing shall be incorporated in a resolution of the governing body, a certified copy of which shall be recorded by the governing body conducting the hearing with the recorder of the county in which the area of benefit is located. The apportioned fees shall be applicable to all property within the area of benefit and shall be payable as a condition of approval of a final map or as a condition of issuing a building permit for the property or portions of the property. Where the area of benefit includes lands not subject to the payment of fees pursuant to this section, the governing agency shall make provision for payment of the share of improvement costs apportioned to those lands from other sources.

(4) The ordinance provides that payment of fees shall not be required unless the major thoroughfares and other transportation facilities are in addition to, or a reconstruction of, any existing major thoroughfares, pedestrian facilities, bicycle facilities, transit facilities, or traffic-calming devices serving the area at the time of the adoption of the boundaries of the area of benefit.

(5) The ordinance provides that payment of fees shall not be required unless the planned bridge facility is an original bridge

serving the area or an addition to any existing bridge facility serving the area at the time of the adoption of the boundaries of the area of benefit. The fees shall not be expended to reimburse the cost of existing bridge facility construction.

(6) The ordinance provides that if, within the time when protests may be filed under the provisions of the ordinance, there is a written protest, filed with the clerk of the legislative body, by the owners of more than one-half of the area of the property to be benefitted by the improvement, and sufficient protests are not withdrawn so as to reduce the area represented to less than one-half of that to be benefitted, then the proposed proceedings shall be abandoned, and the legislative body shall not, for one year from the filing of that written protest, commence or carry on any proceedings for the same improvement or acquisition under the provisions of this section.

(b) Any protest may be withdrawn by the owner protesting, in writing, at any time prior to the conclusion of a public hearing held pursuant to the ordinance.

(c) If any majority protest is directed against only a portion of the improvement then all further proceedings under the provisions of this section to construct that portion of the improvement so protested against shall be barred for a period of one year, but the legislative body may commence new proceedings not including any part of the improvement or acquisition so protested against. Nothing in this section prohibits a legislative body, within that one-year period, from commencing and carrying on new proceedings for the construction of a portion of the improvement so protested against if it finds, by the affirmative vote of four-fifths of its members, that the owners of more than one-half of the area of the property to be benefitted are in favor of going forward with that portion of the improvement or acquisition.

(d) Nothing in this section precludes the processing and recordation of maps in accordance with other provisions of this division if the proceedings are abandoned.

(e) Fees paid pursuant to an ordinance adopted pursuant to this section shall be deposited in a planned bridge facility or major thoroughfare fund. Fees paid pursuant to an ordinance adopted pursuant to this section for pedestrian, bicycle, transit, and traffic-calming facilities shall be deposited in a multimodal fund. A fund shall be established for each planned bridge facility project

or each planned major thoroughfare project. If the benefit area is one in which more than one bridge is required to be constructed, a fund may be so established covering all of the bridge projects in the benefit area. Money in the fund shall be expended solely for the construction or reimbursement for construction of the improvement serving the area to be benefitted and from which the fees comprising the fund were collected, or to reimburse the local agency for the cost of constructing the improvement.

(f) An ordinance adopted pursuant to this section may provide for the acceptance of considerations in lieu of the payment of fees.

(g) A local agency imposing fees pursuant to this section may advance money from its general fund or road fund to pay the cost of constructing the improvements and may reimburse the general fund or road fund for any advances from planned bridge facility or major thoroughfares funds or multimodal funds established to finance the construction of those improvements.

(h) A local agency imposing fees pursuant to this section may incur an interest-bearing indebtedness for the construction of bridge facilities, major thoroughfares, or other transportation facilities, as set forth in subdivision (a). However, the sole security for repayment of that indebtedness shall be moneys in planned bridge facility or major thoroughfares funds or multimodal funds.

(i) The term "construction" as used in this section includes design, acquisition of right-of-way, administration of construction contracts, and actual construction.

(j) The term "construction," as used in this section, with respect to the unincorporated area of San Diego County only, includes design, acquisition of rights-of-way, and actual construction, including, but not limited to, all direct and indirect environmental, engineering, accounting, legal, administration of construction contracts, and other services necessary therefor. The term "construction," with respect to the unincorporated area of San Diego County only, also includes reasonable administrative expenses, not exceeding three hundred thousand dollars ($300,000) in any calendar year after January 1, 1986, as adjusted annually for any increase or decrease in the Consumer Price Index of the Bureau of Labor Statistics of the United States Department of Labor for all Urban Consumers, San Diego, California (1967 = 100), as published by the United States Department of Commerce for the purpose of constructing bridges and major thoroughfares.

1 "Administrative expenses" means those office, personnel, and
2 other customary and normal expenses associated with the direct
3 management and administration of the agency, but not including
4 costs of construction.
5 (k) Nothing in this section precludes a county or city from
6 providing funds for the construction of bridge facilities or major
7 thoroughfares to defray costs not allocated to the area of benefit.

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ATTACHMENT G

ASSEMBLY THIRD READING
AB 2971 (DeSaulnier)
As Amended May 23, 2008
Majority vote

LOCAL GOVERNMENT 5-1 TRANSPORTATION 8-4

Ayes:	Caballero, De La Torre, Lieber, Saldana, Evans	Ayes:	DeSaulnier, Carter, Furutani, Karnette, Nava, Portantino, Ruskin, Solorio
Nays:	Houston	Nays:	Duvall, Garrick, Horton, Huff

APPROPRIATIONS 12-5

Ayes:	Leno, Caballero, Davis, DeSaulnier, Eng, Huffman, Berg, Krekorian, Lieu, Ma, Nava, Solorio		
Nays:	Walters, Emmerson, La Malfa, Nakanishi, Sharon Runner		

SUMMARY : Authorizes a local agency to require the payment of a fee as a condition of issuing a building permit for purposes of defraying the actual or estimated cost of constructing transportation facilities, including pedestrian, bicycle, transit and traffic-calming facilities and creates the Fair Share for Safety program. Specifically, this bill :

1) Authorizes a local ordinance to require the payment of a fee as a condition of approval of a final map or as a condition of issuing a building permit for purposes of defraying the actual or estimated costs of constructing other transportation facilities, including pedestrian, bicycle, transit, and traffic-calming facilities.

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2)States that the ordinance may require the payment of the fees if the ordinance refers to the circulation element of the general plan to the provisions in that plan that identify the pedestrian, bicycle, transit, and traffic-calming facilities that are required to minimize the use of automobiles and minimize the traffic impacts of new developments on existing roads.

3)States that the ordinance may require the payment of the fees if the ordinance provides that the payment of fees shall not be required unless the other transportation facilities are in addition to, or a reconstruction of, any existing pedestrian facilities, bicycle facilities, transit facilities, or traffic-calming devices serving the area at the time of the adoption of the boundaries of the area of benefit.

4)Requires that fees collected pursuant to the ordinance for pedestrian, bicycle, transit, and traffic-calming facilities be deposited in a multimodal fund.

5)States that a local agency imposing the fee may advance money from its general fund or road fund to pay the cost of constructing the improvements and may reimburse these funds for any advances from the multimodal fund.

6)States that a local agency imposing the fee may incur an interest-bearing indebtedness for the construction of the transportation facilities and the sole security for repayment shall come from moneys in the multimodal fund.

7)Establishes the Fair Share for Safety program.

8)Requires the Department of Transportation (Caltrans) to periodically conduct an annual analysis for fatality rates of all modes of travel.

9)Encourages Caltrans to apportion federal transportation safety funds in a manner that is proportionate to the rate of fatalities for each mode of travel.

10)States that in apportioning funds pursuant to this measure, Caltrans shall, to the extent possible, fund projects that provide safety benefits to both bicycle and pedestrian travel.

EXISTING LAW :

1) Provides that a local ordinance may require the payment of a fee as a condition of approval of a final map or as a condition of issuing a building permit for purposes of defraying the actual or estimated cost of constructing bridges over waterways, railways, freeways, and canyons, or constructing major thoroughfares.

2) States that the ordinance may require payment of the fees if all of the following requirements are satisfied:

   a) The ordinance refers to the circulation element of the general plan and, in the case of bridges, to the transportation or flood control provisions thereof which identify railways, freeways, streams, or canyons for which bridge crossings are required on the general plan or local roads and in the case of major thoroughfares, to the provisions of the circulation element which identify those major thoroughfares whose primary purpose is to carry through traffic and provide a network connecting to the state highway system;

   b) The ordinance provides that there will be a public hearing held by the governing body for each area benefited;

   c) The ordinance provides that at the public hearing, the boundaries of the area of benefit, the costs, whether actual or estimated, and a fair method of allocation of costs to the area of benefit and fee apportionment are established;

   d) The ordinance provides that payment of fees shall not be required unless the major thoroughfares are in addition to, or a reconstruction of, any existing major thoroughfares serving the area at the time of the adoption of the boundaries of the area of benefit;

   e) The ordinance provides that payment of fees shall not be required unless the planned bridge facility is an original bridge serving the area or an addition to any existing bridge facility serving the area at the time of the adoption of the boundaries of the area of benefit. The

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fees shall not be expended to reimburse the cost of existing bridge facility construction; and,

f) The ordinance provides that if, within the time when protests may be filed under the provisions of the ordinance, there is a written protest, filed with the clerk of the legislative body, by the owners of more than one-half of the area of the property to be benefited by the improvement, and sufficient protests are not withdrawn so as to reduce
the area represented to less than one-half of that to be benefited, then the proposed proceedings shall be abandoned, and the legislative body shall not, for one year from the filing of that written protest, commence or carry on any proceedings for the same improvement or acquisition.

3)States that fees paid pursuant to an ordinance adopted shall be deposited in a planned bridge facility or major thoroughfare fund.

4)Requires a fund to be established for each planned bridge facility project or each planned major thoroughfare project.

5)States that a local agency imposing the fees may advance money from its general fund or road fund to pay the cost of constructing the improvements and may reimburse the general fund or road fund for any advances from planned bridge facility or major thoroughfares funds established to finance the construction of those improvements.

6)States that a local agency imposing the fee may incur an interest-bearing indebtedness for the construction of bridge facilities or major thoroughfares and the sole security for repayment shall come from moneys in planned bridge facility or major thoroughfares funds.

FISCAL EFFECT : According to the Assembly Appropriations Committee:

1)Although Caltrans already collects some fatality data, the analyses required by the bill would likely result in minor additional costs.

2)The allocation of $100 million in federal safety funds could

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be affected, to the extent that the bill results in Caltrans giving greater priority to projects related to bicycle and pedestrian safety.

3) Potential fee-supported increases in local spending on bicycle, transit, and traffic-calming facilities.

COMMENTS : According to the sponsor, Contra Costa County (County), the circulation element in its general plan provides for a balanced transportation system that helps to reduce cumulative traffic impacts, harmful air emissions and single-occupant commuting, and encourages use of transit. For some time the County has wanted to update its transportation fees for new development to fund off-site pedestrian, bicycle, transit and traffic calming facilities. However, existing law authorizing local agencies to adopt ordinances to require the payment of fees for transportation facilities is limited to bridges and major thoroughfares.

According to the author's office, the public's concern over greenhouse gas emissions and the impact of auto-oriented development on public health has spurred Contra Costa County's efforts to secure additional funding for transportation facilities that can help encourage more walking, bicycling and transit use. In addition, the County's successful efforts to reduce sprawl through infill development has increased the need for traffic calming devices to help minimize the traffic impacts from new development on existing roads. The author believes that revising the Subdivision Map Act to allow fees for these transportation facilities would support the County's public policy goals, consistent with its general plan circulation element.

According to the author, "this bill seeks to address the imbalance that exists between the number of pedestrian and bicycle related fatalities and the funding available to address these types of fatalities. The funding directed by this bill will not only improve bicycle and pedestrian safety, but also assist in underwriting projects that reduce greenhouse gas emission through an expanded state non-motorized transportation network that will serve to increase the "walkability" and "bikability" of communities throughout the state."

Projects in the Strategic Highway Safety Implementation Plan

(SHSIP) are supposed to be strategically prioritized - that is, the SHSIP directs priority to funding projects that deliver the greatest safety for the price. Consequently, provisions in this bill intended to direct safety funds proportional to the needs may already be consistent with the existing SHSIP process.

Analysis Prepared by : Katie Kolitsos / L. GOV. / (916) 319-3958

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FINAL DRAFT

California Consensus on Federal Transportation Authorization 2008

Under the leadership of Governor Arnold Schwarzenegger, the California Business, Transportation and Housing Agency, and the California Department of Transportation, stakeholders from across California have united on a basic set of principles that we ask our delegation in Washington, DC to adopt in the upcoming debate on the future of this nation's transportation policies.

1. Ensure the financial integrity of the Highway and Transit Trust Funds

The financial integrity of the transportation trust fund is at a crossroads. Current user fees are not keeping pace with needs or even the authorized levels in current law. In the long-term, the per-gallon fees now charged on current fuels will not provide the revenue or stability needed, especially as new fuels enter the marketplace. This authorization will need to stabilize the existing revenue system and prepare the way for the transition to new methods of funding our nation's transportation infrastructure.

- Maintain the basic principle of a user-based, pay-as-you-go system.
- Continue the budgetary protections for the Highway Trust Fund and General Fund supplementation of the Mass Transportation Account.
- Assure a federal funding commitment that supports a program size based on an objective analysis of national needs, which will likely require additional revenue.
- To diversify and augment trust fund resources, authorize states to implement innovative funding mechanisms such as tolling, variable pricing, carbon offset banks, freight user fees, and alternatives to the per-gallon gasoline tax that are accepted by the public, and fully dedicated to transportation.
- Minimize the number and the dollar amount of earmarks, reserving them only for those projects in approved transportation plans and programs.

2. Rebuild and maintain transportation infrastructure in a good state of repair.

Conditions on California's surface transportation systems are deteriorating while demand is increasing. This is adversely affecting the operational efficiency of our key transportation assets, hindering mobility, commerce, quality of life and the environment.

- Give top priority to preservation and maintenance of the existing system of roads, highways, bridges and transit.
- Continue the historic needs-based nature of the federal transit capital replacement programs.

3. Establish goods movement, as a national economic priority.

Interstate commerce is the historic cornerstone defining the federal role in transportation. The efficient movement of goods, across state and international boundaries increases the nation's ability to remain globally competitive and generate jobs.

- Create a new federal program and funding sources dedicated to relieving growing congestion at America's global gateways that are now acting as trade barriers and creating environmental hot spots.
- Ensure state and local flexibility in project selection.
- Recognize that some states have made a substantial investment of their own funds in nationally significant goods movement projects and support their investments by granting them priority for federal funding to bridge the gap between need and local resources.
- Include adequate funding to mitigate the environmental and community impacts associated with goods movement.

4. Enhance mobility through congestion relief within and between metropolitan areas.

California is home to the six of the 25 most congested metropolitan areas in the nation. These mega-regions represent a large majority of the population affected by travel delay and exposure to air pollutants.

- Increase funding for enhanced capacity for all modes aimed at reducing congestion and promoting mobility in the most congested areas.
- Provide increased state flexibility to implement performance-based infrastructure projects and public-private partnerships, including interstate tolling and innovative finance programs.
- Consolidate federal programs by combining existing programs using needs, performance-based, and air quality criteria.
- Expand project eligibility within programs and increase flexibility among programs.

5. Strengthen the federal commitment to safety and security, particularly with respect to rural roads and access.

California recognizes that traffic safety involves saving lives, reducing injuries and optimizing the uninterrupted flow of traffic on the state's roadways. California has completed a comprehensive Strategic Highway Safety Plan.

- Increase funding for safety projects aimed at reducing fatalities, especially on the secondary highway system where fatality rates are the highest.
- Support behavioral safety programs – speed, occupant restraint, driving under the influence of alcohol or drugs, road-sharing, etc. -- through enforcement and education.
- Address licensing, driver improvement, and adjudication issues and their impact on traffic safety.
- Assess and integrate emerging traffic safety technologies, including improved data collection systems.
- Fund a national program to provide security on our nation's transportation systems, including public transit.

6. Strengthen comprehensive environmental stewardship.

Environmental mitigation is part of every transportation project and program. The federal role is to provide the tools that will help mitigate future impacts and to cope with changes to our environment.

- Integrate consideration of climate change and joint land use-transportation linkages into the planning process.
- Provide funding for planning and implementation of measures that have the potential to reduce emissions and improve health such as new vehicle technologies, alternative fuels, clean transit vehicles, transit-oriented development and increased transit usage, ride-sharing, and bicycle and pedestrian travel.
- Provide funding to mitigate the air, water and other environmental impacts of transportation projects.

7. Streamline Project Delivery

Extended processing time for environmental clearances, federal permits and reviews, etc. add to the cost of projects. Given constrained resources, it is all the more critical that these clearances and reviews be kept to the minimum possible consistent with good stewardship of natural resources.

- Increase opportunities for state stewardship through delegation programs for NEPA, air quality conformity, transit projects, etc.
- Increase state flexibility for using at-risk design and design-build.
- Ensure that federal project oversight is commensurate to the amount of federal funding.
- Require federal permitting agencies to engage actively and collaboratively in project development and approval.
- Integrate planning, project development, review, permitting, and environmental processes to reduce delay.

STA
Solano Transportation Authority

DATE: June 2, 2008
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: I-80 Freeway Performance Initiative (FPI)

Background:
The Freeway Performance Initiative (FPI) is a new Metropolitan Transportation Commission (MTC) effort designed to improve the operations, safety, and management of the Bay Area's freeway system. The purpose of the FPI is to develop a comprehensive strategic plan to guide the next generation of freeway investment along the nine county Bay Area's major corridors. The goals and objectives are to:

- Improve system efficiency through the deployment of system operations and management strategies.
- Maximize use of available freeway capacity by completing the High Occupancy Vehicle lane system.
- Actively address regional freight movement issues.
- Close key gaps in the freeway system's physical infrastructure.

The primary product of the FPI will be a prioritized list of strategies and projects that will help guide near-term investments and become the corridor improvement proposals that will help frame the next Regional Transportation Plan (RTP). To develop this list, studies of the major corridors in the Bay Area are in process of being conducted. These studies focus on freeway operations, incorporating parallel arterials and transit, and include documentation of existing problems, development of viable short-term and long-term solutions, preparation of rough cost estimates, and an assessment of impacts and benefits of the proposed solutions. Studies for up to ten (10) corridors will be conducted. The effect of a small number of regional multi-corridor strategies may also be assessed.

Although the FPI will be led by MTC, the effort is being initiated in collaboration with the Bay Area Partnership, including Caltrans District 4 and the Bay Area Congestion Management Agencies. Four consultant teams have been retained to provide technical support for this effort.

Discussion:
The I-80 corridor in Solano County is one of the first corridors being studied for MTC's FPI effort. The I-80 FPI is build off from the I-80/I-680/I-780 Major Investment and Corridor Study adopted by the STA Board in 2004. This Major Investment Study used the old 2025 Solano Napa Traffic Demand Model. The FPI is based on the newer 2030 Solano Napa Traffic Demand Model.

The consultant, PBS&J, has been retained by MTC to conduct the I-80 corridor FPI study. MTC has been providing updates to the STA Technical Advisory Committee (TAC) regarding this effort. Specifically, the difference in traffic projections between the 2025 Model and the 2030 Model, the Existing Conditions Report, the Future Conditions Report and the draft Mitigations Strategies Report. At the January and April 2008 TAC meetings, the draft Mitigations Strategies Report was presented for comments and feedback with the anticipation the TAC would ultimately consider forwarding to the Mitigations Strategies Report to the STA Board for adoption. Following the Mitigation Strategies Report, the final deliverable for the I-80 FPI will be the Cost Benefit Report which builds off the mitigation report to provide a list of prioritized projects for the corridor. This final report is expected later this year.

Attachment A is the I-80 Mitigations Strategies Report from MTC. The primary objective of the report is to identify congestion mitigation strategies for the I-80 corridor for the short-term (2015) and long-term (2030) forecasts presented and documented in the Future Conditions Technical memorandum. This analysis identifies mitigation strategies that address congestion along I-80 and include capacity improvements (additional lanes, HOV facilities), operational improvements (auxiliary lanes and interchange modifications) and transportation management strategies (ramp metering, changeable message signs, etc.).

At the April 30, 2008 Technical Advisory Committee (TAC) meeting, several questions were raised regarding projects that may not have been included in the Mitigation Strategies Report. These included:

- I-80/I-780 Interchange Improvements
- I-80/I-505 Weave Project
- I-80 East and Westbound Cordelia Truck Scales

In response, MTC has provided these comments to the STA staff:

<u>I-80/I-780 Interchange</u>
The 2004 MIS recommendation for this project was based on expected traffic and delay approaching I-80 on I-780. Not on I-80 where the FPI study was focused. In addition, no I-80 bottlenecks, as a result of the Interchange itself were identified in either the FPI or the 2004 MIS study.

<u>I-80/I-505 Weave</u>
It is thought that there were 2 Project Study Reports (PSRs) prepared by Caltrans at separate times for this proposed project. A Caltrans District 10 PSR was completed around 1990 and the second PSR was completed later by Caltrans District 4. The traffic studies as part of the District 4 later PSR were completed in 2000-2001, the results were similar to those from the FPI analysis. In either case, this project does not represent a critical need in terms of operational benefit. Delays can, be attributed to bottlenecks developing when traffic demand for a segment of freeway exceeds the capacity of that segment. Excess vehicles are stored in queue (congestion) and those vehicles experience delay approaching the bottleneck. Neither the older forecast model (2025 Solano-Napa Traffic Demand Model), on which the District 4 PSR (and later the 2004 MIS) study was based, nor the new forecast model (2030 Solano-Napa Traffic Demand Model), used for the FPI study, predict that future year traffic in this area will be high enough to result in any significant bottlenecks developing on I-80. Consequently, MTC didn't make a project recommendation in the area. Although the MIS identified weaving as an issue in

this area, it did not rise to a significant level based on projected traffic, lane configuration, weave distance, etc. In addition, the proposed alternatives to address the weaving only provided marginal, if any, benefits.

I-80 East and Westbound Cordelia Truck Scales
MTC is supportive of adding another bullet (or 2) to the Report, but believe that it is really part of a larger, overall strategy to improve weaving and merging conditions between 680 and 12 East (Long Term Package E, Bullet #2) on I-80. STA staff will request MTC add the Truck Scales reference to the report.

At the May 2008 TAC meeting, the three issues listed above were discussed in detail. Based on this discussion, MTC has included the I-80/I-505 Weave and added the Cordelia Truck Scales as standalone projects. Further, with I-80/I-505 Weave and the Cordelia Truck Scale projects included in the Report, this proposed action received unanimous support by the TAC to send a recommendation to the STA Board to adopt the I-80 FPI Mitigation Strategies Report.

Fiscal Impact:
No direct fiscal impact to the STA as this report only provides recommended mitigations to congestion along I-80. However, the FPI in general, is a tool expected to be used by MTC to guide and potentially STA and Caltrans, future transportation funding investments.

Recommendation:
Adopt the I-80 FPI Mitigation Strategies Report as specified in Attachment A including the amendments to add the I-80/I-505 Weave and the Cordelia Truck Scales projects.

Attachment:
A. I-80 Mitigation Strategies Report

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Metropolitan Transportation Commission

Solano 80 Corridor

Congestion Mitigation Strategies

Prepared by: PBS&J
For: Metropolitan Transportation Commission
2 June 2008

This memorandum summarizes mitigation strategies for Interstate 80 (I-80) in Solano County based on the *Future Conditions Technical Memorandum* (FCT) completed for this corridor on November 5, 2007. The primary objective of this analysis is to identify candidate congestion mitigation strategies for the I-80 corridor for the short-term and long-term. In the next phase of this study and in consultation with MTC, the short and long-term strategies will be finalized and a cost/ benefits approach will be used to develop a prioritized list of mitigation strategies for I-80. This memorandum is presented in four sections as follows:

- **Summary of Findings**
- **Section 1 – 2015 Mitigation Strategies**
- **Section 2 – 2030 Mitigation Strategies**
- **Section 3 – ITS Strategies for 2015 and 2030**

Summary of Findings

This memorandum presents an analysis of the I-80 for 2015 and 2030 based upon the calibrated FREQ models and the forecasts presented and documented in the Future Conditions Technical memorandum. This analysis has been conducted to identify mitigation strategies that address congestion along the I-80 and include capacity improvements (additional lanes, HOV facilities), operational improvements (auxiliary lanes and interchange modifications) and transportation management strategies (ramp metering, changeable message signs, etc.).

For the purposes of this summary the mitigation strategies are separated into short-term needs (2007 through 2015) and long-term needs (2016 through 2030). The strategies are grouped into packages that are based on either individual projects or logical groupings of projects. The strategies are not prioritized within the short-term or long-term categories as this will be addressed in the next phase of the study.

Short-term (2007 – 2015) Mitigation Strategies

Short-term Strategies Package A: Deploy ITS technologies on I-80 throughout Solano County: For the purposes of this recommendation, ITS deployment includes the installation and operation of closed circuit television (CCTV), traffic detection and changeable message signs. The goal of this strategy is to reduce non-recurrent congestion along I-80 in Solano County. This package includes the following:

- Assess gaps in the current and programmed ITS installations and supplement as needed. (i.e. between SR 29 and SR 37 in Vallejo and from Red Top Road to Air Base Parkway)
- Extend ITS coverage to fill the gap between SR 37 and Red Top Road
- Extend ITS coverage eastward from Air Base Parkway to the Solano / Yolo County Line

Short-term Strategies Package B: Address existing and projected capacity / operational deficiencies between Travis Boulevard and Alamo Drive: In 2015, these deficiencies are primarily focused in the eastbound direction of travel. To address these deficiencies a combination of capacity enhancements, operational improvements and transportation management measures are recommended as follows:

- Extend the eastbound HOV-2 lane[1] from Air Base Parkway to Alamo Drive.
- Install ramp metering on local service interchanges (eastbound and westbound) between Air Base Parkway and Alamo Drive.
- Provide an eastbound and westbound auxiliary lanes between Travis Boulevard and Air Base Parkway.
- Provide an eastbound auxiliary lane between Pleasant Valley Road and Alamo Drive with a two-lane off-ramp at Alamo Drive.

Short-term Strategies Package C: Implement transportation management strategies in the I-680 / I-80 / SR 12 Interchange area: These strategies which include ramp metering and improvements to the signalized intersection(s) on SR 12 East will optimize operations on this critical section of I-80. The recommendations include:

- Install ramp metering at the Green Valley Road and Suisun Valley Road interchanges.
- Provide additional eastbound capacity (the equivalent of one, eastbound through lane) at the intersection of SR 12 East and Beck Avenue.

[1] Traffic projections indicate this project is needed in 2012.

Long-term (2016 – 2030) Mitigation Strategies

Long-term Strategies Package D: Address projected capacity / operational deficiencies between SR 29 and SR 37: In 2030, the section of I-80 between SR 29 and SR 37 is approximately 10% over capacity in the westbound direction of travel and there are several bottlenecks in this section in both directions of travel. Also, in 2030, the three westbound general use lanes[2] on the Carquinez Bridge are 500 vph over capacity. The recommended mitigation strategy is to extend the HOV lane to SR 37 which to provide an HOV bypass for the queue that is created by this bottleneck. The following specific measures are recommended as part of this package of improvements for I-80 in this area.

- Conduct a comprehensive evaluation to identify and improve geometry and access between SR 29 and SR 37 in both directions by consolidating / removing access points, and improving merge and diverge areas.
- Install ramp metering in both directions at local access interchanges in Vallejo between SR 29 and SR 37
- Extend the westbound HOV-3 lane from the Carquinez Bridge to east of the SR 29 westbound on-ramp.
- Extend the fourth eastbound general purpose lane from the SR 29 off-ramp to the Sequoia Avenue off-ramp.
- Provide an eastbound auxiliary lane between the Tennessee Street on-ramp and the Redwood Street off-ramp
- Provide an eastbound auxiliary lane between the I-780 on-ramp and the Georgia Street off-ramp.
- Extend the westbound HOV-3 lane from east of the SR 29 westbound on-ramp to SR 37.

Long-term Strategies Package E: Implement major improvements at the I-680 / I-80 / SR 12 interchange area. The key components of this set of improvements includes improving access capacity to and from I-680, implementing modifications to the truck scales and /or a relocation of these facilities, and addressing the weaving and access issues between SR 12 West and the I-680 interchange. Several configurations have been studied to improve this interchange and the determination of the specific configuration should be recommended through these interchange specific studies.

While the interchange area improvements are listed here as long-range strategies, it should be noted that the volumes on I-80, I-680 and SR 12 at levels that justify investment along this section of I-80 in the 2016-2017 timeframe. For the purposes of this package of improvements the following are recommended:

- Improve the I-680 interchange connections to address the capacity deficiencies, geometry and spacing of these ramps by either modifying the current interchange geometry on implementing an alternative configuration.
- Relocate/Reconstruct the truck scales to improve weave and merge maneuvers and increase capacity of the scales.
- Provide auxillary lanes and braided ramp configurations as necessary between I-680 and SR 12 East.
- Provide auxillary lanes and braided ramp configurations as necessary between SR 12 West and I-680 to improve weave and merge maneuvers.
- Provide additional mainline capacity in both directions. Between SR 12 West and I-680 the section should include five general use lanes plus one HOV-2 lane in each direction. The section between I-680 and SR 12 East should have six general purpose lanes, plus one HOV-2 lane in each direction.

Long-term Strategies Package F: Provide additional capacity and address operations to the east of the I-680 / I-80 / SR 12 Interchange area: This package of strategies is directed towards improving capacity upstream in the westbound direction of travel and downstream in the eastbound direction of travel so that the investment in the interchange area is not negated by congestion and queues caused by bottlenecks on I-80 east of the interchange complex. The recommendations for this package are:

[2] This section includes three westbound general use lanes and an HOV-3 lane. Only the general use lanes are over capacity. The HOV-3 is projected to have significant reserve capacity.

- Provide a fifth eastbound general purpose lane extending from SR 12 East to Air Base Parkway while maintainng the existing auxiliary lane between Abernathy Road and West Texas Street.
- Provide a fifth westbound general purpose lane from SR 12 East to West Texas Street.
-
- Provide a westbound auxiliary lane between Air Base Parkway and North Texas Street.

Long-term Strategies Package G: Address eastbound capacity and operational improvement needs between Alamo Drive and I-505: This package of strategies includes and extension of the HOV-2 lane, auxiliary lanes and ramp metering between Alamo Drive and I-505. Specifically, this package includes:

- Extend the eastbound HOV-2 lane[3] from Alamo Drive to I-505
- Install ramp metering at all eastbound local service interchanges between Alamo Drive and I-505.
- Provide an eastbound auxiliary lane between Cliffside Drive and Allison Drive with a two-lane off-ramp at Allison Drive.
- Provide an eastbound auxiliary lane between Cherry Glenn Road and Pleasant Valley Road.

Long-term Strategies Package H: Address westbound capacity and operational improvement needs between Air Base Parkway and I-505: This package includes:

- Extend the westbound HOV-2 lane from Air Base Parkway to I-505[4]
- Install ramp metering at all westbound local service interchanges between Alamo Drive and I-505
- Provide a westbound auxiliary lane between Pleasant Valley Road and Alamo Drive.
- Implement the I-80/I-505 Weave Correction Project

Long-term Strategies Package I: Address westbound capacity and operational needs east of I-505: This package of improvements includes additional mainline capacity in the eastbound direction of travel and the provision of ramp metering for the balance of the I-80 study corridor. Specifically,

- Provide a fourth eastbound general purpose lane extending from Leisure Town Road to Kidwell Road.
- Install ramp metering at westbound local access interchanges from I-505 eastward to the Solano / Yolo County Line.

Long-term Strategies Package J: Address gaps in HOV and general use lanes on I-80 in Solano County: This set of strategies addresses gaps in either HOV lanes and/or general use lanes on I-80 in Solano County. It should be noted, that each of these improvements (which will be evaluated separately) are not needed from the standpoint of congestion relief along the corridor, but are assessed to determine the benefit of lane continuity along the I-80 corridor and to assess the ultimate completion of the corridor, which may extend beyond the 2030 analysis period. The gap projects include:

- Provide an eastbound HOV lane from SR 29 to SR 37.
- Provide eastbound and westbound HOV lanes from SR 37 to Red Top Road[5]
- Provide a fourth westbound general use lane between Leisure Town Road and Kidwell Road.

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[3] Traffic projections indicate this project is needed in 2017.

[4] Traffic projections indicate this project is needed in 2020.

[5] HOV lanes in this section will other planned and proposed HOV facilities along the corridor. Special attention will to be paid to an transition from HOV2 which is proposed for the new HOV lanes in Solano County and HOV-3 at the Carquinez bridge. The exact location and manner of this transition will need to be addressed at a later. Date.

Section 1: 2015 Mitigation Strategies

Two controlling bottleneck locations were identified in the 2015 FCT analysis[6]. Both are projected to occur during the PM peak period in the eastbound direction of travel approaching Vacaville. These bottlenecks, referred to as Locations 1 and 2 in the FCT, are described as follows and are depicted graphically in Exhibit A (attached):

- **Location 1 – Eastbound between North Texas Street and Cherry Glenn Road:** This bottleneck occurs when high eastbound volumes in the four (4)general purpose lanes combine with the North Texas on-ramp traffic at this location.
- **Location 2 – Eastbound between Pleasant Valley Road and Alamo Drive:** Similar to Location 1, this bottleneck occurs where the Pleasant Valley Road on-ramp traffic joins with thefour (4) eastbound general purpose lane at this location.

Flow rates and demand volumes, measured in vehicles per hour (vph), were examined for the bottlenecks described above and within the projected queues resulting from these bottlenecks. The evaluation revealed that both of these locations would need to be addressed simultaneously since mitigating the bottleneck at North Texas Street (Location 1) simply moves the controlling bottleneck downstream to Pleasant Valley Road (Location 2). In addition, upstream embedded bottlenecks were revealed at two locations along I-80:

- **Air Base Parkway and North Texas Street (Upstream Embedded Bottleneck):** This is where the programmed[7] eastbound HOV-2 lanes included in this analysis end resulting in a reduction of available mainline capacity.
- **Truck Scales Eastbound On-ramp to SR 12 East Off-ramp (Upstream Embedded Bottleneck):** At this location high exiting volumes (2,400 vph) to the single-lane SR 12 East off-ramp combine with the traffic entering from the truck scales. (This analysis includes the recently completed auxiliary lane in this area.) However, it should be noted that at this bottleneck the demand volumes only exceed the estimated capacity of 9,600 by 300 vph.

  In addition to the eastbound embedded bottlenecks between the truck scales and the SR 12 East off-ramp, field this analysis shows constrained flows at the interchange ramp terminal where I-680 northbound joins I-80. Also, field observations at the SR 12 east off-ramp reveal back-ups that result from queues at the signalized downstream intersections – most notably Beck Avenue.

To address the controlling bottlenecks at Locations 1 and 2, strategies were evaluated that included auxiliary lanes between interchanges and ramp metering. None of the strategies, alone or in combination, provides the capacity necessary to mitigate the controlling and upstream embedded bottlenecks.

An additional lane on this 4.5-mile segment can provide the capacity needed to address the bottleneck at Locations 1 and 2. An alternative that is consistent with the current improvement plans for I-80 is to extend the programmed eastbound HOV-2 lane (ending between Air Base Parkway and North Texas Street) to Alamo Drive – a distance of approximately six (6) miles. The westbound HOV-2 lane that begins between Air Base Parkway and North Texas Street does not need to be extended in 2015.

In addition to extending the eastbound HOV-2 lane, eastbound auxiliary lanes are recommended between Pleasant Valley Road and Alamo Drive in order to allow for a two-lane eastbound off-ramp at Alamo Drive; and between Travis Boulevard and Air Base Parkway. These auxiliary lane improvements, when combined with the eastbound extension of an HOV-2 lane to Alamo Drive, can mitigate the controlling bottlenecks in 2015 at Locations 1 and 2.

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[6] Previously in the FCT, it was noted that the programmed improvements in this analysis addressed the existing bottlenecks in the corridor with the exception of a relatively minor bottleneck in 2007 between Air Base Parkway and North Texas Street. This bottleneck is also present in 2015 and is addressed later in this section.

[7] Programmed projects (those with committed funding, such as the proposed HOV-2 lanes from Red Top Road to Air Base Parkway) are included in the 2015 and 2030 analyses. Documentation of the programmed improvements included may be found in the FCT.

The remaining upstream embedded bottleneck not resolved by the mitigation strategies identified in the preceding paragraph is located between the eastbound truck scales on-ramp and the off-ramp at SR 12 East. While the upstream embedded bottleneck at the eastbound truck scales on-ramp is identified as being located between the truck scales and SR 12 East, the section of I-80 immediately upstream of this location (i.e. eastbound between Suisan Valley Road and the truck scales off-ramp) has the same volume and bottleneck characteristics due to the balanced exiting and entering movements at the truck scales[8]. Also, as was mention previously, there are constraints on the I-680 northbound on-ramp and the SR 12 eastbound off-ramp that influence operations on this section of I-80.

This bottleneck can be addressed by a sixth lane (auxiliary lane) between the Suisun Valley Road and the SR 12 East two-lane off-ramp. To implement this improvement, the existing fifth auxiliary lane will need to be extended eastwards to Abernathy Road where it would convert into an exit only lane at this location. This would allow the SR 12 East exit ramp to be configured for two lanes, as it is today, with one dedicated exit lane and another optional exit / through lane in the eastbound direction of travel on I-80. Preliminary evaluation of this section indicates that this propose auxiliary lane along with metering the Suisan Valley Road eastbound on-ramp can mitigate residual congestion at this location. In addition, these improvements should include intersection improvements at SR 12 East and Beck Avenue in order to minimize the potential for peak hour queuing onto the I-80 mainline.

The proposed eastbound auxiliary lane improvement between Suisun Valley Road and SR 12 East cannot be implemented through the eastbound truck scales location unless this site is expanded at the current location or relocated within the I-80 / I-680 / SR 12 interchange area. This is due to the limited amount of physical space between the existing truck scales site and the I-80 mainline. Also, the proposed improvement does not address the need to improve the capacity of the I-680 northbound on-ramp joining I-80. For these reasons and because the volumes in this area are only marginally over capacity it is recommended that capacity improvements to the eastbound I-80 between I-680 and SR 12 East be deferred until the long-term section of this analysis when the volumes are at a level that indicate the need for a major reconstruction of the I-680 / SR 12 interchange area in both directions of travel. Operational improvements including ramp metering and the aforementioned intersection improvement at Beck Avenue are recommended in order to maximize the efficiency of the available capacity along this section of I-80.

Suggested 2015 strategies for I-80 eastbound direction of travel include:

- **Extend the eastbound HOV-2 lane from Air Base Parkway to Alamo Drive:** This improvement is consistent with the current HOV-2 project and will mitigate the eastbound bottlenecks identified in this section of I-80.
- **Install ramp metering on local service interchanges (eastbound and westbound) between Air Base Parkway and Alamo Drive:** This strategy will improve merging operations along this high volume section of I-80. The priority should be implementation of this strategy first in the more heavily traveled eastbound direction.
- **Provide an eastbound auxiliary lane between Travis Boulevard and Air Base Parkway:** This improvement will help mitigate the relatively high entering and exiting volumes at that occur between these two interchanges. A westbound auxiliary lane could also be included in this project to improve weaving/merging operations between these interchanges during the AM peak period.
- **Provide an eastbound auxiliary lane between Pleasant Valley Road and Alamo Drive with a two-lane off-ramp at Alamo Drive:** This two-lane off-ramp and auxiliary lane improvement will improve operations between these two interchanges and in combination with the HOV-2 lane extension addresses the controlling bottleneck on this section of I-80 in 2015.
- **Install ramp metering at the Green Valley Road and Suisun Valley Road interchanges:** This transportation management strategy should be implemented at Green Valley Road and Suisun Valley Road when combined with

[8] In 2015, approximately 560 vph are expected to exit and enter I-80 eastbound at the truck scales.

improvements to the SR 12 East / Beck Avenue intersection improvement optimize the capacity of this critical section of I-80 until such time major interchange and geometric improvements are needed.

- **Provide additional eastbound capacity (the equivalent of one, eastbound through lane) at the intersection of SR 12 East and Beck Avenue:** This improvement can mitigate queuing on the SR-12 East off-ramp.

Section 2: 2030 Mitigation Strategies

Four controlling bottleneck locations in 2030 were identified in the FCT. Whereas the 2015 analysis only reveals projected bottlenecks in the eastbound direction of travel, the 2030 analysis shows bottlenecks and queues in both the eastbound and westbound directions on I-80. The bottleneck locations may be seen graphically in Exhibits B-1, B-2, B-3 and B-4 attached. Each is described briefly as follows.

- **Location 3 -- Eastbound between Pleasant Valley Road and Alamo Drive:** This bottleneck location is the same as Location 2 in the 2015[9] analysis and occurs when high eastbound volumes in the four (4) general purpose lanes combine with the Pleasant Valley Road on-ramp traffic at this location (Exhibit B-3).
- **Location 4 -- Eastbound at the County Road 32A / 32B (Webster Road) interchange:** This bottleneck is where the 32A / 32B location joins the heavily traveled segment of I-80 approaching the Yolo Causeway. The location was first identified in the Existing Conditions Technical Memorandum (ECT) as occurring on Friday afternoons. By 2030 this bottleneck is expected to occur regularly on typical weekdays due to traffic growth on the I-80 corridor and due to the addition of capacity on I-80 upstream that will allow demand to reach this location. Specific mitigation measures for this bottleneck location would need to include additional capacity (either an HOV or a general purpose lane) on the Yolo Causeway, however, specific recommendations are not provided in this technical memorandum since this bottleneck and associated queue are located outside of Solano County.
- **Location 5 – Westbound at SR 29:** This bottleneck location is where the westbound SR 29 on-ramp joins I-80 (Exhibit B-1).
- **Location 6 – Westbound between the SR 12 East on-ramp and the truck scales off-ramp:** This bottleneck is in the I-80 / I-680 / SR 12 interchange area. While the specific location is identified as between the truck scales and SR 12 East, it is effectively between Suisun Valley Road and SR 12 East because of the characteristics of the traffic entering and existing at the truck scales.

2030 Eastbound Mitigation Strategies for I-80 (Location 3)

As mentioned above, the controlling bottleneck in the eastbound direction of travel is located between Pleasant Valley Road and Alamo Drive (Location 3). At this location the 2030 mainline demand volume is 10,800 vph compared to the current capacity of this mixed-use, four-lane section which is about 8,000 vph. The queue that results from this bottleneck is projected to extend 25 miles to the western limits of the study area at the Carquinez Bridge. There are also bottlenecks that occur downstream of this location and upstream embedded bottlenecks within the resulting queue as follows:

- **Alamo Drive to Allison Drive (downstream bottleneck):** Based on the land-use forecast used in the analysis, Allison Drive is a major commercial destination with 1,800 vph exiting from I-80 eastbound. From Alamo Drive to Allison Drive, mainline demand volumes (ranging from 8,800 to 9,000 vph) exceed the capacity of the four available mixed-use lanes (8,000 vph).
- **Air Base Parkway to North Texas (upstream embedded bottleneck):** This location is east of where the programmed HOV-2 lane ends in the corridor. All of the interchanges between SR 12 East and Allison Drive have potential upstream embedded bottlenecks due to the high eastbound demand volumes[10] projected for 2030 on this section of I-80.

[9] The 2015 and 2030 FCT analyses both have the same set of programmed or committed improvements and for this reason the common eastbound bottleneck between Pleasant Valley Road and Alamo Drive shows up in both analysis years.

- **I-80 / I-680 / SR 12 Interchange Area (upstream embedded bottleneck):** This is the most critical section of I-80 within Solano County. At this location, I-80 through volumes combine with high entering volumes from the key interchanges at SR 12 West and I-680 resulting in demand volumes that exceed 15,000 vph in the eastbound direction.
- **Eastbound Tennessee Street on-ramp to Redwood Parkway (upstream embedded bottleneck):** This bottleneck occurs where volumes entering and exiting between these two interchanges combine with mainline traffic on I-80 eastbound.
- **SR 29 to Sequoia Avenue (upstream embedded bottleneck) :** This bottleneck occurs where relatively high volumes continue on I-80 eastbound to the Sequoia Avenue off-ramp after the lane drop at the SR 29 interchange.
- **Midway to Dixon (downstream bottleneck):** At this location the bottleneck occurs where eastbound traffic on I-80 (6,600 vph) exceeds the capacity of the three existing general purpose lanes.

Mitigation strategies for congestion in the eastbound direction of travel are presented for three subsections of I-80 including the bottlenecks mentioned in the previous text. These subsections are: I-80 eastbound from SR 12 East to I-505, eastbound from SR 12 West to SR 12 East (the I-80 / I-680 interchange area) and from the Carquinez Bridge to SR 37 in the Vallejo area. Each is discussed separately as follows:

Eastbound from SR 12 East to Solano County Line

This section of I-80 includes the controlling bottleneck identified between Pleasant Valley Road and Alamo Drive (Location 3) and those segments of I-80 immediately upstream and downstream of this location. As mentioned previously, the demand volumes at the identified controlling bottleneck location exceeds the 8,000 vph capacity of the mixed-use, four-lane section. Projected peak hour demand volumes downstream (east) of this controlling bottleneck range between 8,800 and 9,900 vph until the segment between Allison Drive and I-505 where the demand drops to 7,500 vph. The projected eastbound off-ramp volume at the Allison Drive interchange is 1,800 vph.

Upstream of the controlling bottleneck, the cross-section for I-80 includes the currently programmed HOV-2 lane. This HOV-2 lane is projected to carry volumes in the range of 1,500 to 1,600 vph from SR 12 East to the current terminus of the HOV-2 lane at Air Base Parkway. Even with the availability of this HOV lane, projected demand volumes in the mixed-use lanes upstream of the Location 3 bottleneck range between 9,400 and 10,400 vph -- substantially higher than the 8,000 vph hour capacity provided by the four available mixed-use lanes.

If the travel demand on this section of the corridor is to be met and recurring congestion mitigated, additional mainline capacity is needed. While interchange to interchange auxiliary and ramp metering strategies can help eliminate the projected capacity deficiency on I-80 from SR 12 East to I-505. Ultimately, additional mainline capacity will be needed by 2030. Suggested strategies for this section of the I-80 corridor in the eastbound direction are as follows:

- **Provide a fifth eastbound general purpose lane extending from SR 12 East to Air Base Parkway:** This extension provides needed capacity downstream of the I-80 / I-680 / SR 12 interchange improvements addressed in the next section of this discussion. (The mixed–use lanes demand volume between Abernathy Road and Air Base Parkway are projected to range from 9,500 to 10,500 vph.)
- **Provide an eastbound auxiliary lane between Abernathy Road and West Texas Street:** This improvement will address the high ramp to ramp movements on between these interchanges.
- **Extend the eastbound HOV-2 lane from Alamo Drive to I-505:** This additional extension is beyond the limits of what was recommended in the 2015 section of this analysis, (i.e. Air Base Parkway to Alamo Drive). While projected volumes in this

[10] Projected demand volumes (exclusive of the 1,500 to 1,600 vehicles that use the HOV-2 lane) are in the range of 9,400 to 10,400 on the eastbound section of I-80 between SR 12 East and Air Base Parkway. The capacity of the four mixed-use lanes in this section is 8,000 vph.

analysis support a conclusion that the extension of the HOV-2 lanes could end at Allison Drive, I-505 is a more logical terminus for this project.

- **Install ramp metering at all eastbound local access interchanges between Alamo Drive and I-505:** This improvement continues the strategy of deploying ramp metering and HOV facilities on existing and projected high volume segments of the I-80 corridor.
- **Provide an eastbound auxiliary lane between Cliffside Drive and Allison Drive with a two-lane off-ramp at Allison Drive:** This improvement will address congestion resulting from high entering and exiting volumes between these interchanges.
- **Provide an eastbound auxiliary lane between Cherry Glenn Road and Pleasant Valley Road:** This improvement addresses high ramp movement volumes at this location.
- **Provide a fourth eastbound general purpose lane extending from Leisure Town Road to west of Kidwell Road(the existing 3-lane section):** This improvement is an eastbound extension of the existing four lane section at Leisure Town Road and addresses the capacity of the downstream bottleneck at Midway Road and other embedded bottlenecks with in the resulting queue.

This set of strategies listed above for the 2030 eastbound direction of travel provides additional mixed-use capacity (a fifth lane from Abernathy Road to Air Base Parkway) and an HOV bypass around what is projected as a potential location for long-term congestion on the section of I-80 from Abernathy Road to Alamo Drive. In addition to these recommended strategies, ITS, ramp metering (both of which were recommended in the 2015 section) and auxiliary lanes are recommended in this section of the corridor, where high entering and existing volumes are projected.

However, it should be noted that even with the implementation of the strategies recommended in this report, the projected volumes indicate that there will be the potential for bottlenecks along I-80 in the eastbound direction between Abernathy Road and Alamo Drive. Ultimately, the five general purpose lanes may need to be extended beyond the limits identified to include the eastbound section of I-80 between Air Base Parkway and Alamo Drive if the potential for long-term congestion and bottlenecks is to be fully addressed.

Eastbound from SR 12 West to SR 12 East (the I-680 interchange area)

This section of I-80 includes the critical I-680 / SR 12 interchanges which have been studied in detail by studies of these specific interchange configurations, the STA Major Investment Study for I-80 and studies of the truck scales located within this interchange area. The highest volumes in this section are between the Suisun Valley Road eastbound on-ramp and the SR 12 East off-ramp where the demand volume is 15,342 vph (2,000 vph in the HOV-2 lane and 13,300 vph in the 4 mixed-use and recently completed auxiliary lane). The current eastbound capacity of this section is estimated to vary between 9,200 and 10,000 vph.

Exhibit B-4 depicts concepts for improving this critical section of I-80 eastbound based on the updated volume forecasts used in this study. The key components of these conceptual interchange area improvements include: (1) providing for the high demand volumes on the I-680 to I-80 eastbound ramp which is projected to be constrained to 4,000 vph[11] by the geometry of I-680 and its connection to I-80 eastbound, and (2) providing for high demand volumes at the SR 12 West eastbound on-ramps and SR 12 East off-ramps which are projected to be 2,300 and 4,100, respectively. Additionally, this interchange area should provide for the possibility of a future direct connection from I-680 to the HOV lanes on I-80 to facilitate an HOV bypass around the heavily traveled and constrained I-680 at its junction with I-80 eastbound. The components of the interchange and mainline modifications recommended in the eastbound direction of travel are:

[11] Unconstrained demand volumes on the I-680 to I-80 eastbound ramp are 5,500 vph and the current geometry at this ramp terminal is constrained to a capacity of approximately 3,000 vph.

- **Improve the I-680 interchange connections to address the capacity deficiencies of these ramps by either modifying the current interchange geometry on implementing an alternative configuration.**
- **Relocate/Reconstruct the truck scales to improve weave and merge maneuvers and increase capacity of the scales.**
- **Provide auxillary lanes and braided ramp configurations as necessary between I-680 and SR 12 East:** This improvement is recommended to maximize flow on the I-680 to I-80 eastbound ramp and the I-80 mainline in this section.
- **Provide auxillary lanes and braided ramp configurations as necessary between SR 12 West and I-680 to improve weave and merge maneuvers:** These improvements are recommended to provide additional capacity in this section and to resolve the short distance available for weaving traffic between SR 12 West and Green Valley Road.
- **Provide additional mainline capacity in the eastbound direction. Between SR 12 West and I-680 the section should include five eastbound general use lanes plus one HOV-2 lane. The section between I-680 and SR 12 East should have six eastbound general purpose lanes, plus one HOV-2 lane:** This improvement would be part of the interchange project discussed above and would be needed to provide for through capacity through this section (The recommended lanes may also be seen in Exhibit B-4.)

Eastbound from the Carquinez Bridge to SR 37 (Vallejo Area)

Upstream embedded bottlenecks also exist within the eastbound queue along I-80 in the Vallejo area between SR 37 and the Carquinez Bridge. The right-of-way on this section of I-80 is constrained and the land outside of the right-of-way limits is highly developed. The section also includes numerous local access ramp connections that are constrained by tight geometries and the available road space within the right-of-way limits.

The basic section for I-80 eastbound in this area provides for four mixed-use lanes from the Carquinez Bridge toll plaza to SR 29 and then three mixed-use lanes eastward to SR 37. Due to the constrained geometry, the capacity for the mixed-use, three-lane section is estimated to be 5,700 vph. This limit is exceeded by two upstream embedded bottlenecks which are located between Tennessee Street and Redwood Street and at Sequoia Ave.

The upstream embedded bottlenecks are relatively minor in terms of capacity deficiencies. These bottlenecks can be addressed by a combination of demand management (ramp metering) and localized improvements such as auxiliary lanes and geometric enhancements. The recommended strategies for the eastbound section of I-80 between the Carquinez Bridge and SR 37 are:

- **Conduct a comprehensive evaluation to identify and improve geometry and access between SR 29 and SR 37 in the eastbound direction by consolidating / removing access points, and improving merge and diverge areas.**
- **Install ramp metering in the eastbound direction at local access interchanges in Vallejo between SR 29 and SR 37:** This section of the I-80 will be slightly over capacity and ramp metering with geometric enhancements could potentially allow for this section of I-80 to function successfully without investing in additional mainline capacity such as dedicated HOV facilities.
- **Extend the fourth eastbound general purpose lane from the SR 29 off-ramp to the Sequoia Avenue off-ramp:** This improvement extends the existing general purpose lane presently ending at the SR 29 off-ramp and would mitigate the bottleneck at the Sequoia off-ramp.
- **Provide an eastbound auxiliary lane between the Tennessee Street on-ramp and the Redwood Street off-ramp:** This improvement can mitigate the bottleneck at this eastbound location.
- **Provide an eastbound auxiliary lane between the I-780 on-ramp and the Georgia Street off-ramp:** This improvement mitigates the embedded bottleneck at this location that is caused by high entering volumes from I-780.

Additional Eastbound Improvements

Based on the underlying forecasts used, there were areas of the I-80 corridor that did not warrant congestion mitigation improvements. While not justified on the basis on congestion mitigation, this study does offer recommendations for improvements to close gaps on I-80 and to improve system continuity. In the long term, the following gap filling improvements are recommended for I-80 eastbound:

- **Provide an eastbound HOV lane from SR 29 to SR 37.**
- **Provide an eastbound HOV lane from SR 37 to Red Top Road.**

2030 Westbound Mitigation Strategies for I-80 (Location 5 and Location 6)

Two controlling bottlenecks in the westbound travel direction, Location 5 and Location 6, were identified in the FCT. These locations are depicted graphically in Exhibits B-1, B-2 and B-3.

There are also upstream embedded bottlenecks and downstream bottlenecks that occur at these locations, which are:

- **Westbound between Abernathy Road and West Texas Street (upstream embedded bottleneck):** At this location the bottleneck is caused by a combination of high mainline volumes in the general purpose lanes (9,100 vph) and high ramp volumes projected between these two interchanges.
- **At the Carquinez Bridge and on I-80 west of this location (downstream bottleneck):** This bottleneck is caused by volumes in the general purpose lane that are projected to be ten percent, or 600 vph over the 6,000 vph capacity of the three general purpose lanes at this location. This bottleneck in 2030 is largely dependent upon the actual utilization of the HOV-3 lane that is available in this section, in addition to the three general purpose lanes, and the availability of downstream capacity west of this location which is beyond the limits of this analysis.

Westbound at SR 29 in Vallejo (Location 5)

This controlling bottleneck is where the westbound traffic from SR 29 joins I-80 approaching the new westbound span of the Carquinez Bridge. The resulting queue extends about four miles to just east of the SR 37 interchange. At this bottleneck location, projected eastbound demand volumes are 6,500 vph and the capacity of the three mixed-use lanes is 6,000 vph approaching the Carquinez Bridge.

A recently completed westbound HOV-3 lane at this location extends in the westbound direction over the Carquinez Bridge. To address the controlling bottleneck at SR 29, the HOV lane needs to be extended just east of the SR 29 on-ramp by 2030.

There are no additional westbound, upstream embedded bottlenecks in the area of Vallejo. However, as was discussed above, I-80 eastbound through Vallejo is an area of constrained geometry and right-of-way. The same geometric, access and ITS enhancements discussed for the eastbound direction should be applied to the westbound direction of travel. Suggest strategies for this section of I-80 are as follows:

- **Conduct a comprehensive evaluation to identify and improve geometry and access between SR 29 and SR 37 in the westbound direction by consolidating / removing access points, and improving merge and diverge:** This follows the recommendation made for the eastbound direction of travel along this section of I-80.
- **Install ramp metering in the westbound direction at local access interchanges in Vallejo between SR 29 and SR 37:** This section of the I-80 will be slightly over capacity and ramp metering with geometric enhancements could potentially allow for this section of I-80 to function successfully without investing in additional mainline capacity such as dedicated HOV facilities.

- **Extend the westbound HOV-3 lane from the Carquinez Bridge to east of the SR 29 westbound on-ramp:** This can mitigate the controlling bottleneck on this westbound section of I-80.
- **Extend the westbound HOV-3 lane from east of the SR 29 westbound on-ramp to SR 37:** As mentioned in the preceding text this downstream bottleneck, congestion at the western limits of the study area is largely contingent on the capacity available west of the limits of this study and the actual use of the HOV-3 lane on the Carquinez Bridge and west. Given the physically constrained conditions on this section I-80 between SR 29 and SR 37, the benefits of this improvement need to be carefully evaluated against the cost of the proposed improvement. This analysis indicates that if the HOV extension is operated as 3 persons per vehicle facility, then the extended HOV lane would serve as a bypass of the queue that occurs at the Carquinez Bridge bottleneck. Alternatively, the facility is managed as an HOV-2 lane the bottleneck and the associated queue are effectively mitigated.

Westbound from SR 12 West to SR 12 East / the I-680 interchange area (Location 6)

The controlling westbound bottleneck in this section is where the SR 12 West on-ramp joins I-80 just east of the truck scales off-ramp. Here, the projected demand volumes are 11,500 vph in this section, which has four mixed-use lanes and a fifth auxiliary lane extending from SR 12 West to I-680. The estimated capacity for this section is between 9,000 and 9,500 vph. An additional 1,300 vph use the HOV-2 lane in this section. As mentioned earlier, this bottleneck can effectively be defined as between Suisan Valley Road and SR 12 East due to the characteristics of the volumes at the truck scales on and off-ramps.

There several upstream embedded bottlenecks within the queue created by the controlling bottleneck in this location. These can generally be found within the following limits:

- **Westbound between Abernathy Road and Air Base Parkway**
- **Westbound between Air Base Parkway and Alamo Drive**

Between SR 12 Abernathy Road and Air Base Parkway, demand volumes range between 8,800 and 9,150 vph whereas the capacity of the mixed-use lanes is 8,000 vph. An additional 1,000 vph are projected to use the HOV-2 in this section which begins just east of Air Base Parkway. From Air Base Parkway to Alamo Drive, the projected demand volumes are 8,900 vph exceeding the 8,000 vph capacity of this four general use section. The strategies suggested for the controlling bottlenecks and upstream embedded bottlenecks in the westbound direction of travel from the I-80 / I-680 / SR 12 interchange to Alamo Drive are as follows:

- **Provide additional mainline capacity in the westbound direction. Between I-680 and SR 12 West the section should include five westbound general use lanes plus one HOV-2 lane. The section between SR 12 East and I-680 should have six westbound general purpose lanes, plus one HOV-2 lane:** This recommendation corresponds with improvements in the eastbound direction of travel as shown in Exhibit B-4.
- **Provide a fifth westbound general purpose lane from SR 12 East to West Texas Street:** This improvement provides westbound capacity upstream of the proposed improvements to the I-80 / I-680 / SR 12 interchange.
-
- **Provide a westbound auxiliary lane between North Texas Street and Air Base Parkway..**
- **Extend the westbound HOV-2 lane from Air Base Parkway to I-505:** The westbound HOV-2 extension is needed only to Mason, however similar to the recommendation to extend the eastbound HOV lane to I-505, it is recommended that I-505 serve as the limits of the westbound HOV extension from the standpoint of connection to future HOV networks and because this limit (I-505) is a logical termini for this project. This improvement provides an HOV bypass in the westbound direction.
- **Implement the I-80/I-505 Weave Correction Project to reduce weaving conflicts between westbound I-80 and I-505 traffic.**

- **Install ramp metering at all westbound local access interchanges between Alamo Drive and I-505:** This improvement continues the strategy of deploying ramp metering and HOV facilities on existing and projected high volume segments of the I-80 corridor.
- **Provide a westbound auxiliary lane between Alamo Drive and Pleasant Valley Road:** This improvement will help to mitigate congestion between these two interchanges due to high entering volumes at Alamo Drive.
- **Install ramp metering at westbound local access interchanges in from I-505 eastward to the Solano / Yolo County Line**: The 2030 traffic forecasts in this area are within the available capacity limitations. For this reason, it is suggested that ramp metering for the remaining section of I-80 can be deferred until 2030, or as needed, depending on actual traffic conditions in the future.

Additional Westbound Improvements

Based on the underlying forecasts used, there were areas of the I-80 corridor that did not warrant congestion mitigation improvements. While not justified on the basis on congestion mitigation, this study does offer recommendations for improvements to close gaps on I-80 and to improve system continuity. In the long term, the following gap filling improvements are recommended for I-80 westbound:

- **Provide an westbound HOV lane from SR 37 to Red Top Road.**
- **Provide a fourth westbound general use lane between Leisure Town Road and west of Kidwell Road (the existing3-lane sectionl).**

Section 3: ITS Deployment on the I-80 Corridor

Intelligent Transportation Systems (ITS) includes the deployment of Closed Circuit Television (CCTV) technologies, traffic detection, changeable message signs (CMS) and ramp metering. These technologies can optimize the available infrastructure, provide valuable travel status information to users of the system and are a critical component of incident detection and recovery. These technologies are key to reducing non-recurrent delays due to incidents and accidents along the I-80 Corridor. To achieve these goals, ITS infrastructure in the I-80 Corridor should strive for the following characteristics.

- One Camera per mile in each direction of travel;
- Changeable message signs (CMS) at the approaches to all systems interchanges;
- Traffic detection every one-third to one-half mile along the corridor; and
- Ramp Metering at all Service Interchanges.

Currently, there is no ramp metering along I-80 within Solano County. Other ITS technologies, such as CCTV, traffic detection and CMS, are concentrated in the western section of the corridor, (generally in the area between SR 29 and SR 37 in Vallejo and from SR 12 West to SR 12 East in Fairfield).

As part of the future HOV lane project on I-80 from Red Top Road to Air Base Parkway, ramp meters will be installed and the scope of the existing ITS technologies in the Fairfield area will be updated, (with the exception of CMS which will likely be addressed as part of the I-80 / I-680 / SR 12 interchange project).

To develop strategies for ramp metering and other ITS technologies, each potential strategy was looked at based on several considerations including: (1) what was currently deployed or programmed in the corridor, (2) available capacity (in the case of ramp metering) and (3) higher accident locations. These areas of consideration helped guide the development of a proposed ITS implementation strategy. Each of these strategies is discussed separately as follows:

Ramp Metering Strategy for I-80

Exhibit C-1 depicts the programmed ramp metering that is expected to be implement concurrently with the HOV lane project from Red Top Road to Air Base Parkway. The limits of this project coincide with the highest volumes on the I-80 corridor in Solano County. The recommended ramp metering strategy is based on building on the programmed implementation within the HOV project by first addressing transitional areas with high volumes up and downstream of these project limits. The strategy is then to extend ramp metering to future I-80 sections with volumes at, or near capacity (consistent with growth in traffic and available capacity in the corridor). All ramp metering improvements are recommended in Sections 1 and 2 and summarized as follows.

In the short term:

- **Install ramp metering on local service interchanges (eastbound and westbound) between Air Base Parkway and Alamo Drive:** This recommendation extends ramp metering east of Air Base Parkway based on the high volumes in this area of the corridor. This is consistent with the proposal elsewhere in this report to extend the HOV to Alamo Drive.
- **Install ramp metering at the Green Valley Road and Suisun Valley Road interchanges**: This will maximize the utility of the available capacity in this area of I-80 until more significant long term capacity improvements are implemented.

In the long term:

- **Install ramp metering in both directions at local access interchanges in Vallejo between SR 29 and SR 37:** It recognized that due to constrained rights-of-way and geometries that each interchange in this area will need to be examined on a case-by-case basis to determine if ramp metering can be implemented. This recommendation is made since by 2030,

this section of the I-80 will be slightly over capacity and ramp metering with geometric enhancements could potentially allow for this section of I-80 to function successfully without investing in additional mainline capacity such as dedicated HOV facilities.

- **Install ramp metering at all eastbound and westbound local access interchanges between Alamo Drive and I-505:** This proposal continues the strategy of deploying ramp metering and HOV facilities on existing and projected high volume segments of the I-80 corridor.
- **Install ramp metering at westbound local access interchanges in from I-505 eastward to the Solano / Yolo County Line**: The 2030 traffic forecasts in this area are within the available capacity limitations. For this reason, it is suggested that ramp metering for the remaining section of I-80 can be deferred until 2030, or as needed, depending on actual traffic conditions in the future.

ITS (CCTV, traffic detection and CMS) Strategy for I-80

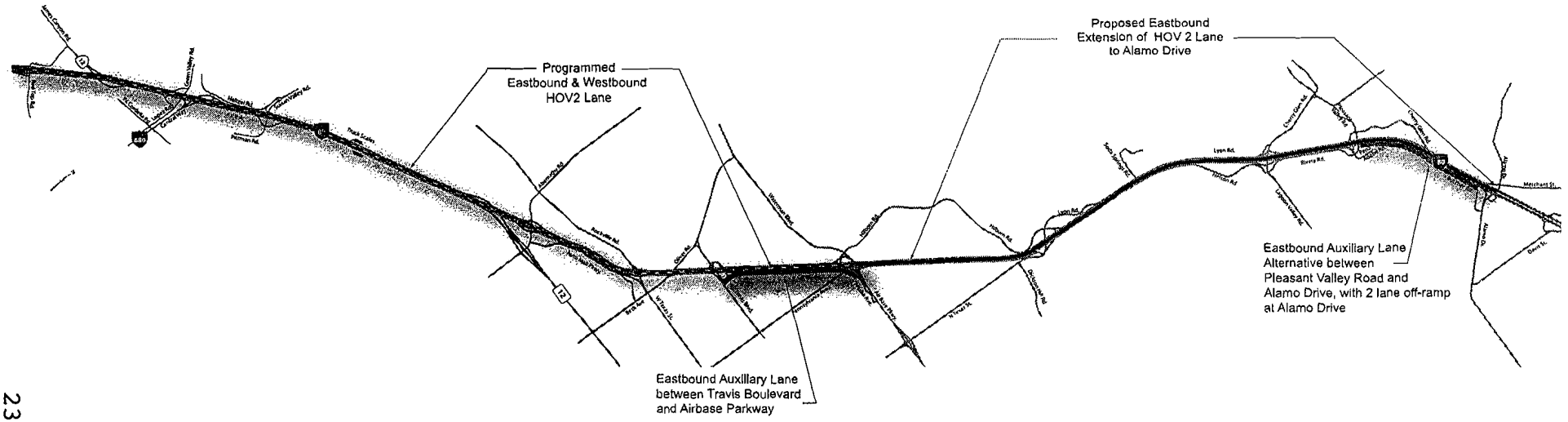
As mentioned previously and shown on Exhibit C-2, the existing and programmed deployments of ITS technologies are in the Vallejo and Fairfield areas. In order to develop a strategy for future ITS deployments, accidents were evaluated and higher accident locations, such as from SR 29 to SR 37 and from American Canyon Road to Air Base Parkway, were factored. The recommendations are as follows.

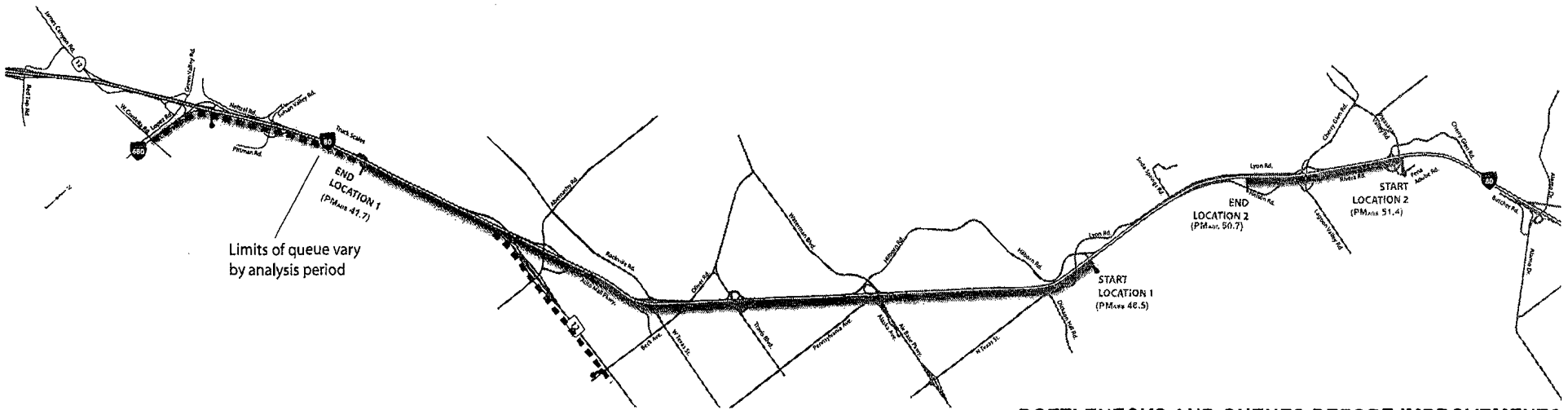
In the short term:

- **Assess gaps in the current and programmed ITS installations and supplement as needed.:** For example, in Vallejo between SR 29 and SR 37, four CMS signs and four CCTV's would need to be installed to bring this section of I-80 meet its goal for ITS coverage.
- **Extend ITS coverage to fill the gap between SR 37 and Red Top Road:** This will fill the gap between the two existing deployments of ITS technologies in the corridor as described above.
- **Extend ITS coverage eastward from Air Base Parkway to the Solano / Yolo County Line:** The final proposed extension would complete the ITS package in Solano County, This section of the I-80 from I-505 to the Solano / Yolo County Line has one of the highest accident rates.

EXHIBIT A: 2015 MITIGATION STRATEGIES

LOCATION 1: EASTBOUND AT NORTH TEXAS STREET
LOCATION 2: EASTBOUND AT PLEASANT VALLEY ROAD

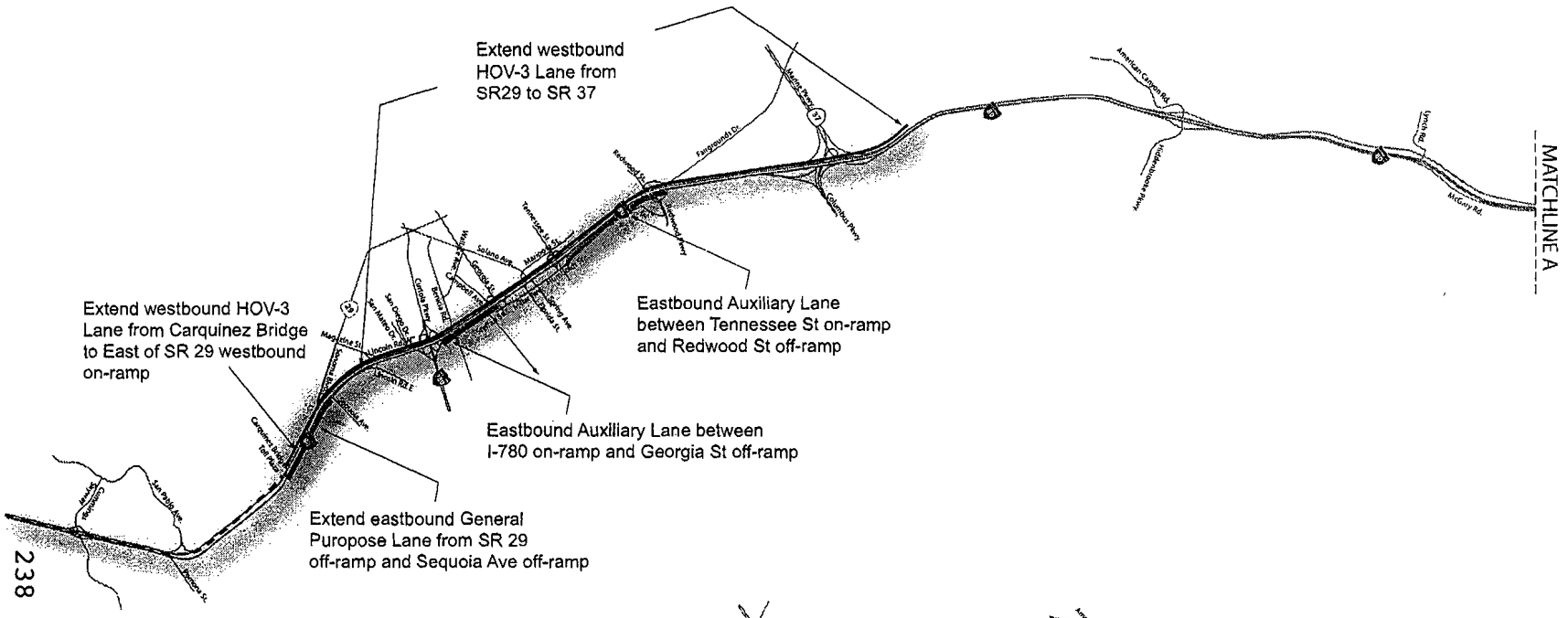


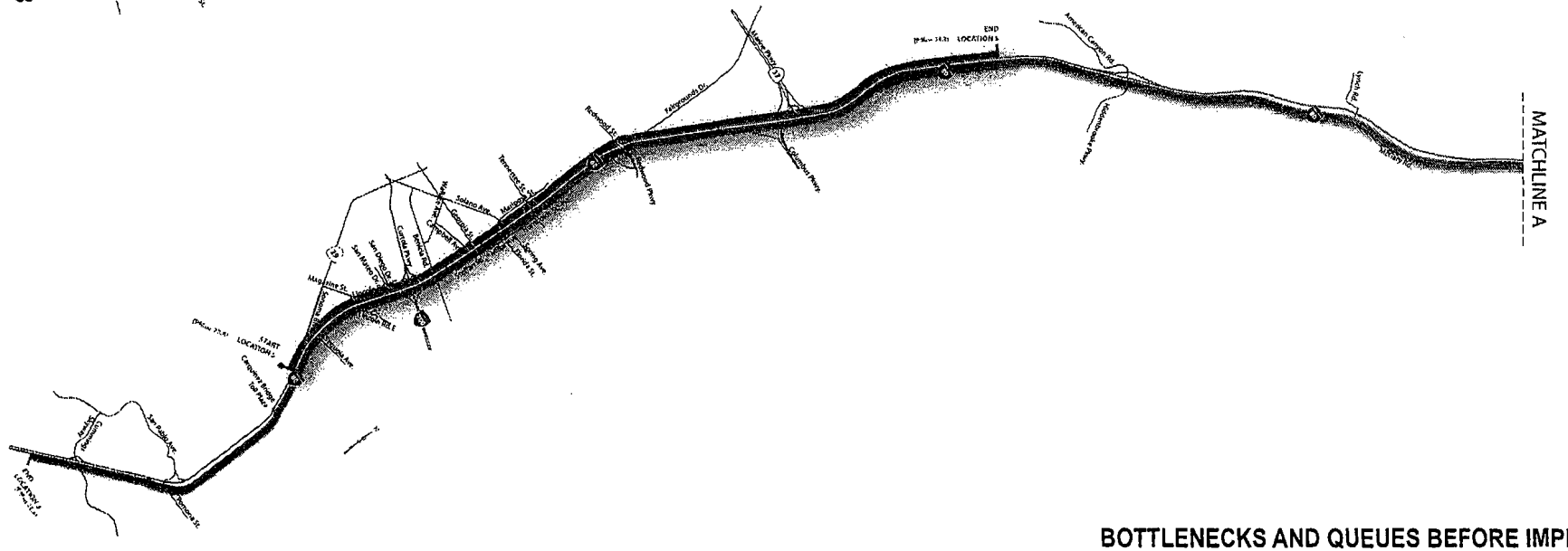


BOTTLENECKS AND QUEUES BEFORE IMPROVEMENTS

EXHIBIT B1: 2030 MITIGATION STRATEGIES

LOCATION 3: EASTBOUND AT PLEASANT VALLEY ROAD ON-RAMP
LOCATION 5: WESTBOUND AT SR 29 ON-RAMP
LOCATION 6: WESTBOUND AT WEST OF SUISUN VALLEY RD

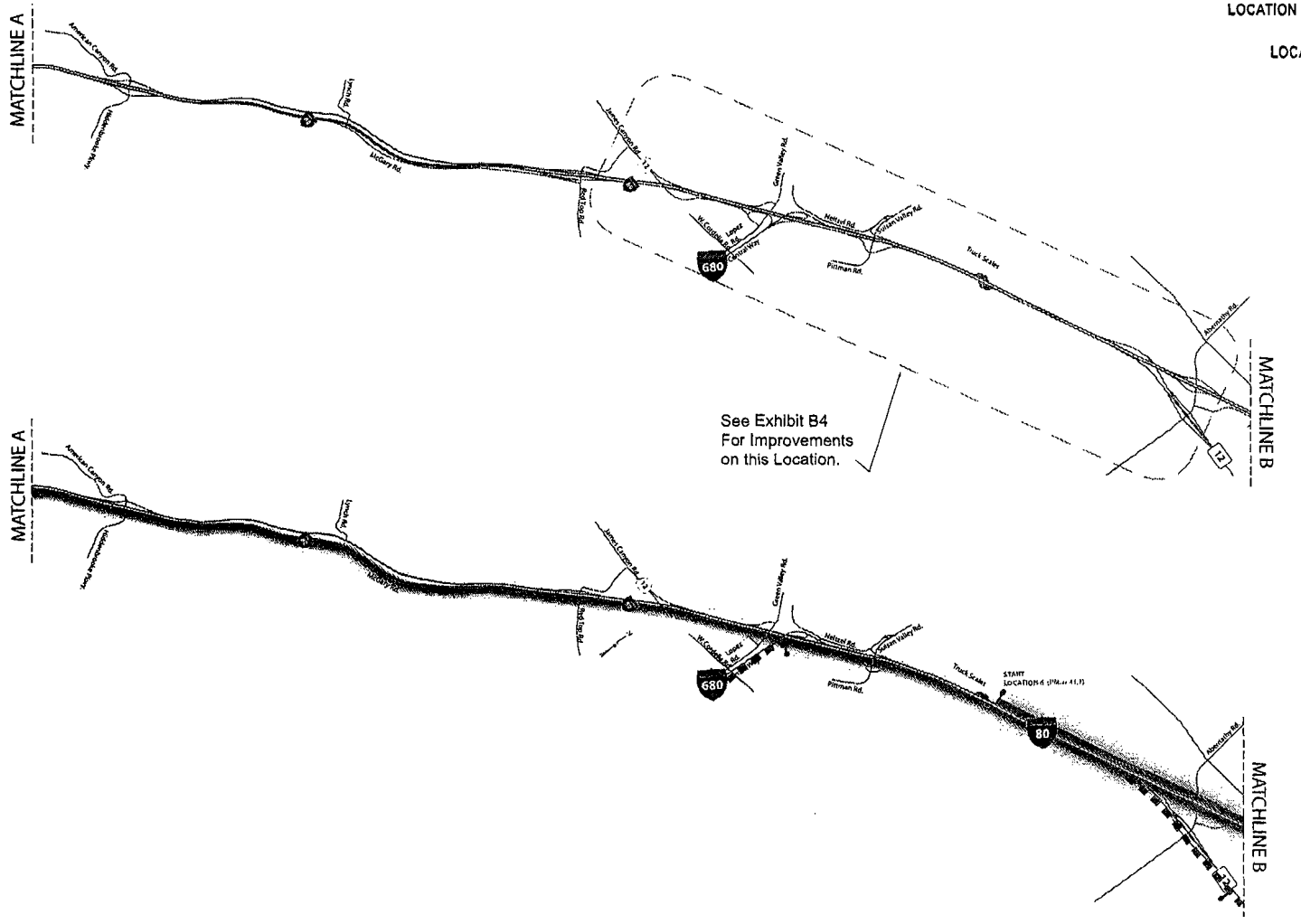




BOTTLENECKS AND QUEUES BEFORE IMPROVEMENTS

EXHIBIT B2: 2030 MITIGATION STRATEGIES

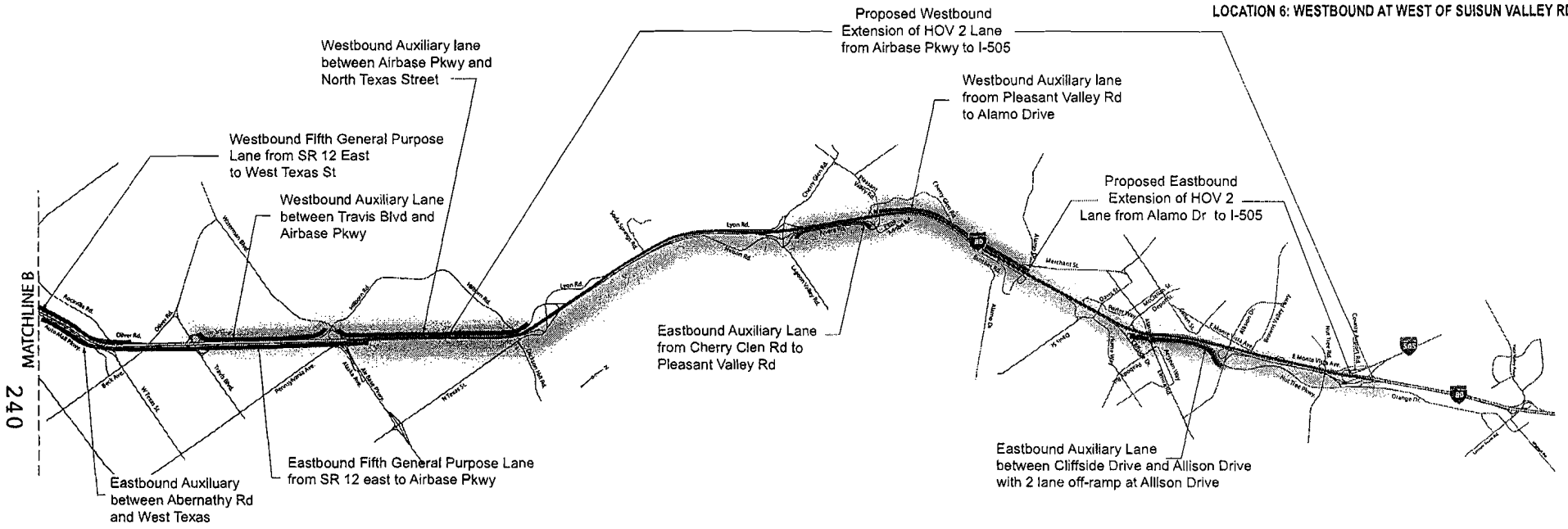
LOCATION 3: EASTBOUND AT PLEASANT VALLEY ROAD ON-RAMP
LOCATION 5: WESTBOUND AT SR 29 ON-RAMP
LOCATION 6: WESTBOUND AT WEST OF SUISUN VALLEY RD

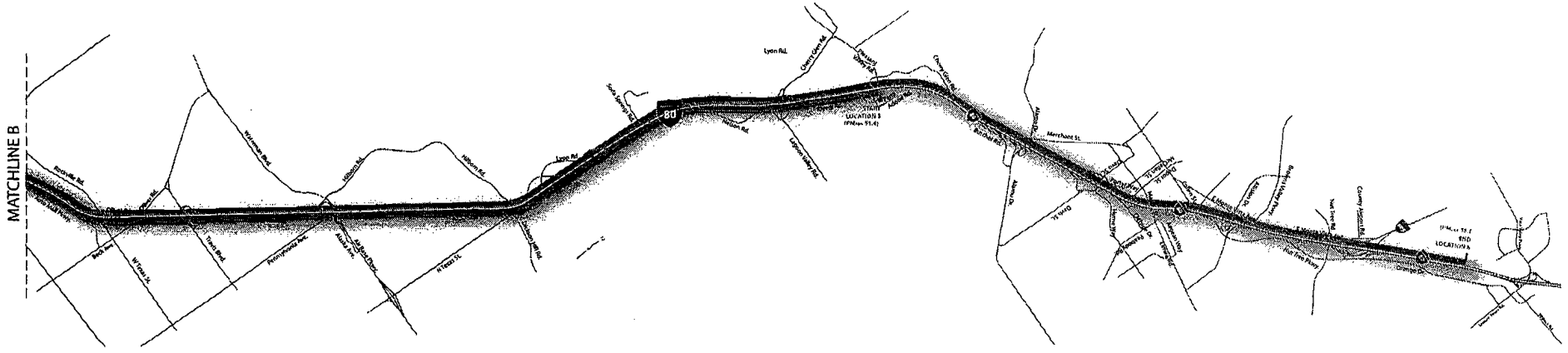


BOTTLENECKS AND QUEUES BEFORE IMPROVEMENTS

EXHIBIT B3: 2030 MITIGATION STRATEGIES

LOCATION 3: EASTBOUND AT PLEASANT VALLEY ROAD ON-RAMP
LOCATION 5: WESTBOUND AT SR 29 ON-RAMP
LOCATION 6: WESTBOUND AT WEST OF SUISUN VALLEY RD

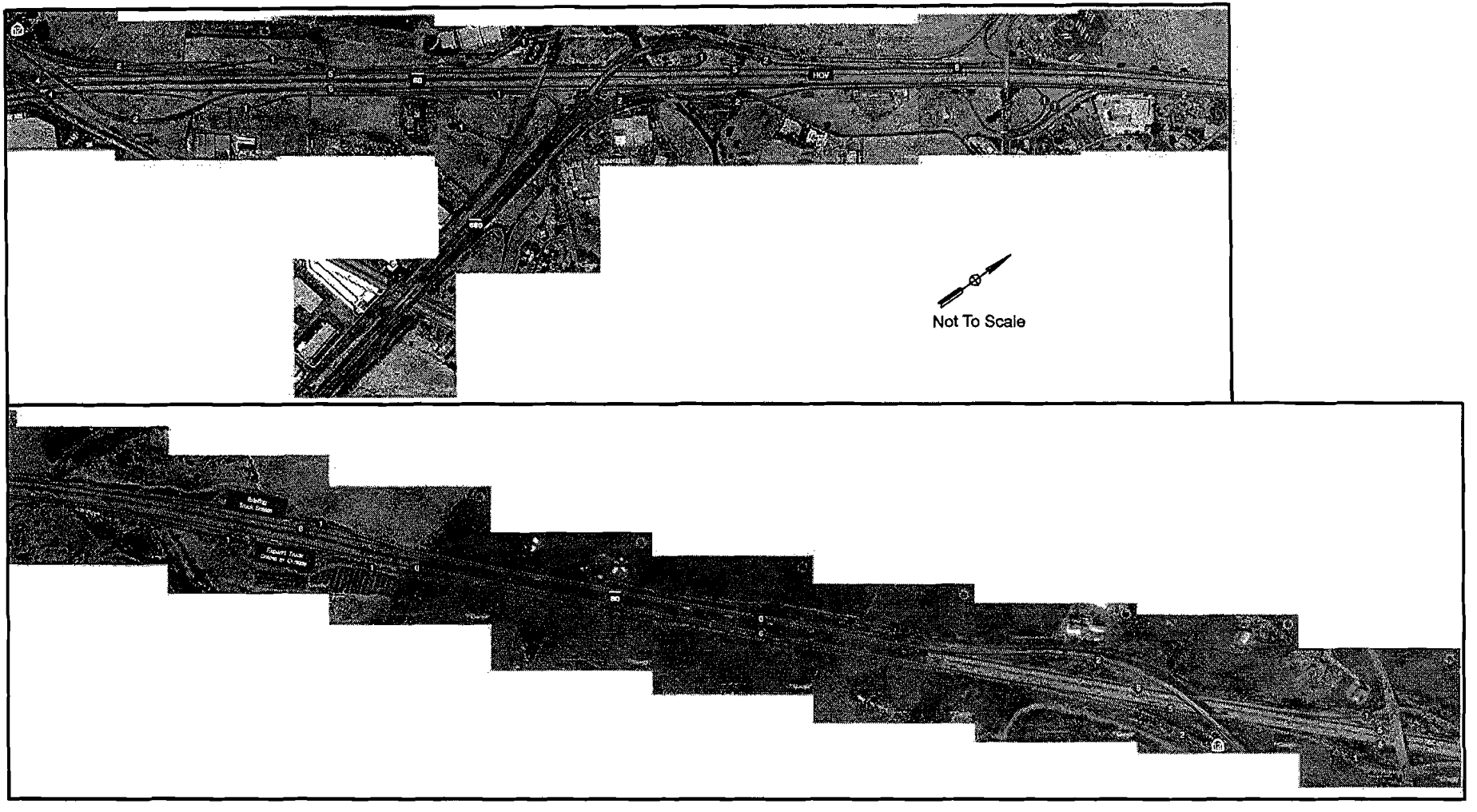




BOTTLENECKS AND QUEUES BEFORE IMPROVEMENTS

EXHIBIT B4: 2030 MITIGATION STRATEGIES

INTERCHANGE DETAIL I-80/I-680/SR 12



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Solano Transportation Authority

DATE: June 2, 2008
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: Jepson Parkway Project Update

Background:
The Jepson Parkway Project is named for Willis Linn Jepson, born August 19, 1867, in Little Oak, near Vacaville. Jepson was considered one of America's greatest regional botanists and the principal interpreter of California flora. A passionate conservationist, Jepson founded the California Botanical Society. During his fruitful career, he wrote more than 200 scientific papers and eight books, including *Flora of Western Middle California* (1901), *Silva of California* (1910), and *A Manual of the Flowering Plants of California* (1923–1925). This manual, familiarly known as the "Jepson Manual," is the outstanding work on regional flora produced in this country.

The Jepson Parkway Concept Plan was completed in 2000 by the Solano Transportation Authority (STA) in partnership with the City of Fairfield, the City of Suisun City, the City of Vacaville and Solano County. The Concept Plan provided a comprehensive, innovative, and coordinated strategy for developing a multi-modal corridor; linking land use and transportation to support the use of alternative travel modes, and protecting existing and future residential neighborhoods. The 12-mile Jepson Parkway projectwill improve intra-county mobility for Solano County residents and provide traffic relief for I-80. The Jepson Parkway Project would upgrade and link a series of existing local two- and four-lane roadways (as well as construct an extension of an existing roadway under one alternative) to provide a four- to six-lane north-south travel route for residents who face increasing congestion when traveling between jurisdictions in central Solano County. Roadways proposed for improvements in the corridor could include Peabody Road, Leisure Town Road, Vanden Road, Cement Hill Road, Huntington Drive, Air Base Parkway, and/or Walters Road, including a possible extension of Walters Road north of its existing terminus. The project also includes safety improvements such as the provision of roadway medians, traffic signals, shoulders, separate turn lanes, railroad grade separations and separate bike lanes

The Jepson Parkway project is divided into 10 segments for design and construction purposes. Four (4) construction projects within the Jepson Parkway project have been completed: The extension of Leisure Town Road from Alamo to Vanden (Vacaville/County); The relocation of the Vanden/Peabody intersection (Fairfield); improvements to Leisure Town Road bridges (Vacaville); The Walters Road Widening (Suisun City); and the I-80/Leisure Town Road Interchange (Vacaville).

A Notice of Preparation (NOP) and Notice of Intent (NOI) for the Project were published in the summer of 2000. Publication of these notices established the baseline against which the project's environmental impacts are measured. Since 2000, the conditions in the corridor have continually evolved, and the Environmental Impact Report/Environmental Impact Statement (EIR/EIS) and supporting technical reports have been updated to reflect current conditions. Additional field reviews and/or research has been conducted for biological resources, visual resources, land use, traffic, and hydrology/water quality. Caltrans is the federal lead agency under National Environmental Protection Act (NEPA) and STA is acting as State lead agency under California Environmental Quality Act (CEQA).

Within Solano County, the project crosses through Vacaville, Fairfield, and Suisun City. Solano County contains both highly urbanized lands and rural lands. Most of the County's urban land is concentrated along the I-80 corridor. Elsewhere in the County, land primarily supports rural residential, agricultural, and open space uses. Major land uses within the corridor are varied and include concentrations of residential, commercial, industrial, and agricultural uses.

Discussion:

The 12-mile Jepson Parkway project will improve intra-county mobility for Solano County residents. The purpose of the proposed project is to provide roadway improvements that create a safe, environmentally-conscious route for local traffic through central Solano County. The project is designed to meet objectives of the *Jepson Parkway Concept Plan* (Concept Plan), prepared by STA. As envisioned by the Concept Plan, the Jepson Parkway would improve safety at various locations and along various road segments; offer relief from existing and anticipated traffic congestion on north-south routes in Solano County; provide improved and new transit, bicycle, and pedestrian facilities; and include a crossing of the Union Pacific Railroad (UPRR) tracks. The Concept Plan also proposes advisory design guidelines that would promote visual continuity along the roadway through the consistent use of design elements such as landscaping and signage.

Implementation of the project to meet the objectives of the Concept Plan would assist the STA in meeting the following specific purposes:

- Provide an integrated and continuous route for local north-south trips between Vacaville, Fairfield, Suisun City, and unincorporated areas of central Solano County as an alternative to using I-80.
- Provide local traffic a safe, convenient route between Vacaville, Fairfield, Suisun City, and unincorporated areas of central Solano County using existing roadways when feasible.
- Enhance multimodal transportation options for local trips in central Solano County, by providing a safe, convenient bicycle and pedestrian path and a continuous north-south route for transit use in the area.

In accomplishing these purposes, the Jepson Parkway Project would overcome a number of shortcomings and deficiencies in the existing patchwork of road segments. Specifically, the project would:

- Address existing and future traffic congestion for north-south mobility in central Solano County.
- Improve existing and future roadway safety along the corridor.
- Accommodate traffic associated with future planned growth, as identified in the following adopted local plans:
  - ✓ Regional Transportation Plan for the San Francisco Bay Area (RTP);
  - ✓ City of Vacaville General Plan;
  - ✓ City of Fairfield General Plan;
  - ✓ City of Suisun City General Plan; and
  - ✓ Solano County General Plan.
- Relieve existing and future (2030) traffic congestion on I-80.
- Support future multimodal transit options and bicycle and pedestrian use.

The EIR/EIS studies four (4) Alternatives, in additional to the no build (see Attachment A). These are:

- Alternative A: No Build (No Action)
- Alternative B: Leisure Town Road–Vanden Road–Cement Hill Road–Walters Road Extension–Walters Road
- Alternative C: Leisure Town Road–Vanden Road–Peabody Road–Air Base Parkway–Walters Road
- Alternative D: Leisure Town Road–Vanden Road–Peabody Road–Huntington Drive–Walters Road
- Alternative E: Peabody Road–Air Base Parkway–Walters Road

The schedule for the environmental phase of the project is:

- Jepson Parkway Newsletter - Done
- Release Draft EIR/EIS for public comment - Done
- Public Hearing – June 24, 2008 @ Callison Elementary School, Vacaville
- End of Public Review – August 6, 2008
- Staff Recommend Preferred Alternative - Fall 2008
- NEPA 404 LEDPA Concurrences - Fall 2008
- Final EIS/EIR – Early 2009
- Record of Decision (ROD)/Notice of Determination (NOD) - 2009

Recommendation:
Informational.

Attachment:
A. Jepson Parkway Alternatives

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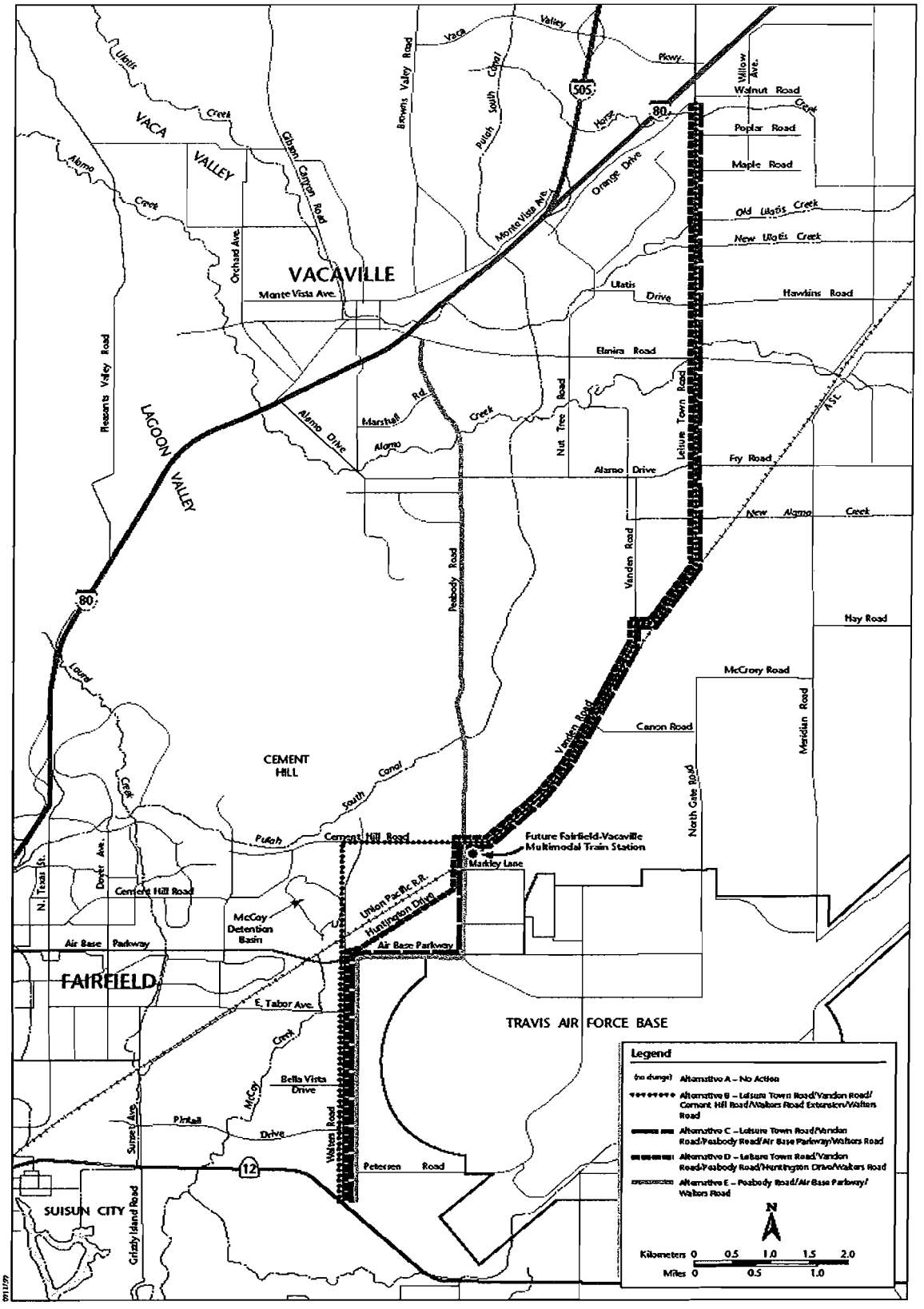

Figure 2-2
Jepson Parkway Project Location

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STA
Solano Transportation Authority

DATE: June 4, 2008
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: STA Marketing Program Update

Background:
The STA manages and markets a variety of transportation related programs and services. This includes the design and implementation of the marketing objectives for the STA, and STA managed programs (the SolanoExpress transit program, the Solano Paratransit program, and the Solano Napa Commuter Information (SNCI) program). The marketing efforts have included annual reports, newsletters, brochures, website, public meetings, polling, community events, display racks, wall maps, bus passholders, vehicle wraps, print and radio advertising, incentives, promotional items, direct mail, press relations, employer and general public promotional campaigns, freeway signs and the media. The STA has retained a consultant, Moore Iacofano Goltsman, (MIG), Inc., for the past five years to assist in these efforts.

Staff is currently working through the STA Fiscal Year (FY) 2007-08 Marketing Plan (Attachment A), which was approved by the STA Board in June, 2007. The goal of the marketing program is to increase public awareness and inform the public and decision-makers about the STA and its programs, as well as current transportation issues such as funding facts for improvements to Solano County's freeways and roads, mobility and safety improvements. A variety of methods are employed to accomplish this task: direct public contact, printed material, and electronic means.

Discussion:
2007-08 Marketing Program
The STA marketing program uses services in addition to MIG to craft products. STA staff provides design, layout and printing of many print publications, plans and implements events, and handles most aspects of electronic media. Consultants are employed for specific projects that include funding for marketing. For FY 2007-08, MIG's contract comprises 45% of the marketing budget.

The FY 2007-08 consultant agreement increased in cost from the previous agreement due to anticipated services to be provided by MIG related to the expansion of marketing efforts, particularly for the public education campaign for State Route (SR) 12 safety improvements. During this fiscal year, most of the products previously designed and produced by the consultant for STA general marketing purposes have been brought in-house to give staff more control of the products and to realize a cost savings by having staff design, layout and produce publications. For example, both the report to the State Legislature and the Federal Appropriations booklets were in-house products.

The STA Board emphasis on safety improvements to SR 12 resulted in an increased marketing effort and products. The SR 12 Steering Committee provides guidance for staff's public education efforts which resulted in the creation of a separate "SR 12 Status" fact sheet, participation in a countywide safety fair, redesign of a public awareness campaign, filming of a City of Fairfield Channel 26 program, and media messages for local radio programming.

2008-09 Marketing Program

The proposed FY 2008-09 Marketing Plan will be brought to the STA Board for consideration at a later date. The one-year Plan will guide the marketing efforts for the STA and for STA managed programs. Existing strategies will be reviewed and new marketing methods will be developed and implemented as appropriate. The Marketing Plan will be carried out by STA staff with consultant support, with the exception of STA General Marketing, which will not use a consultant.

Potential STA Marketing Strategies for FY 2008-09 (Attachment B) lists the STA's identified target audiences, and ideas for marketing methods and products. This is a particularly advantageous time to promote alternative modes of transportation due to the recent increase in gasoline prices.

Staff plans to expand the capabilities of the STA's internet marketing through the implementation of new technologies on the STA website. With the recent rapid explosion of social networking, there is an untapped market that can be reached through methods such as RSS (Really Simple Syndication) feeds that make it possible for people to keep up with websites in an automated manner, podcasts (series of digital-media files distributed over the internet), and blogs (web logs).

Fiscal Impact:

Funding for marketing, including consultant services, is incorporated in the approved Fiscal Year (FY) 2007-08 STA budget, and the proposed FY 2008-09 STA budget through a combination of STA General Marketing, SolanoExpress Marketing, Solano Paratransit, and SNCI Marketing accounts.

Recommendation:

Informational.

Attachment:

A. STA FY 2007-08 Marketing Plan
B. Potential STA Marketing Strategies for FY 2008-09

Solano Transportation Authority
FY 2007-08 Marketing Plan

The STA manages and markets a variety of transportation related programs and services. This includes the design and implementation of the marketing objectives for the STA, the SolanoExpress Transit program, Solano Paratransit, and the Solano Napa Commuter Information (SNCI) Program.

- The **STA** strives to inform the public and decision-makers about various transportation projects, programs, and services through an annual report, newsletters, brochures, website, public meetings, research, community events and the media.

- The STA also coordinates the marketing of **SolanoExpress** intercity transit services countywide. This effort has included the re-branding of SolanoLinks to SolanoExpress, the development and updating of the SolanoExpress brochure, wall maps, production of SolanoExpress bus passholders, bus wraps (vehicle branding), and other activities.

- The identity and branding of **Solano Paratransit** has resulted in the design of vehicle wraps and will be expanded to printed materials.

- To increase the use of carpooling, vanpooling, transit, bicycling and other alternatives to single-occupancy vehicles, the STA's **Solano Napa Commuter Information (SNCI)** program markets its and partner agencies' services countywide. This marketing program has been traditionally accomplished through a variety of methods including brochures, display racks, events, print and radio advertising, incentives, promotional items, direct mail, press relations, employer and general public promotional campaigns, and freeway signs.

Marketing products and plans for FY 2007-08 include, but are not limited to, the following:

STA – Overall Agency

- STA Agency brochure "Working for You": Redesign (to include Annual Report highlights), write, produce and distribute tri-fold color brochure with photos.
- State legislative booklet: Write, design, produce and distribute 20-page plus cover color document with photos.
- Federal reauthorization booklet: Write, design, produce and distribute 20-page plus cover color document with photos.
- TEA-21 Reauthorization booklet: Write, design, produce and distribute 16-page plus cover color document with photos.
- 2007 STA Annual Report: Write, design, produce and distribute 20-page plus cover color document with photos.
- Quarterly "STA STATUS" newsletter: Write, produce and distribute 4-page color document with photos.
- Quarterly "SR 12 Status" newsletter: Write, produce and distribute 2-page color document with photos.

- SR 12 public awareness campaign: Work with SR 12 Steering Committee to continue efforts to educate the public about the safety improvements on SR 12 through newsletters, events, press conferences, signage, and other activities.
- Safe Routes to School: Design and produce a periodic newsletter to inform Solano residents about the ongoing efforts of providing safe routes to school.
- Community outreach: Participate in community events that bring awareness to transportation projects and concerns to Solano County residents. Host public forums to engage citizens in relevant transportation issues.
- Media: Create media messages on relevant transportation topics for broadcast on local cable television (interviews on mayor's shows, public service announcements); produce press releases to inform the public about transportation projects and programs.
- Signage: Work with partner agencies to ensure signs are posted announcing STA-funded transportation projects in progress, and the STA logo is included on such signs.
- Website: Redesign and continual content update. Explore new methods of communicating with Solano residents through the Internet.
- 2007 Annual Awards Ceremony: Plan and hold annual recognition ceremony for excellence in transportation planning, projects and programs.
- Ribbon-cutting and ground-breaking ceremonies for transportation projects where STA is the lead agency or partner agency (i.e., Benicia-Martinez bridge opening in Fall 2007).

SolanoExpress Intercity Transit

- Update and produce brochure to market current and future services for SolanoExpress.
- Design an integrated campaign which could include placement of advertising pieces in local electronic and print media venues targeting Solano County residents, branding SolanoExpress routes and stops, incentives, and other strategies.
- Update SolanoExpress website.
- Reprint passenger comment card.

Solano Paratransit

- Update and produce brochure to market current services for Solano Paratransit.
- Placement of van wraps as needed to promote and bring recognition of service to Solano County residents.
- Update Paratransit Coordinating Council (PCC) brochure to promote PCC's role/services.
- Reprint passenger comment card.

SNCI (including Solano and Napa counties):

- Market SNCI program and other TDM services to Solano and Napa employers and business communities.
- Implement and evaluate 2007 Solano Commute challenge.
- Promote countywide Emergency Ride Home programs.
- Design and implement an SNCI awareness campaign.
- Evaluate and update commuter incentive programs and marketing materials.
- Evaluate and update vanpool services and marketing program.
- Develop year-end mailer for SNCI employer and/or vanpool distribution.
- Design and implement 2008 Bike to Work/School promotional campaign.
- Update Bikelinks map and other bicycle promotional materials.
- Public outreach through events, displays, direct mail, electronic and print media.
- Partner with other agencies to cross-promote TDM services.

ATTACHMENT B

Potential STA Marketing Strategies for FY 2008-09

Identified Target Audiences:

- Residents
- Businesses
- Schools/Students/Parents
- Elected Officials
- Commuters
- Seniors/Disabled
- Partner Agencies
- Others

Marketing Venue Ideas:

Products:

- STATUS Newsletter – quarterly publication
- SR 12 STATUS Fact Sheet – semi-annual publication
- Project Fact Sheets (I-80 HOV, I-80 North Connector, I-80 Truck Scales, Gas Tax 101" - basic educational tool on transportation funding, Safe Routes to School, "etc.)
- Condensed version of Annual Report included in "Working For You"
- Website expansion to include Web 2.0 technologies
- Public Service Announcement (PSA), Mayor's Show (Fairfield, others)
- Streamlined State/Federal Legislative Report Booklets (Annual)
- Federal Reauthorization Priorities Booklet (every 6 years)
- Press Releases
- Commute Profile
- STA Board Meetings
- Signs/posters/brochures
- Awards Program

Methods:

- Provide literature at meetings (STA general info, acronyms, etc.)
- Electronic mailing of newsletter, fact sheets, other products
- RSS feeds, blogs, podcasts, streaming video, other Internet medium
- Mass mailings (countywide or as part of existing city/county newsletters)
- Links to STA's website on all cities/partners' websites
- Partnership with businesses and schools
- Community outreach meetings
- Focus groups to engage the public
- Transportation Summit
- Print/Broadcast Media
- Public poll/survey
- Host STA Board meeting offsite (Vacaville and/or County office)
- Broadcast STA Board meeting over the Internet (webcast)
- Post "Your Transportation Dollars at Work" signs with STA logo on all STA-funded construction projects
- Awards Ceremony
- Groundbreakings/ribbon-cuttings
- Employer/community group fairs
- Commuter incentive programs/special weeks
- Establish connection with county/cities' economic development departments to reach new businesses with transportation information
- Public transportation displays (busses, trains, ferries)
- Partner with Solano County and Solano Economic Development Corporation to produce a mutually beneficial promotional poster/map

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STA
Solano Transportation Authority

DATE: June 2, 2008
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: I-80 Eastbound (EB) Cordelia Truck Scales Relocation Project Update

Background:
The I-80/I-680/State Route (SR) 12 junction and the Truck Scales in Cordelia create major congestion on I-80 in Fairfield during both the AM and PM peak periods. The AM peak hour current congestion extends from the I-80/I-680/SR12 junction to West Texas Street, a distance of nearly 4.5 miles. Heavy westbound on-ramp volumes from the SR 12 East and Air Base Parkway interchanges also contribute to the congestion during the AM peak period. During the PM peak periods, heavy eastbound I-80 traffic volumes, in conjunction with on-ramp volumes from the SR 12 West and I-680 combine with the truck queues to create congestion on eastbound I-80 within the I-80/I-680/SR 12 Interchange.

Significant truck weaving traffic creates queues on I-80 in both directions in the vicinity of the truck scales. The total daily travel demand entering the I-80/I-680/SR 12 Interchange is projected to grow from approximately 145,000 vehicles to 270,000 vehicles by 2035, an increase of 80%. Truck volumes, which constitute 5% of the current total daily traffic volume, are projected to grow from the current 11,800 trucks per day to 25,300 trucks per day by 2040, a 115 % increase. Currently, the high volume of trucks exiting and re-entering I-80 at the truck scales facility results in truck queues in the outside mainline lane during the PM peak period.

The Cordelia Truck Scales significantly contribute to the congestion on I-80 due to the large number of trucks exiting and entering I-80 and the close proximity of the scales to several interchanges, including SR12 East, Suisun Valley Road, I-680, Green Valley Road and SR12 West. In addition, the Cordelia Truck Scales, which were constructed in 1958, are seriously undersized and unable to process the existing truck volumes let alone the future projected truck volumes. The purpose of the project is to construct new eastbound truck scales with the capacity to accommodate the anticipated 115% growth in truck traffic in the corridor by 2040; to provide traffic congestion relief in this section of I-80 due by reducing truck /auto weaving and queuing; and to improve the reliability of the system with increased capacity and up-to-date equipment.

The I-80 Eastbound Truck Scales Relocation Project is a component of the STA's highest priority project, the I-80/I-680/SR 12 Interchange Complex, which was identified in the I-80/I-680/I-780 Corridor Major Investment Study (MIS) (July 2004). The MIS found that the scales' effect on traffic congestion and safety on I-80, within the I-80/I-680/SR 12 Interchange, is so significant that relocation of the scales outside the I-80/I-680/SR 12 interchange complex should be considered. Based on this finding, the STA prepared the

Cordelia Truck Scales Relocation Study (February 2005), which examined options for reconstructing and expanding the scales near their present location, as well as options outside the I-80/I-680/SR 12 Interchange area. Due to enforcement, as well as capital and operating expenses, reconstruction and expansion of the scales in the vicinity of the existing Cordelia scale facility on I-80 between Suisun Valley Road and SR 12 East (within the I-80/I-680/SR12 Interchange Complex) was determined to be the preferred option by the CHP, Caltrans, and the STA. The project will relocate and rebuild 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. This Study was completed in partnership with Caltrans and the California Highway Patrol (CHP).

Discussion:
The project would rebuild and relocate the I-80 Eastbound Cordelia 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. The facility will be designed to handle 2040 truck traffic volumes and will have a useful life of at least 25 years.

As mentioned above, the Eastbound Truck Scales Relocation Project is a critical component of the I-80/I-680/SR 12 Interchange Complex. In order to implement this project expeditiously, it is being designed and constructed as a separate project in parallel with implementation of other components of the I-80/I-680/SR 12 Interchange Complex.

The Eastbound Cordelia Truck Scales Relocation Project is a critical project for the I-80 Corridor because it will:

- **Improve velocity.** The new scales will be able to process up to 1,000 trucks per hour.

- **Improve throughput.** With increased velocity of truck processing, overall freight throughput will increase.

- **Improve reliability.** The new scales will improve reliability for the Truck Scales by processing trucks with more redundancy and fewer unplanned closures of the facility. The project will also improve the overall system reliability by reducing congestion and improving safety in a notoriously unreliable section of the I-80 regional highway corridor.

- **Improve congestion.** Currently, extreme congestion in the I-80 Corridor—significantly exacerbated by the truck traffic—leads to regional trips diverting to local roadways within the project area; conversely, congestion limits vehicles making trips with local origins or destinations from accessing the system. The Truck Scales Relocation Project will reduce projected future congestion on I-80, making the regional freeway system more accessible for both regional through-trips, and regional trips with local origins or destinations.

The total estimated cost for the project is $100.9 million funded with $49.8 million Proposition 1B Trade Corridor Improvement Fund (TCIF) and the remaining funds from Bridge Tolls and Traffic Congestion Relief Program (TCRP) funds dedicated to the Interchange Complex. Attachment A is the Project Programming Request form for this Project.

STA is the project lead for the Environmental Document/Project Approval (PA/ED) and design phases. Caltrans will be the lead on the Right-of-Way (R/W) and Construction Phases. The schedule for the project is:

PA/ED	12/31/09
PS&E	5/01/12
R/W	5/01/12
Begin Construction	10/10/12

A public Scoping Meeting was scheduled to be held on June 5, 2008 from 6:30 to 8:30 PM at the Solano County Administration Building (Attachment B).

Recommendation:
Informational.

Attachment:
A. Project Programming Request Form
B. Notice of Public Scoping Meeting

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ATTACHMENT A

2008 Project Programming Request
(Project Information)

Caltrans

General Instructions

☑ New Project	☐ Amendment (Existing Project)	Date:	04/23/08

Caltrans District	EA	PPNO	MPO ID	TCRP No.
04	0A530	367D		

County	Route/Corridor	Project Sponsor/Lead Agency	MPO	Element
SOL	80	STA/Caltrans	MTC	

Project Title

Eastbound Cordelia Truck Scale Relocation Project

PM Bk	PM Ahd	Project Mgr/Contact	Phone	E-mail Address
14.3	14.4	Nic Endrawos/Janet Adams	286-5123/(707)424	las_endrawos@dot.ca.gov/jadams@sta-snci.c

Location, Project Limits, Description, Scope of Work, Legislative Description

The project would 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. The facility will be designed to handle 2040 truck traffic volumes and will have a useful life of at least 25 years.

Component	Implementing Agency	AB 3090	Letter of No Prejudice
PA&ED	STA	☐	☐
PS&E	STA	☐	☐
Right of Way	Caltrans	☐	☐
Construction	Caltrans	☐	☐

Legislative Districts

Assembly:	8	Senate:	5
Congressional:	10		

Purpose and Need

The Cordelia Truck Scales significantly contribute to the congestion on I-80 due to the large number of trucks exiting and entering I-80 and the close proximity of the scales to both the Suisun Valley Road and I-680 interchanges. In addition, the Cordelia Truck Scales were constructed in 1958 and are seriously undersized and overcapacitated. The purpose of the project is to construct new truck scales with the capacity to accomodate the anticipated 115% growth in truck traffic in the corridor by 2040; to provide traffic congestion relief in this section of I-80 by reducing truck/auto weaving and truck queuing; and improve reliability of the system with improved capacity and up-to-date equipment.

Project Benefits

The Project will increase truck throughput from the current 400 trucks per hour to 1,000 trucks per hour. The Project will increase velocity of freight traffic by processing trucks at the scales more quickly and efficiently; by providing better diverge and merge operations at the scales off/on-ramps, and help relieve congestion in the vicinity of the scales on/off-ramps by providing better spacing. The planned new scales will improve reliability for the Truck Scales by processing trucks with more redundancy and fewer unplanned closures of the facility and improve the reliability of the regional highway corridor by reducing congestion.

Project Milestone			Date
Project Study Report Approved			06/01/02
Begin Environmental (PA&ED) Phase			05/01/03
Circulate Draft Environmental Document	Document Type	EIR/EIS	01/31/09
Draft Project Report			01/31/09
End Environmental Phase (PA&ED Milestone)			12/31/09
Begin Design (PS&E) Phase			01/01/10
End Design Phase (Ready to List for Advertisement Milestone)			05/01/12
Begin Right of Way Phase			01/01/10
End Right of Way Phase (Right of Way Certification Milestone)			05/01/12
Begin Construction Phase (Contract Award Milestone)			10/01/12
End Construction Phase (Construction Contract Acceptance Milestone)			12/31/14
Begin Closeout Phase			01/01/15
End Closeout Phase (Closeout Report)			12/31/15

Form Version Date: 10/1/07

2008 Project Programming Request
(Funding Information)

(dollars in thousands and escalated to the programmed year)

Date: 04/23/08

County	CT District	PPNO	TCRP Project No.	EA
SOL	04	367D	0	0A530

Project Title: Eastbound Cordelia Truck Scale Relocation Project

Existing Total Project Cost									Implementing Agency
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Total Project Cost									
E&P (PA&ED)	1,300	4,500	0	0	0	0	0	5,800	
PS&E	0	0	17,700	0	0	0	0	17,700	
R/W SUP (CT)	0	0	0	400	0	0	0	400	
CON SUP (CT)	0	0	0	0	9,700	0	0	9,700	
R/W	0	0	0	2,600	0	0	0	2,600	
CON	0	0	0	0	64,700	0	0	64,700	
TOTAL	1,300	4,500	17,700	3,000	74,400	0	0	100,900	

Fund No. 1:									Program Code
Existing Funding									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding									**Notes**
E&P (PA&ED)								0	Funding Source is TCIF/SHOPP
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON					49,800			49,800	
TOTAL	0	0	0	0	49,800	0	0	49,800	

Fund No. 2:									Program Code
Existing Funding									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding									**Notes**
E&P (PA&ED)		4,500						4,500	Funding Source is Bridge Tolls - PS&E Budget includes 10% Project Reserve
PS&E			17,700					17,700	
R/W SUP (CT)				400				400	
CON SUP (CT)					9,700			9,700	
R/W				2,600				2,600	
CON					14,900			14,900	
TOTAL	0	4,500	17,700	3,000	24,600	0	0	49,800	

2008 Project Programming Request
(Funding Information)

Caltrans

(dollars in thousands and escalated to the programmed year) Date: 04/23/08

County	CT District	PPNO	TCRP Project No.	EA
SOL	04	367D	0	0A530
Project Title: Eastbound Cordelia Truck Scale Relocation Project				

Fund No. 3:									Program Code
Existing Funding									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding									Notes
E&P (PA&ED)	1,300							1,300	Funding Source is $.6M in TCRP and $.7M in RM2;
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON								0	
TOTAL	1,300	0	0	0	0	0	0	1,300	

Fund No. 4:									Program Code
Existing Funding									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding									Notes
E&P (PA&ED)								0	
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON								0	
TOTAL	0	0	0	0	0	0	0	0	

Fund No. 5:									Program Code
Existing Funding									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding									Notes
E&P (PA&ED)								0	
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON								0	
TOTAL	0	0	0	0	0	0	0	0	

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ATTACHMENT B

SOLANO TRANSPORTATION AUTHORITY
ONE HARBOR CENTER, SUITE 130
SUISUN CITY, CA 94585

PRESORTED
FIRST CLASS MAIL
US POSTAGE PAID
SAN FRANCISCO, CA
PERMIT NO. 11751

I-80 Eastbound Cordelia Truck Scales Relocation Project Public Scoping Meeting.

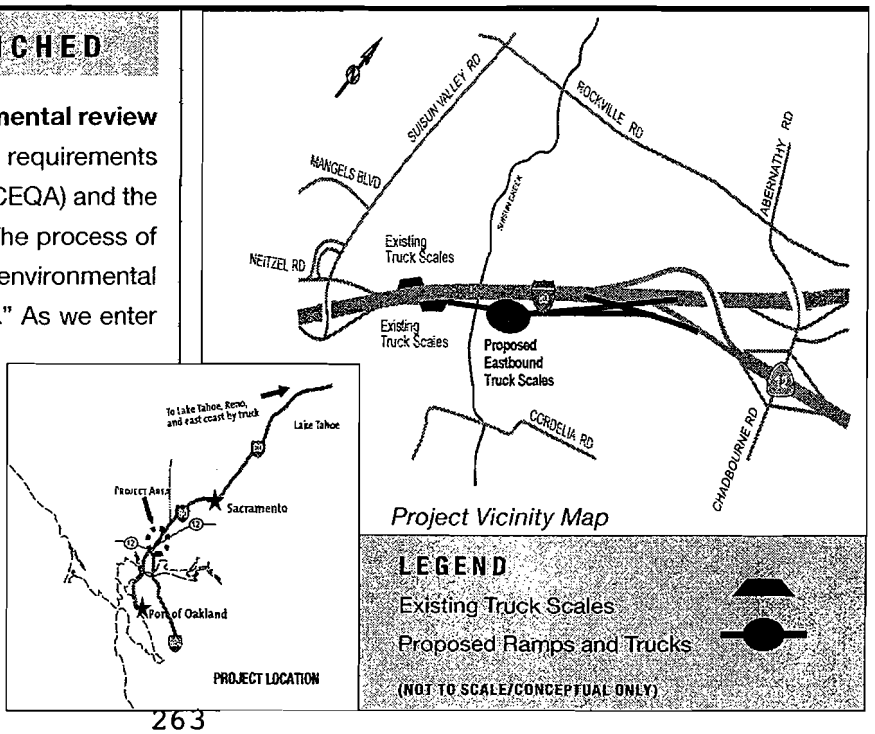
SEE DETAILS INSIDE.

I-80 Eastbound Cordelia Truck Scales Relocation Project

NOTICE OF AVAILABILITY OF A NOTICE OF PREPARATION (NOP) TO ALL INTERESTED PARTIES AND NOTICE OF PUBLIC SCOPING MEETING

SCOPING PROCESS LAUNCHED

Caltrans has initiated the formal environmental review process for this project to comply with the requirements of the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). The process of determining the scope, focus, and content of environmental review is commonly referred to as "scoping." As we enter the scoping process, input is being sought from the public and other regulatory agencies to assist in identifying the range of alternatives, potentially significant environmental effects and possible mitigation measures to be studied. See inside for details.



Project Vicinity Map

I-80 Eastbound Cordelia Truck Scales Relocation Project

NOTICE OF AVAILABILITY OF A NOTICE OF PREPARATION (NOP) TO ALL INTERESTED PARTIES AND NOTICE OF PUBLIC SCOPING MEETING

PROJECT OVERVIEW

The California Department of Transportation (Caltrans), in cooperation with the Solano Transportation Authority (STA), is proposing to relocate the existing eastbound Cordelia Truck Scales facility on Interstate 80 (I-80) to accommodate existing and projected truck volumes. Caltrans will prepare an Environmental Impact Report/Environmental Assessment (EIR/EA) for the proposed project.

Constructed in 1958, the truck scales are undersized and unable to process the existing truck volumes let alone the future projected truck volumes. Additionally, significant truck weaving in the vicinity of the truck scales creates queues on I-80. During peak travel times, trucks often back up on the existing ramp waiting to enter the truck scales facility and potentially cause traffic congestion and safety problems on I-80. The Cordelia Truck Scales Relocation Study, completed in February 2005, concluded that the best location was within the existing I-80/I-680/SR12 Interchange Complex.

The Project would rebuild and relocate the I-80 Eastbound Cordelia Truck Scales Facility at a location approximately 2500 feet east of the present location. The project would also build a 4-lane bridge across Suisun Creek and construct new ramps for trucks leaving the facility to eastbound I-80 and eastbound State Route 12.

SUBMIT SCOPING COMMENTS

Scoping comments will be accepted through 5:00 PM June 16, 2008. Please mail your scoping comments to:

Caltrans District 4
Attn: Melanie Brent, Environmental Analysis Office Chief
111 Grand Avenue
P.O. Box 23660, MS-8B
Oakland, CA 94623-0660

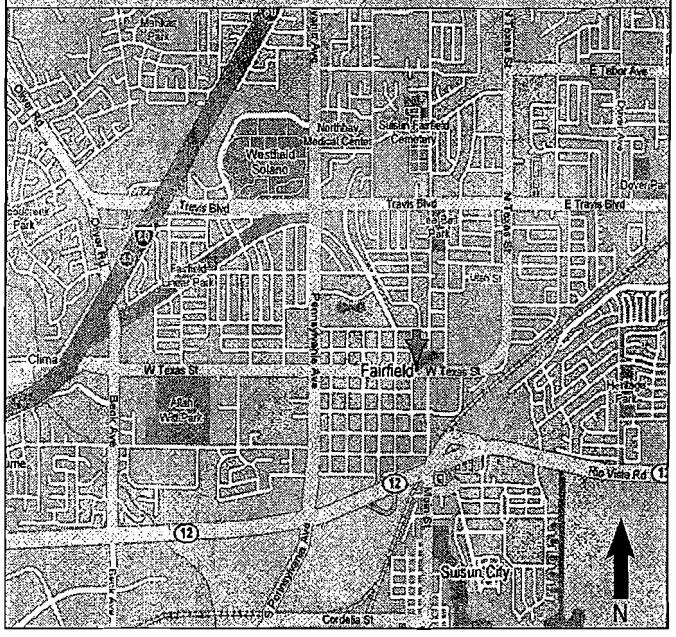
ATTEND THE SCOPING MEETING

WHAT: An Open House Scoping Meeting

WHEN: June 5, 2008 from 6:30 – 8:30 p.m.

WHERE: Solano County Administration Building, Room 1600, 675 Texas St., Fairfield

The Scoping meeting will provide information about the proposed project and give the public an opportunity to provide input on the scope of the environmental analysis. The meeting will be an open house format with project staff available to address questions. Written comments will be accepted.



Meeting Location Map

FOR MORE INFORMATION OR TO REQUEST A COPY OF THE NOP

For individuals with sensory disabilities, relevant portions of this document can be made available in Braille, large print, on audiocassette, or computer disk. To obtain a copy in one of these alternate formats or for more information, please call or write to Melanie Brent, Caltrans District 4 Environmental Analysis Office Chief at the address above, call (510) 286-5231, or use the California Relay Service TTY number 711.

Thank you for your interest and participation.

STA
Solano Transportation Authority

DATE: June 4, 2008
TO: STA Board
FROM Elizabeth Richards, Director of Transit and Rideshare Services
RE: Lifeline Call for Projects

Background:
The Metropolitan Transportation Commission's (MTC) Lifeline Transportation Network Report in the 2001 Regional Transportation Plan (RTP) identified transit needs in economically disadvantaged communities throughout San Francisco Bay Area. Likewise, the Environmental Justice Report for the 2001 RTP also identified the need for MTC to support local planning efforts in low-income communities throughout the region. To advance the findings of these studies, MTC initiated community-based transportation planning efforts.

The Community Based Transportation Planning (CBTP) Program is designed to be a collaborative process to ensure the participation of key stakeholders, such as community-based organizations (CBOs) that provide services within low-income neighborhoods, local transit operators, and county Congestion Management Agencies (CMAs). Each planning process must involve a significant outreach component to engage the direct participation of residents in the community.

As a result of this planning process, potential transportation improvements specific to low-income communities would be identified and cost-estimates developed to implement these improvements. This process includes prioritizing of improvements considered most critical to address. Although other funds may be used to fund these priority projects, the Lifeline funding program is a key source of revenue.

Each county has been conducting these CBTPs to identify transit and other transportation needs in disadvantaged communities. STA is the lead agency for Solano County. A CBTP was completed in Dixon in 2004 and two additional CBTPS are on the verge of completion for the communities of Vallejo and Cordelia/Fairfield/Suisun City (see separate Board report for details of the process and status). East Fairfield and North Vacaville have been identified by MTC as the next CBTP study areas.

An initial round of Lifeline funding was approved by the STA Board in July 2006. Six projects were funded: three were for services by transit operators and three were projects to be administered by local non-profit organizations.\

Discussion:
A second cycle of Lifeline funds will soon be available. MTC is in the process of finalizing details of the process. These issues are expected to be resolved in the next few weeks to allow for a Call for Projects in July.

The STA will be responsible for programmatic and fiscal oversight of Lifeline projects. The Lifeline Program was a priority in the current Regional Transportation Plan (RTP) which is reflected in the significant increase of funds available for programming. In the previous cycle, approximately $1 million was available for Solano County. For this second cycle of Lifeline Funding, up to $4.3 million will be available. This is for a three-year period. This $4.3 million is comprised of three sources of funding which have various requirements and issues.

- $2,419,262: State Transit Assistance Funds (STAF)
- $1,512,722: Proposition 1B funds
- $ 416,834: JARC (Jobs Access Reverse Commute)

  $4,348,818 TOTAL

At this time, the STAF funds are somewhat an estimate due to issues associated with the State budget and will not be finalized until September. Prior to the Call for Projects, MTC will provide further guidance on the amount of STA that is secured and suggestions on prioritizing project funding for the balance. STAF is the most flexible of these funds as they can be used for capital, operating and other standard transit expenses. However, they can only be used for transit. Proposition 1B funds must be used for capital projects only and are available only to transit operators meeting specific criteria. JARC funds are federal funds and must be for projects that are job related; they can be used for transportation projects broader than transit such as non-profit transportation programs.

For Solano County and other small Urbanized Areas (UZA), JARC funds are administered by Caltrans and must meet the Caltrans deadlines. JARC funds are allocated by UZAs and there are three in Solano County: Vallejo/Benicia, Fairfield/Suisun City and Vacaville. Each of these will have a funding target. The JARC project applications will be due in September.

A preliminary schedule is presented below and will be updated as further information is received from MTC.

Action	Preliminary Due Date
Issue Lifeline Call for Projects	July 2008
Small Urbanized Area JARC projects due to MTC	September 2008
All other Lifeline projects due to MTC	November 2008
Proposition 1B transit projects due to Caltrans	November 2008 (estimated)
Commission approval of second cycle Lifeline Program of Projects	January 2009
STA-funded projects: project sponsors begin to claim funds or enter into agreements	February 2009
Proposition 1B transit-funded projects; project sponsors receive funds from state	February 2009 (estimated)
MTC submits Federal Transit Administration (FTA) grant with JARC projects	Spring 2009
JARC-funded projects: project sponsors begin to enter into agreements	Summer 2009 (following FTA grant approval)
Revision of Lifeline Program of Projects	September 2009

Priority projects identified through the Community Based Transportation Planning process will be eligible to apply for future Lifeline funding. In addition, projects identified in the 2002 countywide Welfare to Work Plan will also be eligible. As part of the Call for Projects, applicants will be asked to establish project goals, and to identify basic performance indicators to be collected in order to measure the effectiveness of the Lifeline projects.

Projects are reviewed by the STA Board appointed Lifeline Advisory Committee. The committee represents a broad range of perspectives that deal with the low-income community. They currently represent County CalWORKS staff, child care via Children's Network, non-profits/a local Community Action Council, Paratransit Coordinating Council, and Intercity Transit Consortium. Lifeline applications will be reviewed and scored by this committee. Based on this process, the Lifeline Advisory Committee will prepare a recommendation to the STA Board for action.

Fiscal Impact:
The currently available funding for Lifeline Projects in Solano County is approximately $4 million for the next three years. The Lifeline funding will be allocated by the STA following approval by the STA Board.

Recommendation:
Informational.

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STA
Solano Transportation Authority

DATE: May 29, 2008
TO: STA Board
FROM: Robert Guerrero, Senior Planner
RE: I-80 Smarter Growth Study: I-80 Interregional Summit

Background:
The Metropolitan Transportation Commission (MTC) and the Sacramento Area Council of Governments (SACOG) were successful in obtaining a 2005-06 State Partnership Planning grant for $300,000 to conduct a study entitled: "Smarter Growth Along the I-80 Capitol Corridor." The study has been developed in partnership with the Solano Transportation Authority, Yolo, Sacramento and Placer Counties, and Caltrans. The major goal of the study is to maximize the effectiveness of transportation investments along the I-80/Capitol Corridor by better understanding and planning for future demand for jobs and housing in a way that minimizes traffic congestion and air pollution and maximizes travel in alternatives to single occupant vehicles.

Key objectives of the "Smarter Growth along the I-80 Capitol Corridor" include:
1. Upgrading the Napa/Solano County Demand Travel Model
2. Modeling 3 different future land use scenarios along the I-80 Capitol Corridor involving more concentrated development
3. Identify implications for interregional transportation investments
4. Lay the foundation for interregional dialogue between the various agencies participating in the study

As previously noted, one of the objectives of the study is to upgrade Solano County Travel Demand Model. MTC and SACOG agreed to commit $70,000 to the STA to upgrade the Solano-Napa Travel Demand Model to include a multi-modal component analysis (i.e. bus, ferry, rail, High Occupancy Vehicles (HOV), bicycle and pedestrian mode choices). STA's model was critical to this analysis given that Solano County resides at the edge of both regions (MTC and SACOG).

Recently, MTC and SACOG sponsored a summit at U.C. Davis to present the study's findings and solicit comments from participants.

Discussion:
The summit, entitled "Sanframento Interregional Summit" was held on Thursday, April 10, 2008. Approximately 140 participants attended, including public officials, members of the public, students, city and county staff, Caltrans, STA, MTC and SACOG.

Key study findings presented were:
- There is minimal interregional planning coordination
- Both regions are pursuing some smart growth type blueprints
- Solano and Yolo counties both pursue city-centered growth

- I-80 and the central rail corridor are critical trade corridors with international significance
- MTC's Regional Rail Plan recommends upgrades to Capitol Corridor for Oakland to Sacramento travel time of 92 minutes
- Each of the three models provide different travel forecasts
- The superregional models stop at their respective regional boundaries
- Each model has a minimal ability to forecast goods movement
- Few existing travel models can accurately factor in variations in land use

The studies initial recommendations were also presented in separate categories: 1) interregional planning 2) interregional modeling and 3) interregional investments.

Interregional Planning Recommendations:

- Each region should factor each other's future growth forecasts
- An ongoing technical committee and Memorandum of Understanding (MOU) should be established based on the partnership created as part of this effort
- Both regions should improve coordination of blueprint planning

Interregional Modeling Recommendations:

- Include external zones to existing regional models
- Include goods movement modeling capabilities to travel models
- Prioritize upgrades to transportation models that can better incorporate impacts from land use changes

Interregional Investments Recommendations:

- Both regions should coordinate with each other's Regional Transportation Plan (RTP) investments
- Rail and bus investments between the two regions should be supported by transit oriented development
- Both the I-80 freeway and the Capitol Corridor need significant future investment

As part of the summit, attendees participated in breakout sessions to discuss the recommendations in each category. Comments received from the breakout sessions were noted and will be considered in the final draft of the study.

Lastly, to close out the summit, a panel of elected officials discussed the notion of a San Francisco and Sacramento being a mega region in terms of planning and financial impacts and benefits. The panel also discussed the need to strengthen interregional partnership and planning. The panel included Solano County Supervisor Jim Spering and Fairfield Mayor Harry Price from Solano County and West Sacramento Mayor Christopher Cabaldon and Davis Mayor Pro Tem Ruth Asmundson from Yolo County. One major question that the panelists continued to tackle throughout their discussions was how to proceed in terms of next steps. Each of them supported the idea of creating a mega region type technical advisory committee with MOU's on the roles and responsibilities of the participating agencies. The panelists acknowledged that their challenge as public officials will be to convey the study's findings and recommendations to their colleagues and advocate the need for regional decision making. However, they all agreed that the formation of another layer of policy makers or government body to implement the studies goals would not be helpful at this time.

MTC's and SACOG's superregional model was calibrated to have specific land use, growth and traffic assumptions within Solano County that in affect satisfied assumptions for the entire Bay Area and Sacramento region. While this met the needs for both superregional models, it does not capture accurate traffic details within Solano County. With the upgrade of STA's model, MTC and SACOG could compared their current superregional models to it and analyze three specific land use scenarios.

The first land use scenario includes faster growth at the edge of both the Sacramento and Bay Area Regions. The second land use scenario includes faster growth in the core of both regions. The third land use scenario includes faster growth in the core of both regions with a focus on infill development.

The study is nearly complete. MTC and SACOG will develop a draft document of the study by June to circulate for comments. STA staff will provide the STA Technical Advisory Committee and Board copies of the draft document for their review when it is available. The goal is to complete the study by late summer of 2008.

Fiscal Impact:
None.

Recommendation:
Informational.

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DATE: May 30, 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. 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) Office of Traffic Safety (OTS) Grant
The third quarterly meeting of the OTS steering committee was held on April 17, 2008 in Rio Vista. The meeting subjects will include an update on enforcement and public outreach activities. STA will provide a report on progress on forming the SR 12 Corridor Advisory Committee and the Officer David Frank Lamoree Memorial Highway dedication.

2) State Legislation
AB 112 (double fine zone criteria and designation) was signed by the Governor with a public announcement held at the Western Railroad Museum on October 1st. The double fine legislation for SR 12 became effective on January 1, 2008.

ACR 7, the Officer David Lamoree Memorial Highway bill, was also approved. The sign is being fabricated by Caltrans, and will be ready for installation in late June. STA is coordinating a time when the Lamoree family and other dignitaries will be available for a dedication ceremony.

There are no pending SR 12 related legislative measures.

3) Education
OTS is currently unable to distribute promotional material because of lead-based paint found on some items.

STA staff is preparing Volume 3 of the SR 12 STATUS newsletter; distribution is planned for June. STA staff is working on a coordinated public outreach plan with OTS.

The Highway 12 Association has established a website, including a link to STA information on SR 12. In addition, newspapers in both Fairfield and Lodi are making SR 12-related content directly available through the Highway 12 Association website.

4) *Engineering*
Installation of concrete and soft median barriers, shoulder and centerline rumble strips and other improvements have been completed. After two big-rig accidents just after the installation of the barrier, the number of accidents on SR 12 has been low. A third big rig accident was significantly reduced in severity because the barrier prevented the vehicle from crossing into incoming traffic. Caltrans continues to state that they will be able to finish the permitting and right-of-way tasks needed to allow installation of curve correction and shoulder improvements between Lambie Road and Currie Road in 2008. Caltrans has identified approximately 20 properties that may require some right-of-way acquisition. Caltrans has also scheduled pavement repair for the segment of SR 12 between the Suisun City city limits and approximately Scally Road, to deal with pavement deterioration that has occurred over the winter.

Caltrans has released the Draft Mitigated Negative Declaration for improvements on SR 12 from Currie Road to Liberty Island Road. The comment period runs through June 11, 2008

The Metropolitan Transportation Commission (MTC) has submitted a Partnership Planning Grant application for SR 12, with STA and the San Joaquin Council of Governments (SJCOG) as the sub-recipients. It is expected a decision will be made in the late summer 2008.

The first meeting for the SR 12 Corridor Advisory Committee was postponed at the request of the San Joaquin Council of Governments representatives. STA and SJCOG staff are working to set a new date. The Corridor Advisory Committee will consist of elected officials representing Solano, Sacramento and San Joaquin counties, and will help guide corridor-wide planning efforts. The initial meeting will be held in Lodi.

Construction for the SR 12 Truck Climbing Lane project began in February 2008 (tree removal), with active construction currently underway. The SR 12 Jameson Canyon Project Environmental Document was certified by Caltrans on schedule in January 2008. Design of the SR 12 Jameson Canyon improvements will be done by STA; construction will be handled by Caltrans. The cooperative agreement for SR 12 Jameson Canyon design services has been executed.

Fiscal Impact:
None.

Recommendation:
Informational.

STA
Solano Transportation Authority

DATE: May 28, 2008
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Community Based Transportation Plan (CBTP) Update

Background:
The goal of the Metropolitan Transportation Commission (MTC)'s Community Based Transportation Plan (CBTP) Program is to advance the findings of the Lifeline Transportation Network Report in the 2001 Regional Transportation Plan (RTP). The Lifeline report identified transit needs in economically disadvantaged communities throughout San Francisco Bay Area, and recommended initiation of community-based transportation planning as a first step to address them. Likewise, the Environmental Justice Report for the 2001 RTP also identified the need for MTC to support local planning efforts in low-income communities throughout the region.

The CBTP Program is designed to be a collaborative process to ensure the participation of key stakeholders, such as community-based organizations (CBOs) that provide services within low-income neighborhoods, local transit operators, and county Congestion Management Agencies (CMAs). Each planning process must involve a significant outreach component to engage the direct participation of residents in the community.

As a result of this planning process, potential transportation improvements specific to low-income communities would be identified and cost-estimates developed to implement these improvements. This information, including prioritization of improvements considered most critical to address, will be forwarded to applicable transit agencies, CMAs, and MTC for consideration in future investment proposals such as countywide expenditures plans and Short Range Transit Plans (SRTPs). Funding opportunities would be explored to support them, and an outline for an action plan to implement the solutions would be developed.

Each county needs to conduct a comprehensive planning effort to identify transit needs in disadvantaged communities. STA is the lead agency for Solano County. In addition, STA has assumed overall responsibility for project oversight. In Solano County, the initial areas identified by MTC were Dixon, Cordelia, and Vallejo. The Dixon Community-Based Transportation Plan was completed as a pilot program in 2004. Based on discussion between STA and MTC staff, the Cordelia study area has been expanded to include several lower income neighborhoods of Fairfield and Suisun City.

Discussion:
To complete the Cordelia/Fairfield/Suisun City and Vallejo CBTPs, STA engaged the Valerie Brock Consulting team to perform the scope of work as required for the Community-Based Transportation Plans. Valerie Brock Consulting has been working closely with STA staff to deliver the following schedule outlined by the timeline of deliverables. Presently, with the dedicated work from the consultant team, these studies are moving on schedule with no anticipated delays.

November 2007 – February 2008	Initial services; Establish stakeholders, summarize transit gaps, and hold initial stakeholders and community meetings.
March 2008	Complete outreach, prioritize issues and potential projects. Make presentation to stakeholders groups.
May 2008	Develop Draft Plans
May – June 2008	Present Draft Plans to stakeholders group, SolanoExpress Transit Consortium (June 2008) and STA Board (July 2008)
July 2008	Complete Final Community-Based Transportation Plans for both the Vallejo and Cordelia communities.

Current Status
Technical Advisory Committees (TAC) were established for each study area. The purpose of each study's TAC is to facilitate the project. Their objectives have been to review and finalize work products prior to presentation to the stakeholders and monitor the schedule and completion of task work products. The TAC initially met in December 2007 and developed the stakeholders' lists. A second meeting was held with each TAC to review the outreach plan and interview guide in January 2008. The TAC members are as follows:

Vallejo's TAC Members:

Crystal Odum Ford	Vallejo Transit Superintendent
Therese Knudsen	Metropolitan Transportation Commission
Gail Jack	County of Solano/CalWorks Program
Elizabeth Richards	STA
Liz Niedziela	STA

Cordelia/Fairfield/Suisun's TAC Members:

George Fink	Fairfield/Suisun Transit
Paul Wiese	County of Solano
Therese Knudsen	Metropolitan Transportation Commission
Gail Jack	County of Solano/CalWorks Program
Elizabeth Richards	STA
Liz Niedziela	STA

Three separate stakeholders' meetings have been held for each CBTP. Vallejo's first meeting was in January. The initial Cordelia/Fairfield/Suisun CBTP were held in January as well. Both meetings were well attended with approximately 40 stakeholders at each meeting. A brief presentation was provided by the consultant team. The purpose of establishing the Stakeholder Group was to gain their insights into the transportation difficulties of the low-income population in their community and to engage the members in helping with outreach to their constituencies. These stakeholders comprise a variety of organizations that represent the low-income priority populations, included:

- Social service agencies and nonprofit organizations serving low-income individuals
- Educational and training centers
- Local and State Public Officials or representatives from their office
- Senior and disability advocacy groups
- Employers and employment placement firms

At these meetings, key concerns were discussed and suggestions were obtained about the best way to conduct the community outreach. As part of these discussions, many participants volunteered to assist with the community outreach.

Outreach Activities

The consultant team used outreach tools designed to mitigate traditional barriers to low-income community participation. Rather than encouraging low-income community members to attend meetings outside their daily routines, the outreach was performed on-site, in English and Spanish. Community members had opportunities to provide both written and verbal input.

The community outreach elements involved the following primary tactics:

- Stakeholder interviews with:
    - Local employers
    - Social service agency representatives who could not attend Stakeholder Group meetings
- Guided interviews in public locations where low-income individuals congregate, such as:
    - Local bus transfer centers
    - Health clinics and hospitals
- Focused discussions with groups at community and social service agencies, such as:
    - Head Start programs
    - Senior centers
- Online survey for local college students (in Vallejo only)

The consultant team completed their community outreach process. The second stakeholders' meeting for Vallejo and Cordelia/Fairfield/Suisun's CBTP was held in March. At these meetings, information gathered from the community outreach was presented. The stakeholders' assistance was utilized in ranking the concerns and proposing solutions. The consultant team collected this information from the stakeholders and summarized the prioritized the transportation issues and the proposed solutions to close transportation gaps.

After evaluating the feasibility of implementing proposed solutions, draft solutions were prepared and presented to stakeholders group in Vallejo on May 15 and will be presented to the stakeholders for Cordelia/Fairfield/Suisun Study on May 20. After evaluating the feasibility of implementing proposed solutions, the Draft Plans will be prepared and presented to the SolanoExpress Intercity Transit Consortium and STA Board in July. Priority projects identified through the Community Based Transportation Planning process will be eligible to apply for future Lifeline funding.

Fiscal Impact:
Both CBO studies are funded by the Metropolitan Transportation Commission and have stayed within budget.

Recommendation:
Informational.

Attachments:

A. Draft Potential Solutions for Vallejo
B. Draft Potential Solutions for Fairfield/Suisun/Cordelia

Draft Vallejo – Needs and Strategies

Need	Strategy/Description	Potential Lead Agency
Some bus stops and shelters feel unsafe, or are uninviting, especially for seniors and those traveling with children.	**Improve bus stops and shelters; provide better lighting, covered stops, and benches.**	Vallejo Transit
Low-income seniors need escort service earlier, later and more frequently than is currently available. Those that are disabled, especially with mental impairments, may not qualify for paratransit, but nonetheless prefer to use public transit.	**Expand capacity of Area Agency on Aging (AAA) escort service.** The AAA currently provides approximately 3,000 door-through-door trips per year to predominantly low-income seniors. Expanding the service would entail lowering the qualifying age from 62 to 60, attracting more drivers by raising the hourly rate, and enabling the program to serve low-income Vallejo residents whose homes are in unincorporated parts of the County. In addition to expanding the service, funding could supplement the donation gap and be used to hire a full-time staff person to recruit drivers, dispatch and manage the daily program.	Area Agency on Aging
Low-income residents who don't speak English consider that a significant barrier to transit use.	**Provide better route and fare information in Spanish.** Transit brochures and other materials would be translated into Spanish and provided wherever Vallejo Transit information is available.	Vallejo Transit, possibly STA
Solano Community College, at Columbus Parkway, Vallejo, is not conveniently served by transit. Parking is at capacity.	**Extend Vallejo Transit route coverage to Solano Community College /Vallejo.**	Vallejo Transit Solano Community College
Recent transit service cuts have affected the low-income, transit-dependent population in Vallejo.	**Improve transit route coverage, frequencies, and span of service throughout Vallejo.**	Vallejo Transit
Low-income residents are unable to get to jobs and other destinations due to limited transit service on Saturday and Sunday.	**Provide more weekend service via Vallejo Transit.**	Vallejo Transit
Low-income residents are not able to access Mare Island, including Touro University, the Vallejo School District offices and social services providers via transit.	**Extend route coverage to Mare Island, especially to social service providers.** Limited service to Mare Island could serve Touro University, the Vallejo Unified School District offices and some social service providers.	Vallejo Transit, Touro University, Public Agency
Low-income residents need help understanding and feeling comfortable using transit.	**Establish a transit ambassadors/travel buddies program for low income residents that provides one-on-one orientation and/or accompaniment.** Staff can be volunteers or paid.	Vallejo Transit, STA, others
When transit is unavailable, a subsidized taxi program is a good alternative for low income senior and disabled residents. Taxi scrip often runs out mid-month in Vallejo.	**Expand the taxi scrip program.**	Vallejo Transit
Low-income seniors may need transportation assistance beyond that which is provided by public transit agencies.	**Create a volunteer program which could provide jobs for seniors, and provide transportation on a volunteer basis.** Many of these needs are met through the Area Agency on Aging, Faith in Action or by the local senior center.	Area Agency on Aging, Senior Center, Faith in Action
The cost of transit is a hardship for the low-income population in Vallejo.	**Lower transit fares; provide additional passes for social services agencies to assist to clients.** Low-income Vallejo community members who participated in the planning process overwhelmingly favored lowering transit fares and offering free or discounted passes.	Vallejo Transit, Area Agency on Agency, Solano County Health and Human Services
Low-income residents would like the Vallejo Run-About to serve a wider population by expanding paratransit eligibility.	**Expand paratransit eligibility.** Vallejo RunAbout is a paratransit service that is required and defined by the Americans for Disabilities Act (ADA). Develop an additional paratransit service that would have a broader eligibility that would encompass low-individuals.	Vallejo Transit, others

Draft Cordelia/Fairfield/Suisun City – Needs and Strategies

Need	Strategy/Description	Potential Lead Agency
Low-income residents are unable to get to jobs and other destinations due to lack of service on Sundays.	**Expand service using** a public dial-a-ride service. on Sundays and holidays.	Fairfield/Suisun Transit
Low-income residents whose start or end work shifts outside of normal transit service hours (e.g. swing or night shift) can't use transit.	**Begin transit service earlier and run it later in the evening to better serve workers.** Expand service using a public dial-a-ride service to provide service early in the morning and late at night--before and after regular service hours	Fairfield/Suisun Transit
Low-income residents who don't speak English consider that a significant barrier to transit use.	**Provide better route and fare information in Spanish.** Transit brochures and other materials would be translated into Spanish and provided wherever Fairfield/Suisun Transit information is available.	Fairfield/Suisun Transit, possibly STA
Low-income residents need help understanding and feeling comfortable using transit.	**Establish a transit ambassadors/travel buddies program for low income residents that provides one-on-one orientation and/or accompaniment.** Staff can be volunteers or paid.	Fairfield/Suisun Transit, STA, others
Low-income seniors need transportation assistance beyond that which is provided by public transit agencies.	**Expand capacity of Faith in Action Transportation Service.** Faith in Action relies on volunteer drivers using their own vehicles to drive low-income seniors to appointments and other errands. To expand this program, the agency needs a full-time staff person to recruit, coordinate, train and support drivers.	Faith in Action, others
Lack of transit information is a barrier to transit use.	**Post bus schedules at all bus stops.** Few of the more than 300 bus stops have schedules.	Fairfield/Suisun Transit
Low-income transit users, especially seniors and parents traveling with kids, see the lack of benches and shelters as a barrier to transit use.	**Make infrastructure improvements, especially benches, but also shelters.** Replacing all glass shelters with metal mesh would reduce maintenance costs. Shelters near senior centers, assisted living facilities, retirement complexes, and medical offices should be given priority.	Fairfield/Suisun Transit
Limited transit service can lead to long wait times and expired transfers.	**Extend time on transfers and/or offer Day Pass. Expand frequency of service and/or provide complementary service with shuttles.**	Fairfield/Suisun Transit
Some low-income transit riders feel that driver and dispatcher sensitivity training could improve the transit experience.	**Offer enhanced training through Fairfield/Suisun Transit. F/S Transit would provide the training venue and access to drivers and personnel** Fairfield/Suisun Transit would facilitate meetings with interested agencies such as the Paratransit Coordinating Council, the Independent Living Resource Center and the transportation subcommittee for the Solano County Mayor's Committee.	Fairfield/Suisun Transit
The cost of transit is a hardship for the low-income population.	**Lower transit fares; provide additional passes for social services agencies to assist clients.** Low-income Vallejo community members who participated in the planning process overwhelmingly favored lowering transit fares and offering free or discounted passes.	Fairfield/Suisun Transit, Area Agency on Agency, Solano County Health and Human Services

STA
Solano Transportation Authority

DATE: May 20, 2008
TO: STA Board
FROM: Sam Shelton, Assistant 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 for the TAC this month:

1. FY 2007-08 STP/CMAQ Federal Obligation Plan current projects in the 2007 TIP:

Projects in FY 2007-08 Federal Obligation Plan			
Agency	**TIP ID**	**Project**	**Status/Deadlines**
Solano County	**SOL050024**	Vacaville - Dixon Bike Route Phase II and III	$127,000 for CON **E76 request sent**
Rio Vista	**SOL050052**	Rio Vista – 2nd St. Rehabilitation	$77,000 for CON, **E76 received**
Vacaville	**SOL050059**	Nob Hill Bike Path	$300,000 for ENV **E76 request sent**
Vacaville	**SOL050060**	Alternative Fuels Program	$200,000 for CON **E76 received**
Vacaville	**SOL070026**	Ulatis Creek Bike Path (Ulatis to Leisure Town)	$37,000 for ENV **E76 received**
Vacaville	**SOL070028**	Downtown Creekwalk	$75,000 for ENV **E76 received**
Vallejo	**SOL010027**	Vallejo – Lemon St. Rehabilitation	$25,000 for PE in FY 07-08. **E76 received**

2. Change in FY 2008/09 STP/CMAQ Federal Funding Obligation Request and Receive Deadlines:
MTC is proposing to move up the federal funding obligation request deadline 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 to May 1. With leftover OA from other regions becoming available sooner, MTC wants bay area projects ready to obligate.

The MTC PDWG reviewed MTC Staff's proposal on April 21st and recommended that the March 1st deadline remain the same but thought that Caltrans should be able to meet the April 30th deadline to supply project sponsors with E76s. At the Local Streets and Roads Working Group, Caltrans staff insisted on having 90 days to process E76 requests before the May 1st OA deadline. This was again discussed at the MTC PDWG meeting on May 19, where the original recommendation of advancing both deadlines by one month was agreed to as the best approach. This was agreed to mainly because of the high probability that OA will run out as early as February 2009.

Project managers will need to revise their project schedules to meet these new deadlines. The STA PDWG will discuss if their projects will be able to meet either the February 1, 2009 deadline to request an E76 or the April 30, 2009 deadline to receive an E76. Since OA will be released by May 1st, project sponsors that do not receive an E76 from Caltrans by April 30th will probably lose their funding.

Projects in FY STP/CMAQ 2008-09 Federal Obligation Plan
Submit E76 Request by February/March 1, 2009; receive E76 by April 30, 2009
$7.86M in Federal funding

Agency	TIP ID	Project	Status/Deadlines
Benicia	**Pending**	State Park Road Bridge	$1.67 M for CON Full funding required for TIP amendment. Currently in ENV phase.
Fairfield	**SOL070027**	W. Texas St. Gateway Project Phase I & II	$85,000 for CON Currently in concept/ENV.
Fairfield/ Solano County	**SOL070012**	"Cordelia Hill Sky Valley Enhancement Project" (McGary Road)	$640,000 for CON Full funding required for TIP amendment. Currently in ENV/PE phase.
Solano County	**SOL050024**	Vacaville - Dixon Bike Route Phase II and III	$337,000 for CON Phase II obligated.
Vacaville	**SOL070028**	Downtown Creekwalk	$53,000 for PS&E $694,000 for CON
Vacaville	**SOL050013**	Vacaville Intermodal Station	$3,028,000 for CON to be listed in the 2009 TIP.
Vacaville	**SOL070029**	Ulatis Creek Bike Path (Alison to I-80)	$169,000 for ENV
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 ENV.

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: 10/1/07 - 12/31/07			
Agency	**Project**	**Unexpended Funds**	**Status**
Vallejo	Intersection of SR 29 and Carolina Street, Install Signal	$24,771.00	To be deobligated at the request of Vallejo. Project is complete.
Projects that will become inactive by March 2008			
Vallejo	Downtown Vallejo Square Pedestrian Enhancements, Landscape	$582,302	Last billed 01/26/2007. Reimbursement request sent mid-February for ENV.
Projects that will become inactive by June 2008			
Fairfield	Hilborn Rd. From Waterman Blvd. To Martin Rd. , Road Rehabilitation	$714,593	Construction Date, 04/26/07. Encroachment permit obtained.
Projects that will become inactive by September 2008			
Dixon	Parkway Blvd And UPRR Crossing, Grade Separation	$54,869.41	Last billed, 08/22/06
Benicia	West K St. Between W 9th St. And Military Wst , Ac Overlay	$281,000.00	Final invoice submitted to Caltrans.
Fairfield	Pittman Rd.And Suisun Valley Rd., Ac Overlay	$426,000.00	Final invoice submitted to Caltrans.
Vacaville	Monte Vista Ave at Ulatis Cr, Bridge Widening	$1,647,971.54	Invoice sent 2/25/2008. Award CON by 4/22/2008.
Vacaville	Centennial Park-Browns Valley Pkwy To Allison, Class I And Class II Bike Path	$738,422.23	Invoice sent 2/25/2008.

3. 2009 TIP Public Comments due May 1, 2008
The federally required Transportation Improvement Program (TIP) is a comprehensive listing of Bay Area surface transportation projects that receive federal funds or are subject to a federally required action, or are regionally significant. Last month, MTC released a draft 2009 TIP for public comments, which are due May 1st.

STA Staff circulated a draft summary of comments for the Solano Project Delivery Working Group (Solano PDWG) which they have reviewed prior to STA staff submission to MTC on May 1, 2008.

4. Disadvantaged Business Enterprise (DBE) Transition from Race-Neutral to Race-Conscious
   Caltrans has not gone to race conscious at this time. Project sponsors will need to submit race-neutral Annual Anticipated DBE Participation Level (AADPL) methodology to Caltrans by June 1, 2008 for FY 2008-09 (see attachment A). If your agency plans to obligate federal funds in FY 2008-09, your agency will need an approved AADPL.

Fiscal Impact:
None.

Recommendation:
Informational.

Attachments
A. Caltrans Local Assistance Letter: Race-Neutral Annual Anticipated Available DBE Participation Level (AADPL) Information

ATTACHMENT A

STATE OF CALIFORNIA - BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
P.O. BOX 23660
OAKLAND, CA 94623-0660

Flex your power!
Be energy efficient.

May 20, 2008

To: Metropolitan Transportation Commission (MTC)
Regional Transportation Planning Agencies
Local Agency/ Public Works - Directors

Attn: Local Agency DBE Liaison Officers/ Project & Construction Managers

Subject: Race-Neutral Annual Anticipated Available DBE Participation Level (AADPL) Information

The purpose of this letter is to let all local agencies know that they must have a Race Neutral Implementation Agreement (RNIA), in place, and an approved Race-Neutral Annual Anticipated DBE Participation Level (AADPL), under Title 49 CFR Part 26, to be eligible for receiving federal transportation funds. Every year, your agency is required to provide, for our approval, two copies of a proposed AADPL and AADPL methodology, by June 1st. **Please note, this AADPL submittal must be under the current Race-Neutral Program. We will continue to keep you updated on any further changes to the program.**

This AADPL will be for upcoming Federal Fiscal Year (FFY) 2008/09 and should include the following (Use Exhibit 9-B format):

- **Two copies of the Exhibit 9-B should be submitted if you would like a signed copy returned to your agency.**
- A clear description of upcoming FFY 2008/09 federal contracts including construction, procurement, and A/E contracts.
- A clear definition of your agency's market area where most of your contracts' bidders/consultants are coming from.
- A specific description of the methodology you used to establish the AADPL, including the Step 1 Base Figure and the evidence used to calculate it and the required Step 2 Analysis.
- Your agency's choice of the three "Prompt Payment of Subcontractor's Retainage" options.

However, if you have no FHWA-assisted projects for the FFY 2008/09, you only need to inform us in writing that you have "no projects and no AADPL during FFY 08/09" and no further action will be required.

**Note:
1. All agencies should be aware that, while we are in a Race-Neutral DBE Program mode, no DBE goal is to be placed in any Federally Funded contracts or proposals..
2. The agency's AADPL must include all the agency's federally funded contracts including A/E contracts, procurement contracts, and construction contracts. Construction that isn't performed by in-house forces, must be included as part of the AADPL calculation as well.
3. All agencies should make the maximum effort to provide opportunities to DBEs to participate in contracts.
4. All agencies must still submit the required DBE forms at Contract Award (Exhibit #15-G) and Final Report (Exhibit #17-F).
5. All agencies are required to maintain a bidders list that lists the names, addresses, DBE/non-DBE status, area of expertise, date established, and annual gross receipts of all contractors and subcontractors who have bid or provided quotes on the agency's projects within the last few years. This list must be kept for our inspection, regardless of whether this list is used to calculate an AADPL or not.

5. Please note that if you have projects not advertised before the end of this fiscal year (FFY 07/08), then you should carry over these projects into the upcoming FFY 08/09 AADPL submittal. Projects awarded during FFY 07/08 should not be included in the FFY 08/09 AADPL submittal.

Further information regarding the DBE program is included in the Local Assistance Procedures Manual. You may refer to the Local Programs website at www.dot.ca.gov/hq/LocalPrograms/ for further information. If you have any questions feel free to call Art Duffy at (510) 622-5928 or Moe Shakernia at (510) 286-5236.

Sincerely,

Sylvia Fung, PE
Chief, Office of Local Assistance
Caltrans – District 04

STA
Solano Transportation Authority

DATE: May 28, 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
Bicycle Facilities Program	Avra Goldman, BAAQMD, (415) 749-5093	**June 16, 2008**
Regional Transportation Fund for Clean Air Program*	Geraldina Grunbaum, BAAQMD, (415) 749-4956	**June 30, 2008**
Federal Safe Routes to School (SRTS) Program*	Joyce Parks, California Department of Transportation (Caltrans) (916) 653-6920	**July 18, 2008**
Non-Urbanized Area Intercity Bus Program (FTA 5311)*	Dan Mundy, Caltrans (916) 657-4587	**August 29, 2008**
Job Access and Reverse Commute (JARC) Program (FTA 5316)*	Bill Walker, Caltrans (916) 654-8222	**August 29, 2008**
New Freedom Program (FTA 5317)*	Bill Walker, Caltrans (916) 654-8222	**August 29, 2008**

* New funding opportunity

Solano Transportation Authority

FUNDING OPPORTUNITY

Bicycle Facilities Program

Due June 16, 2008

TO: STA Board
FROM: Sara Woo, Planning Assistant

This summary of the Bicycle Facilities Program 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:	Public agencies are eligible such as cities, counties, school districts, and transit districts in the cities of Fairfield, Suisun City, Vallejo, Benicia, and portions of Solano County located in the Bay Area Air Quality Management District.
Program Description:	The Bicycle Facilities Program is funded by the Transportation Fund for Clean Air (TFCA). TFCA revenues are generated through a $4 surcharge on motor vehicle registrations within the Air District's jurisdiction.
Funding Available:	Approximately $600,000 is expected to be available in FY 2007-08 for the Bay Area. The minimum grant for a single project is $10,000 and the maximum grant is 35% of the total funds available (or $210,000 in FY 2007/08).
Eligible Projects:	The following new bicycle facilities can be constructed / installed with BFP funding: • Class I – Bicycle Paths • Class II – Bicycle Lanes • Class III – Bicycle Routes • Bicycle Lockers and Racks • Secure Bicycle Parking • Bicycle Racks on Public Transportation Vehicles
Further Details:	http://www.baaqmd.gov/pln/grants_and_incentives/bfp/index.htm
Program Contact Person:	Avra Goldman, BAAQMD Bicycle Facilities Program Liason, (415) 749-5093 agoldman@baaqmd.gov

Solano Transportation Authority

FUNDING OPPORTUNITY

Regional Transportation Fund for Clean Air Program

Due June 30, 2008

TO: STA Board
FROM: Sara Woo, Planning Assistant

This summary of the Solano Transportation Fund for Clean Air Program (60% Regional Funds) 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:	Public agencies are eligible such as cities, counties, school districts, and transit districts in the cities of Fairfield, Suisun City, Vallejo, Benicia, and portions of Solano County located in the Bay Area Air Quality Management District.
Program Description:	The Regional Transportation Fund is a part of the Transportation Fund for Clean Air (TFCA) grant program, which is funded by a $4 surcharge on motor vehicles registered in the Bay Area.
Funding Available:	Approximately $10 million is expected to be available in FY 2008-09 for the Bay Area. The minimum grant for a single project is $10,000 and the maximum grant is $1.5 million.
Eligible Projects:	Shuttle/feeder buses, arterial management, bicycle facilities, clean air vehicles and infrastructure, ridesharing, clean air vehicles, and "Smart Growth" projects.
Further Details:	http://www.baaqmd.gov/pln/grants_and_incentives/tfca/
Program Contact Person:	Geraldina Grunbaum, BAAQMD TFCA Liaison, (415) 749-4956

STA
Solano Transportation Authority

FUNDING OPPORTUNITY

Federal Safe Routes to School (SRTS) Program

Applications Due July 18, 2008

TO: STA Board
FROM: Sara Woo, Planning Assistant

This summary of the SRTS Program 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, regional agencies; cities and counties; non-profit organizations; schools/school districts; and Native American Tribes.
Program Description:	The program is intended to improve conditions for children in kindergarten through eighth grade, to safely walk and bicycle to school. The second FY 2007-08 call for projects is currently unknown, but anticipated for January 2008.
Funding Available:	Approximately $46 million is available for FY 2007-08; each of the twelve (12) Caltrans Districts will receive at least $1 million; no local match, 100 percent federally reimbursed.
Eligible Projects:	Infrastructure projects: capital improvements related to bicycle and pedestrian facilities Non-infrastructure projects: programs and strategies that increase public awareness and education.
Further Details:	http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/srts.htm
Program Contact Person:	Joyce Parks, Caltrans SRTS Coordinator, (916) 653-6920 joyce_parks@dot.ca.gov
STA Contact Person:	Sara Woo, STA Planning Assistant, (707) 399-3214 swoo@sta-snci.com

Solano Transportation Authority

FUNDING OPPORTUNITY

Non-Urbanized Area Intercity Bus Program (FTA 5311(f))

Applications Due August 29, 2008

TO: STA Board
FROM: Sara Woo, Planning Assistant

This summary of the Non-Urbanized Area Intercity Bus Program (FTA 5311(f)) 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:	Public agencies, private for profit organizations, private non-profit organizations, and tribal governments
Program Description:	The federal grant program provides funding for public transit in non-urbanized areas with a population fewer than 50,000 as designated by the Bureau of the Census.
Funding Available:	Approximately $2.9 million
Eligible Projects:	Operating, capital, and/or planning projects Examples: • **Operating**: costs/expenses, marketing activities • **Capital**: accessible vans and buses, infrastructure (shelters, benches, signage, technology (i.e. transit related ITS systems such as smart cards); equipment (communication, computer hardware and software); feasibility/planning studies
Further Details:	http://www.dot.ca.gov/hq/MassTrans/5311.html
Program Contact Person:	Dan Mundy, Branch Chief (Caltrans), (916) 657-4587 Dan_Mundy@dot.ca.gov
STA Contact Person:	Liz Niedziela, STA Transit Program Manager/Analyst, (707) 424-6075 eniedziela@sta-snci.com

Solano Transportation Authority

FUNDING OPPORTUNITY

Job Access and Reverse Commute (JARC) Program FY 2007-09 (FTA 5316)

Applications Due August 29, 2008

TO: STA Board
FROM: Sara Woo, Planning Assistant

This summary of the Job Access and Reverse Commute (JARC) Program (FTA 5316) 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: Cities and transit operators.

Program Description: The Job Access and Reverse Commute (JARC) Program provides funding for projects designed to transport welfare recipients and eligible low-income individuals to and from employment and employment-related activities.

Funding Available: $5.6 million for small-urbanized projects;
$2.7 million for rural projects

The maximum grant amount per project is $200,000. Minimum local match requirements are 20 percent for capital projects and 50 percent for operations projects.

Eligible Projects:

Operating:
- Late night/weekend service
- Guaranteed ride home service
- Shuttle service
- Expanded fixed-route public transit routes
- Demand-responsive service
- Ridesharing/carpooling activities
- Voucher programs

Capital:
- Intelligent Transportation Systems (ITS)
- Promotion of operating activities
- Vehicles
- Mobility management activities

Further Details: http://www.dot.ca.gov/hq/MassTrans/5316.html

Program Contact Person: Bill Walker, Federal Transit Grants Program Representative (Caltrans), (916) 654-9986
bill_walker_jr@dot.ca.gov

STA Contact Person: Liz Niedziela, STA Transit Program Manager/Analyst,
(707) 424-6075
eniedziela@sta-snci.com

Solano Transportation Authority

FUNDING OPPORTUNITY

New Freedom Program FY 2007-09 (FTA 5317)

Applications Due August 29, 2008

TO: STA Board
FROM: Sara Woo, Planning Assistant

This summary of the New Freedom Program (FTA 5317) 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: Cities and transit operators.

Program Description: The New Freedom Program provides funding to assist transit operators and public agencies to provide new transportation services for individuals with disabilities, above and beyond the minimum required by the Americans with Disabilities Act of 1990.

Funding Available: $3.2 million for small-urbanized projects;
$1.3 million for rural projects

The maximum grant amount per project $125,000. Minimum local match requirements are 20 percent for capital projects and 50 percent for operations projects.

Eligible Projects:

Operating:
- Expansion of hours for paratransit service
- Enhancement of services
- Voucher programs
- Volunteer driver programs

Capital:
- Acquisition of accessibility equipment beyond ADA requirements
- Purchasing accessible vehicles to support taxi, vanpooling, and/or ridesharing programs
- Mobility management activities

Examples:
- AC Transit: Paratransit Inventory – $144,000
- City of Benicia: Taxi Scrip Program Extension – $15,000
- Contra Costa County Transportation Authority: Comprehensive Mobility Options Inventory – $35,000

Further Details: http://www.dot.ca.gov/hq/MassTrans/5317.html

Program Contact Person: Bill Walker, Federal Transit Grants Program Representative (Caltrans), (916) 654-9986
bill_walker_jr@dot.ca.gov

STA Contact Person: Liz Niedziela, STA Transit Program Manager/Analyst, (707) 424-6075
eniedziela@sta-snci.com

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STA
Solano Transportation Authority

DATE: June 4, 2008
TO: STA Board
FROM: Johanna Masiclat, Clerk of the Board
RE: Updated STA Board Meeting Schedule for Calendar Year 2008

Discussion:
Attached is the STA Board meeting schedule for Calendar Year 2008.

Fiscal Impact:
None.

Recommendation:
Informational.

Attachment:
A. STA Board Meeting Schedule for the Calendar Year 2008

ATTACHMENT A

Solano Transportation Authority

STA BOARD MEETING SCHEDULE Calendar Year 2008 (Meets on the 2nd Wednesday of Every Month)				
DATE	TIME	DESCRIPTION	LOCATION	STATUS
January 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
February 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
March 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
April 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
May 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
June 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
July 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
August	NO MEETING –SUMMER RECESS			
September 10	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 12	6:00 p.m.	STA 11th Annual Awards	TBD - City of Rio Vista	Confirmed
December 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed