



Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

Area Code 707
424-6075 • Fax 424-6074

MEETING NOTICE

Wednesday, February 13, 2008

Members:

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

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 (6:05– 6:10 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 Masielat, 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	Chuck Timm	Mike Segala	Steve Wilkins	PENDING

- V. **EXECUTIVE DIRECTOR'S REPORT** Daryl K. Halls
(6:10 – 6:15 p.m.)
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- VI. **INTRODUCTION AND SWEARING-IN OF NEW STA BOARD ALTERNATES** Johanna Masiclat
(6:15 – 6:20 p.m.)
- VII. **COMMENTS FROM CALTRANS, THE METROPOLITAN TRANSPORTATION COMMISSION (MTC), AND STA**
(6:20 – 6:40 p.m.)
- A. Caltrans Report Doanh Nguyen
- B. STA Report
1. Introduction Megan Miller Jayne Bauer
Office of Senator Barbara Boxer
2. State Legislative Update Gus Khouri
3. Introduction George Bartolome, New PCC Chair Elizabeth Richards
4. SR 12 Status Update Commissioner Spering
- C. MTC Report
1. Regional Transportation Plan Doug Kimsey, MTC
- VIII. **REGIONAL TRANSPORTATION PLAN PUBLIC HEARING**
(6:40 – 6:55 p.m.)
- A. **Public Hearing for the Regional Transportation Plan (RTP) Call For Projects and Draft Project List for Solano County** Robert Macaulay
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- IX. **CONSENT CALENDAR**
- Recommendation:*
Approve the following consent items in one motion.
(Note: Items under consent calendar may be removed for separate discussion.)
(6:55 – 7:00 p.m.)
- A. **STA Board Meeting Minutes of January 9, 2008** Johanna Masiclat
To be provided under separate cover.
- B. **Review TAC Draft Minutes for the Meeting of January 30, 2008** Nancy Abruzzo
Recommendation:
Receive and file.
Pg. 13
- C. **Fiscal Year (FY) 2007-08 2nd Quarter Budget Report** Susan Furtado
Recommendation:
Review and file.
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- D. Yolo-Solano Air Quality Management District Clean Air Application Review Committee** Robert Macaulay
Recommendation:
Authorize the STA Board Chair to appoint two STA Board Members or STA Board Alternates from the YSAQMD area to participate in the STA/YSAQMD Clean Air Application Review Committee.
Pg. 23
- E. Bicycle Advisory Committee (BAC)/Pedestrian Advisory Committee (PAC) Letter of Support Regarding Priority Development Area (PDA) Funds** Sara Woo
Recommendation:
Approve the attached letter from the STA BAC and PAC to the Metropolitan Transportation Commission (MTC) regarding PDA Funds.
Pg. 25
- F. Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) 2008 By-Laws Revision** Sara Woo
Recommendation:
Approve the attached 2008 BAC and PAC By-Laws Revision.
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- G. Pedestrian Advisory Committee (PAC) Member Appointments** Sara Woo
Recommendation:
Appoint City of Suisun City's Michael Hudson and Bay Area Ridge Trail Council's Kathy Hoffman to the PAC for a three-year term.
Pg. 43
- H. Bicycle Advisory Committee (BAC) Member Appointments** Sara Woo
Recommendation:
Appoint City of Vallejo's Mick Weninger to the BAC for a three-year term.
Pg. 47
- I. Comprehensive Transportation Plan Committee Membership** Robert Macaulay
Recommendation:
Confirm the appointments to the CTP Committees as shown in Attachment A.
Pg. 51
- J. Renewal of Solano EDC Membership** Daryl Halls
Recommendation:
Approve the following:
 1. *Renewal of STA's membership with the Solano Economic Development Corporation (Solano EDC) at the Board Member-Investor level of \$5,000 per year for 2007.*
 2. *Direct staff to agendize for Board consideration STA's membership in Solano EDC prior to the annual renewal for 2009.***Pg. 55**

- K. Federal Legislative Advocacy Services Contract** Jayne Bauer
Recommendation:
 Approve the following:
1. Authorize the Executive Director to enter into a two year contract with Akin Gump Strauss Hauer & Feld LLP (Akin Gump) from February 16, 2008 through February 15, 2010 at a cost not to exceed \$201,600;
 2. The expenditure of an amount not to exceed \$50,400 to cover the STA's contribution for this contract; and
 3. Authorize the Executive Director to enter into an agreement with the Cities of Fairfield, Vacaville and Vallejo to continue the partnership to provide federal advocacy services in pursuit of federal funding for the STA's priority projects.
- Pg. 61**
- L. Solano Transit Consolidation Study Contract Amendment** Elizabeth Richards
Recommendation:
 Authorize the Executive Director to amend the existing contract with DKS Associates to conduct Phase I of the Countywide Transit Consolidation Study for an amount of \$36,473.
Pg. 63
- M. 2008 Paratransit Coordinating Council (PCC) Work Plan** Elizabeth Richards
Recommendation:
 Approve the 2008 PCC Work Plan as shown in Attachment A
Pg. 65
- X. ACTION – FINANCIAL ITEMS**
- A. Establishment of STA Insurance Reserve Fund (IRF) Policy** Chuck Lamoree
Recommendation:
 Approve the following:
1. The creation of a STA Insurance Reserve Fund (IRF)
 2. Direct staff to fund the IRF at \$50,000 per year up to \$200,000.
- (7:00 – 7:05 p.m.)
Pg. 67
- B. Fiscal Year (FY) 2007-08 Mid-Year Budget Revision** Susan Furtado
Recommendation:
 Approve adoption of the FY 2007-08 Mid-Year Budget Revision as shown in Attachment A.
 (7:05 – 7:10 p.m.)
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- XI. ACTION – NON FINANCIAL ITEM** Sam Shelton
- A. Countywide Safe Routes to School (SR2S) Plan**

Recommendation:

Approve the following:

1. 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.

(7:10 – 7:20 p.m.)

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B. Project Study Report (PSR) Priorities for Caltrans

Janet Adams

Recommendation:

Adopt the Solano County FY 2008-09 Project Study Report Prioritized Workplan to submit to Caltrans as specified in Attachment C.

(7:20– 7:25 p.m.)

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C. Updated Solano Comprehensive Transportation Plan (CTP) Purpose Statement and Goals

Robert Macaulay

Recommendation:

Adopt the updated Purpose Statement, Goals and Organization as shown in Attachment A.

(7:25 – 7:30 p.m.)

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D. Legislative Update

Jayne Bauer

Recommendation:

Approve the following:

1. Support ACA 10 (Feuer);
2. Watch SB 1093 (Wiggins); and
3. Approve scheduling the following priority as an amendment to the 2008 STA Legislative Priorities and Platform:
"Support initiatives to pursue the 55% voter threshold for county transportation infrastructure measures."

(7:30 – 7:35 p.m.)

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XII. INFORMATIONAL ITEMS

DISCUSSION

A. Review of Corridor Construction Schedules for 2008 and 2009

Janet Adams

Informational

(7:35 – 7:40 p.m.)

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NO DISCUSSION

- | | | |
|------------|--|------------------|
| B. | I-80 Freeway Performance Initiative (FPI) Update
<i>Informational</i>
Pg. 141 | Janet Adams |
| C.. | Status of Transportation Funds for Clean Air (TFCA)
40% Program Manager Funds
<i>Informational</i>
Pg. 143 | Robert Guerrero |
| D. | State Route (SR) 12 Status Update
<i>Informational</i>
Pg. 149 | Robert Macaulay |
| E. | Project Delivery Update
<i>Informational</i>
Pg. 153 | Sam Shelton |
| F. | Funding Opportunities Summary
<i>Informational</i>
Pg. 157 | Sara Woo |
| G. | Solano Bicycle and Pedestrian Program (SBPP) 2008
Update
<i>Informational</i>
Pg. 165 | Sara Woo |
| H. | STA Board Meeting Schedule for 2008
<i>Informational</i>
Pg. 167 | Johanna Masielat |

XIII. BOARD MEMBERS COMMENTS

XIV. ADJOURNMENT

The next regular meeting of the STA Board is scheduled for
Wednesday, March 12, 2008, 6:00 p.m., Suisun City Hall Council Chambers



MEMORANDUM

DATE: February 5, 2008
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report –January 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.

Public Hearing for MTC's Regional Transportation Plan *

The Metropolitan Transportation Commission (MTC), as part of their responsibility as the region's federally designated Metropolitan Planning Organization (MPO), has initiated the update of the Regional Transportation Plan for the nine county Bay Area (titled the T-2035 Plan). As one of the region's nine county Congestion Management Agencies, the Solano Transportation Authority (STA) is tasked with submitting Solano County's list of priority transportation projects for MTC's T-2035 Plan. The STA has scheduled a public hearing at this Board meeting to provide the public with an opportunity to provide public input to the STA Board prior to the STA developing a final list of project submittals to be provided to MTC in March. The primary basis for Solano County's project submittals for the RTP is the Solano Comprehensive Transportation Plan (CTP) and other specific and related transportation plans and studies. In order to be eligible for state and federal transportation funds, projects must be included in MTC's adopted RTP.

Updated Comprehensive Transportation Plan Purpose and Organization *

In follow up to the discussion and direction received at last month's STA Board meeting, staff has modified the purpose statement pursuant to the initiation of the STA's Comprehensive Transportation Plan update. Staff has updated the STA's three advisory committees to complete the membership roster for all three committees for the CTP process.

New Alternates Join STA Board

This month, several new representatives have been appointed to serve as alternates on the STA Board. The new alternates include the following: Jack Batchelor, City of Dixon, Mike Reagan, County of Solano, Chuck Timm, City of Fairfield, and Jan Vick, City of Rio Vista.

Preview of Corridor Construction Schedule for 2008 and 2009*

The past few years, the STA has worked diligently and successfully with Caltrans, MTC, local agencies, and our state and federal legislators to fully fund several critical safety and mobility projects on the I-80 and SR 12 corridors. At the meeting, STA staff will provide a preview of the Corridor Construction Schedule for 2008 and 2009.

STA to Travel to Sacramento

On February 19, 2008, members of the STA Board and the business community are scheduled to travel to Sacramento to meet with members of Solano County's state legislative delegation and various transportation officials. Invited to join the STA at these meetings are representatives of Solano Economic Development Corporation (EDC) and local chambers of commerce. The primary issues of concern are the impacts of the pending state budget on transportation, the ferry consolidation clean up legislation, and support for Proposition 1B Trade Corridor funds for the Cordelia Truck Scales

Safe Routes to Schools Plan Ready for STA Board Action *

The STA's Sam Shelton, supported by a plethora of local public agency staff from the fields of education, public safety and public works, bicycle and pedestrian advisory committee members and parents and teachers throughout Solano County, has developed the Solano County's Safe Routes to Schools Plan. Once it is adopted, this plan will greatly assist the STA and each of Solano County's seven cities and various school districts in our collective endeavor to pursue state and federal Safe Routes to School funding for a variety of education, encouragement, enforcement and engineering programs and projects. Staff is recommending the STA adopt the Safe Routes to School plan and establish the Safe Routes to School Program to pursue funding and begin the process of assisting each of the seven cities and Solano County school districts in their efforts to improve the safety of children traveling to school.

Mid Year Budget Amendment for FY 2007/08 *

Susan Furtado, STA's Finance Analyst/Accountant, has developed proposed mid-year budget amendments for FY 2007/08 that reflect a series of new revenues to be incorporated into this Fiscal Year's budget and adjusted carryover fund totals to reflect the recently completed annual audit for FY 2006/07. The budget amendment as recommended would increase the STA's FY 2007/08 budget from \$16.12 million to \$16.91 million.

Executive Director's Memo

February 5, 2008

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Establishment of STA Insurance Reserve Policy *

On December 12, 2007, the STA Board authorized the STA to join the County Supervisors Association of California (CSAC) Excess Insurance Authority and to increase its liability insurance coverage. In follow up to this action, staff and legal counsel are recommending the STA establish an insurance reserve policy, separate from the STA's budget reserve, to cover future insurance liability that may occur as a result of the STA's enhanced role in project delivery and transit coordination.

Attachment: STA Acronyms List of Transportation Terms



Solano Transportation Authority

STA'S ACRONYMS LIST

ABAG	Association of Bay Area Governments	PDS	Project Development Support
ADA	American with Disabilities Act	PMP	Pavement Management Program
AVA	Abandoned Vehicle Abatement	PMS	Pavement Management System
APDE	Advanced Project Development Element (STIP)	PNR	Park and Ride
AQMD	Air Quality Management Plan	POP	Program of Projects
BAAQMD	Bay Area Air Quality Management District	PPM	Planning, Programming and Monitoring
BABC	Bay Area Bicycle Coalition	PSR	Project Study Report
BAC	Bicycle Advisory Committee	PTA	Public Transportation Account
BATA	Bay Area Toll Authority	PTAC	Partnership Technical Advisory Committee (MTC)
BCDC	Bay Conservation and Development Commission	RABA	Revenue Alignment Budget Authority
BT&H	Business, Transportation & Housing Agency	REPEG	Regional Environmental Public Education Group
CAF	Clean Air Funds	RFP	Request for Proposal
CALTRANS	California Department of Transportation	RFQ	Request for Qualification
CARB	California Air Resources Board	RM 2	Regional Measure 2
CCCC (4'Cs)	City County Coordinating Council	RRP	Regional Rideshare Program
CCCTA (3CTA)	Central Contra Costa Transit Authority	RTEP	Regional Transit Expansion Policy
CEQA	California Environmental Quality Act	RTIP	Regional Transportation Improvement Program
CHP	California Highway Patrol	RTMC	Regional Transit Marketing Committee
CIP	Capital Improvement Program	RTP	Regional Transportation Plan
CMA	Congestion Management Agency	RTPA	Regional Transportation Planning Agency
CMAQ	Congestion Mitigation and Air Quality	SACOG	Sacramento Area Council of Governments
CMP	Congestion Management Program	SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users
CNG	Compressed Natural Gas	SCTA	Sonoma County Transportation Authority
CTA	County Transportation Authority	SHOPP	State Highway Operations and Protection Program
CTC	California Transportation Commission	SJCOG	San Joaquin Council of Governments
CTEP	County Transportation Expenditure Plan	SNCI	Solano Napa Commuter Information
CTP	Comprehensive Transportation Plan	SOV	Single Occupant Vehicle
DBE	Disadvantaged Business Enterprise	SMAQMD	Sacramento Metropolitan Air Quality Management District
DOT	Federal Department of Transportation	SP&R	State Planning and Research
EIR	Environmental Impact Report	SR2S	Safe Routes to School
EIS	Environmental Impact Statement	SR2T	Safe Routes to Transit
EPA	Environmental Protection Agency	SRITP	Short Range Intercity Transit Plan
FHWA	Federal Highway Administration	SRTTP	Short Range Transit Plan
FST	Fairfield-Suisun Transit	STA	Spare The Air
FTA	Federal Transit Administration	STA	Solano Transportation Authority
GARVEE	Grant Anticipation Revenue Vehicle	STAF	State Transit Assistance Fund
GIS	Geographic Information System	STIA	Solano Transportation Improvement Authority
HIP	Housing Incentive Program	STIP	State Transportation Improvement Program
HOV	High Occupancy Vehicle	STP	Surface Transportation Program
ISTEA	Intermodal Surface Transportation Efficiency Act	TAC	Technical Advisory Committee
ITIP	Interregional Transportation Improvement Program	TAM	Transportation Authority of Marin
ITS	Intelligent Transportation System	TANF	Temporary Assistance for Needy Families
JARC	Jobs Access Reverse Commute	TAZ	Transportation Analysis Zone
JPA	Joint Powers Agreement	TCI	Transit Capital Improvement
LS&R	Local Streets and Roads	TCM	Transportation Control Measure
LTA	Local Transportation Funds	TCRP	Transportation Congestion Relief Program
LEV	Low Emission Vehicle	TDA	Transportation Development Act
LIFT	Low Income Flexible Transportation	TDM	Transportation Demand Management
LOS	Level of Service	TEA	Transportation Enhancement Activity
LTF	Local Transportation Funds	TEA-21	Transportation Efficiency Act for the 21 st Century
MIS	Major Investment Study	TFCA	Transportation Funds for Clean Air
MOU	Memorandum of Understanding	TIF	Transportation Investment Fund
MPO	Metropolitan Planning Organization	TIP	Transportation Improvement Program
MTC	Metropolitan Transportation Commission	TLC	Transportation for Livable Communities
MTS	Metropolitan Transportation System	TMA	Transportation Management Association
NEPA	National Environmental Policy Act	TMP	Transportation Management Plan
NCTPA	Napa County Transportation Planning Agency	TMTAC	Transportation Management Technical Advisory Committee
NHS	National Highway System	TOS	Traffic Operation System
NVTA	Napa Valley Transportation Authority	TRAC	Trails Advisory Committee
OTS	Office of Traffic Safety	TSM	Transportation Systems Management
PAC	Pedestrian Advisory Committee	UZA	Urbanized Area
PCC	Paratransit Coordinating Council	VTA	Valley Transportation Authority (Santa Clara)
PCRPP	Planning and Congestion Relief Program	W2W	Welfare to Work
PDS	Project Development Support	WCCCTAC	West Contra Costa County Transportation Advisory Committee
PDT	Project Delivery Team	YSAQMD	Yolo/Solano Air Quality Management District
MIS	Major Investment Study	ZEV	Zero Emission Vehicle



DATE: January 31, 2008
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Regional Transportation Plan (RTP) Public Hearing

Background:

At the December 12, 2007 Board meeting, the Solano Transportation Authority (STA) issued an initial Call for Projects for the 2035 Regional Transportation Plan (RTP). On December 26, 2007, the Metropolitan Transportation Commission (MTC) released further guidelines on submittal of RTP projects. This additional information was reviewed by the STA Technical Advisory Committee (TAC) on January 2, 2008, and by the STA Board on January 9, 2008.

To be eligible for inclusion in the RTP 2035 project list, a project must be identified in one of the following documents:

- MTC Resolution 3434
- Regional Rail Plan
- Regional Operations Program
- Community Based Transportation Plan
- Short-Range Transit Plans
- Congestion Management Plans
- Funding Programs (RM1, RM2, CMIA, TCRP, TLC/HIP/Station Area Plans, etc.)
- Regional Goods Movement Plans
- Freeway Performance Initiative
- Regional High Occupancy Toll Network Study
- Coordinated Public Transit – Human Services Plan
- Transit Coordination Implementation Plan
- Countywide Transportation Plans
- Transportation Sales Tax Expenditure Plans
- Regional or Local Bicycle/Pedestrian Plans
- Transportation Control Measures from Air Quality Plans

Discussion:

STA staff has reviewed the agency submittal for the 2030 RTP, and used that project list as a starting point for the 2035 RTP project submittal. The list has been modified by STA staff to identify projects that have been initiated or completed, that are no longer being pursued, and/or that were identified in documents completed subsequent to the 2030 RTP project submittal. Any projects already proposed to STA by member agencies or the public that fit into the eligibility criteria listed above were also included on the list. The complete list of those projects is contained in Attachment A. This list was reviewed and updated at the January 30, 2008 Technical Advisory Committee (TAC) meeting.

The following projects have been added by STA staff to the RTP project list:

- Safe Routes to Schools program improvements
- Travis Air Force Base access improvements; North Gate and South Gate.
- I-80 High Occupancy Vehicle , East and Westbound (HOV) Lanes (Air Base Parkway to I-505, Carqinez Bride to State Route 37, SR 37 to Red Top Road)
- Vallejo Ferry Maintenance Facility (Mare Island)
- North Connector West Segment
- New Interchanges for SR 12 at Beck and Pennsylvania Avenues
- Park- and- Ride lots (Benicia, Red Top Rd, Gold Hill Road, SR 37, Church Rd, Curtola Pkwy)
- New Rio Vista Bridge and Realignment Improvements and SR12
- SR 12/SR 113 Interchange/Intersection Improvements
- SR12 Jameson Canyon Transit Service (Napa to Fairfield)
- Safety and Operational Improvements From the Pending SR 113 and SR 29 Corridor Studies.
- The Solano Bike and Pedestrian Plan Improvements. The Bike and Pedestrian project list shown in Attachment B.

Members of the public may also propose projects for inclusion in the RTP project list. Such projects must meet the criteria listed above and developed by MTC and must have a public agency sponsor.

Certain projects do not need to be submitted through this process. Local streets and roads maintenance projects and transit operating and capital improvement programs (including replacement and rehab of the existing transit capital assets) do not need to be submitted in this call for projects. These projects are being assessed in separate Transportation 2035 exercises. Capital expenditures for new or expanded transit services do need to be identified in the project submittal list.

Fiscal Impact:

The Solano County 25-year project funding ceiling identified by MTC is \$1.98 billion. The projects submitted by STA to MTC in response to this Call for Projects cannot exceed that ceiling. Projects must be included in the RTP before they can be programmed in the Transportation Improvement Plan (TIP), a necessary step to receiving federal and state funding and federal action on a project.

The funding ceiling was developed by MTC using a ‘moderate’ estimate of funds available. In past years, MTC has used a more conservative fund estimate. The more conservative fund estimate had resulted in fewer projects being listed in the financially constrained RTP leading to the increased potential for RTP and TIP amendments. The current ‘moderate’ funding scenario assumes some revenue sources over the 25-year period of the plan that are not currently assured, such as High Occupancy Vehicle Lane Tolls known as HOT Lanes and local sales tax measures.

Based upon input received from the TAC and at a public hearing on the project list at the February 13, 2008 STA Board meeting, STA staff will develop a final draft, ranked project list that conforms with the \$1.98 billion funding ceiling. In addition, a fiscally constrained list of projects based on a lower amount of funding (without the passage of a local sales tax will be provided). This updated list will be reviewed by the TAC at its February 27, 2008 meeting and subsequently be submitted to MTC on or before the March 5, 2008 submittal deadline. The STA Board will have a final review, and may modify the list, at its March 12, 2008 meeting.

Recommendation:

Conduct Public Hearing.

Attachment:

- A. Draft Solano 2035 RTP Project List

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Attachment A. Draft Solano 2035 RTP Project List

Solano T2030 Submitted Information Notes with T2035 Additions

T2035 #	Adequate Maintenance	Notes
SOL 1	Expanded Senior/ Disabled transit capital and operating funds (Per STA's Senior and Disabled Transit Study)	
System Efficiency		
SOL 2	Non-capacity increasing safety projects to improve congested intersections, local arterials and highways (Per STA's Safety Plan)	
SOL 3	Local Bicycle and Pedestrian Projects (Per STA's Countywide Bicycle and Pedestrian Plans)	
SOL 4	Solano County Safe Routes to Schools (SR2S) (Per STA's Countywide SR2S Plan)	
SOL 5	Parkway Boulevard overcrossing of Union Pacific Railroad grade separation (Dixon)	100% locally funded
Strategic Expansion		
SOL 6	New Fairfield/Vacaville multi-modal rail station for Capitol Corridor intercity rail service in Solano County	
SOL 7	New Dixon multi-modal rail station for Capitol Corridor intercity rail service in Solano County	Rail Stations previously grouped
SOL 8	New Vallejo Ferry Terminal intermodal facility	RM2 Toll Bridge Program
SOL 9	I-80, I-680, I-780 and SR 12 Park and Ride Lots (Benicia, Red Top Rd, Gold Hill Road, SR 37, Church Rd) (Per STA's I-80/I-680/I-780 MIS and SR 12 MIS)	
SOL 10	Curtola Transit Center improvements (construct parking structure, improve off-street bus transfer facilities and improve bus ingress and egress)	RM2
SOL 11	New Vacaville intermodal station (400-space parking garage and 200-space surface parking lot)	RM2
SOL 12	Fairfield Transportation Center improvements (add 600 parking spaces)	RM2
SOL 13	Vallejo Ferry Maintenance Facility on Mare Island	NEW PROJECT

SOL 14	Vallejo Baylink ferry service capital and operating funds (fifth high-speed boat)	BAYLINK PROJECT
SOL 15	I-80/I-680/Route 12 interchange improvements, relocation and reconstruction of Eastbound Cordelia truck weigh station, including braided at EB I-80/EB SR 12/EB Scale Ramps.	\$46.3 M AB 1171
SOL 16	I-80/I-680/Route 12 interchange improvements, relocation and reconstruction of Westbound Cordelia truck weigh station, including braided at WB I-80/WB SR 12/WB Scale Ramps.	NEW PROJECT
SOL 17	I-80/I-680/Route 12 interchange improvements (Phase 3) (as identified in I-80/I-680/SR 12 Interchange EIR/EIS)	TCRP, AB 1171, RM 2 Funds
SOL 18	I-80/I-680/Route 12 interchange improvements (Remaining Work) (as identified in I-80/I-680/SR 12 Interchange EIR/EIS)	
SOL 19	Construct 4-lane Jepson Parkway from Route 12 to I-80	\$112 M local match funds, \$39 M STIP
SOL 20	Travis AFB North Gate Safety Improvements (Upgrade the narrow local roads approaching Gate, Upgrade UPRR Crossing, signalize Vanden/Cannon Rd intersection)	NEW PROJECT
SOL 21	Travis AFB South Gate Safety Improvements (Upgrade existing drainage facilities to prevent flooding and construct a Truck Stacking Lane to accommodate trucks waiting to enter Travis AFB)	NEW PROJECT - Committed Funding
SOL 22	Widen Route 12 (Jameson Canyon) from I-80 in Solano County to Route 29 in Napa County from 2 lanes to 4 lanes (Solano County portion of project)	CMIA and STIP Funded
	Widen State Route 37 from Napa River Bridge to State Route 29 from 2-lane expressway to 4-lane freeway (not including Routes 29/37 interchange), SR 37 highway planting and environmental mitigation	SR 37 road work COMPLETED; SR 37 planting and environmental mitigation work has funding committed
SOL 23	Install a second span along existing Green Valley Bridge to facilitate 4 lanes to travel each way and an acceleration/deceleration lane in each direction	City of Fairfield to Re-Scope Work
SOL 24	Construct I-80 HOV Lanes, Red Top Rd. To Air Base Pkwy	CMIA Project
SOL 25	Grade Separate SR 12 and Beck Ave. (Per STA's I-80/I-680/SR 12 Interchange EIR/EIS)	NEW PROJECT
SOL 26	Grade Separate SR 12 and Pennsylvania Ave. (Per STA's I-80/I-680/SR 12 Interchange EIR/EIS)	NEW PROJECT

SOL 27	Construct EB and WB I-80 HOV Lanes, Air Base Pkwy to I-505	NEW PROJECT
SOL 28	Construct EB and WB I-80 HOV Lanes, Carquinez Br. to SR 37	NEW PROJECT
SOL 29	Construct EB and WB I-80 HOV Lanes, SR 37 to Red Top Rd.	NEW PROJECT
SOL 30	I-80 EB and WB Aux. Lane, Travis Blvd to Air Base Pkwy	NEW PROJECT
SOL 31	Regionally significant I-80 and I-680 interchanges (50% Match Funding) (Per STA's I-80/I-680/I-780 MIS)	
SOL 32	Routes of Regional Significance (50% Match Funding)	
SOL 33	American Canyon Road overpass at I-80	100% Locally Funded
SOL 34	Widen Azuar Drive/Cedar Avenue from 2 lanes to 4 lanes from P Street to Residential Parkway (Vallejo - Mare Island)	Vallejo to rescope project
SOL 35	North Connector - western segment	RM 2, TCRP, Local and STIP Funds
SOL 36	I-80/I-680/I-780 corridor and SR 12 mid-term capacity and operation improvements (Per STA's I-80/I-680/I-780 Corridor Study and MTC's I-80 FPI, I-680 FPI and SR 12 FPI Studies)	
SOL 37	Widen and improve Broadway from 2 lanes to 4 lanes between Route 37 and Mini Drive	100% Locally Funded
SOL 38	SR 12 from Suisun City to SR 12/SR 113 long-term capacity, safety and operational improvements (Phase 1) - 4-lanes, center median, turn lanes (Per STA's SR 12 Major Investment & Corridor Study)	
SOL 39	SR 12 from SR 113 to the Sacramento River Bridge long-term capacity, safety and operational improvements (Phase 2) - 4-lanes, center median, turn lanes (Per STA's SR 12 Major Investment & Corridor Study)	
SOL 40	Rio Vista Bridge Reconstruction/Realignment (per the preliminary Rio Vista Bridge study)	NEW PROJECT
SOL 41	SR 12 / SR 113 Interchange/Intersection Improvements (Per STA's SR 12 Major Investment & Corridor Study)	NEW PROJECT
SOL 42	Expanded express bus capital and operating funds (Per STA's I-80/I-680/I-780 and SR 12 Transit Corridor Studies)	
SOL 43	SR 12 Jameson Canyon Transit Service (Napa to Fairfield)	NEW PROJECT

SOL 44	SR 113 Safety and operation improvements (as identified in the SR 113 Major Investment Study)	NEW PROJECT
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SOL 45	SR 29 Safety and operation improvements (as identified in the SR 29 Major Investment Study)	NEW PROJECT
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**TECHNICAL ADVISORY COMMITTEE (TAC)
AGENDA
Minutes for the meeting of
January 30, 2008**

I. CALL TO ORDER

The regular meeting of the Technical Advisory Committee (TAC) was called to order at approximately 1:32 p.m. in the Solano Transportation Authority's Conference Room.

Present:

TAC Members Present:	Michael Throne	City of Benicia
	Brent Salmi	City of Rio Vista
	Fernando Bravo	City of Suisun City
	Gary Leach	City of Vallejo
	Paul Wiese	County of Solano
	Gene Cortright	City of Fairfield
	Jeff Knowles	City of Vacaville

STA Staff Present:	Daryl Halls	STA
	Janet Adams	STA
	Robert Macaulay	STA
	Elizabeth Richards	STA/SNCI
	Jayne Bauer	STA
	Robert Guerrero	STA
	Sara Woo	STA
	Nancy Abruzzo	STA

Others Present:	Tom Biggs	PBS&J Consultant
<i>(In Alphabetical Order)</i>	Birgitta Corsello	Solano County
	Kevin Daughton	City of Fairfield
	Ngozi Ezekwo	Caltrans District 4
	Ed Huestis	City of Vacaville
	Mike Kerns	MTC
	Matt Tuggle	Solano County

II. APPROVAL OF AGENDA

On a motion by Gary Leach, and a second by Michael Throne, the STA TAC unanimously approved the agenda. The following Supplemental Staff Reports were added to the Agenda:

1. Legislative Updated - **AMENDED**
2. Regional Transportation Plan (RTP) Call for Projects And Project List - **SUPPLEMENTAL JAN 29, 2008**

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, METROPOLITAN TRANSPORTATION COMMISSION (MTC), AND STA STAFF

Caltrans: None presented.

MTC: None presented.

STA: YSAQMD Clean Air Fund Program Funding Opportunity Summary

V. CONSENT CALENDAR

On a motion by Michael Throne, and a second by Gene Cortright, the STA TAC approved Consent Calendar Items A through C.

A. Minutes of the TAC Meeting of January 2, 2008

Recommendation:

Approve minutes of January 2, 2008.

B. Bicycle Advisory Committee (BAC)/Pedestrian Advisory Committee (PAC) Letter of Support Regarding Priority Development Area (PDA) Funds

Recommendation:

Forward a recommendation to the STA Board for approval of the attached letter from the BAC and PAC to the Metropolitan Transportation Commission (MTC) regarding PDA Funds.

C. Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) 2008 By-Laws Revision

Recommendation:

Forward a recommendation to the STA Board to approve the attached 2008 BAC and PAC By-Laws Revision.

VI. ACTION NON-FINANCIAL ITEMS

A. Draft Countywide Safe Routes to School (SR2S) Plan

Janet Adams briefly reviewed the STA Countywide SR2S Plan with the TAC noting that nearly all the cities and school boards have adopted the local plans or are scheduled to do so in the near future. Several TAC members relayed support to Sam Shelton for his hard work on putting together this grassroots development effort. The City of Vacaville wanted to be sure the STA highlights the availability of state and federal funds available for SR2S grants.

Recommendation:

Recommend the following to the STA Board:

1. Approve 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 Routes to School Program.

On a motion by Fernando Bravo, and a second by Michael Throne, the STA TAC unanimously approved the recommendation.

B. Project Study Report (PSR) Priorities for Caltrans

Janet Adams reviewed the proposed preliminary engineering priorities for the Fiscal Year (FY) 2008-09 for Solano County Caltrans oversight work. She noted that priority number 1 is the work that has begun or will begin in FY 2007-08 and carry over to the next FY. Based on additional feedback at the TAC meeting, the prioritized list as amended was recommended for approval by the STA Board.

Recommendation:

Forward a recommendation to the STA Board to adopt the Solano County FY 2008-09 Project Study Report Prioritized Workplan to submit to Caltrans as specified in Attachment C as amended.

On a motion by Fernando Bravo, and a second by Michael Throne, the STA TAC unanimously approved the recommendation.

C. Regional Transportation Plan (RTP) Call for Projects and Project List

Robert Macaulay provided an update on the draft Solano RTP project list to the STA TAC members. He requested the members submit any additional projects; i.e., updated project descriptions, status or new projects to be sent to him by February 7, 2008.

Recommendation:

Approve forwarding the draft list of Solano RTP projects to the STA Board.

On a motion by Michael Throne, and a second by Gary Leach, the STA TAC unanimously approved the recommended draft list of projects.

D. Solano Comprehensive Transportation Plan (CTP)

TAC Representative Appointments to STA Committees

Based on input from the TAC the following TAC Representatives were appointed to the specific STA Committees:

1. Crystal Odum Ford, City of Vallejo – Transit Committee
2. Ed Huestis, City of Vacaville - Alternative Modes Committee
3. Paul Wiese, Solano County – Arterials, Highways and Freeways Committee

Recommendation:

Approve the following:

1. Appoint Crystal Odum Ford to the Transit Committee;
2. Appoint Ed Huestis to the Alternative Modes Committee; and
3. Appoint Paul Wiese to the Arterials, Highways and Freeways Committee.

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

E. Legislative Update

Jayne Bauer reviewed the item and stated that the amended legislative report added two explanations of attachments that were in the original staff report related to MTC's summary of the proposed state budget's impact to the Bay Area, and the release of the National Surface Transportation Policy and Revenue Study Commission's "Transportation for Tomorrow" report.

Recommendation:

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

1. Support ACA 10 (Feuer);
2. Watch SB 1093 (Wiggins); and
3. Approve the following priority as an amendment to the 2008 STA Legislative Priorities and Platform: "Support initiatives to pursue the 55% voter threshold for County transportation infrastructure measures."

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

VII. INFORMATIONAL ITEMS - DISCUSSION

A. I-80 Freeway Performance Initiative (FPI) Update

Janet Adams provided an overview of the I-80 and I-680 FPI status and expected next steps. She stated the I-80 FPI is the furthest along FPI of all MTCs work along the Bay Area corridors. Mike Kerns and Tom Biggs were introduced to provide an in depth overview of the draft mitigations strategies for I-80 in Solano County. She commented the TAC will be asked at the February 2008 meeting to recommend the STA Board adopt the I-80 FPI mitigations strategies.

B. Review of Corridor Construction Schedules for 2008 and 2009

Janet Adams reviewed the Corridor Construction Schedules for 2008 and 2009. The TAC requested for Caltrans to provide an Outreach Plan during construction. STA staff committed to working with Caltrans to develop this and bring the outreach plan back to the TAC for review and input.

C. Status of Transportation Funds for Clean Air (TFCA) 40% Program Manager Funds

Robert Guerrero reviewed the Status of Transportation Funds for Clean Air (TFCA) 40% Program Manager Funds. He commented that the Clean Air Funds are intended to fund programs that reduce air pollution from motor vehicles. He reminded the TAC about the call for projects in the Bay Area Air Basin and the deadline of February 14, 2008 for FY 2008-09 applications.

NO DISCUSSION

D. State Route (SR) 12 Status Update

E. Solano Bicycle and Pedestrian Program (SBPP) 2008 Update

F. Project Delivery Update

G. Funding Opportunities Summary

H. STA Board Highlights – January 9, 2008

I. STA Board and Advisory Committee Meeting Schedule for 2008

VIII. ADJOURNMENT

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, February 27, 2008.**

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DATE: January 30, 2008
TO: STA Board
FROM: Susan Furtado, Financial Analyst/Accountant
RE: Fiscal Year (FY) 2007-08 2nd Quarter Budget Report

Background:

STA staff regularly provides the STA Board with budget updates on a quarterly basis. In December 2007, the STA Board was presented with the 1st Quarter Budget Report for FY 2007-08. A Mid-Year Budget Revision to the fiscal year budget will be presented to the STA Board under a separate staff report which includes the amount of funds carried over with the finalized annual audit for FY 2006-07 and changes in project activities that have been approved by the STA Board.

Discussion:

The STA financial report, Attachment A, shows the revenue and expenditure activities ending December 31, 2007. The STA's total program administration and operation expenditures for the 2nd Quarter are at 27% with total revenue received at 29% for the FY 2007-08 Budget.

Revenues:

Most STA programs are funded with grants on a reimbursement basis; however, a few receive quarterly advances. Total revenue of \$4,750,099 (29%) has been received and billed for the 2nd Quarter ending December 31, 2007. This revenue amount represents reimbursement of program expenditures and other fund source advances received and billed year-to-date.

Expenditures:

STA's projects and programs are ongoing and expenditures in the amount of \$4,391,624 (27%) are for actual work billed, which may not be reflective of the budget ratio for the Quarter. Highlights of the 2nd Quarter are as follows:

- **STA's Operation and Administration is at \$640,704 (42%) of budget.** The STA Operation Management and Administration budget ratio for the 2nd Quarter is within budget projections. STA's approved office expansion and renovation is ongoing and scheduled to be done mid-February. This expansion will give additional office space for the Transit and Rideshare Services/Solano Napa Commuter Information (SNCI) Program and Project Development staff and provides a new small conference room. Approved budget activities are in process and are expected to align with budget expectations before the end of the fiscal year.
- **Transit and Rideshare Services/SNCI is at \$375,289 (33%) of budget.** The billings from project consultants for projects such as the SNCI General Marketing, Community Based Transportation Plan (CBTP), Lifeline Program, and Solano Paratransit Assessment Implementation are underway and expenditures for these projects' actual work completed are not reflective of the current budget ratio for the Quarter. The Bike to Work Campaign, Bike Links Maps, and Incentive Programs are spring program activities. It is

expected that these forecasted expenditures will align to the budget expectations by the end of the fiscal year.

- **Project Development is at \$2.97 million (25%) of budget.** The STA's Safe Routes to School (SR2S) Plan is near its completion of the study and it will be recommended to the STA Board for approval. The preparation of the Environmental Impact Report and Environmental Impact Statement (EIR/EIS) for the Jepson Parkway Project is underway with the approval of the State Transportation Improvement Program (STIP) Augmentation funding. Request for Proposal (RFP) for consultant services for the I-80/I-680/I-780 Corridors Highway Operations Implementation Study has been issued. The State Route (SR) 12 Median Barrier Project Study Report (PSR) project is underway with project consultant selected and contract being negotiated. The SR 12/Church Road PSR, the I-80 High Occupancy (HOV)/Turner Parkway Overcrossing PSR, and the SR 12 Bridge Realignment study are underway with funding agreements secured and program consultants hired. The Abandoned Vehicle Abatement (AVA) Program invoices were submitted after the end of the Quarter. Most of STA's projects are on a reimbursement basis; therefore, the forecasted expenditures for the projects are not reflective of the budget ratio for the Quarter. It is expected that these forecasted expenditures will align to the budget expectations by the end of the fiscal year or budget revisions will be proposed to carryover funds for the continuation of projects to the next fiscal year.
- **Strategic Planning is at \$400,883 (30%) of budget.** The Solano Express Marketing, STA General Marketing, and the Model Maintenance activities are ongoing; however, expenditures for these projects actual work completed are not reflective of the current budget ratio for the Quarter. State Route (SR) 113 Major Investment Study (MIS)/Corridor Study Project is underway with funds from Caltrans' Partnership Planning Grant and local match provided by STA, the City of Dixon, and the County of Solano. The SR 12 MIS/Corridor Study is yet to begin with an application for additional funding submitted to Caltrans for the State Transportation Planning Grant Program, wherein cost for this project is ultimately expected to be significantly greater than the current budget. The Transportation for Clean Air (TFCA) Funds current budget is being revised for the Mid-Year Budget Adjustment to reflect the carryover funds with the finalized annual audit for FY 2006-07 and for the continuation of projects. It is expected that these forecasted expenditures will align to the budget expectations by the end of the fiscal year or budget revisions will be proposed to carryover funds for ongoing projects to the next fiscal year.

In the aggregate, STA Budget expenditures are within budget and revenues have been received and/or reimbursed at a rate to cover STA expenditures.

Fiscal Impact

The 2nd Quarter Budget for FY 2007-08 is within budget projections for the Revenue received of \$4.75 million (29%) and Expenditures of \$4.39 million (27%).

Recommendation

Review and file.

Attachment:

- A. STA FY 2007-08 2nd Quarter Budget Report
- B. 2008 Budget and Fiscal Reporting Calendar



Solano Transportation Authority

SECOND QUARTER BUDGET REPORT
July 1, 2007 through December 31, 2007

FY 2007-08

REVENUES			
Operations	FY 07-08 Budget	Actual Received YTD	%
Members Contribution (Reserve Account)	30,000	30,000	100%
Interest	0	2,359	0%
MTC-Rideshare	240,000	135,706	57%
MTC-ECMAQ	195,000	0	0%
STA ECMAQ	115,000	87,919	76%
STP	1,469,410	278,011	19%
SP&R - Smarter Growth Study	0	0	0%
SP&R - SR 113/Corridor Study	166,667	80,402	48%
Members Contribution	267,313	267,312	100%
STIP/PPM	746,015	64,741	9%
TCRP 25.2 - North Connector	0	0	0%
DMV/AVA	11,000	2,813	26%
TCRP 25.3 - I-80/I-680/SR 12 Interchange	40,350	10,822	27%
Regional Measure (RM) 2 - North Connector	16,660	10,617	64%
Regional Measure (RM) 2 - I-80 HOV	10,841	15,235	141%
TDA Art. 4/8	471,567	235,784	50%
Local Funds - Cities/County	110,777	52,250	47%
TFCA-NCTPA	10,000	0	0%
TFCA	214,937	106,085	49%
STAF	755,720	395,246	52%
CBTP	90,000	0	0%
Other Revenue	0	7,533	0%
Subtotal	4,961,257	1,782,835	36%

TFCA Programs			
Operations	FY 07-08 Budget	Actual Received YTD	%
Transportation for Clean Air (TFCA)	101,734	0	0%
Interest	0	13,881	0%
Subtotal	101,734	13,881	14%

Abandoned Vehicle Abatement			
Operations	FY 07-08 Budget	Actual Received YTD	%
Department of Motor Vehicle (DMV)	342,000	90,961	27%
Interest	0	19	0%
Subtotal	342,000	90,980	27%

Jepson Parkway Environmental Impact Report (EIR)			
Operations	FY 07-08 Budget	Actual Received YTD	%
STIP	1,837,000	0	0%
STP	0	0	0%
Subtotal	1,837,000	0	0%

North Connector			
Operations	FY 07-08 Budget	Actual Received YTD	%
TCRP 25.2	0	0	0%
Interest	0	0	0%
Subtotal	0	0	0%

I-80/I-680/SR 12 Interchange			
Operations	FY 07-08 Budget	Actual Received YTD	%
TCRP 25.3	1,524,309	611,564	40%
Interest	0	(1,568)	0%
Subtotal	1,524,309	609,996	40%

North Connector East			
Operations	FY 07-08 Budget	Actual Received YTD	%
Preliminary Engineering - RM 2	1,583,340	307,951	19%
Subtotal	1,583,340	307,951	19%

I-80 HOV Lane (SR 12 to Airbase)			
Operations	FY 07-08 Budget	Actual Received YTD	%
PA/ED Preliminary Engineering - RM2	4,214,159	1,536,191	36%
Subtotal	4,214,159	1,536,191	36%

I-80 HOV/Turner Parkway OverCrossing			
Operations	FY 07-08 Budget	Actual Received YTD	%
Federal Earmark - Solano County	800,000	322,083	40%
STIP-PPM	106,985	0	0%
STAF	65,000	32,500	50%
Local Funds - Cities/County	130,000	53,682	41%
Subtotal	1,101,985	408,265	37%

Rio Vista Bridge Realignment			
Operations	FY 07-08 Budget	Actual Received YTD	%
Federal Earmark - City of Rio Vista	362,000	0	0%
Local Funds - City of Rio Vista	90,500	0	0%
Subtotal	452,500	0	0%

TOTAL REVENUES	\$ 16,118,284	\$ 4,750,099	29%
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EXPENDITURES			
Operations	FY 07-08 Budget	Actual Spent YTD	%
Operations Management/Administration	1,290,003	630,684	49%
STA Board of Directors	51,800	10,020	19%
Expenditure Plan	150,000	0	0%
Contribution to STA Reserve	30,000	0	0%
Subtotal	\$ 1,521,803	\$ 640,704	42%

Transit and Rideshare/Solano Napa Commuter Info (SNCI)			
Operations	FY 07-08 Budget	Actual Spent YTD	%
Transit/SNCI Administration	449,126	241,291	54%
Employer/Van Pool Outreach	12,200	6,431	53%
SNCI General Marketing	114,872	15,615	14%
Commuter Challenge	16,000	11,821	74%
Bike to Work Campaign	20,000	0	0%
Bike Links Maps	15,000	0	0%
Incentives	25,000	0	0%
Guaranteed Ride Home Program	10,000	289	2.9%
Transit Management Administration	193,277	56,729	29%
Community Based Transportation Plan (CBTP)	90,000	8,259	9%
Lifeline Program	25,289	1,307	5%
Paratransit Coordinating/PCC	50,000	12,775	26%
Solano Paratransit Assessment Study	40,000	0	0%
Transit Consolidation Feasibility Study	75,000	20,772	28%
Subtotal	\$ 1,135,764	\$ 375,289	33%

Project Development			
Operations	FY 07-08 Budget	Actual Spent YTD	%
Project Management/Administration	132,325	38,863	29%
Safe Route to School	114,741	52,725	46%
Project Study Report (PSR)	200,000	174	0.1%
SR 12 Median Barrier Study (MBS)/PSR	573,946	0	0%
Jepson Parkway EIR	1,837,000	18,072	1%
I-80/I-680/I-780 Operation/Implementation Plan	62,500	0	0%
I-80/680/12 Interchange PA/ED	1,524,309	614,735	40%
North Connector East Design - RM 2	1,583,340	307,871	19%
I-80 HOV Lane PA/ED - RM 2	4,214,159	1,536,154	36%
I-80 HOV/Turner Parkway Project	1,101,985	403,204	37%
SR 12 Bridge Realignment Study	452,500	2,950	1%
DMV Abandoned Vehicle Abatement	342,000	0	0%
Subtotal	\$ 12,138,805	\$ 2,974,748	25%

Strategic Planning			
Operations	FY 07-08 Budget	Actual Spent YTD	%
Planning Management/Administration	219,904	113,495	52%
Solano Express	161,415	6,729	4%
General Marketing	105,445	773	1%
Events	13,000	15,005	115%
Model Maintenance	80,000	0	0%
Solano County TLC Program	250,000	128,275	51%
SR 113 MIS/Corridor Study	194,444	20,331	10%
SR 12 MIS/Corridor Study	90,211	0	0%
Comprehensive Transportation Plan (CTP)	70,386	0	0%
Safe Route to Transit	35,373	418	1%
TFCA Programs	101,734	115,857	114%
Total Strategic Planning	\$ 1,321,912	\$ 400,883	30%

TOTAL EXPENDITURES	\$ 16,116,284	\$ 4,391,624	27%
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2008 Budget and Fiscal Reporting Calendar

STA Board Meeting Schedule:

FEBRUARY	FY 2007-08 2nd Quarter Budget Report FY 2007-08 Mid-Year Budget Revision
MARCH	FY 2008-09 Budget Revision Local Transportation Development Act (TDA) and Members Contribution for FY 2008-09
APRIL	None
MAY	FY 2007-08 3rd Quarter Budget Report
JUNE	FY 2007-08 Final Budget Revision FY 2008-09 Budget Revision and FY 2009-10 Proposed Budget Adoption FY 2008-09 COLA Approval
JULY	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



DATE: January 30, 2008
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Yolo Solano Air Quality Management District (YSAQMD) Application Review Committee

Background:

Similar to the Bay Area Air Quality Management's (BAAQMD) Transportation Fund for Clean Air (TFCA), 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.

Solano County historically receives approximately \$290,000 annually from the YSAQMD for clean air projects such as: Alternative Fuels Infrastructure, Low Emission Vehicles, Alternative Transportation, Transit Services, and Public Education and Information. STA member agencies located in the Yolo Solano Air Basin (Rio Vista, Vacaville, Dixon and Solano County) and public schools and universities in these areas are eligible for the program.

For Fiscal Year (FY) 2008-09, YSAQMD has identified \$140,000 in AB 2766 funds and \$280,000 in AB 8 funds, for a total of \$420,000 available to eligible Solano County applicants. A copy of the YSAQMD program announcement is included as Attachment A.

STA participates in programming YSAQMD Clean Air Funds by appointing two Board members (or alternates) to participate in an Application Review Committee. The Committee's recommendation is subsequently acted upon by the full YSAQMD Board.

Discussion:

The YSAQMD Board appoints three of its members from Solano County to the Application Review Committee. The current participants representing the YSAQMD Board are:

Chuck Dimmick, City of Vacaville
Jim Spering, Solano County Board of Supervisors
John Vasquez, Solano Board of Supervisors

In addition, the Application Review Committee has two STA Board members (or their alternates) from the cities that are located in YSAQMD area. Since the Solano County

Board of Supervisors and the City of Vacaville are already represented, this would suggest the following eligible STA Board members:

Mary Ann Courville, City of Dixon
Jack Bachelor, City of Dixon
Eddie Woodruff, City of Rio Vista
Jan Vick, City of Rio Vista

The YSAQMD Clean Air Applications must be submitted by March 14, 2008. The STA/YSAQMD Clean Air Application Review Committee will need to meet some time in April or May, in order to make a recommendation to the YSAMD Board at its June 2008 meeting. Therefore, staff is requesting the STA Board Chair appoint two representatives to the Application Review Committee.

Fiscal Impact:

The YSAQMD will allocate an estimated \$420,000 in Clean Air Funds. There is no impact to the STA budget.

Recommendation:

Authorize the STA Board Chair appoint two STA Board Members or STA Board Alternates from the YSAQMD area to participate in the STA/YSAQMD Clean Air Application Review Committee.



DATE: January 31, 2008
TO: STA Board
FROM: Sara Woo, Planning Assistant
RE: Bicycle Advisory Committee (BAC)/Pedestrian Advisory Committee (PAC)
Letter of Support Regarding Priority Development Area (PDA) Funds

Background:

The Metropolitan Transportation Commission (MTC) held their regional bicycle advisory committee (MTC Regional Bicycle Working Group) and pedestrian advisory committee (MTC Regional Pedestrian Committee) meetings on Thursday, December 13, 2007. At each meeting, MTC solicited committee member input regarding the potential to focus funds from the Bay Area Regional Bicycle and Pedestrian Program toward communities in the Bay Area designated as a Priority Development Area (PDA). By definition, PDAs are infill development opportunities within existing communities which emphasize higher density housing in locations easily accessible to transit, jobs, shopping and services. These PDA concepts have been developed by the Association of Bay Area Governments, MTC, and the Bay Area Air Quality Management District to define communities for possible future transportation investments and grant funding. The goal is to incentivize the expansion of "Smart Growth" and Transit Oriented Development type projects.

Discussion:

As part of the 2005 Regional Transportation Plan (Transportation 2030 Plan), MTC committed \$200 million for the Bay Area Regional Bicycle and Pedestrian Program. For the first four years of the program, Fiscal Years (FY) 2005-06 through FY 2008-09, MTC made \$32 million available. Of the \$32 million, 75 percent (\$24 million) was allocated for Bay Area county priority projects and 25 percent (\$8 million) was allocated for Bay Area regional priority projects. Each of the nine Bay Area Congestion Management Agencies (CMAs; i.e. Solano Transportation Authority) was responsible for administering their respective county portion and received their county share based upon population size.

Solano County received a total of \$1.395 million which the STA Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) programmed as part of the countywide Solano Bicycle and Pedestrian Program. If these same funds are shifted to PDA projects, approximately 40 percent of Solano County's funding for priority bicycle and pedestrian projects will be restricted to transit and high density housing areas, which may or may not be available for Solano County projects. As a result, it will become more difficult for Solano County to fund the completion of priority bicycle and pedestrian projects such as Fairfield's McGary Road, Solano County's Dixon to Vacaville Bikeway project, and Benicia's State Park Road Overcrossing project. STA Staff responded to MTC staff's discussions with the attached letter (Attachment A).

When the STA Bicycle Advisory Committee and Pedestrian Advisory Committee met on January 10, 2008 and January 17, 2008 (respectively), STA staff discussed the issue with both the BAC and PAC. The two advisory committees' recommendation was to write a joint letter to support STA's opposition toward shifting Regional Bicycle and Pedestrian Program funds to PDAs (Attachment B).

The STA Technical Advisory Committee reviewed this item on January 30, 2008 and no additional comments were received.

Fiscal Impact:

None.

Recommendation:

Approve the attached letter from the STA BAC and PAC to the Metropolitan Transportation Commission (MTC) regarding PDA Funds.

Attachments:

- A. Letter from STA Staff to MTC staff (dated December 20, 2007)
- B. Letter from STA BAC and STA PAC to MTC



Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

Area Code 707
424-6075 • Fax 424-6074

Attachment A

December 20, 2007

Members:

Sean Co
Regional Bicycle Working Group Coordinator
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607-4700

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

Re: Regional Bicycle Pedestrian Program and Project Development Area Funding

Mr. Co:

I am writing this letter in response to the discussions held at the Regional Bicycle Working Group (RBWG) and Regional Pedestrian Committee (RPC) meetings on December 13, 2007 regarding the potential reallocation of the Regional Bicycle Pedestrian Program (RBPP) funds to serve as planning or capital funds for Project Development Areas (PDA). The RBWG and RPC were presented the following questions to guide the group's discussion on shifting RBPP funds to PDAs:

1. Can focusing bicycle projects compared to the Regional Bicycle Network into PDA's result in larger mode shifts?
2. Does the committee agree that regional environmental goals can be achieved by higher bicycle mode share within PDA's? A mode shift from auto to bike reduces CO2 emissions.
3. How does this focus affect the regional network?
4. Do FOCUS projects represent areas of higher potential bicycle use?
5. What would be the trade-offs using available bicycle project funds for projects within PDA's?
6. How do the links to transit impact bicycle usage?

With the RBPP a few years into implementation, it is difficult to gauge the success of the program and discuss its merits in relation to the newly proposed PDAs. The Regional Bicycle Network is not complete. Once completed, a more fruitful discussion comparing the two programs can take place. It is important to keep in mind the benefits for completing the Regional Bicycle Network, including having a viable bicycle connection to and from PDAs and other important connections prioritized by each Bay Area county.

The Solano Countywide Bicycle Plan and Countywide Pedestrian Plan were developed with local consensus on what the priority bicycle and pedestrian projects are for Solano County. Both plans include direct route segments that feed into the Regional Bicycle Network that may or may not be included as part of a PDA. In

fact, the STA approved the McGary Road bicycle project and the Benicia State Park Road Overcrossing for RBPP funding recently. Both projects are recognized by the STA's Bicycle Advisory Committee and Pedestrian Advisory Committee as important gap closures to the Regional Bicycle Network. Neither project may have qualified if the funding were shifted to PDA projects. Another consideration is that a viable bicycle connection between the Vallejo and Fairfield PDAs would be established from the construction of the McGary Road bicycle project.

Although the RBPP should be periodically re-evaluated, STA staff recommends MTC continue to explore other options to fund PDA projects and recommends not shifting the RBPP funds at this time. MTC staff should focus more on how to bring additional RBPP funding back to the CMA's for implementing local projects that benefit the Regional Bicycle Network and regionally significant pedestrian projects.

Please contact me at 707.424.6006 if you have any questions or concerns regard our comments on taking away RBPP funding to fund PDAs.

Sincerely,



Robert Macaulay
Director of Planning

Cc: Jim Spering, MTC Commissioner
Daryl Halls, Executive Director
Solano Bicycle Advisory Committee
Solano Pedestrian Advisory Committee



One Harbor Center, Suite 130
Suisun City, California 94585

Area Code 707
424-6075 • Fax 424-6074

Members: Sean Co
Regional Bicycle Working Group Coordinator
Benicia Metropolitan Transportation Commission
Dixon 101 Eighth Street
Fairfield Oakland, CA 94607-4700
Rio Vista
Solano County

Suisun City
Vacaville
Vallejo

Re: Regional Bicycle and Pedestrian Program and Priority Development Area Funding

Mr. Co:

The Solano Transportation Authority (STA) Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) are writing in response to the discussions held at the December 13, 2007 Regional Bicycle Working Group (RBWG) and Regional Pedestrian Committee (RPC) meetings. The STA BAC and PAC met in January 2008 to discuss the Metropolitan Transportation Commission's (MTC) consideration to use Regional Bicycle and Pedestrian Program funds for expenditure toward Priority Development Areas (PDAs). Although the intent of PDAs is an innovative approach to increasing the development of higher density transit communities, we are asking that MTC remain sensitive to the less urban counties such as Solano County.

The County is currently taking advantage of smart growth practices whenever it is possible. We, the STA BAC and PAC, are supporting the Association of Bay Area Governments, MTC, and Bay Area Air Quality Management District partnership PDA effort. However, we would be extremely disappointed if the funding for Priority Development Areas should come at the expense of Solano's priorities for walking and biking. After a thorough discussion, both the STA BAC and PAC agree that PDA projects may or may not enhance priority bicycle and pedestrian connectivity for Solano County.

Approximately \$24 million was previously committed to Bay Area counties based on population through the Bay Area Regional Bicycle and Pedestrian Program (RBPP). If the commitment based on population is replaced (partly or in whole) by a density requirement, Solano County would potentially lose a significant amount of its discretionary funding. If RBPP funding is shifted to PDAs, this will hinder Solano County's ability to reasonably fund and construct its priority routes of regional intermodal connectivity such as Fairfield's McGary Road, Solano County's Dixon to Vacaville Bikeway project, or Benicia's State Park Road Overcrossing project.

Solano County has its local countywide Solano Bicycle and Pedestrian Program that depends on RBPP funds to make it possible. Without the RBPP funds, Solano County could lose its potential to effectively encourage walking and biking to and from transit oriented areas as the County's communities continue to grow in density and economic vitality. It would truly be a mistake to eliminate an efficient countywide bicycle and pedestrian program that was developed by Solano County's bicycle and pedestrian advocates through an open public process. The STA's countywide bicycle and pedestrian program enables the County's ability to deliver quality bicycle and pedestrian projects that lay the foundation for true transit oriented development in the future.

The STA BAC and PAC recommend that MTC continue investigating other methods to fund PDA projects and proposes not shifting the RBPP funds at this time. MTC staff should focus on bringing additional RBPP funding back to the County for implementing local projects that benefit the Regional Bikeway Network and regionally significant pedestrian projects.

Please do not shift these funds.

Sincerely,

Barbara Wood
STA Bicycle Advisory Committee Chair

Lynne Williams
STA Pedestrian Advisory Committee Chair



DATE: January 31, 2008
TO: STA Board
FROM: Sara Woo, Planning Assistant
RE: Bicycle Advisory Committee (BAC) and Pedestrian Advisory
Committee (PAC) 2008 By-Laws Revision

Background:

The Solano Transportation Authority (STA) Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) By-Laws were established in 1993 and 2005 respectively. The by-laws document for each committee serves to provide the purpose and guidelines for committee operation. When it was first established, the BAC was responsible for the review of both bicycle and pedestrian related projects in Solano County. When the PAC was established in 2005, pedestrian references in the BAC By-Laws were duplicative in the tasks assigned to the PAC. After a recent review by the BAC and PAC of their committee By-Laws, it was determined that some areas of their respective documents are inconsistent and in need of revision.

Discussion:

In November 2007, the BAC and PAC created a process for updating the committee By-Laws by appointing a joint subcommittee of BAC and PAC members. On December 13, 2007, Pat Moran (PAC member), Mike Segala (BAC and PAC member), and Larry Mork (BAC and PAC member) met to discuss recommendations for updating the BAC and PAC By-Laws. The attached revision of the BAC and PAC By-Laws are the recommended changes by the subcommittee (Attachment A and B). When each committee held their January 2008 meeting, the BAC and PAC members reviewed the recommended changes from the subcommittee and unanimously agreed to forward them to the STA Board for approval. Revisions or changes are underlined and italicized; deletions are shown as ~~strikethrough~~.

One item to note regarding the PAC By-Laws is that Article IX Section 3 from the previous By-Laws states that the PAC may take action to propose amendments to the PAC By-Laws at any regular meeting of the PAC "provided that the amendment has been submitted in writing at the previous regular meeting." However, the PAC did not act as quoted. Instead, the PAC acted according to the recommended revised PAC By-Laws with proposed amendments, which do not require that an amendment be submitted in writing at a previous regular meeting. The majority voted for the approval of the amendments as written at their January 17, 2008 meeting. Therefore, bringing the PAC By-Laws back will be unnecessary. The STA TAC reviewed the revised By-Laws at their January 30, 2008 meeting and unanimously agreed to recommend the By-Laws for STA Board approval.

Fiscal Impact:

None.

Recommendation:

Approve the attached 2008 BAC and PAC By-Laws Revision.

Attachments:

- A. 2008 BAC By-Laws Revision
- B. 2008 PAC By-Laws Revision

BY LAWS
OF THE
SOLANO TRANSPORTATION AUTHORITY
BICYCLE ADVISORY COMMITTEE BY-LAWS

ARTICLE I. NAME OF ORGANIZATION

The name of this organization shall be the Solano Transportation Authority Bicycle Advisory Committee (BAC), hereafter called the BAC.

ARTICLE II. AUTHORIZING AGENCY

The Solano Transportation Authority (STA), as the Congestion Management Agency (CMA) of Solano County, pursuant to California State Transportation Control Measure (STCM #9), adopted by the Metropolitan Transportation Commission (MTC) on November 28, 1990, MTC Resolution No. 2179, Revised, authorizes~~d~~ the establishment of the BAC and shall approve all appointments to the BAC, the BAC by-laws, and all amendments to the BAC by-laws.

ARTICLE III. PURPOSE

Section 1. Duties/Responsibilities

The BAC shall act to advise the STA on the development of bicycle/~~pedestrian~~ facilities as an alternative mode of transportation. The BAC shall review and/~~or~~ prioritize Transportation Development Act (TDA); Article 3 bicycle projects, Solano Countywide Bicycle and Pedestrian Program (SBPP) projects, Pedestrian/Bicycle Projects and participate in the development and review of comprehensive bicycle plans.

Section 2. Review Process

The BAC review process shall ensure that bicycle/~~pedestrian~~ projects within the seven (7) Cities (Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and Vallejo) and County of Solano: promote and encourage bicycle use for: commuting, shopping, and other personal trips; ~~reduce motor vehicle; reduce reducing motor vehicle trips; reducing~~ motor vehicle miles traveled; ~~reduce reducing~~ motor vehicle congestion; increasing safety and access to transit; ~~and~~ and promoting health; and air quality benefits.

ARTICLE IV. MEMBERSHIP

Section 1. Representation

The BAC shall be composed of bicycle/~~pedestrian~~ enthusiasts who live or work in the Cities and County of Solano. The BAC shall include: one representative from each of the seven (7) Cities (Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and Vallejo), the County of Solano, and one (1) member at large for a total membership of nine (9). Members of the BAC shall be approved by majority vote of the STA Board of Directors. Preference should be given to non-

elected citizens and who are not employed by member agencies. Each representative shall be a resident of the jurisdiction they represent.

Section 2. Voting Members

~~Voting privileges are vested exclusively in the BAC members or their alternates. Voting members of the BAC will be the aforementioned nine (9) members representing representatives of the incorporated Cities, the and the County, and community at large as stated in Article IV, Section I. It is intended that the BAC shall include a representative from each of the seven (7) Cities and the County with one (1) member at large for a total membership of nine (9). In the event that a jurisdiction cannot forward a nominee or a nominee does not qualify; then a member may be appointed from the remaining nominees. At no time shall fewer than six (6) of the eight (8) jurisdictions be represented. Three (3) of the nine (9) voting members may be representatives at large. Each member of the BAC shall have one (1) vote. Jurisdictions may forward more than one (1) nominee.~~

Section 3. Non-Voting Members

Non-voting members of the BAC may consist of representatives from each of the jurisdiction's² planning and public works staff, MTC, Caltrans, and the public at large.

Section 4. Appointments

~~Voting membership Appointments to the BAC Board shall be derived from an eligibility list provided by each jurisdiction and appointed to the BAC by the STA Board. To provide for staggered terms, each member shall be appointed for a period of up to three (3) years per term. Should it occur that an insufficient number of eligible candidates are provided by the jurisdictions, the BAC may then make recommendations to the Authority Board for appointments in keeping with Article IV., Section 2. Jurisdictions may appoint an alternate.~~

Section 5. Vacancies

If and when vacancies occur, they must be filled according to Article IV., Sections 2 and 4.

Section 6. Role of STA Staff

The STA shall, under direction of the STA Board of Directors, provide staff and organizational support to the BAC.

ARTICLE V. ORGANIZATION OFFICERS

~~Section 1. The elected officers of the BAC will be:~~

- ~~a. Chair~~
- ~~b. Vice-chair~~

ARTICLE VI. OFFICERS

Section 1. Elected Officers

The elected officers of the BAC shall be the Chair and Vice-Chair.

~~The BAC shall, at the first meeting of the calendar year, nominate and elect annually the Chair and the Vice-chair for one (1) calendar year term. No officer shall serve more than two (2) consecutive terms in a given office.~~

Section 2. Election of Officers

The BAC shall, at the last meeting of each calendar year, nominate and elect annually the Chair and the Vice-Chair for one (1) calendar year term. No officer shall serve more than two (2) consecutive terms in a given office.

~~The Chair shall preside over all meetings and have general direction and control over the activities of the BAC.~~

Section 3. Role of Chair

The Chair shall preside over all BAC meetings, coordinate the meeting agendas with STA staff, represent the BAC's actions to appropriate agencies or designate a representative(s) to do so, and have general direction and control over the activities of the BAC.

Section 4. Role of Vice-Chair

The Vice-Chair shall assist the Chair in the execution of the duties of the Chair that office and, in office. In the absence of the Chair, the Vice-Chair shall preside over the meetings, and so when so acting, shall have all the powers of the Chair.

Section 5. Vacancy in the Office of Chair Office

In the event of the a vacancy in the office of the Chair-office, the Vice-chair shall be elevated to the office of Chair for the remainder of the calendar year term, and the BAC shall nominate and elect a new Vice-chair.

ARTICLE VII. MEETINGS

Section 1. Meetings/Attendance

The BAC shall hold a regular meeting at least once a calendar year quarter and as necessary to fulfill the mandate of Article III, Sections 1 and 2. Members of the BAC that do not attend three scheduled meetings in succession and do not contact staff to indicate that they will not be present is considered to be an 'un-contacted absence' which may have their position declared vacant by the STA Board. Absence after contacting staff is considered a 'contacted absence.' Contacted absences and un-contacted absences shall be documented in the minutes of each meeting. If a BAC member has missed a combination of four contacted and un-contacted absences in any one-year period, he or she will be sent a written notice of intent to declare the position vacant. If there is no adequate response before or at the next scheduled meeting, and based upon a recommendation from the BAC, the position may be declared vacant by the STA Board.

Section 2. Special Meetings

~~All meetings shall be posted public meetings. The BAC may convene special meetings as necessary to conduct its business.~~

Section 3. Public Process

~~All meetings shall be posted public meetings conducted in compliance with the Brown Act.~~

Section 4. Definition of a Quorum

~~A quorum shall consist of the majority of the then appointed BAC members of the Cities, the County and member at large.~~

Section 5. Actions

~~Actions of the BAC require a quorum and the majority vote of the voting members present.~~

~~Actions of the BAC require a majority of those voting members present.~~

ARTICLE VII. SUBCOMMITTEES

~~The Chair may establish subcommittees or special task forces when they are deemed necessary to carry out the BAC's mandate.~~

ARTICLE VIII. PARLIAMENTARY AUTHORITY

~~The BAC shall use "Robert's Rules of Order" as a general guide for meeting procedures when they are consistent with the BAC by-laws. When applicable and consistent with STA Board policies, the BAC may use any rules of order the Committee may adopt.~~

ARTICLE IX. ADOPTION AND AMENDMENTS TO THE BY-LAWS

Section 1. Adoption of the BAC By-laws

Adoption of the BAC by-laws will be by a majority vote of the STA Board of Directors.

~~Section 2.~~

~~Amendments to the BAC by-laws will be by a majority vote of the STA Board of Directors.~~

Section 23. Amendments to the BAC By-laws

~~The BAC may take action, by two-thirds vote, to propose amendments to the by-laws at any regular meeting of the BAC, provided that the amendment has been submitted in writing for the BAC to review prior to voting. Suggested amendments to the BAC by-laws by the BAC shall be forwarded to the STA Board of Directors via the STA Technical Advisory Committee (TAC). with comments from the STA Technical Advisory Committee (TAC).~~

Section 3. Approval of Amendments to BAC By-laws

Official amendments to the BAC by-laws will be by a majority vote of the STA Board of Directors.

ARTICLE IX. BICYCLE ADVISORY COMMITTEE LETTER WRITING POLICY

~~Any Letters(s)~~ -written by the Bicycle Advisory Committee ~~or by a member of the PAC on their behalf and that are~~ that are directed outside the Authority must be reviewed by the Executive Director, ~~and if~~ in the opinion of the STA Executive Director, the contents and intent of the letter is either non-controversial or is consistent with STA Board policies, the letter will be sent out. In all other cases the letter must be approved by STA Board action.

Revised January 2008

SOLANO TRANSPORTATION AUTHORITY
PEDESTRIAN ADVISORY COMMITTEE BY-LAWS
PEDESTRIAN ADVISORY COMMITTEE
BYLAWS

ARTICLE I. NAME OF ORGANIZATION

The name of this organization shall be the Solano Transportation Authority Pedestrian Advisory Committee (PAC), hereafter called the PAC.

ARTICLE II. AUTHORIZING AGENCY

The Solano Transportation Authority (STA), as the Congestion Management Agency (CMA) of Solano County, authorizes the establishment of the PAC and shall approve all appointments to the PAC, the PAC by-laws, and all amendments to the PAC by-laws.

ARTICLE III. PURPOSE

Section 1. Duties/Responsibilities

The PAC shall advise the STA on the development of pedestrian facilities as an alternative mode of transportation. The PAC shall review and ~~of~~ prioritize Transportation Development Act (TDA) Article 3 ~~P~~pedestrian ~~P~~projects, Solano Countywide Bicycle and ~~P~~pedestrian Program (SBPP) ~~P~~projects, and participate in the development and review of comprehensive pedestrian plans.

Section 2. Review Process

The PAC review process shall ensure that pedestrian projects within the Cities (Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and Vallejo) and County of Solano promote and encourage pedestrian use for: commuting, shopping, and other personal trips; ~~reducing~~ reducing ~~in~~ motor vehicle trips; ~~reducing~~ reducing ~~in~~ motor vehicle miles traveled; ~~reducing~~ reducing ~~in~~ motor vehicle congestion; ~~increasing~~ increasing safety and access to transit; ~~and~~ and promoting health and air quality benefits.

ARTICLE IV. ~~ORGANIZATION-MEMBERSHIP~~

Section 1. Representation

The STA Board of Directors shall determine membership of the PAC and appointment requirements. The PAC shall include a representative from each of the seven (7) Cities (Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and Vallejo), the County of Solano, one (1) member at large, and six (6) organizational members: the Bay Area Ridge Trail Council; the San Francisco Bay Trail; the Solano Community College; the Solano County Agriculture Commission; the Solano Land Trust; and the Tri City and County Cooperative Planning Group for a total membership of fifteen (15).

Members of the PAC shall be approved by majority vote of the STA Board of Directors. Preference should be given to non-elected citizens and who are not employed by member agencies. Representatives for the cities and county shall be residents of those jurisdictions.

Section 2. Voting Members

Voting privileges are vested exclusively in the BPAC members or their alternates. Voting members of the PAC ~~will be~~ shall be the aforementioned 15 members representing representatives of the incorporated Cities, the County, the community at large, and special interest groups as listed in Article IV, Section 1. Each member of the PAC shall have one (1) vote.

~~Members of the PAC that do not attend three scheduled meetings in succession and do not contact staff to indicate that they will not be present is considered to be an 'un-contacted absence' and may have their position declared vacant by the STA Board. Absence after contacting staff is considered a 'contacted absence.' Contacted absences and un-contacted absences shall be documented in the minutes of each meeting. If a PAC member has missed a combination of six contacted and un-contacted absences in any one-year period, he or she will be sent a written notice of intent to declare the position vacant. If there is no adequate response before or at the next scheduled meeting, based upon the recommendation the PAC the position may be declared vacant by the STA Board.~~

Section 3. Non-Voting Members

~~The STA shall, under direction of the Board of Directors, provide staff and organizational support to the PAC.~~

Non-voting members of the PAC may consist of representatives from each jurisdiction's planning and public works staff, MTC, Caltrans, and the public at large.

Section 4. Appointments

Appointments to the PAC Board shall be derived from an eligibility list provided by each jurisdiction and appointed to the PAC by the STA Board of Directors. To provide for staggered terms, each member shall serve for a period of up to three (3) years per term. Jurisdictions may appoint an alternate.

Section 5. Vacancies

If and when vacancies occur, they must be filled according to Article IV., Sections 2 and 4.

Section 6. Role of STA Staff

The STA shall, under direction of the STA Board of Directors, provide staff and organizational support to the PAC.

ARTICLE V. OFFICERS

Section 1. Elected Officers

The elected officers of the PAC shall be the Chairperson and Vice-Chairperson.

Section 2. Election of Officers

The PAC shall, at the ~~first~~last meeting of each calendar year, nominate and elect the Chairperson and the Vice-~~Chair~~Chairperson for one (1) calendar year term. No officer shall serve more than two (2) consecutive terms in a given office.

Section 3. Role of Chair

The Chairperson shall preside over all PAC meetings, coordinate the meeting agenda with STA staff, ~~to~~ represent the PAC's actions to appropriate agencies or ~~to~~ designate a representative(s) to do so, and have general direction and control over the activities of the PAC.

Section 4. Role of Vice-Chair

The Vice-Chairperson shall assist the Chairperson in the execution of ~~that~~the duties of the Chair office. ~~of office and, in~~ the absence of the Chairperson, the Vice-Chair shall preside over the meetings, and ~~so~~ when so acting, shall have the duties of the Chairperson.

Section 5. Vacancy in the Office of Chair Office

In the event of the a vacancy in the office of the ~~Chairperson office~~, the Vice-~~Chair~~chairperson shall be elevated to the office of Chairperson for the remainder of the calendar year term, and the PAC shall nominate and elect a new Vice-~~Chair~~Chairperson.

ARTICLE VI. ~~MEETINGS~~ MEETINGS

Section 1. Meetings/Attendance

The PAC shall hold a regular meeting at least once a calendar year quarter and as necessary to fulfill the mandate of Article III, Sections 1 and 2. Members of the PAC that do not attend three scheduled meetings in succession and do not contact staff to indicate that they will not be present is considered to be an 'un-contacted absence' and may have their position declared vacant by the STA Board of Directors. Absence after contacting staff is considered a 'contacted absence.' Contacted absences and un-contacted absences shall be documented in the minutes of each meeting. If a PAC member has missed a combination of four contacted and un-contacted absences in any one-year period, he or she will be sent a written notice of intent to declare the position vacant. If there is no adequate response before or at the next scheduled meeting, and based upon a recommendation from the PAC, the position may be declared vacant by the STA Board.

Section 2. Special Meetings

The PAC may convene special meetings as necessary to conduct its business.

Section 3. Public Process

All meetings shall be posted public meetings conducted in compliance with the Brown Act.

Section 4. Definition of a Quorum

A quorum shall consist of the majority of the then appointed PAC members of the Cities, the County, the member at large, and the organizational membersPAC.

Section 5. Actions

Actions of the PAC require a quorum *and the majority vote of these* voting members present.

ARTICLE VII. SUBCOMMITTEES

The ~~Chairperson~~ may establish subcommittees or special task forces when *they are deemed #* ~~deems them~~ necessary to carry out the PAC's mandate.

ARTICLE VIII. PARLIAMENTARY AUTHORITY

The PAC shall use "Robert's Rules of Order" as a general guide for meeting procedures when *they are consistent with the PAC by-laws. When applicable and consistent with STA Board policies, the PAC may use when these are not inconsistent with these bylaws, the STA's rules of order, or any rules of order the Committee may adopt.*

ARTICLE IX. ADOPTION AND AMENDMENTS TO THE BYLAWS

Section 1. Adoption of the PAC By-laws

Adoption of the PAC ~~By-laws~~ will be by a majority vote of the STA Board of Directors.

Section 2. Amendments to the PAC By-laws

~~Amendments to the PAC will be by a majority vote of the STA Board of Directors.~~

The PAC may take action, by a two-thirds vote, to propose amendments to the by-laws at any regular meeting of the PAC, provided that the amendment has been submitted in writing for the PAC to review prior to voting. Suggested amendments to the PAC by-laws shall be forwarded to the STA Board of Directors via the STA Technical Advisory Committee (TAC).

Section 3. Approval of Amendments to PAC By-laws

~~The PAC may take action, by a two-thirds vote, to propose amendments to the PAC bylaws at any regular meeting of the PAC, provided that the amendment has been submitted in writing at the previous regular meeting. The suggested amendments shall be forwarded to the STA Board of Directors via the STA Technical Advisory Committee for comment.~~

Official amendments to the PAC by-laws will be by a majority vote of the STA Board of Directors.

ARTICLE X. PEDESTRIAN ADVISORY COMMITTEE LETTER WRITING POLICY

~~Any Letter(s) Letters written by the Pedestrian Advisory Committee or by a member of the PAC on their behalf and that are Committee that are~~ directed outside the Authority must be reviewed by the Executive Director, ~~and if~~ in the opinion of the STA Executive Director, the contents and intent of the letter is either non-controversial or is consistent with STA Board policies, the letter will be sent out. In all other cases the letter must be approved by STA Board action.

Revised January 2008

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DATE: January 30, 2008
TO: STA Board
FROM: Sara Woo, Planning Assistant
RE: Pedestrian Advisory Committee (PAC) Member Appointment

Background:

The Solano Transportation Authority's (STA) Pedestrian Advisory Committee (PAC) membership currently has vacant positions. The committee is responsible for providing funding and policy recommendations to the STA Board on pedestrian related issues for monitoring, implementing, and updating the Countywide Pedestrian Plan.

Membership consists of representatives from a city, agency, and/or advocacy group, as well as a member-at-large (Attachment A). The representatives are nominated either by their respective organization, city council or mayor before being considered by the STA Board for a formal appointment. Member-at-large positions are appointed directly by the STA Board.

Discussion:

The City of Suisun City nominated Michael Hudson to participate as their representative on the STA PAC (Attachment B). The Bay Area Ridge Trail Council nominated Kathy Hoffman to participate as their representative (Attachment C). Upon approval by the STA Board, Mr. Hudson and Ms. Hoffman will be appointed for a 3-year term (February 13, 2008 through February 13, 2011). STA staff will continue to seek new members to fill vacancies until all appointments are filled.

Fiscal Impact:

None.

Recommendation:

Appoint City of Suisun City's Michael Hudson and Bay Area Ridge Trail Council's Kathy Hoffman to the PAC for a three-year term.

Attachments:

- A. STA Pedestrian Advisory Committee Membership/Terms
- B. City of Suisun City Nomination Letter
- C. Bay Area Ridge Trail Council Nomination Letter

Pedestrian Advisory Committee (PAC) Membership Terms

Status of PAC as of December 31, 2007.

Jurisdiction	Member	Year Appointed	Term Expires
Member-at-Large	Allen Deal	2005	2008
Benicia	J.B. Davis	2005	2008
Dixon	Michael Smith	2006	2009
Fairfield	Pat Moran	2005	2008
Rio Vista	Larry Mork	2005	2008
Suisun City	Vacant		
Vacaville	Todd Rewick	2006	2009
Vallejo	Lynne Williams	2005	2008
Solano County	Linda Williams	2006	2009
<u>Other Agency PAC Representation:</u>			
Tri City and County Cooperative Planning Group	Brian Travis	2008	2011
Solano Land Trust	Frank Morris	2006	2009
San Francisco Bay Trail Program	Maureen Gaffney	2007	2010
Bay Area Ridge Trail Council	VACANT	N/A	N/A
Solano County Agriculture Commission	VACANT	N/A	N/A
Solano Community College	VACANT	N/A	N/A

CITY COUNCIL

Pedro "Pete" M. Sanchez, Mayor
Jane Day, Mayor Pro-Tem
Sam Derting
Michael J. Hudson
Michael A. Segala



CITY OF SUISUN CITY

701 Civic Center Blvd.
Suisun City, California 94585

Incorporated October 9, 1868

Attachment B
CITY COUNCIL MEETING

First and Third Tuesday
Every Month

January 7, 2008

Sara Woo, Planning Assistant
Solano Transportation Authority
1 Harbor Center, Suite 130
Suisun City, CA 94585

RE: Nomination for Appointment to the Solano Pedestrian Advisory Committee

Dear Ms. Woo:

This letter is to confirm the Suisun City nomination of Councilmember Mike Hudson as Suisun City's representative to the Solano Pedestrian Advisory Committee.

For questions regarding the City's nomination, please contact me at (707) 421-7356.

Sincerely,


Pete Sanchez
Mayor



BAY AREA
RIDGE TRAIL
COUNCIL

January 28, 2008

Sara Woo, Planning Assistant
Solano Transportation Authority
1 Harbor Center, Suite 130
Suisun, CA 94585

RE: Nomination for Appointment to the STA Pedestrian Advisory Committee

Dear Ms. Woo:

This letter is to confirm the nomination of Kathy Hoffman as the Bay Area Ridge Trail Council's representative to the Solano Pedestrian Advisory Committee.

Kathy has co-chaired the Solano County Committee of the Bay Area Ridge Trail for sixteen years and has led the effort on completing many of the Ridge Trail segments in the county. She is an avid walker and hiker, and very interested in expanding pedestrian opportunities throughout Solano County. She was instrumental in planning the pedestrian/bike access on the new Carquinez Bridge, as well as the soon-to-be-completed ped/bike lane on the Benicia Bridge.

For questions regarding Ridge Trail's nomination, please contact me at 707-823-3236.

Sincerely,

Dee Swanhuysen
North Bay Coordinator
Bay Area Ridge Trail Council



DATE: January 30, 2008
TO: STA Board
FROM: Sara Woo, Planning Assistant
RE: Bicycle Advisory Committee (BAC) Member Appointments

Background:

The STA Bicycle Advisory Committee (BAC) is responsible for providing funding and policy recommendations to the STA Board on bicycle related issues for monitoring, implementing, and updating the Countywide Bicycle Plan.

Membership consists of representatives from each of the County's seven (7) cities, the County, as well as a member-at-large (Attachment A). The representatives are nominated either by their respective city council or mayor before being considered by the STA Board for a formal appointment. Member-at-large positions are appointed directly by the STA Board.

The City of Vallejo BAC member term expired on December 31, 2007.

Discussion:

The City of Vallejo has nominated Mick Weninger to participate as their representatives on the STA BAC (Attachment B). Upon approval by the STA Board, Mr. Weninger will be appointed for another term (from February 13, 2008 through February 13, 2011).

Fiscal Impact:

None.

Recommendation:

Appoint City of Vallejo's Mick Weninger to the BAC for a three-year term.

Attachments:

- A. STA Bicycle Advisory Committee Membership/Terms
- B. City of Vallejo Nomination Letter

STA Bicycle Advisory Committee (BAC) Membership Terms

Two seats expired on December 31, 2007.

Jurisdiction	Member	Appointed	Term Expires
Member-at-Large	Barbara Wood (Chair)	2005	Dec-08
Benicia	J.B. Davis	2006	Dec-09
Dixon	Jim Fisk	2004	Dec-07
Fairfield	Randy Carlson	2006	Dec-09
Suisun City	Michael Segala	2006	Dec-09
Rio Vista	Larry Mork (Vice-chair)	2006	Dec-09
Vacaville	Ray Posey	2006	Dec-09
Vallejo	Mick Weninger	2004	Dec-07
Solano County	Glen Grant	2006	Dec-09



CITY OF VALLEJO

OSBY DAVIS
MAYOR

555 SANTA CLARA STREET • P.O. BOX 3068 • VALLEJO • CALIFORNIA • 94590-5934 • (707) 648-43

January 25, 2008

Sara Woo, Planning Assistant
Solano Transportation Authority
1 Harbor Center, Suite 130
Suisun, CA 94585

Re: Nomination for Appointment to the Solano Bicycle Advisory Committee

Dear Ms. Woo:

This letter is to confirm the City of Vallejo's nomination of Mick Weninger as Vallejo's representative to the Solano Bicycle Advisory Committee.

For questions regarding the City's nomination, please contact Jean Miller at 707 648-4377.

Sincerely,

Osby Davis
Mayor

cc: file

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DATE: January 30, 2008
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Comprehensive Transportation Plan (CTP) STA Committee Membership

Background:

The STA Board has three (3) Committees to direct preparation of the Comprehensive Transportation Plan (CTP). These Committees consist of the Alternative Modes; Arterials, Freeways and Highways; and Transit. The Committees meet periodically to review other STA business, such as the Alternative Modes Committee review of Transportation for Livable Communities (TLC) grant applications.

As a result of the November 2007 elections, there are new members and alternates to the STA Board for several communities. In addition, the periodic update of the CTP is underway. As a result, the STA Board needs to appoint members to vacant positions and re-affirm existing appointment to these committees.

The staff-based Technical Advisory Committee (TAC) and the Bicycle and Pedestrian Advisory Committees (BAC and PAC) have recently appointed their non-voting representatives to each of the STA Committees.

Discussion:

The attached STA Committee Membership roster lists the current and proposed STA Committees membership, as well as the TAC, BAC and PAC representatives. New and proposed appointments are shown in *italics*.

Recommendation:

Confirm the appointments to the STA Committees as shown in Attachment A.

Attachment:

- A. STA Board Committee Members

Solano Transportation Authority Committee Members

January 31, 2008

New appointments are in italics

Alternative Modes Committee:

Current committee chair is Supervisor Jim Spering.

Agency	
City of Fairfield	<i>Chuck Timm</i>
City of Vallejo	<i>Osby Davis</i>
City of Benicia	Alan Schwartzman
City of Dixon	<i>Jack Bachelor</i>
City of Rio Vista	<i>Jan Vick</i>
City of Vacaville	Steve Wilkins
City of Suisun City	Mike Segala
County of Solano	Jim Spering
Technical Advisory Committee Representative	<i>Ed Huestis, City of Vacaville</i>
STA Bicycle Advisory Committee	<i>JB Davis</i>
STA Pedestrian Advisory Committee	<i>Lynne Williams</i>

Arterials, Highways and Freeways Committee:

Current committee chair is Vacant.

Agency	Member
City of Benicia	<i>Elizabeth Patterson</i>
City of Fairfield	Harry Price
City of Rio Vista	Ed Woodruff
City of Suisun City	Pete Sanchez
City of Vacaville	Len Augustine
County of Solano	<i>Mike Reagan</i>
<i>City of Dixon</i>	<i>Jack Bachelor</i>
Technical Advisory Committee Representative	<i>Paul Wiese, Solano County</i>

Solano Transportation Authority
Committee Members

January 31, 2008

New appointments are in italics

Alternative Modes Committee:

Current committee chair is Supervisor Jim Spering.

Agency	
City of Fairfield	<i>Chuck Timm</i>
City of Vallejo	<i>Osby Davis</i>
City of Benicia	Alan Schwartzman
City of Dixon	<i>Jack Bachelor</i>
City of Rio Vista	<i>Jan Vick</i>
City of Vacaville	Steve Wilkins
City of Suisun City	Mike Segala
County of Solano	Jim Spering
Technical Advisory Committee Representative	<i>Ed Huestis, City of Vacaville</i>
STA Bicycle Advisory Committee	<i>JB Davis</i>
STA Pedestrian Advisory Committee	<i>Lynne Williams</i>

Arterials, Highways and Freeways Committee:

Current committee chair is Vacant.

Agency	Member
City of Benicia	<i>Elizabeth Patterson</i>
City of Fairfield	Harry Price
City of Rio Vista	Ed Woodruff
City of Suisun City	Pete Sanchez
City of Vacaville	Len Augustine
County of Solano	<i>Mike Reagan</i>
<i>City of Dixon</i>	<i>Jack Bachelor</i>
Technical Advisory Committee Representative	<i>Paul Wiese, Solano County</i>

Transit Committee:

Current committee chair is Mayor Mary Ann Courville.

Agency	
City of Fairfield	<i>Chuck Timm</i>
City of Vallejo	<i>Osby Davis</i>
City of Benicia	<i>Alan Schwartzman</i>
City of Dixon	<i>Mary Ann Courville</i>
City of Suisun City	<i>Mike Segala</i>
Technical Advisory Committee Representative	<i>Crystal Odom-Ford, City of Vallejo</i>



DATE: February 4, 2008
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Renewal of Membership with Solano Economic Development Corporation (EDC) for 2008

Background:

The Solano Economic Development Corporation (Solano EDC) is a unique public-private partnership focused on improving Solano County's economic vitality and climate, and on attracting and retaining major employers. Many of the county's major employers and the seven cities and Solano County are members. In 2003, Solano EDC modified its name from SEDCORP to Solano EDC to better promote Solano County and has expanded its efforts to focus on the marketing of Solano County. Historically, Solano EDC has partnered with STA on key issues such as the Advisory Measure F in 1998, Measure E in 2002, Measure A in 2004, Measure H in 2006, advocating for the restoration of Proposition 42 funding through the passage of Proposition 1A, and for the passage of infrastructure bonds for transportation by supporting the passage of Propositions 1A and 1B.

The STA has been a member of Solano EDC since 1996 and has actively partnered in the past on a variety of issues related to infrastructure and economic vitality. Prior to 2003, the STA participated at the Member-Investor level of \$2,500, which provided access to all of Solano EDC's resources, but did not provide representation on its Board of Directors. In recognition of the importance of the public and private partnership (STA/Solano EDC) and the number of transportation projects and plans that will help shape, preserve, and expand the economic vitality of Solano County, the STA Board approved renewing STA's Solano EDC membership at the Board Member-Investor level of \$5,000 in FY 2003-04 to provide the STA with representation on Solano EDC's key decision-making body, its Board of Directors. In addition, the STA Board appointed STA Board Member Jim Spering to represent the STA on the Board of Directors for Solano EDC. At the request of Solano EDC staff, the STA's Executive Director was also added to the Solano EDC's Board of Directors.

Discussion:

The STA's enhanced presence and participation has improved the communication and information sharing between the Solano EDC Board and staff and the STA. In 2007, the Solano EDC staff joined the STA Board at their annual lobbying trips to Sacramento and Washington, D.C. In addition, the STA and Solano EDC partnered with the City County Coordinating Council and the Solano County Board of Supervisors in the development of a countywide economic development strategy.

Staff recommends the STA renew its annual membership with Solano EDC at the \$5,000 board member-investor level to maintain the STA's support for the Solano EDC, partnership with Solano County's business community, and to continue our representation on its Board of Directors.

Fiscal Impact:

The fiscal impact would be \$5,000 and has been budgeted as part of the STA's Board expenditures section of the Administration budget for Fiscal Year 2007/08.

Recommendation:

Approve the following:

1. Renewal of STA's membership with the Solano Economic Development Corporation (Solano EDC) at the Board Member-Investor level of \$5,000 per year for 2007.
2. Direct staff to agendize for Board consideration STA's membership in Solano EDC prior to the annual renewal for 2009.

Attachments:

- A. Solano EDC Invoice
- B. Solano EDC's Member-Investment Benefits

Solano EDC

360 Campus Lane, Suite 102
 Fairfield, CA 94534
 (707) 864-1855

Invoice

DATE	INVOICE #
11/1/2007	MBR-2456

BILL TO
Solano Transportation Authority One Harbor Center, Suite 130 Suisun City, CA 94585

TERMS
Due on Receipt

DESCRIPTION	AMOUNT
Annual Investment 2008 Executive Member "Stakeholders" Benefits: * Immediate appointment to Board of Directors * Complimentary admission for 4 to all events (excluding golf tournament) * Recognition at all Solano EDC events * Invitation to CEO Retreat * Access to all Solano EDC resource material and demographic site reports * Advertisement on website * Invitation to all Solano EDC events - current topics and networking opportunities * Expanded company profile listing in annual Connections membership directory	5,000.00
Total	\$5,000.00

We Appreciate Your Support! Thank You for Your Investment in Solano County.



October 19, 2007

Mr. Daryl Halls
 Solano Transportation Authority
 One Harbor Center, Suite 130
 Suisun City, CA 94585-2003

Dear Daryl:

As we prepare for another exciting year, we are looking forward to your continued membership support to carry on Solano EDC's work of attracting new investments and jobs to Solano County communities.

Solano EDC's efforts continue in 2007 to reach Bay Area and national site consultants, corporate and independent real estate executives telling Solano County's positive growth story. Examples include:

- Participation in eleven trade shows marketing Solano County including chairing the Team CA trade show committee in the California Pavilion at BIO in Boston with an estimated attendance of 22,000.
- Connecting with key leaders in over 100 Bay Area and Sacramento events including an important presentation to the board of directors of BayBIO whose membership includes major Bay Area biotechnology companies.
- Sponsored twelve well attended member networking events including a first with two Solano County Economic Summits in partnership with Solano County, Solano Transportation Authority, UC Davis and the City, County Coordinating Council.

As you can see from above your membership in EDC has made us stronger in targeted marketing and advocacy programs keeping all of us focused on outreach.

Last year we told you that 2007 promised to be a great year for Solano County. Well, economic growth opportunities exceeded most predictions, and as we enter 2008 we can look forward to more economic progress. Membership in EDC also provides you the opportunities to play an active role in Solano County's economic development future and your sustained support will result in ensuring prosperity during the critical months ahead.

Get ready to kick off our 25th year with Solano EDC's annual meeting luncheon, January 24, 2008 at starting at 11:00 am the Fairfield Hilton Garden Inn. This event is always a sell-out. It's now time to consider sponsorship of this signature event or to make your reservations early. A highlight of this annual community celebration is an overview of the many economic development accomplishments completed in our member communities during 2007 and a preview of the upcoming breakfasts and luncheons for 2008. As a member we encourage you to take advantage of attending these networking events to become better informed on new growth opportunities and learn how to fight for change in critical regional and state business climate issues.

The Board of Directors and staff enjoy working on your behalf and pledge to maintain your confidence and trust in our organization's 25th year. Your membership invoice for 2008 is enclosed.

Thank you for your continued support.

Sincerely

Mike
 Mike Ammann
 President

Michael S.Ammann
 President
 mike@solanoedc.org

Sandy Person
 Vice-President
 Business Relations
 sandy@solanoedc.org

Patricia Uhrich
 Office Manager
 pat@solanoedc.org

Address:
 360 Campus Lane, Suite 102
 Fairfield, CA 94534

Phone:
 707.864.1855

Fax:
 707.864.6621

Toll Free:
 888.864.1855

Website:
 www.solanoedc.org

Great working with you in '07
Mike

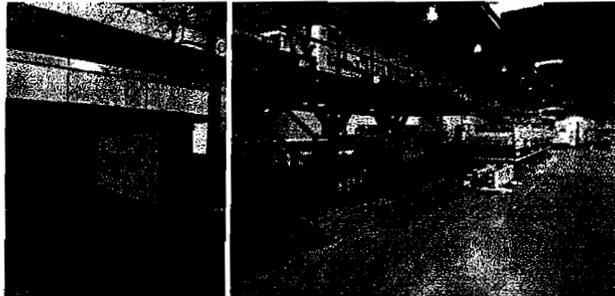


Connecting Solano to the Bay and Sacramento Regions

Solano EDC 2007 Annual Highlights

The mission of Solano Economic Development Corporation is to enhance the economic vitality and quality of life of Solano County communities through attraction, growth and retention of business and industry.

We finished our 24th successful year and look forward to 2008 celebrating 25 years of service to Solano Economic Development Corporation (EDC) members, volunteer leadership and prospective businesses investigating "Plant Your Business in Solano."



An example of Solano EDC working to bring new employers to Solano County is All Weather Insulated Panels. The City of Vacaville economic development department assisted resulting in All Weather locating in an existing 100,000+ square foot building that will create 70 new jobs.

Now here's a summary of other 2007 events and activities.

EDC goals are coordination with Solano seven community team members (Team Solano). EDC leads the annual development and implementation of regional, statewide and national marketing strategy to:

Develop brand identity "Plant Your Business in Solano"

Team Solano continued to build on past accomplishments to get the message out that "Solano's Got It," and Solano County is the place to "Plant Your Business."

- Implementation of an annual public relations plan including:
 - creation of a new county wide business news site containing daily updates of good news on developments,
 - issuing 25 press releases,
 - continued orientation meetings with Bay Area publishers and reporters,
 - published a periodic electronic news letter to over 2000 recipients.
- Continued to place "Plant Your Business" ads
 - in the East Bay Times (EBT) Book of Lists,
 - Comstock's Business Magazine Solano County annual insert. Mike Ammann is a member of Comstock's editorial board.

Position the County Communities to attract business

- Launched an improved countywide web site containing available site and building inventory using LOOPNET

- Attracted over 1200 unique web sites visits
- EDC shares all prospect leads generated from research, conferences and trade shows.
- EDC continued to assist Team Solano communities with retention and growth of business and industry with over 12 calls on real estate and developers.
- The efforts to growth workforce education and training opportunities to attract new employers to Solano County is supported though WIB membership on the Marketing Task Force, and joint board of director appointments.

Individually promote the assets of Solano County cities

- New business leads and prospects developed, leading to community and site tours which will result in the location of new business and industry and the creation of new jobs.

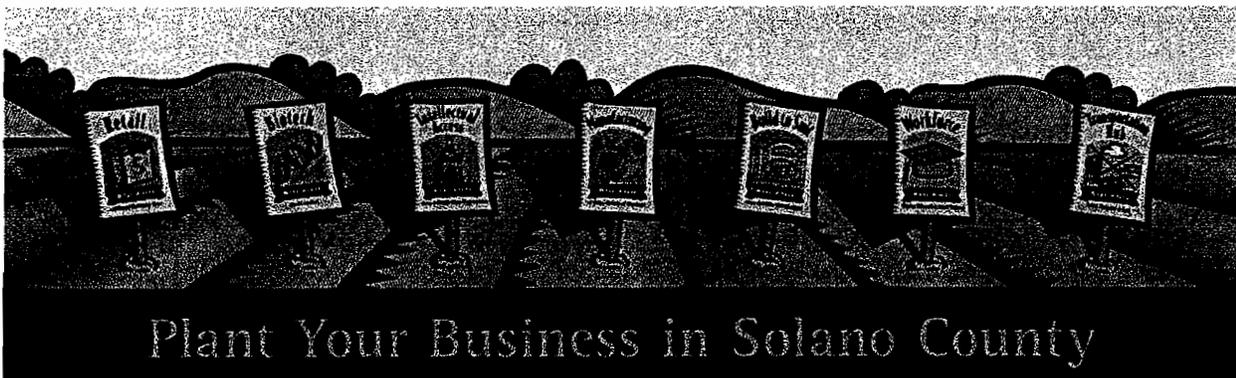
Member Events and Activities

- Over the top year with 11 networking member events that attracted over 1600 members and guests including a sold out 18th Annual Golf Outing at Green Valley CC and Annual Meeting.
- In addition, EDC teamed with Solano County, Solano Transportation Authority, UC Davis and community representatives to sponsor three Economic Summits that attracted 485 participants.

New Attractive and Efficient Office



After 13 years in the same location Solano EDC with the assist of Chair Brooks Pedder and Garaventa Properties moved to new quarters that allows members, business prospects and guests an attractive and efficient place to market the benefits of "Planting your business in Solano".





DATE: February 1, 2008
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Federal Legislative Advocacy Services Contract

Background:

Since 2001, the STA's federal lobbying efforts have been in partnership with the Cities of Fairfield, Vacaville and Vallejo. Each agency has participated equally in the funding of a contract for federal advocacy services. The STA's federal advocacy efforts have focused on obtaining federal earmarks for four priority projects: 1) the I-80/I-680/State Route (SR) 12 Interchange, 2) Jepson Parkway, 3) the Vallejo Station, and 4) the Fairfield/Vacaville Intermodal Station.

STA has had a contract with The Ferguson Group (TFG) for the past eight (8) years for legislative advocacy services. The contract with TFG expired on December 31, 2007, and has continued on a month-to-month basis since that time. Given the long relationship with this firm, the STA Board directed staff to issue a Request for Qualifications (RFQ) for these services to give other firms an opportunity to represent the STA.

Discussion:

In November of 2007, a RFQ was issued for STA's federal legislative lobbying services. Submittals were received from five (5) firms, including STA's current advocacy firm, TFG. A review panel evaluated the submittals based on 1) Qualifications of the firm and the lead contact; 2) Executive summary demonstrating understanding of the project; 3) References; 4) Sample letter to legislators; and 5) Adherence to Requirements/Overall format of submittal.

Following oral interviews, a review panel selected (comprised of two Board members, one city staff member, and STA staff) Akin Gump Strauss Hauer & Feld LLP (Akin Gump) to perform the services that STA needs to be effective and to meet STA's needs in Washington, D.C.

Staff recommends entering into a contract for federal legislative advocacy services with Akin Gump for a period of two years in the annual amount of \$100,800, inclusive of all expenses in a monthly retainer of \$8,400. The term of the contract would be from February 16, 2008 to February 15, 2010. As prescribed in the previous four-agency contract, the costs for the contract are equally distributed to the four agencies, with the STA's contribution being \$2,100 per month or \$25,200 per year.

In October, 2007, the STA Board authorized the Executive Director to enter into a two-year contract for an amount not to exceed \$180,000, with a total cost of the contract to STA not to exceed \$22,500. The proposed \$201,600 contract represents an increase of \$2,700 per year to STA over the authorized amount. The increased cost is attributed to the fact that Akin Gump is a large, high-profile, access based firm, located in Washington, D.C., and our primary contact is located in Washington, D.C.

Fiscal Impact:

The fiscal impact is \$25,200 per year for the two-year contract period February 16, 2008 to February 15, 2010. This is an annual increase of \$2,700 per year for the STA. This contract is included in the Fiscal Year (FY) 2007-08 and FY 2008-09 General Operations Services Budget, as reflected in a separate Mid-Year Budget staff report.

Recommendation:

Approve the following:

1. Authorize the Executive Director to enter into a two-year contract with Akin Gump Strauss Hauer & Feld LLP (Akin Gump) from February 16, 2008 through February 15, 2010 at a total cost not to exceed \$201,600;
2. The expenditure of an amount not to exceed \$50,400 to cover the STA's contribution for this two-year contract; and
3. Authorize the Executive Director to enter into contract with the Cities of Fairfield, Vacaville and Vallejo in a continued partnership to provide federal advocacy services in pursuit of federal funding for the STA's priority projects.



DATE: February 4, 2008
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Solano Transit Consolidation Study Contract Amendment

Background/Discussion:

In Solano County, each City and the County fund and/or operate transit services. This includes local and intercity transit services as well as general public and American with Disabilities Act (ADA) paratransit services. The STA Board has expressed interest and support for transit service becoming more convenient through a seamless system, that there should be a reasonable level of service throughout the county, and local transit issues and needs would have to be considered and addressed. The STA Board approved goals, objectives and evaluation criteria that were incorporated into the scope of work for this study.

The STA authorized the release of a Request for Proposals for a countywide Transit Consolidation Study. The STA Board authorized a contract with DKS Associates for a countywide Transit Consolidation Study for \$150,000. The study has been funded by local State Transit Assistance Funds (STAF) provided by STA as well as STAF regional funds provided by the Metropolitan Transportation Commission (MTC).

Work began in early 2007. The first major endeavor was to conduct an extensive outreach ranging from interviews with transit operator staff, other city staff, public officials, funding partners, and others. Nearly sixty (60) interviews were conducted from March through June 2007. Three User Group focus groups were also held. Six initial transit consolidation alternatives have been identified which was outlined in an Options report released in September 2007 along with an Executive Summary and Findings of Current Services and Trends.

During the course of this work, comments were collected from local jurisdictions requesting a more in-depth analysis of the impacts of various Consolidation options before proceeding with any option. This will be the focus of Phase II. Phase II will be guided by the STA Board approved Transit Consolidation Steering Committee. The Steering Committee met in October and approved a Scope of Work for Phase II. To maintain continuity on this complex study, DKS Associates was recommended to continue to be retained for this effort. In October 2007, the STA Board approved an amendment to the DKS contract in the amount of \$60,000. In January 2008, the STA Board approved \$60,000 of additional STAF funding for the Transit Consolidation Study. At this time, staff recommends that DKS Associates' contract be amended by an additional \$36,473 to continue work on Phase II. With the carryover (\$28,527) and previous \$60,000 approval, this would amount to a total of \$125,000 for Phase II for DKS Associates. The balance of approximately \$25,000 is to cover the cost for Transit

Consolidation project management (John Harris) costs and staff costs. Therefore, staff is requesting the STA Board approve a contract amendment to DKS Associate for an additional \$36,473

Fiscal Impact:

The STA Board has approved \$125,000 of Solano population-based State Transit Assistance Funds (STAF) for Phase II of the Transit Consolidation funds, it is in the STA budget and no additional funds are necessary.

Recommendation:

Authorize the Executive Director to amend the existing contract with DKS Associates to conduct Phase II of the countywide Transit Consolidation Study for an additional amount of \$36,473.



Date: February 1, 2008
To: STA Board
From: Elizabeth Richards, Director of Transit and Rideshare Services
Re: 2008 Paratransit Coordinating Council (PCC) Work Plan

Background/Discussion:

In preparation for 2008, the STA staff has developed a draft PCC Work Plan which was reviewed and approved by STA's Paratransit Coordinating Council (PCC). The 2008 PCC Work Plan continues to focus on outreach activities. The purpose of these outreach activities are to promote awareness of the PCC and its advisory function and to encourage persons with disabilities, seniors and others to take advantage of the opportunity to provide comments on the transportation system.

The proposed PCC Work Plan for 2008 is presented below. The PCC may wish to add items to the Work Plan throughout the year, as they deem necessary. After approval by the PCC, any modifications to the Work Plan would be presented to the STA Board for action.

Recommendation:

Approve the 2008 PCC Work Plan as shown on Attachment A.

STA 2008 PCC Work Plan

Activity	Tasks	2008 Timeline
Administrative	Elect PCC Officers	January
Outreach	Develop a strategy to increase/maintain PCC Membership. (i.e., press releases, letters of outreach, etc.).	January – December Until vacancies are filled.
	Improve the identity of the PCC through marketing strategies.	January – December
	Outreach to Solano Community College.	January – December
	Outreach to senior centers and disabled groups.	January – December
	Update/Maintain the PCC/STA Website.	January – December
Projects	Participate in studies that impact transportation for seniors and the disabled.	January – December
Funding	Establish FTA Section 5310 application review committee.	TBA
	Review FTA Section 5310 applications.	TBA
	Review TDA Article 4/8 Claims for Cities and County of Solano.	January – December
	Monitor the MTC Unmet Transit Needs Process.	January - December



DATE: January 31, 2008
TO: STA Board
FROM: Charles Lamoree, STA Legal Counsel
RE: Establishment of Insurance Reserve Fund (IRF) Policy

Background:

In December 2007 the Board approved STA becoming a member of the County Supervisors Association of California (CSAC) insurance pool in light of the increasing potential of tort claims against the Agency as we increase our participation in project design and construction.

CSAC has a \$100,000 Self-Insured Retention (SIR) (i.e. the “deductible”) and, given the time for projects to go through development to construction, there is time to create an STA Budget insurance reserve fund to be able to meet the SIR should that become necessary in the future.

This SIR is applicable per event, as such; consideration needs to be made to a reserve fund balance that provides adequate financial protection for the STA.

A SIR of \$100,000.00 is significant; however, it is not unusual for coverage of public works type activities. This coverage also presently applies to automobile coverage which is unlikely to have the pool coverage ever be triggered. Thus, STA is seeking a policy for auto coverage that would have a much smaller deductible and cover the Agency up to \$100,000 when CSAC would “kick-in.”

Discussion:

In order to build up such a reserve fund over time, it is proposed that the STA Board direct staff to establish an Insurance Reserve Fund. Further, it is recommended the reserve fund provide for a SIR that covers the potential of two (2) events, or an ultimate balance of \$200,000. To achieve this ultimate balance, it is further recommended it occur over a series of annual contributions. It is recommended to be an annual contribution of \$50,000 up to a reserve balance of \$200,000 beginning with the Fiscal Year (FY) 2007-08 Mid-Year Budget. \$50,000 annually up to \$200,000 provides time to build of the reserve without significantly impacting the STA activities.

Should an event occur, or series of events occur that exceeds the Insurance Reserve Fund amount, the STA Board can direct staff to utilize portions of the overall STA reserve fund.

Fiscal Impact:

The annual contribution of \$50,000 will be from the Member Contributions as these are general operational funds and can be carried over. Without the establishment of an Insurance Reserve Fund, the STA activities would likely have a significant impact should an event occur as funds would be shifted from Programs or Projects.

Recommendation:

Approve the following:

1. The creation of a STA Insurance Reserve Fund (IRF); and
2. Direct staff to fund the IRF at \$50,000 per year up to \$200,000.



DATE: January 31, 2008
TO: STA Board
FROM: Daryl Halls, Executive Director
Susan Furtado, Financial Analyst/Accountant
RE: Fiscal Year (FY) 2007-08 Mid-Year Budget Revisions

Background:

In June 2007, the STA Board approved the adoption of the annual budget for FY 2007-08. The approved estimated annual revenues and expenditures for FY 2007-08 was \$16.12 million. The annual budget is usually revised mid-year and finalized at the end of the fiscal year, which provides STA the basis for appropriate budgetary control of its financial operations for the fiscal year and for multi-year funded projects. The proposed budget revision is supported by various budget matrixes that list each fund source and program expenditure.

Discussion:

The proposed FY 2007-08 Mid-Year Budget Revision (Attachment A) revenue and expenditure is balanced at \$16.91 million with \$312,220 in STA Contingency Reserve Funds. The approved FY 2007-08 Budget is changed due to the addition of fund sources for new projects and carryover funds with the finalized annual audit of FY 2006-07. Overall, the estimated annual revenue and expenditure budget for FY 2007-08 has been increased from \$16.12 million to \$16.91 million.

FY 2007-08 Revenue Changes

Changes to the original revenue budget for FY 2007-08 are due to a combination of the final amount of funds carried forward from FY 2006-07 for the continuation or completion of multi-year contracts and new funding obtained for the fiscal year. Budget changes are summarized as follows:

- 1) The Transit Consolidation Study and Phase II project has obtained additional funding from the State Transit Assistance Funds (STAF) of \$120,000 (for a total of \$125,000) for continuation of the study. In addition, the I-80/I-680/I-780 Operation/Implementation Plan Study was anticipated to carryover \$30,000 of STAF funds into the next FY 2008-09 due to the delay in the funding agreement negotiation between STA, the Metropolitan Transportation Commission (MTC), and Caltrans. Overall, STAF funds for FY 2007-08 are increased from \$755,720 to \$845,720.
- 2) A portion of the Surface Transportation Program (STP) fund is reprogrammed to fund the Jepson Parkway EIR Project that had delayed funding allocation approval from the State Transportation Improvement Program (STIP). The Jepson Parkway Project funding from the STIP Augmentation of \$1.83 million has eligible expenditure reimbursement effective September 2007.

- 3) The State Planning and Research (SP&R) Program funding for the Smart Growth Study along the I-80/Capitol Corridor and the SR 113 Major Investment Corridor Study has carryover funds based on the finalized annual audit for FY 2006-07. Subsequently, these studies have a total carryover of \$107,130 for the continuation of these multi-year projects. The carryover funds from the prior fiscal year are anticipated to be expended by the end of FY 2007-08. In addition, MTC through the SP&R Program allocated \$250,000 funding for the I-80/I-680/I-780 Operation/Implementation Plan project study, which is anticipated to be a multi-year project. The study is anticipated to carryover \$120,000 funds through FY 2008-09.
- 4) The STIP Planning, Programming and Monitoring (PPM) fund is adjusted by \$600,946 to fund various environmental studies and projects such as the State Route (SR) 12/Church Road, SR 12 Median Barrier Study, and the Jameson Canyon projects. In anticipation of reduced STIP/PPM funds in FY 2008-09, a carryover of \$78,174 is allocated for FY 2008-09.
- 5) The STIP Augmentation funding for the Jepson Parkway Environmental Impact Report/Environmental Impact Statement (EIR/EIS), a multi-year project, is adjusted to reflect the Indirect Cost Allocation Plan (ICAP) chargeable to the funding allocation in the amount of \$57,371 toward STA Operations and Administration for overhead costs associated with the project.
- 6) The North Connector East Design and the I-80 High Occupancy Vehicle (HOV) funded by the Regional Measure (RM) 2, and the I-80/I-680/SR 12 Interchange Project funded by the State Traffic Congestion Relief Program (TCRP) 25.3, is charged an ICAP rate based on the Payroll Cost of the Project. Both RM 2 and TCRP 25.3 funding is adjusted to reflect the planned project activities, which resulted in increased STA Operations and Administration revenue of \$3,491.
- 7) The revenue budgets for the Transportation For Clean Air (TFCA), Community Based Transit Study, Jepson Parkway EIR/EIS, North Connector East Design, I-80/I-680/SR 12 Interchange, SR 12 Bridge Realignment, I-80 HOV Lane Red Top/Airbase Parkway, the I-80 HOV/Turner Parkway, and local fund match from different cities and county projects and studies are adjusted to reflect carryover funds due to the finalization of the annual audit for FY 2006-07.
- 8) STA received new RM2 funding for the Marketing of RM2 related transit service in the amount of \$330,000. These funds are for marketing and communications-related work necessary for the launch and marketing of five RM 2 operating projects, such as the Vallejo Transit Route 80 and 85, Fairfield/Suisun Transit Route 40 and 90, Vallejo Baylink Ferry, and Route 200, and new Route 70 when it is initiated. New RM 2 funding was received for the I-80/I-680/SR 12 Interchange EIR Project totaling \$13.50 million. The TCRP 25.3 funding for this project is anticipated to be exhausted at the end of FY 2007-08.
- 9) The SR 12 Jameson Canyon project, a collaborative project between STA, Napa County Transportation and Planning Agency (NCTPA), and Caltrans, is allocated \$100,000 funding from the STIP PPM. This reflects a prior board action to fund a co-project manager for the project.

FY 2007-08 Expenditure Changes

Changes to the original approved budget are reflective of the funds carried forward and new revenue obtained for the new projects as described above. The budget revision expenditures are summarized as follows:

Operation and Administration Expenditures

- 1) In July 2007, the STA Board approved the revision of the STA Contingency Reserve Fund Policy. An Insurance Reserve Policy is recommended by staff to be established to cover the Self Insured Retention (SIR) for future occurrences. The total reserve accounts for the FY 2007-08 increased in the amount of \$78,801.
- 2) General Liability Insurance coverage from the Alliant Insurance expired in September 2007 and was not renewed. In December 2007, the STA Board approved the membership to the CSAC Excess Insurance. This membership increased the insurance premium by approximately \$55,000 annually. As a result, the FY 2007-08 insurance premium budget increased by \$20,000 to reflect this change.
- 3) In October 2007, the STA Board authorized the Executive Director to solicit Request for Qualification (RFQ) and to enter into a contract for STA's federal legislative lobbying services. A recommendation to enter into a two-year contract with the selected firm, Akin Gump Strauss Hauer & Feld LLP, is being requested in a separate staff report. This contract cost is equally distributed to four agencies with STA's contribution being \$2,100 per month. This new contract increased STA's legislative lobbying consulting budget for the FY 2007-08 by \$1,388.
- 4) Salaries and Benefits are adjusted to reflect the administrative position and allocation of time for the Marketing and Legislative Program Manager and the half-time Planning Intern. Both positions were in the original approved budget with half time allocated to the Strategic Planning and General Marketing. Funding for these two positions are reclassified and allocated to Operation and Administration with no additional funding required.
- 5) In June 2007, the STA Board approved the additional 816 square feet office expansion. The approved budget included the 12-month lease for the additional office space. However, the actual occupancy of the new office space is six and a half (6 ½) months delayed, which resulted in a savings of \$11,508. Consequently, the complexity of the office space design and layout created additional cost for The Wiseman Company, STA's landlord. As a result, the savings from the lease payment is an offset to the increased renovation cost shared by STA for \$14,000, and any other remaining and additional cost will be paid by The Wiseman Company.

The STA Operation and Administration budget expenditures increase of \$148,792 is funded from reprogrammed funds and carryover funds due to the finalized annual audit for FY 2006-07.

Transit and Rideshare Services/Solano Napa Commuter Information (SNCI)

- 1) Transit and Rideshare/SNCI Program budget expenditures are revised to reflect additional STAF Funds for the Transit Consolidation Feasibility Study of \$125,000, and new RM 2 funds for Transit Marketing of \$330,000.
- 2) Solano Paratransit has carryover funds for vehicle improvement from the STAF Capital Improvement funds (\$3,300), the vehicle surplus sale of two Paratransit vehicles (\$5,400) and prior fund balance of \$20,000. Consequently, this fund will wrap four (4) Solano Paratransit vehicles, including the two newly purchased buses.
- 3) The Transit and Rideshare/SNCI Program share direct cost for the office space and liability insurance premium cost. The increase in the Operation and Administration office expansion and the liability insurance also increased cost for the program. The Transit and Rideshare/SNCI Program Liability Insurance Premium budget increased by \$3,000 and office expansion cost of \$13,500.

The Transit and Rideshare Services/SNCI expenditures increase of \$489,307 is funded with the additional allocation of the STAF and the RM 2 funds for FY 2007-08.

Project Development Expenditures

- 1) The Project Management/Administration direct project payroll budget is revised to reflect the reduction in salaries and benefits cost for not being able to hire the Project Engineer position due to the inability to recruit competitively. The saving was reprogrammed to hire a project manager consultant to closely oversee SR 12 East projects.
- 2) Expenditure budget for the projects such as the Safe Route to School, Project Study Report (PSR) SR 12/Church Road, SR 12 Median Barrier Study/PSR, North Connector East Design, I-80 HOV Lanes Preliminary Engineering/Environmental Design (PA/ED), I-80 HOV Lanes/Turner Parkway Overcrossing, and SR 12 Bridge Realignment Study are revised to reflect carryover funds due to the finalized annual audit for FY 2006-07.
- 3) The I-80/I-680/SR 12 Interchange funding from the TCRP 25.3 will be exhausted by the end of FY 2007-08. Consequently, RM 2 funds of \$13.5 million will reimburse the expenditures for the continuation of the project. This fund is a multi-year project allocation with \$12.5 million programmed for project expenditures through FY 2008-09.
- 4) The new SR12 Jameson Canyon project is allocated funding of \$100,000 from the STIP PPM. This budget covers the cost for the co-project manager contract for the project.
- 5) The STIP Augmentation funds for the Jepson Parkway Project allocation was approved later than anticipated. Consequently, \$1.16 million of the funds is anticipated to be carried over to FY 2008-09 for the continuation of project.
- 6) The Department of Motor Vehicle (DMV) Abandoned Vehicle Abatement (AVA) Program budget is increased to reflect the last few fiscal years average allocation received. This budget increase is approximately 6% of the previous year's budget.

The total Project Development budget expenditure is reduced by \$343,469 due to the combination of funding activities, including the carryover fund as a result of the finalized annual audit for FY 2006-07 and the anticipated funding carryover to FY 2008-09.

Strategic Planning Expenditures

- 1) The Strategic Planning Administration and General Marketing Salaries and Benefits expenses are reduced from \$238,658 to \$154,432 to reflect the reclassification of the administrative position and allocation of time for the Marketing and Legislative Program Manager and the half-time Planning Intern to Operation and Administration.
- 2) The Model Development/Maintenance, Solano County Transportation for Livable Communities (TLC) Program, SR 113 Major Investment Study (MIS)/Corridor Study, Comprehensive Transportation Plan (CTP), and TFCA Programs budgets are revised to reflect carryover funds due to the finalized annual audit for FY 2006-07.
- 3) The Fairfield/Vacaville Rail Station Design study funded under contract by the City of Fairfield has expired its funding. The City of Fairfield is no longer extending the contract through STA. Consequently, the existing contract expired June 30, 2007 with a contract balance of \$3,775. The contract is being revised to extend the contract term and to spend the full contract amount.

The total Strategic Planning budget expenditures increase of \$500,519 is due to funds carried over from the prior year with the finalized annual audit for FY 2006-07.

To ensure 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.

Fiscal Impact:

The fiscal impact for FY 2007-08 is as follow:

1. General Liability Insurance premium for six months increased \$23,000.
2. Additional STA Contingency Reserve Fund of \$28,801.
3. The federal legislative advocacy service budget increased \$1,388.
4. Establishment of Self Insured Retention Reserve fund for \$50,000.
5. Total FY 2007-08 budget change of \$795,149, which include all new fund sources and carryover funds.

Recommendation:

Approve adoption of the FY 2007-08 Mid-Year Budget Revision as shown in Attachment A

Attachment:

- A. STA FY 2007-08 Mid-Year Budget dated February 13, 2008.

**SOLANO TRANSPORTATION AUTHORITY
FY 2007-08 MID-YEAR BUDGET REVISION
February 13, 2008**

REVENUES		
<i>STA Fund</i>	Adopted FY 07-08	Proposed FY 07-08
Members Contribution/Gas Tax (Reserve Accounts)	30,000	108,801
Members Contribution/Gas Tax	267,313	188,512
Transportation Dev. Act (TDA) Art. 4/8	471,567	471,567
State Transit Assistance Fund (STAF)	755,720	845,720
Surface Transportation Program (STP)	1,469,410	1,257,796
State Planning & Research (SP&R)- SR 113 MIS	166,667	229,683
SP&R - Smart Growth Study	-	44,114
SP&R - Operation/Implementation Plan	-	130,000
State Transportation Improvement Program (STIP)/Planning, Programming and Monitoring (PPM)	746,015	674,826
STIP Augmentation	-	57,371
North Connector - Regional Measure (RM) 2	16,660	26,580
I-80 HOV - Regional Measure (RM) 2	10,841	17,801
Transportation Congestion Relief Program (TCRP) 25.3 - I-80 Interchange Project	40,350	26,961
Transportation for Clean Air (TFCA)	214,937	219,958
Eastern Congestion Mitigation & Air Quality (ECMAQ) - STA	195,000	195,000
ECMAQ - MTC	115,000	115,000
Transit Marketing - RM 2	-	330,000
Regional Rideshare Program (RRP)	240,000	240,000
Community Based Transit Study (CBTS)	90,000	87,586
TFCA-Napa	10,000	10,000
AVA Program/DMV	11,000	11,250
Local Funds - Cities/County	110,776	122,275
Sponsors	-	14,000
Subtotal	\$ 4,961,256	\$ 5,424,801

<i>TFCA Program</i>		
Transportation for Clean Air (TFCA)	101,734	447,553
Subtotal	\$ 101,734	\$ 447,553

<i>Abandoned Vehicle Abatement Program</i>		
Department of Motor Vehicle (DMV)	342,000	363,750
Subtotal	\$ 342,000	\$ 363,750

<i>Solano Paratransit Improvement</i>		
Vehicle Wrap - STAF	0	3,300
Vehicle Wrap - Local Funds/Sale of Surplus Vehicles	0	25,400
Subtotal	\$ -	\$ 28,700

<i>Jepson Parkway Environmental Impact Report (EIR)</i>		
STP	-	389,788
STIP Augmentation	1,837,000	619,162
Subtotal	\$ 1,837,000	\$ 1,008,950

<i>Jameson Canyon Project</i>		
STIP/PPM	-	100,000
Subtotal	\$ -	\$ 100,000

<i>North Connector East Design</i>		
Preliminary Engineering - RM-2	1,583,340	1,501,368
Subtotal	\$ 1,583,340	\$ 1,501,368

<i>I-80/I-680/SR 12 Interchange EIR/EIS</i>		
TCRP 25.3	1,524,310	1,954,828
RM 2 Funds	-	1,000,000
Subtotal	\$ 1,524,310	\$ 2,954,828

<i>SR 12 Bridge Realignment</i>		
Federal Earmark	362,000	248,179
City of Rio Vista	90,500	54,321
Subtotal	\$ 452,500	\$ 302,500

<i>I-80 High Occupancy Vehicle (HOV) Lane Red Top/Airbase Parkway</i>		
PA/ED Design RM-2	4,214,159	3,780,380
Subtotal	\$ 4,214,159	\$ 3,780,380

<i>I-80 HOV/Turner Parkway Overcrossing</i>		
Federal Earmark	800,000	800,082
STIP/PPM	106,985	-
STAF	65,000	67,507
Local Funds-Solano County/City of Vallejo	130,000	133,017
Subtotal	\$ 1,101,985	\$ 1,000,603

TOTAL, ALL REVENUE	\$ 16,118,284	\$ 16,913,433
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EXPENDITURES		
<i>Operations & Administration</i>	Adopted FY 07-08	Proposed FY 07-08
Operations Management	1,290,003	1,379,994
STA Board of Directors/Administration	51,800	51,800
Expenditure Plan	150,000	130,000
Contributions to STA Reserve Account	30,000	108,801
Subtotal	\$ 1,521,803	\$ 1,670,595

<i>Transit and Rideshare Services/SNCI</i>		
Transit/SNCI Management/Administration	449,126	462,147
Employer/Van Pool Outreach	12,200	12,200
SNCI General Marketing	114,872	114,872
Commuter Challenge	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	90,000	87,586
Lifeline Program	25,289	25,289
Paratransit Coordinating Council (PCC)	50,000	50,000
Solano Paratransit Assessment Implementation	40,000	40,000
Transit Marketing	-	330,000
Transit Consolidation Feasibility Study	75,000	195,000
Solano Paratransit Capital - Improvement	-	28,700
Subtotal	\$ 1,135,764	\$ 1,625,071

<i>Project Development</i>		
Project Management/Administration	132,325	52,679
Safe Route to School (Traffic Safety Plan Update)	114,741	66,832
I-80/I-680/I-780 Operation/Implementation Plan	62,500	162,500
Project Study Report (PSR) SR 12/Church	200,000	100,000
SR 12 Median Barrier Study (MBS)/PSR	573,946	400,946
Jepson Parkway EIR	1,837,000	1,008,950
Jameson Canyon Project	-	100,000
I-80/I-680/SR 12 Interchange PA/ED (TCRP 25.3)	1,524,309	2,954,828
North Connector-East (Design) RM 2	1,583,340	1,501,368
I-80/HOV PA/ED Design (RM 2)	4,214,159	3,780,380
I-80 HOV/Turner Parkway Overcrossing	1,101,985	1,000,603
SR 12 Bridge Realignment Study	452,500	302,500
DMV Abandoned Vehicle Abatement (AVA) Program	342,000	363,750
Subtotal	\$ 12,138,805	\$ 11,795,336

<i>Strategic Planning</i>		
Planning Management/Administration	219,904	183,032
Solano Express	161,415	161,415
General Marketing	105,445	59,191
Events	13,000	18,000
Model Development/Maintenance	80,000	104,114
Solano County TLC Program	250,000	375,948
Fairfield/Vacaville Rail Station Design	-	3,775
Safe Route to Transit	35,373	35,373
SR 113 MIS/Corridor Study	194,444	257,459
SR 12 MIS/Corridor Study	90,211	90,211
Comprehensive Transportation Plan (CTP)	70,386	86,360
TFCA Programs	101,734	447,553
Subtotal	\$ 1,321,912	\$ 1,822,431

TOTAL, ALL EXPENDITURES	\$ 16,118,284	\$ 16,913,433
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DATE: February 5, 2008
TO: STA Board
FROM: Sam Shelton, Assistant Project Manager
RE: Countywide Safe Routes to School (SR2S) Plan

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, and to provide safe passage to schools. Eligible projects will include capital improvement projects as well as education, enforcement, encouragement activities, and programs such as developing safety and health awareness materials and education programs.

The STA's development of the SR2S Plan was split into three major phases:

- 1) City Council & School District Board presentations
- 2) Community Task Force meetings
- 3) City Council, School District Board, and STA Board adoption of the SR2S Plan

Discussion:

The STA has completed meetings with all local Safe Routes to School (SR2S) task forces to revise and recommend their local SR2S plans to their city councils and school boards. Attachment A lists the planned adoption dates for each city council and school board in the county and details about each city's public input process.

Attached is the Draft STA Countywide Safe Routes to School Plan for the Board's review (Attachment C). After the Plan is adopted, STA staff is recommending that a call for projects through a Pilot SR2S Implementation Program be considered by the STA Board. Since currently the only identified source of this funding will be Eastern Congestion Mitigation and Air Quality (ECMAQ), only the cities of Dixon, Vacaville, Rio Vista and Solano County will be eligible to apply for this first pilot program. Currently, \$240,000 in ECMAQ funding is available as part of this pilot program for pedestrian path, bike path, and transit improvements near schools.

STA staff is currently reviewing other options to fund pilot SR2S projects Countywide, such as Bay Area Air Quality Management District (BAAQMD) Transportation for Clean Air (TFCA) funds and Federal Safe Routes to School (SR2S) grants.

STA Staff is recommending that the Safe Routes to School Steering Committee be made a permanent advisory committee to the STA Board to guide this new STA Safe Routes to School Program.

STA's Countywide SR2S Steering Committee		
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	Pat Moran	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

At the January 30, 2008 Technical Advisory Committee (TAC) meeting, the TAC unanimously recommended these actions to the Board.

Recommendation:

Approve the following:

1. STA's Countywide Safe Routes to School Plan (Attachment B);
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.

Attachments:

- A. STA Safe Routes to School (SR2S) Program Status Report, 12-14-2007
- B. STA Countywide Safe Routes to School Plan (Provided under separate cover)

STA Safe Routes to School (SR2S) Program Status Report Summary

01-09-08



Phase 1 – Complete

Introductory Safe Routes to School (SR2S) STA Presentations to City Councils and School Boards

Phase 2 – Nearly Complete

Public Input Process

Community Task Forces	Status	Adoption Dates	
		City Council	School Board
Benicia	COMPLETE	City Council Adopted , 11-06-07	School Board Adopted , 11-01-07
Dixon	COMPLETE	City Council Adopted , 10-23-07	School Board Adopted , 10-18-07
Fairfield	Local plan adoptions in January/February	City Council <u>Planned</u> , 02-05-08	School Board FSUSD, 02-07-08 TUSD, 02-12-08
Suisun City	Local plan adoptions in January/February	City Council Adopted , 01-15-08	
Rio Vista	COMPLETE	City Council Adopted , 12-06-07	School Board Adopted , 01-15-08
Vacaville	Local plan adoptions in February	City Council Adopted , 01-22-08	School Board <u>Planned</u> , 02-07-08
Vallejo	Local plan adoptions in January	City Council <u>Planned</u> , 01-29-08	School Board Adopted , 01-16-08
County of Solano	Review draft Countywide STA SR2S Plan in January	County Board of Supervisors <u>Planned</u> , 02-05-08	

Below are the 29 schools currently participating in the STA's Safe Routes to School Program:

City	28 Schools Participating
Benicia	<ul style="list-style-type: none"> • Benicia High School • Benicia Middle School • Henderson Elementary School • Mary Farmar Elementary School • Matthew Turner Elementary School • Robert Semple Elementary School • St. Dominic's Catholic School
Dixon	<ul style="list-style-type: none"> • Anderson Elementary School • Tremont Elementary School
Fairfield	<ul style="list-style-type: none"> • Anna Kyle Elementary School • David Weir Elementary School • Laurel Creek Elementary School • E. Ruth Sheldon Elementary School • Nelda Mundy Elementary • Vanden High School
Suisun City	<ul style="list-style-type: none"> • Dan O. Root Elementary School • Suisun Elementary School
Rio Vista	<ul style="list-style-type: none"> • D.H. White Elementary School • Riverview Middle School
Vacaville	<ul style="list-style-type: none"> • Alamo Elementary School • Callison Elementary School • Cambridge Elementary School • Hemlock Elementary School • Foxboro Elementary School • Paden Elementary School • Sierra Vista Elementary School • Will C. Wood High School
Vallejo	<ul style="list-style-type: none"> • Steffan Manor Elementary School • Widenmann Elementary School

Phase 3 –Nearly Complete

STA Countywide SR2S Study Development

The STA’s Technical Advisory Committee (TAC), Bicycle Advisory Committee (BAC), and Pedestrian Advisory Committee (PAC) will review the countywide plan this fall and recommend the plan to the STA Board in either December 2007 or early 2008.

STA Committees	Target Meeting Dates
Technical, Bicycle, and Pedestrian Advisory Committees	Draft review, November 2007. Final review, January 2007.
STA Board	Review, January 2008 Adoption, Feb 2008.

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, and to provide safe passage to schools. Eligible projects will include capital improvement projects as well as education, enforcement and encouragement activities and programs such as developing safety and health awareness materials and education programs.

The SR2S outreach process is split into three major phases:

- 1) **City Council & School District Board presentations**
 - STA Staff presented introductory presentations to all school boards and city councils regarding the SR2S Study and Public Input Process.

- 2) **Community Task Force meetings**

Multi-disciplinary community task forces are responsible for:

 - Holding a training walking audit at a school of their choice
 - Reviewing a draft SR2S Plan of local projects and programs
 - Recommending a final SR2S Plan to their school board and city council

- 3) **City Council, School District Board, and STA Board adoption of the SR2S Study.**
 - City councils and school boards adopt the recommended local SR2S Plans and forward them to the STA Board for inclusion in the Countywide SR2S Plan.
 - STA advisory committees review and recommend the final Countywide SR2S Plan.
 - STA Board adopts the final Solano Countywide SR2S Plan.

STA SR2S Countywide Steering Committee

STA Safe Routes to School (SR2S) Program - Status Report

The STA's Countywide Safe Routes to School (SR2S) Steering Committee is a multi-disciplinary committee that makes recommendations to the STA Board regarding how the STA's SR2S Study and Program should be handled.

STA's Countywide SR2S Steering Committee		
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	Eva Laevastu	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

Phase 1 – Establish SR2S Study Process – COMPLETE

This committee met monthly to establish the SR2S Study Process:

- May 30, 2006
 - Introductory Materials, Layout Workplan
 - Discussed Goals, Policies, and Measurable Objectives for the program
- June 13, 2006
 - Recommended Goals, Policies, and Measurable Objectives
 - Recommended additional Air Quality and Public Health Representatives to the Steering Committee
- July 18, 2006
 - Discussed SR2S Public Input Process & Discussion Materials
- August 15, 2006
 - Recommended SR2S Public Input Process & Discussion Materials
- September 19, 2006
 - Made final recommendations for Discussion Materials

Phase 2 – Community Task Forces – IN PROGRESS

Quarterly status reports will be made by Community Task Forces to the Steering Committee, which will be forwarded to the STA Board. The next Steering Committee meeting is tentatively scheduled for February 13, 2006.

- December 12, 2006
 - Discussed Safe Route to Schools federal grants
 - Received update from Benicia's recent walking audit experience
 - Reviewed STA SR2S Status report.
 - Discussed potential for countywide SR2S projects and programs
- February 13, 2007
 - Received update from Benicia's SR2S representative
 - Discuss draft SR2S meeting timeline
 - Discuss details of task force agendas, roles, and responsibilities
- June 12, 2007
 - Receive countywide update on task forces from STA
 - Review draft outline of countywide SR2S plan
 - Review Federal SR2S Grant scoring criteria

Phase 3 –STA Board adoption of the SR2S Study

The STA SR2S Steering Committee will review the draft and final SR2S Plans and make a recommendation to the STA Board for their adoption in December, 2007.

- October 25, 2007
 - Receive countywide update on task forces from STA
 - Review draft text of countywide SR2S plan
 - Forward draft text to STA advisory committees for review
 - Recommend STA Board Adoption of the STA Countywide SR2S Plan, after all local agencies have adopted local SR2S plans.

Benicia

STA Safe Routes to School (SR2S) Program - Status Report

Phase 1 – Introductory Presentations - COMPLETE

- City Council Meeting, May 2, 2006
- School Board Meeting,
 - Benicia USD, August 24, 2006

Phase 2 – Community Task Forces – COMPLETE

Community Task Force responsibilities were delegated by the City Council and School Board to the Traffic Pedestrian and Bicycle Safety Committee (TPBS) and the City Council & School Board Liaison Committee:

Benicia's SR2S Community Task Force – Two Committees	
City Council & School Board Liaison Committee	
Name	Title
Alan Schwartzman	City Vice-Mayor
Bill Whitney	City Councilmember
Dirk Fulton	School Board member
Shirin Samiljan	School Board member
Jim Erickson	City Manager
Janice Adams	School Superintendent
City Traffic Pedestrian & Bicycle Safety Committee	
Elizabeth Patterson	City Councilmember
Mark Hughes	City Councilmember
Jim Trimble	Police Chief
Dan Schiada	Director of Public Works/Traffic Engineer
Michael Throne	City Engineer

Meeting Event	Dates
Local SR2S Process Discussion	September 14, 2006 City Council/School Board Liaison Committee
First Community Task Force Meeting <ul style="list-style-type: none"> • Introductions, SR2S Process Overview 	October 19, 2006 Traffic Pedestrian and Bicycle Safety (TBPS) Committee, Benicia City Hall Commission Room, 7:00 pm
School Based Training Audit	November 28, 2006 Benicia High School 2:30pm to 5:00pm
Independent School Based Audits Conducted	<ul style="list-style-type: none"> • Jan 30, Benicia Middle School • All other schools completed June 2007

Second Community Task Force Meeting <ul style="list-style-type: none"> • STA presents Draft SR2S Plan for initial comments 	<ul style="list-style-type: none"> • August 16, 2007 (TPBS Committee recommended a revised plan to the Liaison Committee for approval)
Third Community Task Force Meeting <ul style="list-style-type: none"> • Present Final SR2S Plan 	<ul style="list-style-type: none"> • September 6, 2007 (City Council/School Board Liaison Committee)
Local Adoption of SR2S Plan	<ul style="list-style-type: none"> • City Council Adoption, Nov 1, 2007 • School Board Adoption, Nov 6, 2007

Private schools have been contacted for program inclusion:

Area	School name	Students	Grades
Benicia	Kinder-care Learn Center	75	PK- KG
Benicia	St Dominic Elementary School	336	PK-8

Dixon

STA Safe Routes to School (SR2S) Program - Status Report

Phase 1 – Introductory Presentations - COMPLETE

- School Board Meeting,
 - Dixon USD, June 22, 2006
- City Council Meeting, June 27, 2006

Phase 2 – Community Task Forces – COMPLETE

Dixon's SR2S Community Task Force		
Position	Name	Title
City Appointment	Mary Ann Courville	Mayor
Public Safety Rep	Tony Welch	Dixon Police Department
School Board Appt.	Chad Koopmeiners	Dixon Unified School District
STA TAC Rep	Royce Cunningham	Dixon City Engineer
STA BAC Rep	James Fisk	Dixon Resident
STA PAC Rep	Michael Smith	Council Member

Below are target dates for community task force meetings.

Meeting Event	Dates
First Community Task Force Meeting <ul style="list-style-type: none"> • Introductions, SR2S Process Overview 	February 28
School Based Training Audit	March 29 Principal's meeting April 18 Anderson Elementary School Event
Independent School Based Audits Conducted	April to September May 15 Tremont Elementary
Second Community Task Force Meeting <ul style="list-style-type: none"> • STA presents Draft SR2S Plan for initial comments 	September 5th
Third Community Task Force Meeting <ul style="list-style-type: none"> • Present Final SR2S Plan 	October 3rd
Local Adoption of SR2S Plan	City Council Adoption, January 2008 School Board Adoption, January 2008

Dixon's private schools have been contacted for program inclusion:

Area	School name	Students	Grades
Dixon	Neighborhood Christian School	169	PK-8

Fairfield

STA Safe Routes to School (SR2S) Program - Status Report

Phase 1 – Introductory Presentations - COMPLETE

- School Board Meetings
 - Fairfield/Suisun USD, May 25, 2006
 - Travis USD, May 9, 2006
- City Council Meeting, June 20, 2006

Phase 2 – Community Task Forces – COMPLETE

Fairfield's SR2S Community Task Force		
Position	Name	Title
City Appointment	Gian Aggerwal	Planning Commissioner
Public Safety Rep	Mark Schraer	Fairfield PD Traffic Division
Fairfield/Suisun Rep	Kathy Marianno	Fairfield/Suisun School Board member
Travis USD Rep	Wanona Ireland	Vice President
STA TAC Rep	Gene Cortwright	Director of Public Works
STA BAC Rep	Randy Carlson	Fairfield Resident
STA PAC Rep	Pat Moran	Fairfield Resident

The City of Fairfield coordinates two committees, a “3E’s Committee” which discusses SR2S issues between the City of Fairfield and the Fairfield/Suisun USD and an Ad Hoc Committee which includes representatives of the Solano Community College, the City of Fairfield, Fairfield/Suisun USD, and the Travis USD.

Meeting Event	Dates
First Community Task Force Meeting <ul style="list-style-type: none"> • Introductions, SR2S Process Overview 	March 12
School Based Training Audit	March 26 Principal’s meeting, April 26 Anna Kyle Elementary School Event
Independent School Based Audits Conducted	April - October
Second Community Task Force Meeting <ul style="list-style-type: none"> • STA presents Draft SR2S Plan for initial comments 	August 29th
Third Community Task Force Meeting <ul style="list-style-type: none"> • Present Final SR2S Plan 	October 17th
Local Adoption of SR2S Plan	Fairfield City Council Adoption, January 2008 Fairfield Suisun USD, January 2008 Travis USD, January 2008

Fairfield's private schools have been contacted for program inclusion:

Area	School name	Students	Grades
Fairfield	Calvary Baptist School		-
Fairfield	Children's World Learning Center	24	PK-K
Fairfield	Community United Methodist Kingdom	27	PK-K
Fairfield	Fairfield Montessori	12	KG-KG
Fairfield	Harvest Valley School	79	K-12
Fairfield	Holy Spirit School	357	K-8
Fairfield	Kinder Care Learning Center	19	PK-K
Fairfield	Lighthouse Christian School	64	PK-4
Fairfield	Solano Christian Academy	236	PK-8
Fairfield	St Timothy Orthodox Academy	3	10-11
Fairfield	Trinity Lutheran School	75	K-5
Fairfield	We R Family Christian School	16	PK-3

Rio Vista

STA Safe Routes to School (SR2S) Program - Status Report

Phase 1 – Introductory Presentations - COMPLETE

- School Board Meetings
 - River Delta USD, June 20, 2006
- City Council Meeting, July 6, 2006

Phase 2 – Community Task Forces – COMPLETE

Rio Vista's SR2S Community Task Force		
Position	Name	Title
City Council Rep	Eddie Woodruff	Mayor of Rio Vista
City Council Rep	Cherie Cabral	Councilmember
City Dept Rep	Hector De La Rosa	City Manager
Public Works Rep	Brent Salmi	Public Works Director/City Engineer
Planning Dept Rep	Tom Bland	Community Development Director
Police Rep	Bill Bowen	Police Chief
Fire Rep	Mark Nelson	Fire Chief
School Board Rep	Marilyn Riley	School Board member
School Board Rep	Lee Williams	School Board member
School Superintendent	Alan Newell	School District Superintendent
School Facilities Rep	Wayne Rebstock	Director of Maintenance and Operations

Task force meetings will be scheduled once all committee appointments are made.

Meeting/Event	Dates
First Community Task Force Meeting <ul style="list-style-type: none"> • Introductions, SR2S Process Overview 	May 9th
School Based Training Audit	May 23 Informal audit at D.H. White Elementary. August 2007, Formal Audit to be at Riverview Middle School: September 25 th
Independent School Based Audits Conducted	October
Second Community Task Force Meeting <ul style="list-style-type: none"> • STA presents Draft SR2S Plan for initial comments 	Recommended: October 30th
Third Community Task Force Meeting <ul style="list-style-type: none"> • Present Final SR2S Plan 	November 2007
Local Adoption of SR2S Plan	City Council Adoption, December 6, 2007 School District, January 2008

Suisun City

STA Safe Routes to School (SR2S) Program - Status Report

Phase 1 – Introductory Presentations - COMPLETE

- School Board Meetings
 - Fairfield/Suisun USD, May 25, 2006
- City Council Meeting, July 18, 2006

Phase 2 – Community Task Forces – IN PROGRESS

Suisun City's SR2S Community Task Force		
Position	Name	Title
City Appointment	Mike Hudson	Councilmember
Public Safety Rep	Bob Szmurlo	Suisun City Police Department
Fairfield/Suisun Rep	Kathy Marianno	Fairfield/Suisun School Board member
STA TAC Rep	Lee Evans	PW Engineer
STA BAC Rep	Mike Segala	Councilmember
STA PAC Rep		

To better facilitate SR2S discussions for Fairfield and Suisun City, both committees will meet together to expedite the study process as well as share the same representative for the Fairfield/Suisun Unified School District.

Meeting Event	Dates
First Community Task Force Meeting <ul style="list-style-type: none"> • Introductions, SR2S Process Overview 	March 12
School Based Training Audit	March 26 Principal's meeting
Independent School Based Audits Conducted	April – October June 7 Suisun Elementary
Second Community Task Force Meeting <ul style="list-style-type: none"> • STA presents Draft SR2S Plan for initial comments 	September 19th
Third Community Task Force Meeting <ul style="list-style-type: none"> • Present Final SR2S Plan 	October 29th
Local Adoption of SR2S Plan	City Council Adoption, January 2008 Fairfield-Suisun USD, January 2008

Suisun's private schools to be contacted for program inclusion:

Area	School name	Students	Grades
Suisun City	Children's World Learning Center	7	KG-KG
Suisun City	Our Christian Scholastic Academy	5	K-8
Suisun City	St Martin's Inc.	8	5-7

Vacaville

STA Safe Routes to School (SR2S) Program - Status Report

Phase 1 – Introductory Presentations - COMPLETE

- School Board Meeting,
 - Vacaville USD, May 18, 2006
- City Council Meeting, June 13, 2006

Phase 2 – Community Task Forces – COMPLETE

Vacaville's SR2S Community Task Force		
Position	Name	Title
City Appointment	Brett Johnson	Planning Commission Vice Chair
Public Safety Rep	Terry Cates	Vacaville Police Department
School Board Appt.	Larry Mazzuca	VUSD Board Member
STA TAC Rep	Dale Pfeiffer	Public Works Director
STA BAC Rep	Ray Posey	Vacaville Resident
STA PAC Rep	Carol Renwick	Vacaville Resident

Below are target dates for community task force meetings.

Meeting Event	Dates
First Community Task Force Meeting • Introductions, SR2S Process Overview	February 21
School Based Training Audit	March 13 & 27 Principal's meeting May 16 Will C. Wood High School event
Independent School Based Audits Conducted	May – September May 23 Alamo Elementary
Second Community Task Force Meeting • STA presents Draft SR2S Plan for initial comments	August 30th
Third Community Task Force Meeting • Present Final SR2S Plan	October 25th
Local Adoption of SR2S Plan	City Council Adoption, January 2008 Vacaville USD, January 2008

Vacaville's private schools to be contacted for program inclusion:

Area	School name	Students	Grades
Vacaville	Bethany Lutheran Ps & Day School	151	K-6
Vacaville	Notre Dame School	338	K-8
Vacaville	Royal Oaks Academy	41	PK-6
Vacaville	Vacaville Adventist	34	K-8
Vacaville	Vacaville Christian Schools	1248	PK-12

Vallejo

STA Safe Routes to School (SR2S) Program - Status Report

Phase 1 – Introductory Presentations - COMPLETE

- School Board Meeting,
 - Vallejo USD, May 17, 2006
- City Council Meeting, May 23, 2006

Phase 2 – Community Task Forces – COMPLETE

Vallejo's SR2S Community Task Force		
Position	Name	Title
City Appointment	Hermie Sunga	Councilmember
Public Safety Rep	Joel Salinas	Officer
School Board Appt.	Daniel Glaze	Vice President
STA TAC Rep	Gary Leach	Public Works Director
STA BAC Rep	Mick Weninger	Vallejo Resident
STA PAC Rep	Lynn Williams	Vallejo Resident

Below are target dates for community task force meetings.

Meeting Event	Dates
First Community Task Force Meeting <ul style="list-style-type: none"> • Introductions, SR2S Process Overview 	February 15
School Based Training Audit	March 5 Principal meeting, April 19 Steffan Manor Elementary event
Independent School Based Audits Conducted	March – September
Second Community Task Force Meeting <ul style="list-style-type: none"> • STA presents Draft SR2S Plan for initial comments 	August 17th
Third Community Task Force Meeting <ul style="list-style-type: none"> • Present Final SR2S Plan 	October 24th
Local Adoption of SR2S Plan	City Council Adoption, January 2008 School Board Adoption, January 2008

Vallejo's private schools to be contacted for program inclusion:

Area	School name	Students	Grades
Vallejo	Hilltop Christian School	167	PK-8
Vallejo	La Petice Academy	9	PK-K
Vallejo	New Horizons	5	PK-K
Vallejo	North Hills Christian Schools	541	K-12
Vallejo	Reignierd School	84	K-12
Vallejo	St Basil Elementary School	354	PK-8
Vallejo	St Catherine Of Siena School	327	K-8
Vallejo	St Patrick – St. Vincent High School	644	9-12
Vallejo	St Vincent Ferrer School	350	K-8

County of Solano

STA Safe Routes to School (SR2S) Program - Status Report

Phase 1 – Introductory Presentations - COMPLETE

- Solano Community College, May 3, 2006
- Board of Supervisors Meeting, May 23, 2006

Phase 2 – Community Task Forces – IN PROGRESS

A Draft Countywide Safe Routes to School plan will come to the County Board of Supervisors for their review in January 2008. SR2S Steering Committee member, Robin Cox with the County Department of Public Health will help deliver the proposed plan and its specific health and safety benefits to County Board of Supervisors with STA staff.

Although private schools cannot receive funding from certain public funding sources, improvements made within the public right-of-way can be funded. There are many private schools in Solano County that are not represented by public school districts.

The SR2S Steering committee recognized that the recommended public input process would not properly address the SR2S needs of private institutions that draw students countywide. *The SR2S Steering committee recommended that if private institutions wished to be involved in the SR2S process, it would be up to the jurisdiction that has public right-of-way around that institution to aid in conducting a walking audit for inclusion in the locally adopted SR2S plans and the STA Countywide SR2S Plan.*

Walking audit information collected from private schools will be incorporated into the local area's SR2S Plan. Private institutions will be invited to the Safe Routes to School training audit in their area to aid them in conducting a future walking audit.

Concerning Solano Community College, other STA area plans and programs have the potential to be better suited to help increase safety as well as biking and walking to campus (e.g., the North Connector Transportation for Livable Communities Plan or the Solano Napa Community Information Program). Improvements and programs recommended through these other efforts will be incorporated into the STA's Safe Routes to School Program.

STA Countywide Safe Routes to School Plan

Copies are available upon request, please call STA at 707-424-6075 or view online at www.solanolinks.com.



DATE: January 31, 2008
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: Project Study Report (PSR) Priorities for Caltrans

Background:

A Project Study Report (PSR) is a preliminary engineering report, the purpose of which is to document agreement on the scope, schedule, and estimated cost of a project so that the project can be included in a future State Transportation Improvement Program (STIP).

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

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

Throughout Solano County, several local agencies have initiated or are about to initiate PSR's which will require Caltrans oversight and approval. This effort requires Caltrans to provide adequate resources to fulfill the responsibility of this oversight.

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

Discussion:

On December 31, 2007, STA received a joint letter (Attachment A) from Lee Taubeneck, Deputy District Director, Caltrans District 4 and Therese McMillan, Deputy Executive Director, Policy, Metropolitan Transportation Commission (MTC) regarding prioritization of preliminary engineering work from Solano County. STA was requested to provide a comprehensive prioritized list PSRs for Solano County for Fiscal Year (FY) 2008-09. Attached to the letter was a two-page spread sheet that has all known work to

Caltrans, including Solano County studies and Bay Area general studies. A similar request was made by Caltrans in 2006 for FY 2007-08. Attachment B is the response letter that was submitted to Caltrans on March 15, 2007.

On January 8, 2008 an e-mail with the joint letter from Caltrans and MTC with the spreadsheet was sent to all TAC Members requesting information from each jurisdiction: This request included:

- List of active PSRs
- List, in prioritized order, PSRs that the jurisdiction expects to begin next FY
- Project specific information regarding project costs, if fully funded
- Year construction expected to begin
- What type of Environmental Document is expected for each project

Based on responses from the Solano County local agencies and discussion at the January 30, 2008 Technical Advisory Committee (TAC) meeting, Attachment C is the proposed list of projects, with prioritization of work for during FY 2008-09. The list has work that is expected to carryover to FY 2008-09 as priority number 1.

At the January 30, 2008 TAC meeting, this proposed action received unanimous support to send a recommendation to the STA Board to approve the prioritized PSR workplan as specified in Attachment C.

Fiscal Impact:

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

Recommendation:

Adopt the Solano County FY 2008-09 Project Study Report Prioritized Workplan to submit to Caltrans as specified in Attachment C.

Attachments:

- A. Caltrans/MTC letter of December 31, 2007
- B. STA Letter to Caltrans for FY 2007-08 PSR Priorities
- C. FY 2008-09 PSR Priority List

DEPARTMENT OF TRANSPORTATION

111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5908
FAX (510) 286-6301
TTY 711



Flex your power!
Be energy efficient!

December 31, 2007

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

RECEIVED

JAN - 4 2008

SOLANO TRANSPORTATION
AUTHORITY

Dear Mr. Halls:

Pursuant to the attached Memorandum of Understanding (MOU) between the State of California Department of Transportation (Department) and the Metropolitan Transportation Commission (MTC) concerning the development of the regional priority list for preparing Project Study Reports (PSRs), the Solano Transportation Authority is requested to provide a comprehensive, prioritized list of PSRs to be worked on during FY 08/09. To assure timely identification of PSR priorities and resource allocation, please submit your project list on the attached form to the address shown below no later than February 1, 2008.

Patrick Pang
Chief, Office of Advance Planning
c/o Caltrans District 4
111 Grand Avenue, Mail Stop 10A
P.O. Box 23660
Oakland, CA 94623-0660

The Department and MTC look forward to working with your agency to allocate available resources to meet project delivery needs throughout the region. If you have questions or need additional information regarding this matter, please contact Patrick Pang, District 4 – Advance Planning, at (510) 286-5125.

Sincerely,

LEE TAUBENECK, M.S., P.E.
District Deputy Director
Transportation Planning and Local Assistance

THERESE W. MCMILLAN
Deputy Executive Director, Policy
Metropolitan Transportation Commission

For

Attachments



Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

Area Code 707 **March 15, 2007**
424-6075 • Fax 424-6074

Members: Val Ignacio
Chief, Office of Advance Planning
California Department of Transportation (Caltrans)
Benicia P.O. Box 23660
Dixon Oakland, CA 94623-0660
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

RE: Solano County's Preliminary Engineering Oversight Priorities for Fiscal Year (FY) 2007-08

Dear Val,

On March 14, 2007 the Solano Transportation Authority (STA) Board adopted two priority lists for Solano County preliminary engineering projects. The priority lists consist of one for California Department of Transportation (Caltrans) in-house work and one for Caltrans oversight work. The submittal of these lists are as a result of the January 22, 2007 from Lee Taubeneck, Deputy District Director to provide a list of priority preliminary engineering projects for both in-house work and for oversight by Caltrans.

The adopted priority lists are an accumulation of the up-coming work or on-going by Caltrans the seven cities, the county and STA in Solano County. The lists assume that the current \$1 million value of capital improvements requiring project study report (PSR) and oversight by Caltrans will be increased to \$2 million. The attachment is the STA Board adopted priority lists for Solano County preliminary engineering projects during FY 2007-08.

We look forward to working on these projects in partnership with Caltrans. Should you have any questions, please feel free to call me at (707) 424-6075.

Sincerely,

JANET ADAMS, P.E.

Director of Projects

Attachment

**STA Priority Lists for Priority Preliminary Engineering
March 2007**

Caltrans Lead Projects

Priority	Agency	Project	PSR		Const.
1	Caltrans	I-80 EB/WB Aux lanes; Travis Blvd to AB Pkwy PSR	Not Funded	Stopped	Not Funded
2	Caltrans	I-80/I-505 Weave Correction Project PSR	Not Funded	Not Started	Not Funded

Local Projects for Caltrans Oversight

Priority	Agency	Project	PSR		Const.
1	Vacaville	Lagoon Valley Road/Ramps PSR/PR	Funded	Started	Funded
2	STA	State Route (SR) 12/Church Road PSR	Funded	Pending	Funded
3	STA/County	I-80 HOV Lane/Turner Overcrossing PSR	Funded	Pending	Not Funded
4	Caltrans/Benicia	State Park Road Bike/Pedestrian Bridge PSR	Funded	Started	Funded
5	Vacaville	California Drive PSR	Funded	Started	Not Funded
6	STA	Rio Vista Preliminary Bridge Study	Funded	Pending	Not Funded
7	Dixon	I-80/West A Street I/C PSR	Funded	Not Started	Partial
8	Dixon	I-80/Pitt School Road I/C PSR	Funded	Not Started	Partial
9	Vallejo	I-80/American Canyon PSR	Funded	Not Started	Funded

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DATE: January 28, 2008
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Updated Solano Comprehensive Transportation Plan (CTP) Purpose Statement and Goals

Background:

The Solano Comprehensive Transportation Plan (CTP) was adopted in June 2005. The CTP is made up of three elements: Freeways, Highways and Arterials; Transit; and Alternative Modes. The CTP incorporates other plans, including corridor studies, the Solano Countywide Bike and Pedestrian plans and the Solano Transportation for Livable Communities Plan.

At its September 2007 meeting, the STA Board authorized staff to begin the update of the Solano Comprehensive Transportation Plan (CTP), and adopted the schedule contained in Attachment A. The schedule anticipates adoption of the new Solano CTP in December 2008.

At its January 9, 2008 meeting, the STA Board reviewed the draft Solano CTP Purpose Statement and Goals. After extensive discussion, the STA Board directed staff to incorporate Board comments to the purpose statement and goals of the CTP and bring back to the Board for final review and adoption.

Discussion:

Below are the proposed modifications to the CTP Purpose Statement and Goals. Modifications are shown in **bold text**. Goals that were not modified by the Board are not described below. The entire statement and goals document, with the revisions, is provided as Attachment A.

Purpose Statement

Based upon direction and input received from the Board, the revised purpose statement is:

“The Solano Comprehensive Transportation Plan will help fulfill the STA’s mission by identifying a **long-term and sustainable** transportation system to provide mobility, **reduce congestion**, and ensure travel safety and economic vitality to Solano County.”

Goals

- 6) The Solano CTP will seek to maintain regional mobility while improving local mobility.
 - a) **Mobility will be maintained or improved by reducing congestion, whether through more efficient use or expansion of existing systems.**
 - b) **Local roadway and transit systems that do not rely upon the regional freeways will play a key role in improving local mobility.**

- 8) The Solano CTP will include priority lists and funding strategies for projects and programs.
 - a) Projects and programs will be prioritized as either Tier 1 (can be built or implemented in the next 5 years), Tier 2 (can be built or implemented in the 5- to 10-year time frame) or Tier 3 (could be built beyond the 10-year time frame, and needs additional study before being moved into the Tier 2 or Tier 1 category).
 - b) Funding strategies will identify potential funding opportunities and constraints.
 - i) Projects will identify potential funding to qualify for regional, state and federal funds.
 - ii) Roadway projects must be in the CTP to qualify for the STAs “50/50” funding policy.
 - iii) Consideration will be given to fully funding a smaller number of projects and programs that have a high likelihood of completion, rather than partially funding a large number of projects or programs that may not be constructed.
 - iv) **Project costs will consider full life cycle costs – construction, operation, maintenance and replacement.**

Recommendation:

Adopt the updated Purpose Statement, Goals and Organization as shown in Attachment A for the Solano Comprehensive Transportation Plan.

Attachments:

- A. STA Comprehensive Transportation Plan Purpose and Goals

COMPREHENSIVE TRANSPORTATION PLAN

Purpose Statement: The mission of the Solano Transportation Authority is “To improve the quality of life in Solano County by delivering transportation projects to ensure mobility, travel safety, and economic vitality.”

“The Solano Comprehensive Transportation Plan will help fulfill the STA’s mission by identifying a long-term and sustainable transportation system to provide mobility, reduce congestion, and ensure travel safety and economic vitality to Solano County.”

All of the goals and policies of the Solano CTP will be evaluated on their conformance with the Purpose Statement.

Goals: Goals are the milestones by which achievement of the Purpose Statement are measured. In order to implement the Purpose of the Solano CTP, the following goals are established:

- 1) The Solano CTP will serve as a foundational document for all other STA plans, studies and programs.
- 2) Each Element of the Solano CTP will directly support the achievement of the overall Purpose Statement.
- 3) The Solano CTP will be compatible with regional plans such as the Metropolitan Transportation Commission’s Regional Transportation Plan, as well as plans from the Bay Area Air Quality Management District, the Yolo-Solano Air Quality Management District, and the Association of Bay Area Government’s regional growth projections.
 - c) The CTP will acknowledge plans from outside the region, such as the Sacramento Area Council of Governments Blueprint program, and seek to identify areas of common interest.
- 4) The Solano CTP will identify a transportation system that supports the existing and planned land uses of Solano County’s seven cities and the County of Solano.
 - d) The Solano CTP recognizes that land use decisions are the responsibility of the local agencies.
 - e) Recognize the interaction between land use and transportation plans, with neither taking precedence over the other.
 - f) The CTP will help identify regional and state land use initiatives linked to transportation, and support local land use plans and projects that seek to take advantage of those programs.
- 5) The Solano CTP will seek to maintain regional mobility while improving local mobility.

- g) Mobility will be maintained or improved by reducing congestion, whether through more efficient use or expansion of existing systems.
 - h) Local roadway and transit systems that do not rely upon the regional freeways will play a key role in improving local mobility.
- 6) Assess projects and programs based on their ability to balance the goals of economy, environment and equity
- i) Economy – continue to promote the development of a healthy, diverse economy in Solano County.
 - j) Environment – promote the maintenance and improvement of a healthy natural environment, with special emphasis on air quality and climate change issues.
 - k) Equity – ensure that the transportation system is fully accessible to all members of society, and is not developed or operated at the expense of any segment.
- 7) Encourage projects and programs that maintain and use existing systems more efficiently before expanding infrastructure.
- 8) The Solano CTP will include priority lists and funding strategies for projects and programs.
- a) Projects and programs will be prioritized as either Tier 1 (can be built or implemented in the next 5 years), Tier 2 (can be built or implemented in the 5- to 10-year time frame) or Tier 3 (could be built beyond the 10-year time frame, and needs additional study before being moved into the Tier 2 or Tier 1 category).
 - b) Funding strategies will identify potential funding opportunities and constraints.
 - i) Projects will identify potential funding to qualify for regional, state and federal funds.
 - ii) Roadway projects must be in the CTP to qualify for the STAs “50/50” funding policy.
 - iii) Consideration will be given to fully funding a smaller number of projects and programs that have a high likelihood of completion, rather than partially funding a large number of projects or programs that may not be constructed.
 - iv) Project costs will consider full life cycle costs – construction, operation, maintenance and replacement.
- 9) The Solano CTP will identify and support a transportation system that supports Solano County’s economic vitality and economic priorities and a range of housing options.



DATE: February 1, 2008
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update

Background:

Each year, STA staff monitors state and federal legislation that pertains to transportation and related issues. A Legislative Matrix (Attachment A) has been updated listing the bills that staff is monitoring and analyzing for this last half of the two-year 2007-08 state legislative session and the 110th congressional legislative session. A State Legislative Update from Shaw/Yoder (Attachment B) and a Federal Legislative Update (Attachment C) from The Ferguson Group are also included.

Discussion:

State Budget:

Governor Schwarzenegger unveiled his proposed 2008-09 State Budget on January 10th. Citing a \$14.5 billion 18-month deficit, which includes a current year shortfall of \$3.3 billion, the Governor proposes to cut nearly all General Fund programs by 10 percent and to have those reductions take effect by March 1st. He also proposes a "Budget Stabilization Act" to rein in spending. The Governor plans to sell the remaining \$3.3 billion in Economic Recovery Bonds from Proposition 57 to help narrow the deficit. Under the Governor's Declaration of a Fiscal Emergency, the Legislature will convene in Special Session to consider making adjustments to address the current year's shortfall. In addition, the Governor proposes \$48.1 billion in new general obligation bonds to help augment needs for education (K-12 and higher education), high-speed rail, the judicial system, and water.

A Budget Summary from Shaw/Yoder (Attachment D) outlines in more detail the Governor's proposed State Budget for 2008-09. A Budget Update from the Metropolitan Transportation Commission (MTC) outlines the impact of the Governor's proposed Budget to the Bay Area (Attachment E).

National Policy:

The National Surface Transportation Policy and Revenue Study Commission (NSTPRSC) released its "Transportation for Tomorrow" report on January 15, 2008. The Executive Summary (Attachment F) outlines the Committee's recommended reform of the national surface transportation funding program. Under the recommended approach, federal investment would be directed by a new national surface transportation strategic plan that would be "performance-driven, outcome-based, generally mode-neutral, and refocused to pursue objectives of genuine national interest." The NSTPRSC's long-term transportation vision will be an integral factor in the upcoming reauthorization process for federal funding of transportation projects.

State Legislation:

Assembly Constitutional Amendment (ACA) 10 was introduced by Assemblymember Feuer on January 7, 2008 (Attachment G). The 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. Current law requires a 2/3 vote on such measures.

For the last two years, the STA Board had included “support initiatives to pursue the 55% voter threshold for county transportation infrastructure measures” in its Legislative Priorities and Platform. Since there had been no recent legislature introduced to address this issue, this item was removed from this year’s legislative platform. It would be to Solano County’s benefit to reduce the voter threshold to 55% in the event a local sales tax measure is pursued for transportation improvements. With the concurrence of the STA Technical Advisory Committee, staff recommends the re-insertion of this support into the 2008 STA Legislative Priorities and Platform, as well as a position of support for ACA 10.

Senate Bill (SB) 1093 was introduced by Senator Wiggins on January 10, 2008 (Attachment H). At the end of the 2008 legislative year, SB 976 was enacted creating the San Francisco Bay Area Water Emergency Transportation Authority (WETA) as a replacement for the Water Transportation Authority (WTA) to oversee bay area ferry services. As a result of last-minute amendments to SB 976, the implications for the City of Vallejo’s Baylink ferry system are numerous with regard to assets, authority, operation, and funding. The City of Vallejo and the STA Board forwarded a letter to the Governor requesting his veto of SB 976.

After the bill was signed, the STA Board requested involvement of the City of Vallejo and/or Solano County in development of the proposed management and transition plan, representation on the new regional WETA, and assurances that the existing Baylink levels of operation, funding and service will be maintained or enhanced. The intent of Senator Wiggin’s bill is to make technical changes to the WETA legislation in line with the concerns as expressed by the STA Board and City of Vallejo. The bill is currently a placeholder for future amendments. With the concurrence of the STA Technical Advisory Committee, staff recommends watching this bill with the hopes that it will take shape into a bill that the STA can support.

Recommendation:

Approve the following:

1. Support ACA 10 (Feuer);
2. Watch SB 1093 (Wiggins); and
3. Add the following priority as an amendment to the 2008 STA Legislative Priorities and Platform: “Support initiatives to pursue the 55% voter threshold for county transportation infrastructure measures.”

Attachments:

- A. STA Legislative Matrix
- B. Shaw/Yoder State Legislative Update, February 4, 2008
- C. The Ferguson Group Federal Legislative Update, January 30, 2008
- D. Shaw/Yoder State Budget Update, January 16, 2008
- E. MTC State Budget Update, January 11, 2008
- F. “Transportation for Tomorrow” Executive Summary – January 2008 NSTPRSC Report
- G. ACA 10 (Feuer) 55% Voter Threshold
- H. SB 1093 (Wiggins) San Francisco Bay Area Water Emergency Transportation Authority (Ferry Cleanup Bill)



LEGISLATIVE MATRIX

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

2007-2008 State and Federal Legislative Session

February 4, 2008

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 w/ Amendment to add Solano County		3
AB 842	Jones	Regional plans: traffic reduction.	Watch		3
ACA 10	Feuer	55% Voter threshold, special tax for transportation			4

State Senate Bills

Bill	Author	Subject	STA's Position	Others' Position	Page
SB 286	Lowenthal/ Dutton	Proposition 1B Bonds Implementation for Local Streets and Roads Amended 1/17/08: Transportation enhancement funds: conservation corps	Support; request letters of support from cities	Sponsor: LCC/CSAG Support: Bentala, Dixon, Fairfield, Rio-Vieta, Suisun City, Vacaville, Vallejo, Solano County	8
SB 375	Steinberg	Transportation planning: travel demand models: preferred growth scenarios: environmental review.	Watch		9
SB 613	Simitian	Local govts: veh. fee for congestion and stormwater management			5

Bill	Author	Subject	STA's Position	Others' Position	Page
SB 748	Corbett	State-Local Partnership Program allocation guidelines.	Watch		5
SB 1093	Wiggins	SF Bay Area Water Emergency Transportation Authority (ferry cleanup bill)			5

Federal Bills

Bill	Author	Subject	STA's Position	Others' Position	Page
S 294	Lautenberg	A bill to reauthorize Amtrak, and for other purposes.			5

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
<p>AB 444 (Hancock) Voter-approved vehicle registration fee for traffic congestion management</p>	<p>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.</p>	<p>07/11/07 SEN Rev & Tax. Amended 06/28/07 to add Solano County</p>	<p>Support with Amendment to add Solano County</p>
<p>AB 842 Jones Regional plans: traffic reduction</p>	<p>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.</p>	<p>01/28/08; SEN Com. On Rules</p>	<p>Watch</p>
<p>ACA 10 (Feuer) 55% Voter threshold, special tax for transportation</p>	<p>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.</p>	<p>01/07/08; ASM Rules</p>	

State Legislation Bill/Author	Summary	Status of Bill	STA Position/ Others' Position
SB 286 (Lowenthal) Prop 1B Bonds Implementation: Local Streets/Roads Transportation enhancement funds: conservation corps	<p>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.</p> <p><i>Previous support position related to Prop 1B subject matter. Staff is currently analyzing new language.</i></p>	01/18/08; ASM APPROP	Support/ Spenser: LCC, CSAC Support: Solano County and all 7 cities-in Set. Co.
SB 375 (Steinberg) Transportation planning: travel demand models: preferred growth scenarios: environmental review.	<p>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.</p>	01/28/08; Re-referred to ASM APPROP	Watch
SB 613 (Simitian) Local govts: veh. fee for congestion and stormwater management	<p>Provides that the City/County Association of Governments of San Mateo County may reauthorize a fee on motor vehicles registered within the county for a program for the management of traffic congestion and storm water pollution within that county for a specified period.</p>	02/01/08 SEN floor for consideration after veto	

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
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.	01/10/08 SEN Rules	

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

<p>January 2008 (Second year of 2-year legislative session)</p> <p>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</p> <p>February 11 Lincoln's Birthday 18 Washington's Birthday observed 22 Last day to introduce bills</p> <p>March 13 Spring Recess begins upon adjournment 24 Legislature reconvenes from Spring Recess 31 Cesar Chavez Day</p> <p>April 18 Last day for policy committees to meet/report Fiscal Committees fiscal bills introduced in their house</p> <p>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</p>	<p>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</p> <p>July 3 Summer Recess begins on adjournment, provided Budget Bill has been passed 4 Independence Day</p> <p>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</p> <p>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</p> <p>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</p> <p>2009 Jan. 1 Statutes take effect</p>
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110th United States Congress 2008 Second Session Calendar

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

February 4, 2008

To: Board Members, Solano Transportation Authority

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

RE: STATE LEGISLATIVE UPDATE- FEBRUARY 2008

Overall Budget Picture

Governor Schwarzenegger unveiled his proposed 2008-09 State Budget on January 10th. Citing a \$14.5 billion 18-month deficit, which includes a current year shortfall of \$3.3 billion, the Governor proposes to cut nearly all General Fund programs by 10-percent and to have those reductions take effect by March 1st. He also proposes a "Budget Stabilization Act" to reign in spending as well. The Governor plans to sell the remaining \$3.3 billion in Economic Recovery Bonds from Proposition 57 to help narrow the deficit. Under the Governor's declaration of a fiscal emergency, the Legislature has convened in Special Session to consider making adjustments to address the current year's shortfall. In addition, the Governor proposes \$48.1 billion in new general obligation bonds to help augment needs for education (K-12 and higher education), high-speed rail, the judicial system, and water.

Proposition 42

- The Governor proposes to fully-fund Proposition 42 at **\$1.485 billion**. As a result, the State Transportation Improvement Program (STIP) receives **\$594 million** (40%), cities and counties receive **\$297 million each** (20% each), and the Public Transportation Account (PTA) receives **\$297 million** (20%).
- The administration considered, but ultimately did not suspend Proposition 42 because it deemed that the "state cannot achieve budgetary savings" with a suspension since the amount would have to repaid back in three years with interest.
- **\$83 million** of spillover revenue will be used to make Proposition 42 loan repayments to the Traffic Congestion Relief Program (TCRP) from transfers that occurred to the General Fund during the 2003-04 and 2004-05 fiscal years.

Public Transportation

- **The Governor proposes to provide a total of \$1.369 billion to the Public Transportation Account as follows::**
 - **\$455 million** in spillover revenue
 - **\$365 million** from the sales tax on diesel fuel.
 - **\$69 million** from the state sales tax on added 9 cent gas tax (Prop 111).
 - **\$297 million** from the Proposition 42 contribution.

What does this mean for the State Transit Assistance (STA) Program?

- **The Governor proposes a 2008-09 STA Program of \$744 million.** The STA derived its revenue from sales tax revenues. The Proposition 42 contribution into the STA is **\$222 million**. This amount includes a \$74 million increase in Proposition 42 revenue resulting from the enactment of SB 717 (Perata), Chapter 733, Statutes of 2007, which split revenues 75%/25% to favor STA for all Proposition 42 revenue deposited into the PTA. The total STA amount also includes the STA's share of half of the sales tax on diesel fuel (**\$34.5 million**) and half of the state sales tax on the added 9 cents of the gas tax (**\$182.5 million**)
- The total spillover amount projected thus far for 2008-09 is **\$910 million**. The Governor proposes to transfer half of this amount (**\$455 million**) to address non-transit programs, as established under SB 79 in last year's budget. Of the amount that is transferred into the Mass Transportation Account, **\$372 million** will be used to repay general obligation bonds and the remaining **\$83 million** is proposed to be transferred to repay the TCRP from previous transfers to that program. Of the remaining **\$455 million**, 2/3 is directed to the STA (**\$303 million**) and 1/3 to state and regional programming expenditures within the PTA (**\$152 million**).
- **Had last year's budget deal not diverted half of the spillover to fund other General Fund obligations pursuant to SB 79, the STA Program would have received an additional \$150 million for a budget year total of \$894 million.**
- **The Governor counts the \$350 million appropriation from the Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA) as a supplement to the STA Program. Consequently, the administration's math suggests that the total STA program is \$1.1 billion.**

What does this mean for the state and regional programming side of the PTA?

- There are **NO** new funds proposed for transit capital projects within the STIP.
- The following are notable state and regional programming expenditures:
 - **\$141 million** in PTA revenue is dedicated to continue transportation services administered by regional occupational centers as established in the 2007-08 state budget.
 - **\$106 million** for Intercity rail, **\$23 million** for planning, and **\$9 million** for the Caltrans Division of Mass Transportation.

Why isn't there any money available for transit projects in the STIP?

- The Governor proposes that a total of **\$596 million** in PTA revenue (**\$455 million** in spillover and **\$141 million** in funds for the regional occupational centers) be dedicated to expenditures for which the General Fund has historically been made responsible.

In conclusion, the Governor proposes that the PTA receive a total appropriation on \$1.369 billion. This amount includes \$744 million for the STA program, which is \$150 million less than what the budget year appropriation for STA should be had the spillover not been diverted. In addition, there is no capacity for capital projects in the STIP with the diversion of an additional \$446 million (\$596 million - \$150 million) going to General Fund purposes. In other words, the budget year balance of the PTA should be \$1.965 billion rather than \$1.369 billion. Therefore, the Governor's 2008-09 State Budget represents a 33% cut to the PTA.

Proposition 1B

- The Governor proposes that **\$4.7 billion in Proposition 1B** bond allocations to be made as follows:
 - **\$1.547 billion** for the Corridor Mobility Improvement Account
 - **\$350 million** for the Public Transportation Modernization Improvement and Service Enhancement Account.
 - **\$1.186 billion** for the State Transportation Improvement Program
 - **\$500 million** for the Trade Corridor Improvement Fund
 - **\$200 million** for the State/Local Partnership Program
 - **\$216 million** for the SHOPP
 - **\$65 million** for the Grade Separation Program
 - **\$108 million** for Highway 99
 - **\$21 million** for Local Seismic Bridges
 - **\$73 million** for Intercity Rail
 - **\$400 thousand** for School Bus Retrofit

- **\$250 million** for Air Quality
- **\$101 million** for Transit Security (from the Office of Emergency Services budget)
- **\$58 million** for Port Security
- There are no appropriations for the remaining \$1.05 billion of Local Streets and Roads funds. The Department of Finance is still in the process of developing a template for the administration of the \$950 million which the Legislature allocated in the 2007-08 State Budget.

OTHER STATE PROGRAMS

State Transportation Improvement Program (STIP)

- **\$1.5 billion** in STIP funding. This represents a \$600 million reduction in funding from 2007-08 (\$2.1 billion). The administration cites statutory changes to spillover and the Public Transportation Account in general through the passage of SB 79 and SB 717 as an underlying reason.

State Highway Operation Protection Program (SHOPP)

- **\$1.6 billion** in SHOPP funding. This represents a \$400 million decrease in funding from 2007-08 (\$2 billion) due to a one-time increase of \$460 million in reimbursements for past emergency expenditures and the redistribution of federal funds that other states were unable to use.

Traffic Congestion Relief Program (TCRP)

\$183 million to fund remaining projects in the program, \$100 million of which is to be derived from the tribal gaming compact proceeds (should they materialize) and \$83 million from Prop 42 loan repayments.

Current-Year Budget Proposals of Significance

The Governor is proposing to delay payment of approximately \$500 million from the Highway Users Tax Account (HUTA), which is revenue generated from the Gas Excise Tax, to local governments. Cities and counties receive about \$100 million per month of these revenues. The Governor has suspended these payments for a five-month period (April through August of 2008) to be paid in full without interest in September 2008. Both the League of Cities and California State Association of Counties have expressed concerns but have an official position.

STA Lobby Day

On February 19th, STA will be holding its annual Lobby Day. Your legislative advocacy team is in the process of finalizing the agenda to allow members of the board to meet with Solano County's legislative delegation. This year our lobbying efforts will center around acquiring funding from the Trade Corridor Improvement Fund for the Cordelia Trucks Scales; pursuing funding from the State and Local Partnership pot made available through proposition 1B; supporting efforts to lower the vote threshold for local sales tax measures for transportation (ACA 10); and monitoring clean-up legislation for the San Francisco Bay Area Water Emergency Transportation Authority (SB 1093).



1434 Third Street ♦ Suite 3 ♦ Napa, CA ♦ 94459 ♦ Phone 707.254.8400 ♦ Fax 707.598.0533

To: Solano Transportation Authority Board of Directors
 From: Mike Miller
 Re: Federal Update
 Date: January 30, 2008

As reported earlier this month, President Bush signed the FY08 omnibus appropriations bill in December but instructed White House staff to review the bills and attempt to limit or cut earmarks. Today the President followed up his State of the Union address by announcing his intent to sign an Executive Order instructing federal agencies to ignore earmarks in the FY 2009 appropriations process not included in legislation.¹ We will follow this effort closely throughout the year, but currently it appears that Congress is moving forward with the appropriations process in normal fashion and will accept earmark requests in FY09.

The President apparently will not attempt to cut earmarks in the FY08 omnibus bill and accompanying reports. Again, thanks to the hard work and strong support of STA's congressional delegation (Rep. Tauscher, Rep. Miller, Rep. Lungren, Sen. Boxer, Sen. Feinstein), the omnibus appropriations bill includes the following earmarks for STA projects:

- Vallejo Ferry Maintenance Facility – \$1 million; and
- Fairfield / Vacaville Intermodal Station – \$200,000.

This month, The Ferguson Group continues to work with STA staff and congressional staff in developing STA's FY 2009 federal agenda; next month's report will outline STA's FY09 agenda. Project descriptions are being drafted and TFG will ensure that STA submits requests to the congressional delegation in a timely manner. Member deadlines for requests are:

Rep. Miller:	February 8
Rep. Lungren:	February 22
Rep. Tauscher:	February 29
Sen. Boxer:	February 29
Sen. Feinstein:	February 29

In addition to appropriations, TFG is closely following and participating in early efforts related to transportation reauthorization legislation. The current authorizing legislation for federal transportation programs and projects – SAFETEA-LU – expires in September 2009.

¹ Current practice is to include earmarks in reports accompanying the legislation and not in the legislation itself.



SHAW/YODER, inc.
LEGISLATIVE ADVOCACY

January 16, 2008

To: Board Members, Solano Transportation Authority

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

RE: GOVERNOR'S PROPOSED 2008-09 STATE BUDGET SUMMARY

Overall Budget Picture

Governor Schwarzenegger unveiled his proposed 2008-09 State Budget on January 10th. Citing a \$14.5 billion 18-month deficit, which includes a current year shortfall of \$3.3 billion, the Governor proposes to cut nearly all General Fund programs by 10-percent and to have those reductions take effect by March 1st. He also proposes a "Budget Stabilization Act" to reign in spending as well. The Governor plans to sell the remaining \$3.3 billion in Economic Recovery Bonds from Proposition 57 to help narrow the deficit. Under the Governor's declaration of a fiscal emergency, the Legislature will convene in Special Session to consider making adjustments to address the current year's shortfall. In addition, the Governor proposes \$48.1 billion in new general obligation bonds to help augment needs for education (K-12 and higher education), high-speed rail, the judicial system, and water.

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- **\$101 million** for Transit Security (from the Office of Emergency Services budget)
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- There are no appropriations for the remaining \$1.05 billion of Local Streets and Roads funds. The Department of Finance is still in the process of developing a template for the administration of the \$950 million which the Legislature allocated in the 2007-08 State Budget.

OTHER STATE PROGRAMS

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Traffic Congestion Relief Program (TCRP)

\$183 million to fund remaining projects in the program, \$100 million of which is to be derived from the tribal gaming compact proceeds (should they materialize) and \$83 million from Prop 42 loan repayments.

State Budget Update

Proposed FY 2008-09 State Budget

Governor's Transportation Budget Mostly
Avoids Large Reductions

DOWNLOAD:

- [Comparison of Proposed FY 2008-09 STA Funding \(PDF\)](#)

January 11, 2008

Yesterday morning, the Governor released his proposed FY 2008-09 state budget proposal. Following current law, and not without some pain, the proposed budget provides generally good news for transportation. While the budget fully funds Proposition 42 and provides repayment of outstanding Proposition 42 loans — for a grand total of \$1.5 billion — it also proposes shifting \$455 million in "spillover" funding from the Public Transportation Account (PTA) to offset bond and other repayment expenses that are traditionally covered by the General Fund.

The above action on the "spillover" funding is consistent with language contained in last year's budget trailer bills. The ramification of this fund shift is to reduce funding available for intercity rail and transit capital improvements in the State Transportation Improvement Program (STIP) and it reduces funding available for the State Transit Assistance (STA) program — the only statewide monies available for transit operating expenses. STA Funding More than Doubles from Current Year Following current law that reflects both a change in how Proposition 42 funds are allocated and guidance from last year's budget, STA funding will increase by \$427 million over last year's \$316 level to \$743 million (a 135 percent increase). Specific Bay Area numbers are included in the table in Attachment A. Proposition 42 Fully Funded Table 1 on the following page indicates the funding level for the various Proposition 42 programs. FY 2007-08 was the last year of allocations to the Traffic Congestion Relief Program (TCRP) and the last year that cities and counties had to forego funding for local streets and roads. The end of the TCRP will mean much greater funding levels for transit, local streets and roads and the STIP.

STA Funding More than Doubles from Current Year

Following current law that reflects both a change in how Proposition 42 funds are allocated and guidance from last year's budget, STA funding will increase by \$427 million over last year's \$316 level to \$743 million (a 135 percent increase). Specific Bay Area numbers are included in the table in [Attachment A \(PDF\)](#).

Proposition 42 Fully Funded

Table 1 below indicates the funding level for the various Proposition 42 programs. FY 2007-08 was the last year of allocations to the Traffic Congestion Relief Program (TCRP) and the last year that cities and counties had to forego funding for local streets and roads. The end of the TCRP will mean much greater funding levels for transit, local streets and roads and the STIP.

Table 1

Proposition 42 & Loan Repayments: Statewide Amounts
(\$ millions)

Program	Proposition 42	Proposition 42 Loan Repayment	Total
Traffic Congestion Relief Program (TCRP)	0	82.5	82.5
Local Streets and Roads*	594	N/A	594
State Transportation Improvement Program (STIP)*	594	N/A	594
Public Transportation Account	297	.5	297.5
Total Proposition 42 Revenues	1,485	83 *	1,568

*General Fund loans repaid from Spillover funds

Funding Provided for Bond Programs

With regard to Proposition 1B implementation the news is generally good. A total of \$4.7 billion is budgeted, as shown in the table below:

Table 2

Proposition 1B Bond Program (\$ millions)	2007-08 Actual	2008-09 Proposal
Corridor Mobility Improvement Account	608	1,547
Public Transportation Modernization	600	350
State Transportation Improvement Account	727	1,186
Trade Corridors	0	500
State Local Partnership	0	200
State Highway Operation and Protection Program	403	216
Rail Grade Separations/Local Seismic	123	86
State Highway 99	121	14

Intercity Rail	188	73
Local Streets and Roads	950	0
School Bus Retrofit	193	.4
Air Quality	250	250
Transit Security	101	101
Port Security	41	85
Total	\$4,198	\$4,702.4

In addition to Proposition 1B, the budget proposes to appropriate \$717 million for Proposition 1C, the housing bond. This includes \$200 million proposed for the regional Planning and Infill Incentive Program and \$95 million for the new Transit-Oriented Development Incentive Program administered by the Department of Housing and Community Development.

Proposed Funding Delay for Local Streets and Roads

One bit of bad news was the proposal to postpone until September 2008 the monthly transfer of gas tax receipts used to repair local streets and roads. This action would allow the state to meet its cash flow needs at the expense of local government.

High-Speed Rail

The budget proposes to provide \$1.2 million to the California High Speed Rail Authority for its operations expenses, same as last year. However, last year the California High Speed Rail Authority received \$15.5 million for capital improvements and this year's budget reduced that to zero.

Next Steps

Typically, budget subcommittee hearings covering transportation begin in late March to early April, followed by the Governor's May Revise. Given the overall negative tone of the state budget and the significant cuts proposed therein, it is likely that transportation funding will be considered to help address budget shortfalls at some point during the upcoming year.

Thus, we will need to remain vigilant in protecting transportation funding in the extremely difficult budget environment facing Sacramento this session.

Report of the
**National Surface Transportation
 Policy and Revenue Study Commission**
Transportation for Tomorrow
 January 2008 | Executive Summary



Preamble

A modern, smooth-functioning national surface transportation system is essential for economic success in a global economy and is also a key determinant of the quality of life enjoyed by citizens throughout America. Yet for too long — since substantial completion of the Interstate Highway System in the late 1980s — this country has lacked a clear, comprehensive, well-articulated and widely understood strategic vision to guide transportation policymaking at the national level.

In its last major transportation bill, Congress addressed the need for such a guiding vision directly. Noting that “it is in the National interest to preserve and enhance the surface transportation

It should be the goal of this nation to create and sustain the pre-eminent surface transportation system in the world.

system to meet the needs of the United States in the 21st century.”

Congress established the National Surface Transportation Policy and Revenue Study Commission to undertake a thorough review of the nation’s transportation assets, policies, programs and revenue mechanisms, and to prepare a conceptual plan that would harmonize these elements and outline a coherent, long-term transportation vision that would serve the needs of the nation and its citizens.

This Commission has worked diligently to fulfill this charge, meeting and holding public hearings across the country during an intensive 20-month study period. Our findings and recommendations — calling for bold changes in policies, programs and institutions — are contained in our report, *Transportation for Tomorrow*. Here we offer an executive summary of key aspects of the report. The full report can be found on the Commission’s website at www.transportationfortomorrow.org.

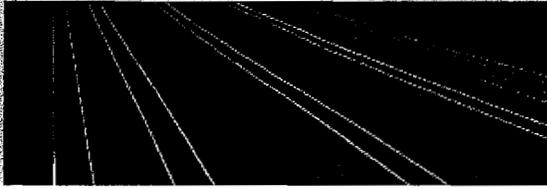
A New Vision

Just as it helps to know your destination before starting off on a trip, our Commission believed at the outset that it is important to have in mind a vision of what the national surface transportation system might look like — or at least how we’d like it to function — in the middle of the 21st century. But before we even began to sketch this futuristic picture of the system, we agreed among ourselves that our fundamental motivation should be to help the United States to *create and sustain the pre-eminent surface transportation in the world*. We decided to aim high, in other words, and that pledge has sustained us through many long and sometimes contentious meetings — and has in the end allowed us to reach agreement on a surprisingly wide range of often sweeping policy proposals.

Our report, *Transportation for Tomorrow*, attempts to chart a course with this lofty goal as a destination. It is an action plan aimed at an ultimate achievement — to be the best — and we offer it with full faith that this goal can be reached and the vision realized.

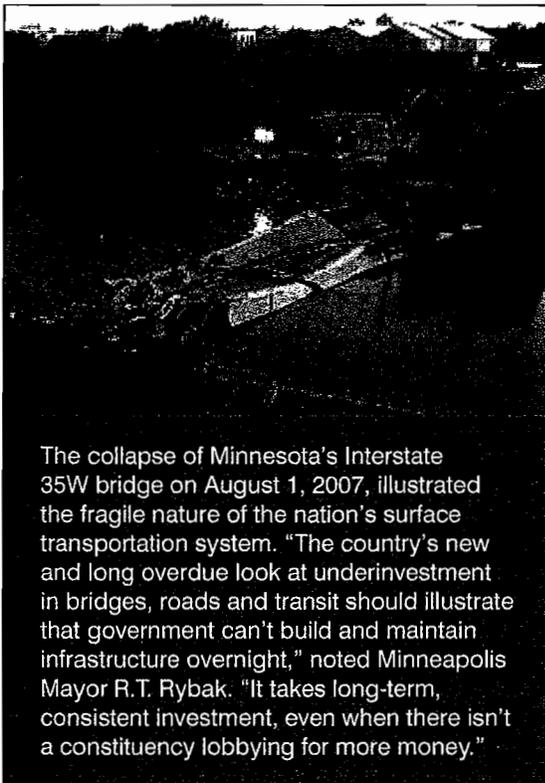
In our view, the United States could lay claim to best-in-class status in surface transportation when all of the following statements hold true:

- Facilities are well maintained
- Mobility within and between metropolitan areas is reliable
- Transportation systems are appropriately priced
- Traffic volumes are balanced among roads, rails and public transit
- Freight movement is an economic priority
- Safety is assured
- Transportation and resource impacts are integrated



- Travel options are plentiful
- Rational regulatory policies prevail

Speaking more broadly, we envision a surface transportation system where funding and function are inextricably linked. When making investments — and we do believe that substantial new transportation investments will be required — we must demand results, the kind of results that can be estimated in rigorous benefit-cost analyses and tracked by means of performance-based outcomes. We envision a system where needed transportation improvements can be designed, approved and completed quickly, and without unnecessary delays. We see a system that is fully integrated by mode (rail, road and highway), and which provides mobility to all users (urban commuter, rural resident, freight hauler). The transportation system we seek is environmentally sensitive, energy-efficient and technologically up-to-the-minute. And, above all, we envision a transportation system that fosters economic development and spurs



The collapse of Minnesota's Interstate 35W bridge on August 1, 2007, illustrated the fragile nature of the nation's surface transportation system. "The country's new and long overdue look at underinvestment in bridges, roads and transit should illustrate that government can't build and maintain infrastructure overnight," noted Minneapolis Mayor R.T. Rybak. "It takes long-term, consistent investment, even when there isn't a constituency lobbying for more money."

output and productivity growth at levels never seen before in history.

In other words, and as we said initially, we think it should be the goal of this nation to *create and sustain the pre-eminent surface transportation system in the world.*

Today's Problems

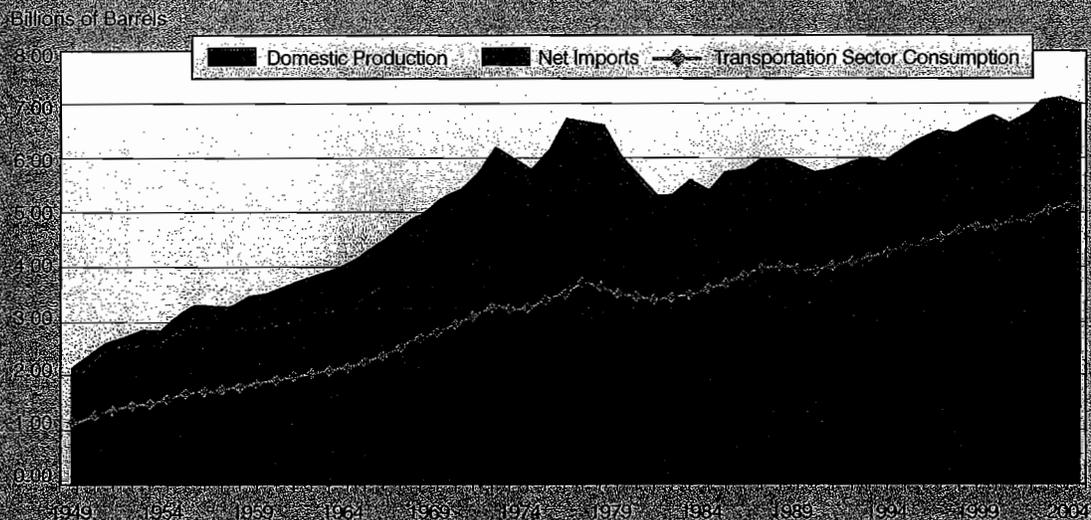
Conditions on America's surface transportation systems — our roads, bridges and highways, our passenger and freight rail facilities, our public transit networks — are deteriorating. In some cases, the physical infrastructure itself is showing the signs of age. In almost all cases, the operational efficiency of our key transportation assets is slipping, and we have no agreed upon methods or solutions to restore them to an optimal level of utility.

Highway congestion, especially in our larger metropolitan regions, exacts a heavy toll on commuters and their families, and on the businesses that rely on highways to get their products to market. In figures compiled by the Texas Transportation Institute, congestion cost the American economy an estimated \$78 billion in 2005, measured in terms of wasted fuel and workers' lost hours. Congestion caused the average peak-period traveler to spend an extra 38 hours of travel time and consume an additional 26 gallons of fuel. Yet, we do not yet have a clear, nationally sanctioned strategy for breaking gridlock's chokehold on our economy and quality of life. Contributing to the scale of the problem is a deeply entrenched over-reliance on the personal automobile for travel in urban corridors. Strategies to shift more trips to public transit will play a large role in any forward-thinking efforts to reduce congestion. Similarly, intercity passenger rail offers opportunities to reduce the reliance on the auto for longer-haul trips. In many places, we also will need new highway capacity as well.

Travel on the nation's surface transportation system is far too dangerous. Highway travel, in particular, must improve its safety record. In 2006, over 42,000 people lost their lives on American high-



Exhibit 1: Annual petroleum production, imports and consumption in the U.S., 1949–2006



The chart shows that U.S. petroleum imports have increased rapidly over the last 25 years, as domestic production has declined and consumption has increased, led by the transportation sector.

Source: Energy Information Administration

ways, and almost 2.6 million were injured. Highway travel accounts for 94 percent of the fatalities and 99 percent of the injuries that occur on all surface transportation facilities. Although fatality and injury rates have fallen on a total-miles-driven basis, these numbers are still unacceptably high.

Energy security has become a critical transportation issue. The nation's mobility is largely dependent on gasoline and diesel fuel, and the transportation sector as a whole accounts for two-thirds of U.S. petroleum use (see Exhibit 1). The steeply rising cost and unreliable supply of oil puts great strains on American households and businesses, and the greenhouse gases emitted when oil products are burned are now recognized as a chief contributor to global warming. Transportation policy must work in tandem with energy policy to reduce reliance on petroleum fuels and promote research on alternatives.

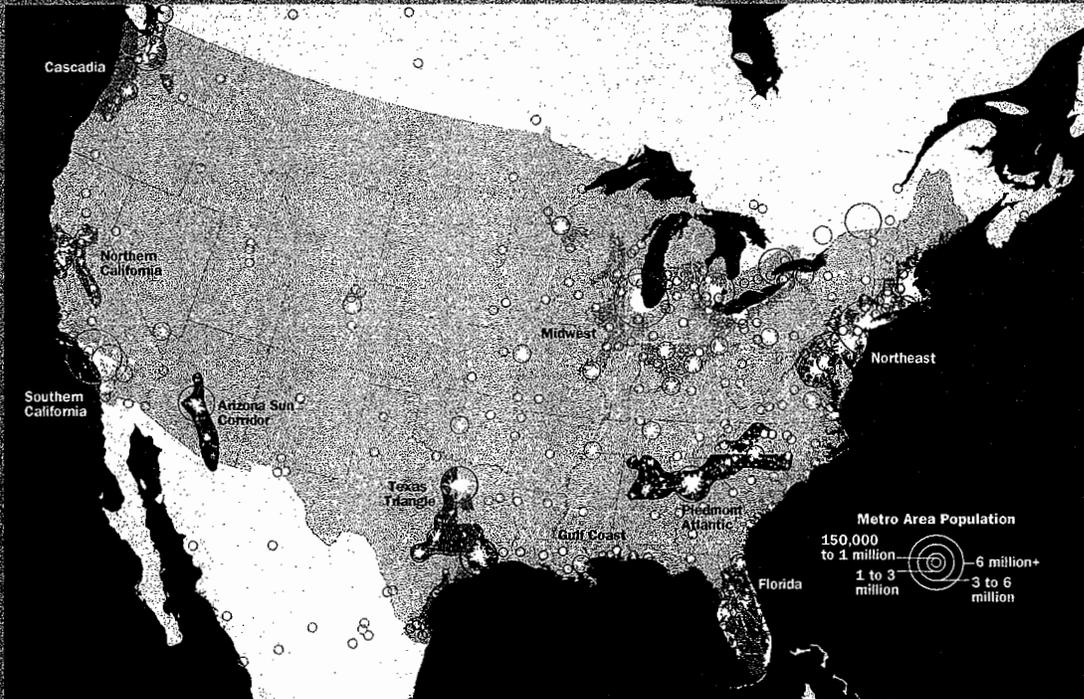
Because the nation lacks a clearly articulated transportation vision to guide investments — and an objective, performance-based method of assessing

individual projects — investment decisions are often made for political rather than good planning reasons. Congressional earmarking of transportation improvements increased from 10 projects in 1982 to more than 6,300 projects in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU, for short), passed in 2005. Similarly, private sector transactions that affect the nation's publicly owned transportation network must be accomplished in a transparent manner, so that the public is confident their interests are protected.

Future Challenges

Over the next 50 years, the population of the United States will grow by some 120 million people, greatly intensifying the demand for transportation services by private individuals and by businesses. Most of that growth will occur in metropolitan areas (see Exhibit 2). Because it is unlikely that the transportation supply side can keep up with all of this growth, congestion will

Exhibit 2: Emerging megaregions in the U.S.



Economic activity in the U.S. is becoming increasingly concentrated in closely linked groups of metropolitan areas, referred to as "megaregions." This will intensify pressures on already congested commute and freight corridors.

Source: Regional Plan Association

increase and spread beyond the traditional morning and evening rush hours to affect ever-lengthening periods of each day.

If, as expected, the world economy grows and becomes more globally integrated during the next half-century, the U.S. will experience higher trade volumes and greater pressures on its international gateways and domestic freight distribution network. Economic forecasts indicate that freight volumes will be 70 percent higher in 2020 than they were in 1998 (see Exhibit 3). Without improvements to key goods-movement networks, freight transportation will become increasingly inefficient and unreliable, hampering the ability of American businesses to compete in the global marketplace.

Any effort to address the future transportation needs of the United States must come to grips with the sobering financial reality of such an undertaking. Estimates indicate that the U.S. needs to invest at least \$225 billion annually for the next 50 years to upgrade our existing transportation network to a good state of repair and to build the more advanced facilities we will require to remain competitive. We are spending less than 40 percent of this amount today, and the current fuel-tax-

based revenue mechanisms probably cannot be relied upon alone to raise the needed sums.

The impact of transportation projects on the environment will properly be given increased attention in the future. Plans and projects to improve transportation cannot be made at the expense of the nation's environment, and the costs associated with protecting the environment must be considered, and funding for mitigation committed, during the planning and environmental scoping process. The drive for cleaner fuels and greater energy security also will be an increasingly important factor in the development of future transportation plans and programs at the national level.

At the same time, overly onerous and procedure-bound environmental review processes can often serve to delay the speedy and cost-conscious delivery of important transportation improvements. Major highway projects take about 13 years from project initiation to completion, according to the Federal Highway Administration, and Federal Transit Administration figures indicate that the average project-development period for New Starts projects is in excess of 10 years. That is simply too long. Without diminishing environmental safe-



guards, it will be essential to reform and streamline certain environmental review requirements to ensure that the large sums that must be spent to improve transportation are not made larger still due to delay and the consequent inflation of project costs.

Recommendations For Reform

The surface transportation system of the United States is at a crossroads. The future of our nation's well-being, vitality, and global economic leadership is at stake. We must take significant, decisive action now to create and sustain the pre-eminent surface transportation system in the world. Here are some of the key elements of what needs to happen.

Increased Investment

To keep America competitive, we are recommending a significant increase in investment in our national surface transportation system. The projected funding shortfalls — to maintain our existing

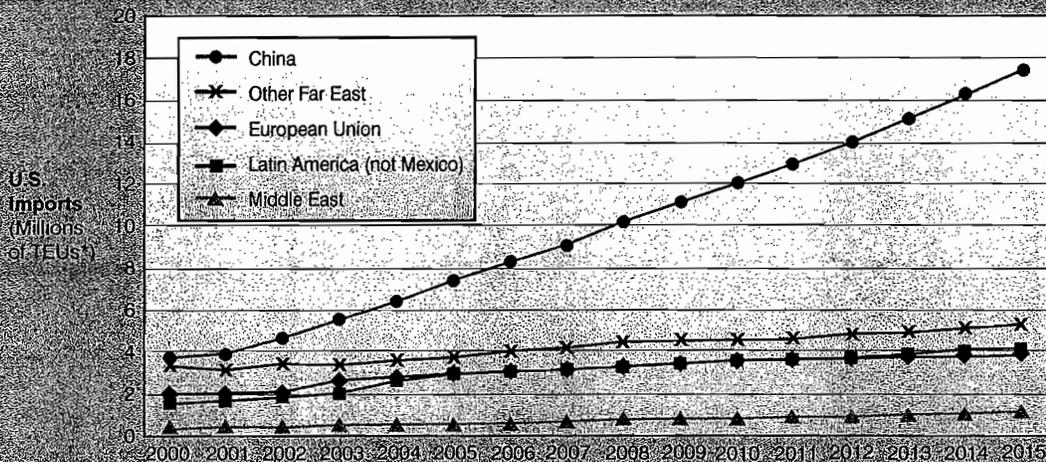
systems and expand capacity where necessary to meet the challenges of the 21st century — are enormous and ominous. To close this investment gap, we will need increased public funding. We will also need increased private investment. More tolling will need to be implemented and new and innovative ways of funding our future system will need to be employed. And we will need to price for the use of our system, which will help reduce investment needs.

Federal Government a Full Partner

We are recommending that the federal government be a full partner — with states, local governments and the private sector — in addressing the looming transportation crisis. The problem is simply too big for the states and local governments to handle by themselves, even with the help of the private sector. We believe that the federal government must continue to be a major part of the solution.

And it's not just that the problem is big. The federal government has a strong interest in our national surface transportation system. This system is of vital importance to our economy, our national

Exhibit 3: Projected growth in container imports to the U.S. merchandise trade by export region, 2000-2015



This chart shows that containerized imports have grown dramatically in recent years, particularly from China. The growing dominance of China in the containerized trade is expected to continue in the future.

Sources: Global Insight World Trade Service; *TEU=Twenty-foot-equivalent unit



defense and our emergency preparedness. Our transportation network is critical to the interstate and regional movement of people and goods, economic growth, global competitiveness, environmental sustainability, safety, and our overall quality of life.

A New Beginning

In addition to putting more money into the system, we also must create a system where investment is subject to benefit-cost analysis and performance-based outcomes. We need a system that ensures each project is designed, approved and completed quickly; one that provides a fully integrated mobility system that is the best in the world; one that emphasizes modal balance and mobility options; one that dramatically reduces fatalities and injuries; one that is environmentally sensitive and safe; one that minimizes use of our scarce energy resources; one that eases wasteful traffic delays; one that supports just-in-time delivery; and one that allows economic development and output more significant than ever seen before in history.

In order to accomplish these objectives, we have concluded that major changes will be necessary.

We believe that the federal surface transportation program should not be reauthorized in its current form. Instead, we should make a new beginning. Here are the key elements of the new beginning we recommend for the next authorization bill.

First, we are recommending that the federal program should be performance-driven, outcome-based, generally mode-neutral, and refocused to pursue objectives of genuine national interest. More specifically, we are recommending that the 108 existing surface transportation programs in SAFETEA-LU and related laws should be replaced with the following 10 new federal programs:

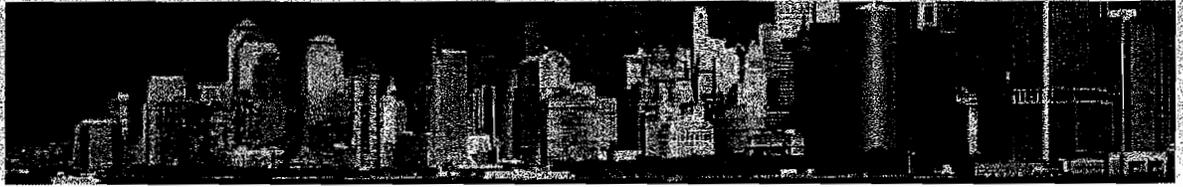
- **Rebuilding America** – state of good repair
- **Global Competitiveness** – gateways and goods movement

- **Metropolitan Mobility** – regions greater than 1 million population
- **Connecting America** – connections to smaller cities and towns
- **Intercity Passenger Rail** – new regional networks in high-growth corridors
- **Highway Safety** – incentives to save lives
- **Environmental Stewardship** – both human and natural environments
- **Energy Security** – development of alternative transportation fuels
- **Federal Lands** – providing public access on federal property
- **Research and Development** – a coherent national research program

US DOT, state and regional officials, and other stakeholders would establish performance standards in the federal program areas outlined above and develop detailed plans to achieve those standards. Detailed cost estimates also would be developed. These plans would then be assembled into a national surface transportation strategic plan.

Federal investment would be directed by the national surface transportation strategic plan. Only projects called for in the plan would be eligible for federal funding. And all levels of government would be accountable to the public for achieving the results promised.

The Commission acknowledges that these recommendations represent a major departure from current law. The federal program has evolved into what is now essentially a block grant model, with little accountability for specific outcomes. Developing performance standards and integrating them into a performance-driven regimen will be challenging but we believe the rewards will be worth the effort. In addition to making better use of public moneys to accomplish critical national objectives, the Commission's recommended approach of performance standards and economic justification would do much to restore public confidence in the transportation decision-making process. In such an environment, we believe Congress and the



public would be more amenable to funding the nation's transportation investment needs.

Second, we are recommending that Congress establish an independent National Surface Transportation Commission (NASTRAC), modeled after aspects of the Postal Regulatory Commission, the Base Closure and Realignment Commission, and state public utility commissions. The new federal commission would perform two principal planning and financial functions:

The NASTRAC would oversee various aspects of the development of the outcome-based performance standards in the federal program areas outlined above and the detailed plans to achieve those standards, and it would approve the national transportation strategic plan.

Once the national strategic plan has been approved, the NASTRAC would establish a federal share to finance the plan and recommend an increase in the federal fuel tax to fund that share, subject to congressional veto.

Third, the project delivery process must be reformed by retaining all current environmental safeguards, but significantly shortening the time it takes to complete reviews and obtain permits. Projects must be designed, approved and built as quickly as possible if we are to meet the transportation challenges of the 21st century.

Paying the Bill — “There Is No Free Lunch”

Policy changes, though necessary, will not be enough on their own to produce the transportation system the nation needs in the 21st century. Significant new funding also will be needed. We list our major revenue recommendations below.

First, we are making the following general recommendations:

- It is imperative that all levels of government and the private sector contribute their appropriate shares if the United States is to have the

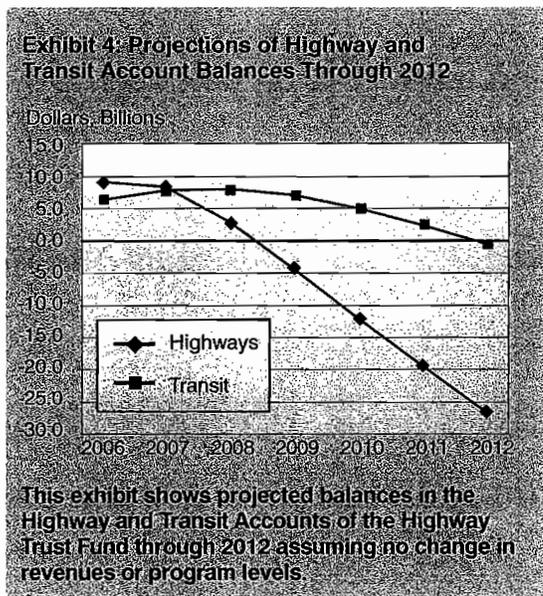
pre-eminent surface transportation system in the world.

- We strongly support the principle of user financing that has been at the core of the nation's transportation funding system for half a century.
- We are recommending continuation of the budgetary protections for the Highway Trust Fund, so that user fees benefit the people and industries that pay them.

Second, we recommend that legislation be passed in 2008 to keep the Highway Account of the Highway Trust Fund solvent and prevent highway investment from falling below the levels guaranteed in SAFETEA-LU (see Exhibit 4).

Third, we are making the following specific recommendations with respect to transportation funding in the period between 2010 and 2025:

- As noted above in “Future Challenges,” the annual investment requirement to improve the condition and performance of all modes of surface transportation — highway, bridge, public transit, freight rail and intercity passenger rail — ranges between \$225–340 billion. The range depends upon the extent of



Source: U.S. Department of the Treasury projections.



peak-hour pricing implemented on congested urban highways in lieu of physical capacity expansion. To address this investment target by providing the traditional federal share of 40 percent of total transportation capital funding, the federal fuel tax needs to be raised by 25–40 cents per gallon. This increase should be phased in over a period of five years (5–8 cents per gallon per year). This rate increase should be indexed to the construction cost index.

- We are also recommending other federal user-based fees to help address the funding shortfall, such as a freight fee for goods movement projects, dedication of a portion of existing customs duties, and ticket taxes for passenger rail improvements. Tax and regulatory policy also can play an incentivizing role in expanding freight and intermodal networks.
- In addition, we are recommending that Congress remove certain barriers to tolling and congestion pricing, under conditions that protect the public interest. This will give states and local governments that wish to make greater use of tolling and pricing the flexibility to do so. More specifically, we are recommending that Congress modify the current federal prohibition against tolling on the Interstate System to allow:
 - tolling to fund new capacity on the Interstate System, as well as the flexibility to price the new capacity to manage its performance; and
 - congestion pricing on the Interstate System (both new and existing capacity) in metropolitan areas with populations greater than 1 million.
- We are recommending that Congress encourage the use of public-private partnerships, including concessions, for highways and other surface transportation modes. Public-private partnerships can serve as a means of attracting additional private investment to the surface transportation system, provided that conditions are included to protect the public interest and the movement of interstate commerce.

- State and local governments have many different types of revenues to draw upon for their share of new investment. They likely will have to raise motor fuel, motor vehicle, and other related user fees. In addition, many may take advantage of the expanded opportunities in tolling, congestion pricing and public-private partnerships that our recommendations propose.

Fourth, we are making the following specific recommendations for transportation funding in the post-2025 era:

- The motor fuel tax continues to be a viable revenue source for surface transportation at least through 2025. Thereafter, the most promising alternative revenue measure appears to be a vehicle miles traveled (VMT) fee, provided that substantial privacy and collection cost issues can be addressed. The next authorization bill should require a major national study to develop the specific mechanisms and strategies for transitioning to the VMT fee or another alternative to the motor fuel tax to fund surface transportation programs.

“Let’s Get Moving”

We believe that a strong transportation system is important enough to mount a large-scale effort for change; indeed we believe it is vital to the economic future of the nation and the well-being of its citizens. *Transportation for Tomorrow* presents a case for fundamental reform that we believe is compelling — and that we hope is persuasive. We invite you to join us as we take actions to turn our recommendations into reality. It is time to deliver to the people of this nation a simple but meaningful message: “Let’s get moving.” Together, we can.



www.transportationfortomorrow.org

CALIFORNIA LEGISLATURE—2007–08 REGULAR SESSION

Assembly Constitutional Amendment**No. 10****Introduced by Assembly Member Feuer**

January 7, 2008

Assembly Constitutional Amendment No. 10—A resolution to propose to the people of the State of California an amendment to the Constitution of the State, by amending Sections 1 and 4 of Article XIII A thereof, by amending Section 2 of Article XIII C thereof, and by amending Section 18 of Article XVI thereof, relating to bonded indebtedness.

LEGISLATIVE COUNSEL'S DIGEST

ACA 10, as introduced, Feuer. Bonded indebtedness: local government: transportation infrastructure.

(1) The California Constitution prohibits any ad valorem tax on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions.

This measure would create an additional exception to the 1% limit on ad valorem tax on real property for a city, county, or city and county to pay for bonded indebtedness, incurred to fund specified transportation infrastructure, that is approved by 55% of the voters of the city, county, or city and county, as appropriate.

(2) Under the California Constitution, except as otherwise provided with respect to school entities, a local government may not impose, extend, or increase any special tax unless that tax is submitted to the electorate and approved by a $\frac{2}{3}$ vote of the voters voting on the measure.

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.

(3) The California Constitution prohibits a city or county from incurring any indebtedness exceeding in one year the income and revenue provided in that year, without the assent of $\frac{2}{3}$ of the voters and subject to other conditions.

This measure would 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.

(4) This measure would also make technical, nonsubstantive changes.

Vote: $\frac{2}{3}$. Appropriation: no. Fiscal committee: no.

State-mandated local program: no.

1 *Resolved by the Assembly, the Senate concurring,* That the
 2 Legislature of the State of California at its 2007–08 Regular
 3 Session commencing on the fourth day of December 2006,
 4 two-thirds of the membership of each house concurring, hereby
 5 proposes to the people of the State of California, that the
 6 Constitution of the State be amended as follows:

7 First—That Section 1 of Article XIII A thereof is amended to
 8 read:

9 SECTION 1. (a) The maximum amount of any ad valorem
 10 tax on real property shall not exceed ~~One 1 percent (1%)~~ of the
 11 full cash value of ~~such~~ *that* property. The ~~one 1 percent (1%)~~ tax
 12 ~~to~~ *shall* be collected by the counties and apportioned according to
 13 law to the districts within the counties.

14 (b) The limitation provided for in subdivision (a) shall not apply
 15 to ad valorem taxes or special assessments to pay the interest and
 16 redemption charges on any of the following:

17 (1) Indebtedness approved by the voters prior to July 1, 1978.

18 (2) Bonded indebtedness for the acquisition or improvement of
 19 real property approved on or after July 1, 1978, by two-thirds of
 20 the votes cast by the voters voting on the proposition.

21 (3) Bonded indebtedness incurred by a school district,
 22 community college district, or county office of education for the
 23 construction, reconstruction, rehabilitation, or replacement of
 24 school facilities, including the furnishing and equipping of school
 25 facilities, or the acquisition or lease of real property for school

1 facilities, approved by 55 percent of the voters of the district or
2 county, as appropriate, voting on the proposition on or after the
3 effective date of the measure adding this paragraph. This paragraph
4 shall apply only if the proposition approved by the voters and
5 resulting in the bonded indebtedness includes all of the following
6 accountability requirements:

7 (A) A requirement that the proceeds from the sale of the bonds
8 be used only for the purposes specified in Article XIII A, Section
9 1(b)(3), and not for any other purpose, including teacher and
10 administrator salaries and other school operating expenses.

11 (B) A list of the specific school facilities projects to be funded
12 and certification that the school district board, community college
13 board, or county office of education has evaluated safety, class
14 size reduction, and information technology needs in developing
15 that list.

16 (C) A requirement that the school district board, community
17 college board, or county office of education conduct an annual,
18 independent performance audit to ensure that the funds have been
19 expended only on the specific projects listed.

20 (D) A requirement that the school district board, community
21 college board, or county office of education conduct an annual,
22 independent financial audit of the proceeds from the sale of the
23 bonds until all of those proceeds have been expended for the school
24 facilities projects.

25 *(4) Bonded indebtedness incurred by a city, county, or city and*
26 *county to fund the construction, reconstruction, rehabilitation, or*
27 *replacement of transportation infrastructure, approved by 55*
28 *percent of the voters of the city, county, or city and county, as*
29 *appropriate, voting on the proposition on or after the effective*
30 *date of the measure adding this paragraph.*

31 (c) Notwithstanding any other provisions of law or of this
32 Constitution, ~~a school districts district, community college districts,~~
33 ~~and district, county offices office of education, city, county, or city~~
34 ~~and county~~ may levy a 55 percent vote ad valorem tax pursuant to
35 subdivision (b).

36 Second—That Section 4 of Article XIII A thereof is amended
37 to read:

38 SEC. 4. ~~Cities, Counties and special districts~~ *Except as*
39 *otherwise provided by Section 2 of Article XIII C, a city, county,*
40 *or special district, by a two-thirds vote of the qualified electors of*

1 ~~such district~~ *its voters voting on the proposition*, may impose
2 ~~special taxes on such~~ *a special tax within that city, county, or*
3 ~~special district,~~ except *an ad valorem taxes tax* on real property
4 or a ~~transaction~~ *transactions tax* or sales tax on the sale of real
5 property within ~~such City, County~~ *that city, county, or special*
6 ~~district.~~

7 Third—That Section 2 of Article XIII C thereof is amended to
8 read:

9 SEC. 2. ~~Local Government Tax Limitation.~~ Notwithstanding
10 any other provision of this Constitution:

11 (a) ~~All taxes~~ *A tax imposed by any local government shall be*
12 ~~deemed to be~~ *is either a general taxes tax or a special taxes tax.*
13 ~~Special purpose districts~~ *A special district or agencies agency,*
14 including *a school districts district,* ~~shall have~~ *has no power*
15 ~~authority to levy a general taxes tax.~~

16 (b) ~~No~~ *A local government may shall not* impose, extend, or
17 increase any general tax unless and until that tax is submitted to
18 the electorate and approved by a majority vote *of its voters voting*
19 *on the proposition.* A general tax ~~shall~~ *is not be* deemed to have
20 been increased if it is imposed at a rate not higher than the
21 maximum rate *for that tax that was previously* so approved. The
22 election required by this subdivision shall be consolidated with a
23 regularly scheduled general election for members of the governing
24 body of the local government, except in cases of emergency
25 declared by a unanimous vote of the governing body.

26 (c) Any general tax imposed, extended, or increased, without
27 voter approval, by any local government on or after January 1,
28 1995, and prior to the effective date of this article, shall continue
29 to be imposed only if *that general tax is* approved by a majority
30 vote of the voters voting in an election on the issue of the
31 imposition, which election ~~shall be~~ *is held within two years of the*
32 ~~effective date of this article~~ *no later than November 6, 1998,* and
33 in compliance with subdivision (b).

34 (d) ~~No~~ *(1) Except as otherwise provided in paragraph (2), a*
35 ~~local government may~~ *shall not* impose, extend, or increase any
36 special tax unless ~~and until~~ that tax is submitted to the electorate
37 and approved by a ~~two-thirds vote of the voters voting on the~~
38 ~~proposition.~~ *A special tax shall not be deemed to have been*
39 ~~increased if it is imposed at a rate not higher than the maximum~~
40 ~~rate so approved.~~

1 (2) *A city, county, or city and county shall not impose, extend,*
2 *or increase any special tax to pay the principal, interest, and*
3 *redemption charges on bonded indebtedness incurred to fund the*
4 *construction, reconstruction, rehabilitation, or replacement of*
5 *transportation infrastructure, unless that tax is submitted to the*
6 *electorate and approved by 55 percent of the voters voting on the*
7 *proposition.*

8 (3) *A special tax is not deemed to have been increased if it is*
9 *imposed at a rate not higher than the maximum rate for that tax*
10 *previously approved in the manner as required by law.*

11 Fourth—That Section 18 of Article XVI thereof is amended to
12 read:

13 SEC. 18. (a) No county, city, town, township, board of
14 education, or school district, shall incur any indebtedness or
15 liability in any manner or for any purpose exceeding in any year
16 the income and revenue provided for ~~such~~ *that* year, without the
17 assent of two-thirds of the voters of the public entity voting at an
18 election to be held for that purpose, except that with respect to any
19 such public entity ~~which~~ *that* is authorized to incur indebtedness
20 for public school purposes, any proposition for the incurrence of
21 indebtedness in the form of general obligation bonds for the
22 purpose of repairing, reconstructing or replacing public school
23 buildings determined, in the manner prescribed by law, to be
24 structurally unsafe for school use, shall be adopted upon the
25 approval of a majority of the voters of the public entity voting on
26 the proposition at ~~such~~ *that* election; nor unless before or at the
27 time of incurring ~~such~~ *the* indebtedness, provision shall be made
28 for the collection of an annual tax sufficient to pay the interest on
29 ~~such~~ *the* indebtedness as it falls due, and to provide for a sinking
30 fund for the payment of the principal thereof, on or before maturity,
31 which shall not exceed forty years from the time of contracting
32 the indebtedness.

33 (b) Notwithstanding subdivision (a), on or after the effective
34 date of the measure adding this subdivision, in the case of any
35 school district, community college district, or county office of
36 education, any proposition for the incurrence of indebtedness in
37 the form of general obligation bonds for the construction,
38 reconstruction, rehabilitation, or replacement of school facilities,
39 including the furnishing and equipping of school facilities, or the
40 acquisition or lease of real property for school facilities, shall be

1 adopted upon the approval of 55 percent of the voters of the district
2 or county, as appropriate, voting on the proposition at an election.
3 This subdivision shall apply only to a proposition for the incurrence
4 of indebtedness in the form of general obligation bonds for the
5 purposes specified in this subdivision if the proposition meets all
6 of the accountability requirements of paragraph (3) of subdivision
7 (b) of Section 1 of Article XIII A.

8 *(c) Notwithstanding subdivision (a), on or after the effective*
9 *date of the measure adding this subdivision, in the case of any city,*
10 *county, or city and county, any proposition for the incurrence of*
11 *indebtedness in the form of general obligation bonds to fund the*
12 *construction, reconstruction, rehabilitation, or replacement of*
13 *transportation infrastructure, shall be adopted upon the approval*
14 *of 55 percent of the voters of the city, county, or city and county,*
15 *as appropriate, voting on the proposition at an election.*

16 ~~(e)~~
17 *(d) When two or more propositions for incurring any*
18 *indebtedness or liability are submitted at the same election, the*
19 *votes cast for and against each proposition shall be counted*
20 *separately, and when two-thirds or a majority or 55 percent of the*
21 *voters, as the case may be, voting on any one of those propositions,*
22 *vote in favor thereof, the proposition shall be deemed adopted.*

O

SENATE BILL

No. 1093

Introduced by Senator Wiggins

January 10, 2008

An act to amend Sections 66540.4 and 66540.5 of the Government Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 1093, as introduced, Wiggins. San Francisco 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, nonsubstantive changes to those provisions.

Vote: majority. Appropriation: no. Fiscal committee: no.
State-mandated local program: no.

The people of the State of California do enact as follows:

- 1 SECTION 1. Section 66540.4 of the Government Code is
- 2 amended to read:
- 3 66540.4. There is hereby established the San Francisco Bay
- 4 Area Water Emergency Transportation Authority as a local
- 5 governmental entity of regional ~~government~~, *government* with
- 6 jurisdiction extending throughout the bay area region.

1 SEC. 2. Section 66540.5 of the Government Code is amended
2 to read:

3 66540.5. The authority shall have the authority to plan, manage,
4 operate, and coordinate the emergency activities of all water
5 transportation and related facilities within the bay area region,
6 except those provided or owned by the Golden Gate Bridge,
7 Highway and Transportation District. During a state of war
8 emergency, a state of emergency, or a local emergency, as
9 described in Section 8558, the authority, in cooperation with the
10 State Office of Emergency Services, the United States Coast Guard,
11 the Federal Emergency Management Agency, and the Metropolitan
12 Transportation Commission, shall coordinate the emergency
13 activities for all water transportation services in the bay area region
14 and, ~~for such~~ *those* purposes, shall be known as the Bay Area
15 Maritime Emergency Transportation Coordinator.

O



DATE: January 31, 2008
 TO: STA Board
 FROM: Janet Adams, Director of Projects
 RE: Review of Corridor Construction Schedules for 2008 and 2009

Background:

STA, in partnership with Caltrans, has been working on a number of important transportation projects in Solano County. These projects provide for safety improvements, operational improvements, roadway rehabilitation, and congestion relief.

After several years of lobbying for funds in Sacramento and Washington D.C., STA and Caltrans will begin construction on many important transportation projects over the next two years. Leading up to this effort, STA and Caltrans staff produced plans, studies and designs for each project.

Discussion:

The following provides an anticipated construction schedule to these projects in Solano County.

I-80 CORRIDOR			
2008			
1.	Tennessee St. OC to American Canyon Rd. OC - Pavement Rehabilitation	\$20.5 million	Project Sponsor: Caltrans
2.	American Canyon Rd. OC to Green Valley Creek Br. - Pavement Rehabilitation and Median Barrier Upgrade	\$32 million	Project Sponsor: Caltrans
3.	Red Top Rd. to Air Base Parkway – East and westbound High Occupancy Vehicle (HOV) Lanes	\$53.5 million	Project Sponsor: STA
4.	Air Base Parkway to Leisure Town OC – Pavement Rehabilitation	\$43 million	Project Sponsor: Caltrans

2009			
5.	State Route (SR) 12 East to Air Base Parkway - Pavement Rehabilitation	\$24.8 million	Project Sponsor: Caltrans
6.	North Connector East End – Congestion Relief	\$16 million	Project Sponsor: STA

STATE ROUTE (SR) 12 CORRIDOR			
2008			
7.	SR 12 West Truck Climbing Lane (1.2 miles new westbound lane) – Operational Improvement	\$6.9 million	Project Sponsor: Caltrans
8.	SR 12 East (Shiloh Rd. to Currie Rd.) – Safety Improvements (shoulders, curve correction, and realignment)	\$46 million	Project Sponsor: Caltrans

At the Board meeting, staff will provide a overview of these construction projects.

Recommendation:
Informational.



DATE: January 31, 2008
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: I-80 Freeway Performance Initiative (FPI) Update

Background:

The Freeway Performance Initiative (FPI) is a new Metropolitan Transportation Commission (MTC) effort 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 regional freeway investment. 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 initial 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 will be a 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 the FPI effort. The I-80 FPI is building off from STA's I-80/I-680/I-780 Major Investment and Corridor Study adopted by the Board in 2004. This Major Investment Study used the old 2025 Solano Napa Traffic Demand Model. The I-80 FPI is based on the newer 2030 Solano Napa Traffic Demand Model. As a result, there are modifications to forecasted congestion areas.

The consultant PBS&J has been retained by MTC to conduct the I-80 FPI study. The TAC has previously had updates from MTC regarding the difference in traffic projections between the 2025 Model and the 2030 Model, the Existing Conditions Report (Attachment A), the Future Conditions Report (Attachment B). MTC presented the findings from the draft Mitigations

Strategies Report (Attachment C) at the January 30, 2008 Technical Advisory Committee (TAC) for information and feedback. 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 in the spring 2008 and will be brought to the TAC and STA Board for review and approval.

Recommendation:
Informational.



DATE: January 31, 2008
TO: STA Board
FROM: Robert Guerrero, Senior Planner
RE: Status of Transportation Fund for Clean Air (TFCA) 40% Program
Manager Funds

Background:

The STA Board issued a call for Fiscal Year (FY) 2008-09 Transportation Fund for Clean Air (TFCA) 40% Program Manager Funds on January 9, 2008. The cities of Benicia, Fairfield, Suisun City, Vallejo, and southwestern portions of Solano County 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 County unincorporated area within the Yolo-Solano Air Basin. 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 40% toward the county 40% Program Manager Program.

The TFCA Regional Program is a Bay Area wide competitive grant opportunity which the Bay Area Air Quality Management District (BAAQMD) is responsible for administering. The 40% Program Manager Funds are administered by each Bay Area county Congestion Management Agency (CMA). The BAAQMD in coordination with the CMA's establishes TFCA policies for both programs annually. Eligible TFCA projects are projects 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.

Discussion:

Over the past six years, the STA has funded approximately \$2.3 million of TFCA 40% Program Manager Funding. Solano County has received an average of \$363,000 annually over the past three years. Attachment A includes a detailed summary of the current and past 40% Program Manager Projects. Projects previously funded through this program include the Solano Napa Commuter Information (SNCI) Rideshare Program, bicycle and pedestrian capital improvement projects, alternative fueled vehicles, shuttle/transit services and vehicle retrofit devices. With the exception to Fairfield's Transit Bus Traffic Signal Prioritization Project, all other projects continue to progress towards completion in the next year or two.

STA staff are currently working to determine what new legislation regarding Assembly Bill (AB) 32, the California Global Warming Solutions Plan, might mean in terms of transportation fund programming and administration. While the current program provides substantial air emission benefits, it is possible that future allocations of TFCA Program Manager funds will be prioritized to address the new legislation. The STA Board is scheduled to have a more detailed discussion on this issue at their March 12, 2008 meeting.

In addition to AB 32, the STA has developed a comprehensive Safe Routes to School (SR2S) Plan for Solano County. Several SR2S capital related bike and pedestrian improvements are eligible under the current BAAQMD TFCA Policies and may be submitted for future TFCA funding. The SNCI's Rideshare Incentives Program continues to be a top priority for the STA Board to facilitate marketing and incentives that encourage alternative modes of transportation. The SNCI program annually meets the BAAQMD's cost effectiveness calculation for air emission reductions.

STA staff set a deadline of February 14, 2008 for FY 2008-09 applications. The Board will review and approve the FY 2008-09 TFCA project submittals at their March 12, 2008 meeting. Solano County TFCA project submittals are due to the BAAQMD on April 1, 2008.

Recommendation:
Informational.

Attachment:

- A. Solano Transportation Fund for Clean Air 40% Program Manager Summary

Board Action Date	FY 02-03	Project Description	TFCA #	Project Sponsor	TFCA Allocation	Amount Paid	Amount Owed	Est. Date Completion	Date Completed	Notes
April 10, 2002		Route 30	0280L01	STA	\$26,800	\$26,800	\$0.00	Complete	7/1/2002	Funds were transferred to Fairfield Signal Trmnl in 2002 to operate Route 30.
November 8, 2002; 2nd Call Approval		Electric Charger	0280L02	City of Fairfield	\$27,000	\$0	\$27,000.00	Complete	Project Cancelled	Originally approved for \$26,000 on April 10, 2002. Project was amended on November 8, 2002 to include an additional \$2,000 for a total allocation of \$27,000. Project cancelled - \$27,000 reallocated in FY 02-03
	#2	Electric Vehicle Charge	0280L03	Salma Community College	\$30,000	\$30,000	\$0.00	Complete	9/22/2003	Originally approved for \$15,000 on April 10, 2002. Project was amended on November 8, 2002 to include an additional \$15,000 for a total allocation of \$30,000.
		Transit Bus Traffic Signal Prioritization	0280L06	City of Fairfield	\$100,000	\$100,000	\$0.00	June 1, 2008	In-Progress	
		Ride-sharing Projects	0280L07	SINCI	\$770,000	\$270,000.00	\$0.00	Complete	12/31/2004	
		#5	1/17/03 to 1/26/03		\$15,823.84					
		#6	1/20/03 to 1/23/03		\$39,855.89					
		#7	01/07/04 to 1/31/04		\$7,561.79					
		#8	3/1/04 to 3/31/04		\$1,883.87					
		#9	3/1/04 to 3/31/04		\$1,883.87					
		#10	4/01/04 to 4/30/04		\$27,248.70					
		#11	5/01/04 to 5/31/04		\$15,457.38					
		#12	6/01/04 to 6/30/04		\$24,134.02					
		#13	7/01/04 to 7/31/04		\$16,271.84					
		#14	8/01/04 to 8/31/04		\$35,898.87					
		#15	9/01/04 to 9/30/04		\$17,028.70					
		#16	10/01/04 to 10/31/04		\$30,737.00					
		#17	11/01/04 to 11/30/04		\$31,842.00					
		#18	12/01/04 to 12/31/04		\$31,842.00					
		Admin 02-03	0280L08		\$20,228	\$20,228	\$0.00		7/1/2002	Personnel Manager HRK completed
					\$453,800	\$428,800	\$27,000.00			

Board Action Date	FY 04-05	Project Description	TFCOA #	Project Sponsor	TFCOA Allocation	Amount Paid	Amount Owed	Est. Date Completion	Date Completed	Project Status
May 12, 2004	Check Received:	Route 30	04S0L01	STA	\$25,000.00	\$25,000	\$0	Complete	7/1/2004	Funds were transferred to Fairfield Station. Trains in 2003 to operate Route 30.
September 8, 2004, 2nd Call #1	11/2/2004	Reimbursement Projects	04S0L02	SNCI	\$196,000.00	\$196,000	\$0	Complete	3/21/2007	One extension was provided to SNCI to complete the project by December 1, 2007 (see e-mail provided to Air District on April 6, 2007). Project was completed prior to extension deadline.
	#2	Combined Invoice submittal with	04O106 to 06S006	\$77,480.17				Complete		
	#1		07/106 to 9-30-06	\$5889.78						
	#2		10/106 to 12/31/06	\$30,047.22						
	#3		01/01/07 to 03/31/07	\$38,962.83						
		County Bypass Gap Closure Project	04S0L03	Stamun City	\$32,000.00	\$0	\$32,000	June 30, 2008	In-Progress	Project was approved as part of the 2nd Call for TFCOA Projects in September 8, 2004. One extension was provided to Stamun City to complete the Project by December 1, 2007. Stamun City requested a 2nd TFCOA extension which was approved by the STA on January 8th; however, the Air District indicated that an amendment to our agreement may be necessary. Air District response expected the week of January 14th. Project is currently under design and is expected to be constructed by Spring 08.
		Electric Vehicle Public Charging Stations	04S0L04	Solano County	\$90,000.00	\$90,000	\$0	Complete	6/1/2009	
		Administration	04S0L00	STA	\$15,237	\$15,237	\$0	Complete	7/1/2004	Program Manager task completed.
					\$302,000	\$270,000	\$32,000			

Board Action Date	FY 03-04	Project Description	TFCOA #	Project Sponsor	TFCOA Allocation	Amount Paid	Amount Owed	Est. Date Completion	Date Completed	Project Status
5/11/2003	Check Received:	Bus Stop Improvements at Southampton Road	Amended 0180L01	City of Berkeley	\$25,000.00	\$25,000	\$0	Complete	6/15/2004	Original TFCOA Project 0180L01 (\$25,000) was amended by an additional \$25,000 this Fiscal Year (FY 2003-04) for a new total of \$50,000. Project was completed under budget. Final Invoice received on June 15th, 2004 for a total of \$53,684 to close out the project. Remaining balance of \$19,618 was included as part of the FY 2005-06 TFCOA Budget.
	#1	Electric Charging Station- Berkeley City Hall	03S0L01	City of Berkeley	\$4,000.00	\$4,000	\$4,000	Cancelled	Cancelled	Berkeley decided not to proceed with constructing an electric charging station in February 2005. Project was cancelled. The \$4,000 TFCOA funds allocated to the project were reallocated in FY 2005-06.
	#2	Electric Charging Station- Fairfield City Hall	03S0L02	City of Fairfield	\$4,000.00	\$3,663	\$347	Complete	6/16/2004	Project completed under budget. Remaining balance of \$347 was allocated in as part of FY 2004-05 TFCOA Budget.
		Electric Charging Station- Stamun Train Station/Park and Ride lot and Chio Center	03S0L03	City of Stamun	\$40,000.00	\$40,000	\$0	Complete	5/27/2004	
		Electric Charging Station- Vallejo City Hall (1) & Vallejo Ferry Terminal (2)	03S0L04	City of Vallejo	\$12,000.00	\$10,620	\$1,380	Complete	1/29/2004	Project completed under budget. Remaining TFCOA Balance of \$1,380 was allocated in FY 2004-05.
		Route 30	03S0L05	STA	\$42,065.00	\$42,065	\$0	Complete	7/1/2003	Funds were transferred to Fairfield Station Trains in 2003 to operate Route 30.
		SNCI	03S0L06		\$285,000	\$285,000	\$0	Cancelled	6/30/2004	Project cancelled. Amended 1.875 times and end.
		ACS	03S0L07	STA, SNCI						
		December/04		\$32,638						
		February/05		\$17,474						
		March/05		\$18,850						
		April/05		\$18,324						
		May/05		\$47,935						
		June/05		\$55,072						
		July/05		\$43,728						
		August/05		\$43,728						
		September/05		\$43,728						
		Administration	03S0L00	STA	\$18,760	\$18,760	\$0	Complete	7/1/2003	Program Manager task completed.
					\$422,085	\$416,238	\$5,827			

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DATE: January 31, 2008
TO: STA TAC
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) *OTS Grant*

The first meeting of the OTS steering committee occurred on the morning of January 24, followed by a press conference the afternoon of the same day. STA is represented on the staff working group by Robert Macaulay and Jayne Bauer. The working group will meet quarterly. The initial task is to identify 4 major safety issues on SR 12. By the end of the OTS grant period, the working group is required to identify measures to address the 4 major safety issues.

2) *State Legislation*

AB 112 (double fine zone criteria and designation) was signed by the Governor with a ceremony 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 basic design of the memorial signage is now complete, and installation and dedication plans are being developed. STA staff is working to ensure that a high-quality copy of the Rio Vista Police logo is available to Caltrans for use on the sign.

There are no pending SR 12 related legislative measures.

- 3) *Education*
STA staff has prepared Volume 2 of the SR 12 STATUS newsletter and begun distribution.

The Highway 12 Association is establishing a website, and will 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.

STA will be working to merge its public outreach efforts with the OTS efforts, including sharing contacts, logos, newsletters and meetings. A "Town Hall" meeting on SR 12 safety issues has been tentatively set for the evening of February 7th. A copy of the OTS invitation will be provided when available.

- 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 very low.

Caltrans has stated that they are on schedule to conduct safety improvements on SR 12 from Lambie Road to Curie Road in the summer of 2008. These improvements include vertical and horizontal curve corrections, installation of shoulders, and construction of left turn pockets.

STA has held interviews for a consultant to conduct the SR 12 Median Barrier Project Study Report. The engineering firm of CH2M Hill has been selected to perform the work.

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.

The next meeting of the SR 12 Steering Committee is set for March 20, 2008. The meeting will include a tour of some of the proposed safety and mobility projects on SR 12, including Jameson Canyon.

The members of the SR 12 Steering Committee are:

Ed Woodruff, Committee Chairperson, Mayor, City of Rio Vista
Pete Sanchez, Mayor, City of Suisun City
Harry Price, Mayor, City of Fairfield
Jim Spring, Solano County Board of Supervisors
Mike Reagan, Solano County Board of Supervisors

In addition to the Steering Committee, there is a SR 12 Technical Advisory Committee comprised of:

Sue Ward, California Highway Patrol, Solano County
Bijan Sartipi, Caltrans District 4/Doanh Nguyen, Caltrans District 4
Wil Ridder, San Joaquin Council of Governments
Brent Salmi, Rio Vista Public Works
Gene Cortright, Fairfield Public Works

Lee Evans, Suisun City Public Works
Birgetta Corsello, Solano County
Daryl Halls, STA/Janet Adams, STA

Construction for the SR 12 Truck Climbing Lane is project scheduled for spring 2008. Cantrans has already begun tree trimming and removal. Excavation work will begin when weather and soil conditions allow. Eric Cordoba, SR 12 Jameson Canyon Co-Project Manager, hired by STA and NCTPA, as developed a work plan and milestones to keep the widening project on schedule for construction in 2010.

Fiscal Impact:

None.

Recommendation:

Informational.

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DATE: February 5, 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 are 3 project delivery reminders for the TAC this month:

1. FY 2007-08 Federal Obligation Plan since they are the current projects in the TIP:

Projects in FY 2007-08 Federal Obligation Plan Projects must submit E76 requests by March 1, 2008 for these funds.			
Agency	TIP ID	Project	Status/Deadlines
Rio Vista	SOL050052	Rio Vista – 2 nd St. Rehabilitation	Scope revised in Nov TIP amendment submittal.
Vacaville	SOL050059	Nob Hill Bike Path	\$300,000 for ENV
Vallejo	SOL010027	Vallejo – Lemon St. Rehabilitation	\$25,000 for PE in FY 07-08. Additional \$672,000 in FY 2008-09 could be advanced.

The following are STA funding program projects that will be amended into the TIP for either FY 2007-08 funds or FY 2008-09 funds:

Federally Funded projects* with funds from STA Funding Programs in FY 2007-08 and FY 2008-09 to be listed in the TIP				
Agency	Project	STA Funding Program	2007-09 Total Federal Funds	Amendment Status
Benicia	State Park Road Overcrossing	Bike/Ped	\$671,000	Not submitted
Benicia	State Park Road Overcrossing	TLC Capital	\$1,000,000	Not submitted
Fairfield	McGary Road Regional Bike Path	Bike/Ped	\$640,000	Not submitted
Fairfield	West Texas Street Gateway	Bike/Ped	\$85,000	Approved

	Project			
Fairfield	Union Ave/Suisun City Train Station Ped Imp	TLC Capital	\$73,800	Approved
Solano County	Old Town Cordelia Improvement Project	TLC Capital	\$500,000	Approved
Solano County	Vacaville-Dixon Bikeway Phase II	Bike/Ped	\$127,000	Approved
Solano County	Vacaville-Dixon Bikeway Phase III	Bike/Ped	\$337,000	Approved
Vacaville	Nob Hill Bike Path	Bike/Ped	\$300,000	Approved
Vacaville	Alt Fuels Prog	Alt Fuels	\$200,000	Approved
Vacaville	Ulati Creek Bike Path (Allison to I-80)	Bike/Ped	\$169,000	Approved
Vacaville	Ulati Creek Bike Path (Ulati to Leisure Town)	Bike/Ped	\$37,098	Approved
Vacaville	Downtown Creekwalk	TLC Capital	\$822,000	Approved

*Federal funds include the following: CMAQ, TE, and STP based fund sources.

2. Inactive Obligations

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

September 2007 Inactive Projects (and projects carried over from March 2007 period)			
<ul style="list-style-type: none"> • Submit an invoice by November 8, 2007 • Submit a justification form or deobligation request by November 28, 2007. 			
Agency	Project	Unexpended Funds	Status
Vallejo	Intersection of SR 29 and Carolina Street, Install Signal	\$24,771.00	In final voucher process
Vacaville	Alamo Creek, N. Side Fr. Alamo To Marshall Rd , Ped/Bike Path	\$111,515.30	Invoice sent in August.
Projects that will become inactive by December 2007			
Fairfield	Rockville Rd.& Redtop Rd. & In City Of Dixon , Park & Ride, Info-Ctr, Trans. Ctr.	\$276,655	Last billed 10/7/2005.
Projects that will become inactive by March 2008			
Vallejo	Downtown Vallejo Square Pedestrian Enhancements, Landscape	\$582,302	Last billed 1/26/2007.

3. 2009 TIP Development

The 2007 TIP will be locked down on January 11, 2008 and no further amendments will be made to projects in the TIP until the 2009 TIP is approved by FHWA on October 1, 2008. To assist MTC with the development of the 2009 TIP, project sponsors will be

asked to review their currently listed TIP projects and revise them as necessary. New non-exempt projects will need to go through the current Regional Transportation Plan (RTP) process. Please contact Bob Macaulay, STA Director of Planning, for details about adding new projects to the RTP.

4. STA Project Delivery Working Group, January 29, 2008:

The Solano PDWG agenda for January 29th will be emailed out to PDWG and TAC members by January 23, 2008 for their review.

Fiscal Impact:

None.

Recommendation:

Informational.

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DATE: January 31, 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
San Francisco Bay Trails Project	Maureen Gaffney, Association of Bay Area Governments (ABAG) (510) 464-7909	Open Until Funds Exhausted; Currently Accepting Applications
Solano Transportation Fund for Clean Air (TFCA) Grant*	Robert Guerrero, Solano Transportation Authority (STA) (707) 424-6014	February 14, 2008
Planning Grants: Station Area and FOCUS	Jackie Guzman, ABAG (510) 464-7994	February 29, 2008
Highway Safety Improvement Program (HSIP)*	John Brewster, Caltrans (510) 286-6485	February 29, 2008
Traffic Light Synchronization Program*	David Van Dyken, California Department of Transportation (Caltrans) (916) 654-4823	March 28, 2008
Yolo Solano Air Quality Management District (YSAQMD) Clean Air Fund Program*	Jim Antone YSAQMD (530) 757-3653	March 14, 2008
Federal Safe Routes to School (SRTS) Program	Joyce Parks, Caltrans (916) 653-6920	March 2008 (tentative)

* New funding opportunity



FUNDING OPPORTUNITY

San Francisco Bay Trails Project

No Due Date; Applications Open Until Available Funding is Exhausted

TO: STA Board
FROM: Sara Woo, Planning Assistant

This summary of the San Francisco Bay Trails Project 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, counties and districts with planned trails are eligible to apply.

Program Description: The Bay Trail Project proposes the development of a regional hiking and bicycling trail around the perimeter of San Francisco and San Pablo Bays.

Funding Available: Approximately \$6 million is available under the program.

Eligible Projects: Projects with San Francisco Bay Trails.

- Examples:**
- City of Benicia – Benicia State Recreation Area Bay Trail \$100,000, FY 01/02; Completed September 2003
 - County of Solano – Solano Countywide Trails Plan \$46,000, FY 01/02; Completed February 2004

Further Details: <http://baytrail.abag.ca.gov/>

Program Contact Person: Maureen Gaffney, Bay Trail Planner (ABAG), (916) 651-8576, maureeng@abag.ca.gov

STA Contact Person: Sara Woo, STA Planning Assistant, (707) 424-6075, swoo@sta-snci.com



FUNDING OPPORTUNITY

Solano Transportation Fund for Clean Air (TFCA) Grant

Due February 14, 2008

TO: STA Board
FROM: Sara Woo, Planning Assistant

This summary of the Solano Transportation Fund for Clean Air (TFCA) grant 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:** Eligible applicants include cities within the San Francisco Area Air Basin.
- Program Description:** The Solano County TFCA Program Manager funds are provided by a \$4 surcharge on motor vehicles in the Bay Area. The Bay Area Air Quality Management District (BAAQMD) is responsible for administering the Bay Area Regional TFCA program and partners with the STA which is provided the responsibility of administering the 40% Program Manager TFCA funds for Solano County.
- Funding Available:** Approximately \$140,000 to \$160,000 is available for FY 2008-09.
- Eligible Projects:** Projects that improve air quality, such as: bicycle and pedestrian facilities, clean fuel shuttle service, clean fuel technology, clean air vehicle retrofit, smart growth and arterial management projects.
- Further Details:** <http://solanolinks.com/stajobs.htm>
- Program Contact Person:** Robert Guerrero, STA Senior Planner, (707) 424-6014, rguerrero@sta-snci.com
- STA Contact Person:** Robert Guerrero, STA Senior Planner, (707) 424-6014, rguerrero@sta-snci.com
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FUNDING OPPORTUNITY
MTC/ABAG Station Area and FOCUS Planning Grant
Due February 29, 2008

TO: STA Board
FROM: Sara Woo, Planning Assistant

This summary of the MTC/ABAG Station Area and FOCUS Planning Grants 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:** Eligible applicants include station areas identified under MTC's Resolution 3434 as well as approved Priority Development Areas (both potential and planned PDAs are eligible).
- Program Description:** The Station Area Planning grant program is an initiative to finance planning efforts that will result in land use plans and policies that increase transit ridership around public transit hubs and bus and rail corridors in the nine-county San Francisco Bay Area.
- Funding Available:** Approximately \$7.5 million is available for FY 2007-08; \$750,000 maximum grant amount.
- Eligible Projects:** Localized planning efforts and associated environmental impact reports, and for specific plan elements.
- Further Details:** <http://www.bayareavision.org/initiatives/incentives.html>
- Program Contact Person:** Jackie Guzman, Regional Planner/FOCUS Staff Person for Solano County (ABAG), (510) 464-7994, jackieg@abag.ca.gov
- STA Contact Person:** Robert Macaulay, STA Planning Director, (707) 424-6006 rmacaulay@sta-snci.com
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FUNDING OPPORTUNITY

Highway Safety Improvement Program (HSIP)

Applications Due February 29, 2008

TO: STA Board
FROM: Sara Woo, Planning Assistant

This summary of the Highway Safety Improvement Program (HSIP) 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 Counties within the State of California are eligible to apply.

Program Description: HSIP funds are available for expenditure on any highway safety improvement project on any public road, publicly owned bicycle/pedestrian pathway, or trail.

Funding Available: Caltrans is accepting applications of candidate HSIP projects for the 2007-08 and 2008-09 Federal Fiscal Years (FFY). Approximately \$32 million (FFY 2007-08) and \$54 million (FFY 2008-09) are available under the program.

Eligible Projects: Safety improvement projects on local streets and roads.

Examples:

- City of Sacramento – Upgrade traffic signals to include left turn phase at Rio Linda Blvd/Bell Avenue intersection \$364,590; FFY 2006-07
- County of San Francisco – Upgrade guardrails and install end treatments at various locations \$482,040; FFY 2006-07

Further Details: <http://www.mtc.ca.gov/funding/hsip.htm>

Program Contact Person: John Brewster, Senior Transportation Engineer (Caltrans), (510) 286-6485, john_brewster@dot.ca.gov

STA Contact Person: Sara Woo, STA Planning Assistant, (707) 424-6075
swoo@sta-snci.com

FUNDING OPPORTUNITY

Traffic Light Synchronization Program (TLSP)

Applications Due March 28, 2008

TO: STA Board
FROM: Sara Woo, Planning Assistant

This summary of the Traffic Light Synchronization Program (TLSP) 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, Counties, and regional agencies in the state of California are eligible to apply.

Program Description: The intent of the TLSP is to improve safety, operations and the effective capacity of local streets and roads.

Funding Available: Prop 1B provides \$250 million.
\$150 million of that is allocated to the City of Los Angeles (pursuant to SB 88)
\$100 million is available on a competitive basis statewide

Eligible Projects: Eligible projects are traffic light synchronization projects or other technology-based improvements to improve safety, operations and the effective capacity of local streets and roads.

Typical projects include (but not limited to):

- Signal coordination on major corridors to increase traffic flow efficiency and air quality benefits

Further Details: <http://www.dot.ca.gov/hq/traffops/sysmgtp/TLSP/>

Program Contact Person: David Van Dyken, California Department of Transportation (Caltrans Headquarters)
(916) 654-4823
david_van_dyken@dot.ca.gov

STA Contact Person: Sara Woo, STA Planning Assistant, (707) 424-6075
swoo@sta-snci.com



FUNDING OPPORTUNITY
Yolo Solano Air Quality Management District (YSAQMD)
Clean Air Fund Program
Applications Due March 14, 2008

TO: STA Board
FROM: Sara Woo, Planning Assistant

This summary of the YSAQMD Clean Air Fund 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 or private agencies, groups of individuals in the Yolo Solano Air Basin.
- Program Description: The program is intended help to reduce air pollution from motor vehicles.
- Funding Available: Approximately \$420,000 is available to Solano County for FY 2008-09
- Eligible Projects: Eligible projects include those pertaining to the following categories:
1. Clean Technologies/Low Emission Vehicles
2. Alternative Transportation Programs
3. Transit Services
4. Public Education/Information
- Further Details: <http://www.ysaqmd.org/documents/CAFpackage08.pdf#view=FitH>
- Program Contact Person: Jim Antone, Environmental Planner, (530) 757-3653, jantone@ysaqmd.org
- STA Contact Person: Robert Macaulay, STA Director of Planning, (707) 424-6006 rmacaulay@sta-snci.com
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FUNDING OPPORTUNITY

Federal Safe Routes to School (SRTS) Program

Applications Due March 2008 (Tentative)

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) 424-6075, swoo@sta-snci.com



DATE: January 31, 2008
TO: STA Board
FROM: Sara Woo, Planning Assistant
RE: Solano Bicycle and Pedestrian Program (SBPP) 2008 Update

Background:

The current Solano Bicycle and Pedestrian Program (SBPP) was established to fund priority bicycle and pedestrian projects in Solano County. The program operates on a 3-year cycle and is funded through three funding sources: Transportation Development Act (TDA) Article-3, Metropolitan Transportation Commission (MTC) Regional Bicycle and Pedestrian Program (RBPP), and Eastern Congestion Management Air Quality (ECMAQ) Improvement Program. The upcoming 3-year cycle starts Fiscal Year (FY) 2008-09 and ends FY 2010-11.

Discussion:

This year, the Regional Transportation Plan (RTP) is being updated by MTC. As part of this update, a shift of funds from the RBPP and ECMAQ Improvement Program is being discussed by MTC staff. As a result, STA Staff is not able to provide estimates for the SBPP for the last two years of the program, FY 2009-10 and FY 2010-11. Another important factor is that ECMAQ Improvement Program funds are federal; subsequently, estimates will not be available until the federal transportation bill is closer to being reauthorized. The federal transportation bill is expected to be approved by 2009. STA staff will actively keep project sponsors up to date as soon as new information is available to ensure that sponsors are ready to apply to program their projects for FY 2009-10 and FY 2010-11.

As part of the SBPP review process, the STA Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) review the SBPP 3-year plan on an annual basis. This ensures that projects programmed into the SBPP 3-year plan for FY 2008-09 are still eligible and en route to construction. This year's joint BAC/PAC meeting is scheduled for Thursday, **February 7, 2008 at 6:30 p.m.** at Suisun City Hall.

Attachment A includes the projects approved for FY 2008-09. STA staff will invite project sponsors to provide a status report to both BAC and PAC members at this meeting. Presently, the STA BAC and PAC will be reviewing projects currently programmed for the first year of the 3-year plan, FY 2008-09, for any substantial changes to the project scope and completion date.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. FY 2008-09 Solano Bicycle and Pedestrian Program (SBPP) Projects

FY 2008/2009 Solano Bicycle Pedestrian Program (SBPP) Projects

Mode	Priority			Sponsor	Project	Request	Funding Sources			TOTAL SBPP Funding
	BAC	PAC	PAC				TDA	MTC	ECMAQ	
FY 2008/2009						\$5,700,000.00	\$456,000.00	\$1,396,000.00	\$506,000.00	\$2,358,000.00
Both	1.3	1.1	Benicia	State Park Road Bridge Project	\$1,000,000.00	\$271,000.00	\$671,000.00			\$942,000.00
Ped	1.6	1.7	Fairfield	Linear Park (Dover Ave to Claybank Rd)	\$50,000.00					\$0.00
Bike	1.1	1.6	Fairfield	McGary Road Regional Bike Path	\$650,000.00	\$185,000.00	\$640,000.00			\$825,000.00
Ped		1.2	Fairfield	West Texas Street Gateway Project, Phase I & II	\$300,000.00		\$85,000.00			\$85,000.00
Both	1.5	1.4	Solano County	Old Town Cordelia Improvements	\$500,000.00					\$0.00
Bike	1.4		Solano County	Vacaville-Dixon Bikeway, Phase III	\$1,000,000.00			\$337,000.00		\$337,000.00
Both	1.7	2.1	Suisun City	McCoy Creek Trail, Phase II	\$200,000.00					\$0.00
Both	2.1	2.4	Vacaville	Ulatis Creek Bike Path (Allison to I-80)	\$1,200,000.00			\$169,000.00		\$169,000.00
Both	2.2	1.3	Vallejo	Vallejo Station Pedestrian & Bicycle Links	\$800,000.00					\$0.00
				Remaining		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00



DATE: February 7, 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



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 11 th Annual Awards	TBD - City of Rio Vista	Confirmed
December 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed