



Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

Area Code 707
424-6075 • Fax 424-6074

**TECHNICAL ADVISORY COMMITTEE (TAC)
AGENDA**

Members:

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

**1:30 p.m., Wednesday, January 30, 2008
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585**

ITEM

STAFF PERSON

- I. CALL TO ORDER**
- II. APPROVAL OF AGENDA**
- III. OPPORTUNITY FOR PUBLIC COMMENT**
(1:30 -1:35 p.m.)
- IV. REPORTS FROM CALTRANS, METROPOLITAN TRANSPORTATION COMMISSION (MTC), AND STA STAFF**
(1:35 -1:40 p.m.)
- V. CONSENT CALENDAR**
Recommendation: Approve the following consent items in one motion.
(1:40 – 1:45 p.m.)
 - A. Minutes of the TAC Meeting of January 2, 2008**
Recommendation:
Approve minutes of January 2, 2008.
Pg. 1
 - 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.
Pg. 7

Daryl Halls, Chair

Johanna Masiclat

Sara Woo

TAC MEMBERS

<u>Dan Schiada</u>	<u>Royce Cunningham</u>	<u>Gene Cortright</u>	<u>Brent Salmi</u>	<u>Fernando Bravo</u>	<u>Dale Pfeiffer</u>	<u>Gary Leach</u>	<u>Paul Wiese</u>
City of Benicia	City of Dixon	City of Fairfield	City of Rio Vista	City of Suisun City	City of Vacaville	City of Vallejo	County of Solano

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

Sara Woo

Recommendation:

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

Pg. 13

VI. ACTION NON-FINANCIAL ITEMS

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

Sam Shelton

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 Route to School Program.*

(1:45 – 2:00 p.m.)

Pg. 25

B. Project Study Report (PSR) Priorities for Caltrans

Janet Adams

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.

(2:00 – 2:15 p.m.)

Pg. 43

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

Robert Macaulay

Recommendation:

Forward the project list included as shown in Attachment A to the STA Board for discussion at a Solano County RTP Public Hearing on February 13, 2008.

(2:15 – 2:30 p.m.)

Pg. 63

D. Solano Comprehensive Transportation Plan (CTP) TAC Representative Appointments to STA Committees

Robert Macaulay

Recommendation:

Approve the following:

- 1. Appoint a TAC representative to the Transit Committee;*
- 2. Appoint a TAC representative to the Alternative Modes Committee; and*
- 3. Appoint a TAC representative to the Arterials, Highways and Freeways Committee.*

(2:30 – 2:40 p.m.)

Pg. 67

- E. Legislative Update** Jayne Bauer
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."*
- (2:40 – 2:50 p.m.)
Pg. 69

VII. INFORMATIONAL ITEMS - DISCUSSION

- A. I-80 Freeway Performance Initiative (FPI) Update** Janet Adams
Informational
(2:50 – 3:05 p.m.)
Pg. 101
- B. Review of Corridor Construction Schedules for 2008 and 2009** Janet Adams
Informational
(3:05 – 3:15 p.m.)
Pg. 103
- C. Status of Transportation Funds for Clean Air (TFCA) 40% Program Manager Funds** Robert Guerrero
Informational
(3:15 – 3:25 p.m.)
Pg. 105

NO DISCUSSION

- D. State Route (SR) 12 Status Update** Robert Macaulay
Informational
Pg. 111
- E. Solano Bicycle and Pedestrian Program (SBPP) 2008 Update** Sara Woo
Informational
Pg. 123
- F. Project Delivery Update** Sam Shelton
Informational
Pg. 125
- G. Funding Opportunities Summary** Sara Woo
Informational
Pg. 129

H. STA Board Highlights – January 9, 2008
Informational
Pg. 138

Johanna Masielat

**I. STA Board and Advisory Committee Meeting Schedule
for 2008**
Informational
Pg. 142

Johanna Masielat

VIII. ADJOURNMENT

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



TECHNICAL ADVISORY COMMITTEE
Minutes for the meeting of
January 2, 2008

I. CALL TO ORDER

The regular meeting of the Technical Advisory Committee (TAC) was called to order at approximately 1:50 p.m. in the Solano Transportation Authority's Conference Room.

Present:

TAC Members Present:	Michael Throne	City of Benicia
	Janet Koster	City of Dixon
	Kevin Daughton	City of Fairfield
	Brent Salmi	City of Rio Vista
	Fernando Bravo	City of Suisun City
	Dale Pfeiffer	City of Vacaville
	Gary Leach	City of Vallejo
	Paul Wiese	County of Solano

STA Staff Present:	Daryl Halls	STA
	Janet Adams	STA
	Elizabeth Richards	STA/SNCI
	Liz Niedziela	STA/SNCI
	Jayne Bauer	STA
	Robert Guerrero	STA
	Sam Shelton	STA
	Johanna Masielat	STA

Others Present:

<i>(In Alphabetical Order)</i>	Ngozi Ezekwo	Caltrans District 4
	Ed Huestis	City of Vacaville
	Denis Jackson	MV Transportation
	Jeff Knowles	City of Vacaville

II. APPROVAL OF THE AGENDA

On a motion by Janet Koster, and a second by Michael Throne, the STA TAC unanimously approved the agenda with the exception to table Agenda Item, VII.A, Draft Countywide Safe Routes to School (SR2S) Plan, at the request of STA staff, until the next meeting scheduled for January 30, 2008.

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: None presented.

MTC: None presented.

STA: None presented.

V. CONSENT CALENDAR

On a motion by Michael Throne, and a second by Brent Salmi, the STA TAC approved Consent Calendar Items A through C. (The Cities of Benicia, Dixon, and Fairfield abstained from the vote on Item A.)

A. Minutes of the TAC Meeting of November 28, 2007

Recommendation:

Approve minutes of November 28, 2007.

B. Solano County Fiscal Year (FY) 2008-09 Transportation Funds for Clean Air (TFCA) 40% Program Manager Call for Projects

Recommendation:

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

1. \$207,253 in FY 2008-09 TFCA Program Manager Funds for Solano Napa Commuter Incentives Program; and
2. Issue a call for projects for the remaining FY 2008-09 TFCA Program Manager Funds.

C. North Connector Transportation for Livable Communities (TLC) Corridor Concept Plan

Robert C

Recommendation:

Forward a recommendation to the STA Board to adopt the North Connector Transportation for Livable Communities Corridor Concept Plan.

VI. ACTION – FINANCIAL ITEMS

A. Request for Proposals for I-80/I-680/I-780 Corridors Highway Operations Implementation Study

Sam Shelton reviewed the Request for Proposals for the I-80/I-680/I-780 Corridors Highway Operations Implementation Study. He stated that staff plans to hold a RFP workshop at the end of January 2008 to help consultants better understand what is requested in the RFP and to encourage multiple applicants.

Recommendation:

Recommend that the STA Board authorize the Executive Director to:

1. Issue a Request for Proposals for consultant services for the I-80/I-680/I-780 Corridors Highway Operations Implementation Study; and
2. Execute a consultant contract for an amount not to exceed \$300,000 for the I-80/I-680/I-780 Corridors Highway Operations Implementation Study.

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

**B. State Transit Assistance Funds (STAF) Fund Fiscal Year (FY) 2007-08
Amendment No. 3**

Elizabeth Richards indicated that MTC is expected to have funding forecast estimates in January 2008 for FY 2008-09. She stated that staff is requesting that a priority for funds be made for efforts to consolidate intercity paratransit in Vallejo and Benicia as well as assisting in the establishment of the new express Route 70.

Daryl Halls summarized the discussion and action of the Consortium that morning to support the actions Items 1.b and 1.c proposed by the TAC, but not to support 1.a by a 3 to 2 vote.

Elizabeth Richards summarized the Consortium proposed modifications to the recommendation by STA staff (shown below in ~~**italics**~~)

1. The amended list of FY 2007-08 Northern County Solano STAF transit projects and programs as shown on Attachment B for the following projects:
 - a. Transit Consolidation Study Phase II (\$60,000);
 - b. Vallejo Request for SB 976 Transition Plan Support (\$70,000) ~~**and a copy of the plan to be provided to the Consortium;**~~
 - c. Benicia Local Transit Assessment Study (\$30,000) ~~**with a copy of the study to be provided to the Consortium; and**~~
2. ~~**Prioritize Consider**~~ future STAF funding to cover costs associated with Vallejo Transit's operation of Rt. 70 and potential operation of Benicia's Intercity Paratransit service.

Recommendation:

Recommend the STA Board approve the following:

1. The amended list of FY 2007-08 Northern County Solano STAF transit projects and programs as shown on Attachment B for the following projects:
 - a. Transit Consolidation Study Phase II (\$60,000);
 - b. Vallejo Request for SB 976 Transition Plan Support (\$70,000);
 - c. Benicia Local Transit Assessment Study (\$30,000); and
2. ~~**Prioritize Consider**~~ future STAF funding to cover costs associated with Vallejo Transit operation of Rt. 70 and potential operation of Benicia's Intercity Paratransit service.

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

C. Request for State Partnership Planning Grant Funds for Local Match for State Route (SR) 12 I-80 to I-5 Corridor Study and Formation of SR 12 Corridor Advisory Committee

Robert Guerrero stated that the State Partnership Planning Grant application is due to Caltrans by January 11, 2008. He indicated that staff is working to obtain letters of support from state legislators, Solano County and the Cities of Rio Vista, Suisun City and Fairfield, and MTC. He also stated that at the December 12, 2007 meeting of the SR 12 Steering Committee, the Committee recommended the STA Board initiate formation of a SR 12 Corridor Advisory Committee to include Sacramento and San Joaquin Counties.

Recommendation:

Recommend the STA Board approve the following:

1. Adopt a Resolution authorizing the Executive Director to submit an application for Caltrans' State Transportation Planning Grant Program for \$300,000 for the SR 12 I-80 to I-5 Corridor Study; and
2. Initiate creation of the SR 12 Corridor Advisory Committee, and invite participation of SJCOG and SACOG, with the membership and purposes specified in Attachment A.

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

VII. ACTION - NON-FINANCIAL ITEMS

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

This item was pulled at the request of STA staff until the next meeting scheduled for January 30, 2008.

B. Solano Comprehensive Transportation Plan Purpose Statement and Organization

Robert Guerrero reviewed the development of the Purpose Statements, Goals, and Organization for each of the Solano CTP elements to be adopted by the STA committees. He indicated that after the STA Board adopts the Purpose Statement, Goals, and Organization, meetings will be scheduled with the STA Committees: Freeways, Highways and Arterials; Transit; and Alternative Modes.

Based on input, the STA TAC requested a modification to the CTP Purpose Statement to read as follows:

“The Solano Comprehensive Transportation Plan will help fulfill the STA’s mission by identifying a transportation system and the policies and program needed to provide mobility, travel safety, and economic vitality for Solano County.”

Recommendation:

Recommend that the STA Board adopt the Purpose Statement, Goals and Organization as specified in the staff report for the Solano Comprehensive Transportation Plan.

On a motion by Fernando Bravo, and a second by Dale Pfeiffer, the STA TAC unanimously approved the recommendation with the revised Purpose Statement.

C. SR 113 Major Investment and Corridor Study Update

Robert Guerrero provided an update to the SR 113 Major Investment and Corridor Study. He stated that it is the current STA direction that the SR 113 Major Investment and Corridor Study should continue to focus on safety improvements that continue to serve local and sub-regional trips. He added that the SR 113 Steering Committee recommended focusing on what would be needed should a toll road be a viable alternative rather than conducting a detailed analysis for constructing a toll road alignment.

Daryl Halls added that it was suggested that STA Board Member, Mayor Augustine, be appointed to the SR 113 Steering Committee to participate in the discussions given the potential alignment of SR 113 to Midway Road to I-5 in Vacaville. With the appointment of Mayor Augustine, the SR 113 Steering Committee will be able discussing the two issues further before providing a recommendation to the STA Board. The next SR 113 Steering Committee is expected to take place in early February 2008.

After further discussion, the STA TAC recommended to table this item until the meeting on February 27, 2008.

On a motion by Paul Wiese, and a second by Fernando Bravo, the STA TAC unanimously approved to table this item until the meeting on February 27, 2008.

D. Route 30 and Route 90 Status Update

Liz Niedziela provided status updates to Route 30's ridership, farebox ratio, history of ridership growth as well as Route 90's ridership data for FY 2006-07. She noted the increase in rideshare and productivity of both services.

Recommendation:

Forward to the STA Board to receive and file.

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

E. Solano Paratransit Status Update

Liz Niedziela provided a status update to Solano Paratransit's ridership, farebox ratio, and ridership of residence for FY 2006-07. She stated that staff will continue to work with Fairfield/Suisun Transit to monitor ridership, performance, and improve the service's efficiency.

Recommendation:

Forward to the STA Board to receive and file.

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

F. STA's Final Draft 2008 Legislative Priorities and Platform

Jayne Bauer reviewed the Final Draft 2008 Legislative Platform and Priorities scheduled to be approved by the STA Board at the January 9, 2008 meeting.

At an earlier meeting, the Consortium requested to add Vallejo Transit under section 10. 2 of the Legislative Priorities and Platform to read as follows (shown in ***bold italics***):

10. 2 Support cleanup legislation of SB 976 (Torlakson) that addresses the following: Provide assurances that the existing Baylink/***Vallejo Transit*** levels of operation, funding and service will be maintained or enhanced.

The STA TAC concurred with this modification.

Recommendation:

Forward STA's Final Draft 2008 Legislative Priorities and Platform to the STA Board for approval.

On a motion by Fernando Bravo, and a second by Michael Throne, the STA TAC unanimously approved the recommendation as amended shown above in ***bold italics***.

VIII. INFORMATION ITEMS

A. **Regional Transportation Plan (RTP) Call for Projects Status**

Robert Guerrero reviewed the guiding criteria for RTP project submittals to MTC. He indicated that there was significant concern expressed by Partnership Technical Advisory Committee (PTAC) members about the February 15th deadline. MTC staff stated that the February 15, 2008 deadline was not flexible.

NO DISCUSSION

B. **Unmet Transit Needs Public Hearing for Fiscal Year (FY) 2008-09**

C. **Federal Transit Administration (FTA) Section 5311 Funding for Fiscal Year (FY) 2007-08 and 2008-09**

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

E. **Project Delivery Update**

F. **Funding Opportunities Summary**

G. **STA Board Highlights – December 12, 2007**

H. **STA Board and Advisory Committee Meeting Schedule for 2008**

IX. ADJOURNMENT

The meeting was adjourned at 3:00 p.m. The next meeting of the STA TAC is scheduled at 1:30 p.m. on Wednesday, January 30, 2008.



DATE: January 18, 2008
TO: STA TAC
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 types of 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.

As a result, it will become very 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 presented their response to MTC Staff's discussions. 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).

Fiscal Impact:

None.

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.

Attachments:

- A. Letter from STA Staff to MTC Staff (dated December 20, 2007)
- B. Draft Letters 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

December 20, 2007

Members:

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

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

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.

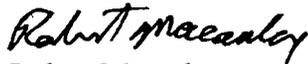
The Solano Countywide Bicycle Plan and Countywide Pedestrian Plan were developed with local consensus on what the priority bicycle and pedestrian projects are for Solano County. Both plans include direct route segments that feed into the Regional Bicycle Network that may or may not be included as part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

DRAFT LETTER:
From BAC and PAC Regarding PDA Funding

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

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 Pedestrian Advisory 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, it will be especially important to 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. 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, the source of funding for Priority Development Areas should not 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. 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 indispensable 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 recommends 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.

Sincerely,

Barbara Wood
STA Bicycle Advisory Committee Chair

Lynne Williams
STA Pedestrian Advisory Committee Chair



DATE: January 18, 2008
TO: STA TAC
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 2004 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 2004, pedestrian references in the BAC by-laws were no longer appropriate. 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, italicized, or 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 By-Laws with the 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 By-Laws back will be unnecessary.

Fiscal Impact:

None.

Recommendation:

Forward a recommendation to the STA Board to 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 (STA)* 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, authorized 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 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.

Section 2. Voting Members

Voting privileges are vested exclusively in the BAC members. Voting members of the BAC will ~~be~~ shall 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 1. 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 shall be derived from an eligibility list provided by each jurisdiction and appointed to the BAC by the STA Board for a period of up to three (3) years. ~~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.~~

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 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-Chaire~~chair shall assist the Chair in the execution of the duties of the Chairthat office and, ~~in~~ office. In the absence of the Chair, the Vice-Chair shall preside over the meetings, and 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' 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 BAC 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, 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 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 2 3. Amendments to the BAC By-laws

The BAC may take action, by two-thirds vote, to propose amendments to the BAC 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 L~~ 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 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

THIS PAGE INTENTIONALLY LEFT BLANK

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

ARTICLE I. NAME OF ORGANIZATION

The name of this organization shall be the Solano Transportation Authority (STA) 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/or 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~~ ~~in~~ motor vehicle trips; ~~reducing~~ ~~in~~ motor vehicle miles traveled; ~~reducing~~ ~~in~~ motor vehicle congestion; ~~increasing~~ ~~ed~~ safety and access to transit; ~~and~~ and promoting health and air quality benefits.

ARTICLE IV. ~~ORGANIZATION~~ MEMBERSHIP

Section 1. Representation/Voting Members

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, the Bay Area Ridge Trail Council, the San Francisco Bay Trail, 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.

Section 2. Voting Members

Voting privileges are vested exclusively in the ~~BP~~PAC members. 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 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

Voting membership shall be derived from an eligibility list provided by each jurisdiction and appointed to the PAC by the STA Board for a period of up to three (3) years.

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~~ a vacancy in the office of the Chairperson ~~office,~~ the Vice-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-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. 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, 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 PAC members of the Cities, the County, and member at large PAC.

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 ~~it~~ 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 PAC 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 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



DATE: January 16, 2007
TO: STA TAC
FROM: Sam Shelton, Assistant Project Manager
RE: Draft 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.

Once all of the local SR2S plans have been adopted and recommended to the STA for inclusion in the STA Countywide SR2S Plan, the STA Board will consider adoption of the countywide plan, currently planned for February 13, 2008. Attached is the Draft STA Countywide Safe Routes to School Plan for the TAC's review (Attachment C). STA Staff is recommending that the TAC recommend the countywide plan for the STA Board's approval in February 2008.

After the Plan is adopted, STA staff is recommending that a call for projects through a Pilot SR2S Implementation Program will 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

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 Route to School Program.

Attachments:

- A. STA Safe Routes to School (SR2S) Program Status Report, 12-14-2007
- B. SR2S Task Force and STA Committee meeting schedule, 09-18-2007 (Provided under separate cover)
- C. Draft 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 <u>FSUSD</u> , 02-07-08 <u>TUSD</u> , 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	n/a	-
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 25th
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 <ul style="list-style-type: none"> • 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 <ul style="list-style-type: none"> • STA presents Draft SR2S Plan for initial comments 	August 30th
Third Community Task Force Meeting <ul style="list-style-type: none"> • 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 • 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 • STA presents Draft SR2S Plan for initial comments	August 17th
Third Community Task Force Meeting • 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.

THIS PAGE INTENTIONALLY LEFT BLANK



DATE: January 22, 2008
TO: STA TAC
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, Attachment C is the draft list of projects, with prioritization of work for during FY 2008-09. The draft list has work that is expected to carryover to FY 2008-09 as priority number 1.

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:

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.

Attachments:

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



*Flex your power!
Be energy efficient!*

DEPARTMENT OF TRANSPORTATION

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

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

Attachments

**MEMORANDUM OF UNDERSTANDING
BETWEEN THE
STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION
AND THE
METROPOLITAN TRANSPORTATION COMMISSION**

Regarding Coordination of Ongoing Transportation Planning and Programs through Preparation
of the Project Study Report under the Transportation Funding Act
(Chapter 622, Statutes of 1997)

May 17, 1999

This Memorandum of Understanding (MOU) is entered into between the California Department of Transportation, District 4, hereinafter referred to as Caltrans, and the Metropolitan Transportation Commission (MTC), a regional transportation planning agency and a metropolitan planning organization. Chapter 622, Statutes of 1997 establishes priorities and processes for the programming and expenditure of state transportation funds that are at the discretion of the Legislature and the Governor. The Chapter (referred to as the Transportation Funding Act or TFA in this MOU) does not change the existing basis for statewide or regional planning. In light, however, of the changed priorities and processes for programming of transportation funds, certain areas of joint transportation planning responsibilities and partnerships need to be clarified and processes should be established to strengthen existing relationships, and to improve statewide and regional mobility.

This document establishes no obligation or contractual duty on either party, and does not contain any exchange of promises.

This MOU is supplementary to and does not replace or supersede in any manner the Master MOUs for regional transportation planning and metropolitan planning in existence between Caltrans and the Metropolitan Transportation Commission.

Section 1. Transportation Planning Relationships

1.1 Cooperative Relationships

Caltrans and MTC rely upon the cooperative relationships that are part of the ongoing statewide, metropolitan and regional planning process. The planning process is continuous, cooperative, and comprehensive. A critical component to the success of the process is open and productive communication on transportation planning issues and in setting project priorities.

The Caltrans Division Chief for Planning and the Executive Director of the MTC are the primary individuals responsible for carrying out the provisions of this MOU.

1.2 Transportation Studies and Plans

Caltrans and MTC participate and contribute jointly to the studies and plans of each local transportation agency. These studies and plans form the basis for future project submittals in the Regional

Transportation Improvement Program (RTIP) and Interregional Transportation Improvement Program (ITIP). A basic tenet of the Transportation Funding Act is that, whereas regional agencies have primary responsibility for regional and localized mobility, the state has primary responsibility for the interregional movement of people and goods. This tenet should be a basis for project submittals in the RTIP and ITIP, and for considering shared funding responsibilities.

The Regional Transportation Plan (RTP) is the primary document for identifying and prioritizing projects for the RTIP and for regional project submittals of the Interregional Improvement Program (IIP) funds. Projects and strategies identified by regional agencies and county commissions, as part of the federally-required Congestion Management System (CMS) for Transportation Management Areas (TMAs) or for Congestion Management Programs (CMPs) in non-TMA areas, must be consistent with the RTP and from this basis be brought forward in the RTIP, and for consideration in the ITIP.

Caltrans relies primarily upon its ongoing system planning process to identify current and future forecasted State highway system deficiencies that impact interregional mobility of people and goods. From this process, improvements are identified and prioritized in coordination and consultation with regional agencies. Studies and plans for intercity passenger rail, grade separations, interregional mass transit guideways, and other eligible IIP categories are accomplished through Caltrans and regional ongoing planning processes. Data, results, and recommendations of these various studies will be coordinated through the Interregional Transportation Strategic Plan (ITSP) as described in Section 1.2.1.

1.2.1 Interregional Transportation Strategic Plan (ITSP)

Caltrans will prepare and update on a biennial basis an ITSP that provides a framework for identifying and prioritizing projects that will primarily benefit the interregional movement of people and goods in all eligible project categories. Caltrans will establish an advisory group consisting of representatives from MTC, county commissions, and local transportation interests to provide input to the ITSP development.

The ITSP is Caltrans' principal plan to guide project priorities and project strategies for the ITIP. Caltrans will ensure an open and participatory process with the MTC, county commissions, and other local transportation interests for updates to the Plan. The ITSP will incorporate the appropriate ongoing California Transportation Plan products and strategies as well as other statewide study efforts and policy initiatives of the Administration.

1.3 Early Consultation for Project Recommendations

Caltrans and MTC will consult on a regular basis regarding project priorities and changes to those priorities for the RTIP and ITIP. It is understood that while project priorities may be influenced by a variety of factors, the basis of project priorities should be derived from the federal and State transportation planning process and the resulting Caltrans and MTC plans and programs.

1.4 Establishing Purpose and Need

A key to timely project delivery is defining and maintaining a clear, consistent and substantive planning basis from which to determine the purpose and need for a project. All projects must satisfy a clearly defined purpose and need. The project must meet system strategies as defined in State, regional, and local plans, goals, and objectives.

The basis for determining purpose and need should be carried consistently through all planning documents:

- Caltrans system planning documents;
- Major investment and corridor studies;
- The regional congestion management program, as applicable;
- The Regional Transportation Plan (RTP);
- Other related plans, such as the general plan circulation element and county transportation authority plans as prepared.

Caltrans and MTC will ensure that cooperative system and regional planning efforts result in an agreed upon initial statement of project purpose and need between both parties for the identified projects. The emphasis for early identification of this statement is included in NEPA, CEQA, Section 4(f) of the US Department of Transportation Act of 1966, and the integration of NEPA and Section 404 of the Clean Water Act. The initial statement will be the basis for further development in the environmental process as part of project development.

Major investment studies or other transportation corridor studies are conducted in the region to evaluate the effectiveness of various transportation strategies. A project recommended by such a study will provide the planning basis for any project's inclusion in the RTP as well as the individual project's purpose and need determination.

Section 2. Project Study Reports

2.1 Identification of Project Study Report (PSR) Priorities for State Highway Projects

The process to identify PSR priorities will be based on the principles of open communication and will depend on the RTP as the principal document to identify regional and county commission priorities. In instances where a project may not be "listed" in the RTP action element (typically smaller projects without air quality impacts), the project should be consistent with the overall priorities and objectives of the RTP for improving regional mobility. Caltrans state highway project priorities are identified primarily in the ITSP and the Transportation System Development Program (TSDP) through the system planning process. Refer to attached "Simplified Statewide and Regional Planning and Programming Cycle."

Caltrans and MTC will establish a process to identify project priorities for the preparation of Caltrans PSRs for future RTIP projects and for early information sharing of Caltrans' priorities for preparation of PSRs for future ITIP projects. The process will include the provisions of Government Code 65086.5 (Chapter 53, Statutes of 1998) for the preparation of PSRs for capacity-increasing projects for future State Transportation Improvement Programs (STIPs). Preparation of PSR-equivalent documents for "off highway system" projects are the responsibilities of MTC and local transportation agencies, and are not included in the provisions of this MOU.

While it is desirable that there is agreement between Caltrans and MTC on the final combined list of priority local transportation agency-requested PSRs for the RTIP and for Caltrans PSRs for the ITIP, such agreement may not always be achievable considering the complexities and differences in regional, interregional and statewide transportation responsibilities and priorities. The provisions

of Section 5, "Conflict Resolution," may assist in addressing areas of conflict or disagreement. In all cases, the PSR priority list should consider the amount of funds to the region within its Regional Share and regional priorities for state highway projects as well as Caltrans' priorities for interregional system improvements.

2.2 Regional Priority List for Preparing PSRs

MTC and county commissions may develop a listing of "future projects on state highways" in priority order for purposes of Caltrans' preparation of PSRs for state highway projects that will be included in an RTP. The list may include any project on the state highways for which a pre-programming document¹ is required for inclusion in the STIP. This list should also identify separately prepared PSRs by outside agencies/consultants for projects requiring Caltrans' oversight and approval. This is to allow Caltrans to anticipate the level of staff resources available to prepare PSRs in house. MTC and county commission project priorities for PSR preparation should reflect those in the RTP as well as a regional consensus on how limited resources are to be applied. In addition to capacity-increasing projects, the list may also include soundwalls (consistent with state law), operational non-capacity increasing projects, traffic system management, new technology, and other projects. The list may include technical elements of regional corridor or major investment studies that MTC desires Caltrans to prepare. The list should be constrained to anticipate available funding with consideration of historical financial resources available to the state and region.

MTC and county commissions are encouraged to provide a comprehensive list of PSRs (or other pre-programming documents and corridor or major investment study elements) each fiscal year to Caltrans no later than April 1 for work to be done for the subsequent STIP cycle. A two-year (biennial) list of PSRs is recommended. Caltrans will respond within 30 days (Government Code 65086.5) on its ability to perform the work. Commitments to PSRs in the second year of the list, if a two-year list is prepared, are subject to inclusion of resources in the State budget.

With respect to a project not on the state highway system for which a pre-programming document is required for inclusion in the STIP, a PSR equivalent is required. MTC is responsible for reviewing this document. This type of project need not be included in the Regional Priority List for preparing PSRs.

For purposes of Section 2, "Project Study Reports", other technical and preliminary engineering activities or studies may be included to lead toward identification of project scope, schedule and cost. For purposes of this MOU, MTC and county commission-prepared highway corridor or investment studies may include technical or engineering portions that are related to state highways or highway corridors in their request for work by Caltrans under this section.

¹The phrase, "pre-programming document," as used in this MOU refers to PSRs; however, it encompasses a variety of other documents that lead to identification of scope, schedule, and cost for projects typically included in the State Highway Operation and Protection Program (SHOPP), or in the prior Traffic Systems Management (TSM) program. A comprehensive list of these documents by category of project can be found in Caltrans Project Development Procedures Manual. The list is not repeated here. MTC and local transportation agencies should consult with their District representative regarding the exact engineering document required for a particular project until such time as PSR guidance is modified to include these additional project types. The phrase, "project initiation document" is used to describe these documents in the Manual.

On its "future projects list," MTC is encouraged to identify separately any regional, local, or special measure funded PSRs, major investment studies, or special studies related to state highways or highway corridors that require Caltrans' oversight each fiscal year. PSRs prepared by others are subject to Caltrans' final approval.

2.3 Project Study Report Development

Caltrans will prepare PSRs for future RTIP and ITIP projects based on available resources for this activity identified in the State budget. Caltrans will share preliminary resource information with MTC at the earliest date the information is available to the department. PSRs requested by local transportation agencies that cannot be prepared within the allocated resources may be prepared by other entities with oversight by Caltrans. Caltrans must approve the final PSR. Caltrans will review locally-prepared PSRs in a timely manner consistent with the provisions of Government Code 65086.5.

2.4 Project Study Report Work Plan

Caltrans, in consultation with MTC, will develop a work plan for the preparation of PSRs by July 1 of each fiscal year. Caltrans will meet at least quarterly, depending on the project complexity, with MTC on the status of meeting the milestones in the work plan for each PSR. Caltrans, MTC and local transportation agencies on the Project Development Team should identify significant project issues impacting the schedule and recommend additional work tasks and schedule adjustments as needed. Video conferencing for quarterly meetings is encouraged.

2.5 Caltrans Project Manager

A Caltrans project manager will be assigned at the PSR stage and will remain responsible for the project through programming, project development and construction. MTC will be notified of any changes in project managers (due to Caltrans staff changes) at the earliest possible date. (Refer to the Project Delivery MOU).

2.6 Project Development Team

Caltrans will establish a Project Development Team for the purpose of preparing each PSR in order to ensure comprehensive and accurate scope, schedule and cost. The composition of the team and the need to establish a formal team will be based on the complexity of the project. Reasonable and professional judgment should be used in assessing this need. A Project Development Team can increase the quality of the PSR. A quality PSR reduces rework in project development and expedites project delivery.

The local transportation agency representative is a key participant in the Project Development Team and will be included in all teams. Representative(s) from regional transit/rail operators and Air Quality Control Districts should be invited to all meetings and their participation is encouraged. Project Development Teams must include the following functional Caltrans units: Right of Way, Traffic Operations, Design, Environmental, System Planning and Traffic Forecasting, and in consultation with the Engineering Service Center. Project Development Teams may include other state agencies (e.g., California Highway Patrol or Division of Forestry) and a representative from the city and county public works or planning departments as appropriate. The Federal Highway Administration (FHWA) field engineer should be consulted and included as an active team participant. Depending on the nature of the project, federal resource/regulatory agencies who are signatories to the NEPA/404 Integration MOU (Army Corps of Engineers, EPA, US Fish and Wildlife Service, and National Marine Fisheries Service) should be consulted or be included on the Team.

2.7 Purpose and Need

The planning basis for defining purpose and need and/or initial statement from the RTP should be further developed and refined by the Project Development Team that guides the preparation of the PSR. The statement of purpose and need should be included in the PSR. For metropolitan areas preparing corridor or major investment studies, the statement of purpose and need should be developed by the multi-agency team guiding the study, and the final document should include an agreed-upon statement.

The PSR (or corridor or major investment study, as applicable) is the initial engineering document that provides the transition between the Caltrans System Plan (or RTP-identified improvement) to an actual project. The PSR or corridor or major investment study is the first opportunity to define the project and alternatives to avoid or minimize environmental impacts. Identification of environmental issues or constraints at the PSR/study stage (and alternatives to avoid them) is required by the NEPA/404 Integration MOU process, and is critical for integrating environmental considerations into the project development process at each sequential step of detailed design.

Significant modifications to the purpose and need statement for a project, or to the fundamental planning analyses that establish it, will be achieved through a consultation process, and by the agreement between Caltrans and MTC.

Section 3. Caltrans and MTC Responsibilities

3.1 Caltrans Responsibilities

The District Division Chief for Planning in Caltrans is responsible for carrying out all provisions of this MOU. Several provisions of the MOU require products or activities from other Caltrans Divisions or from a support division. The District Division Chief will ensure that products and activities are coordinated in a manner that will effectively carry out the provisions of this MOU.

Major responsibilities of the District Division Chief for Planning include:

- Coordinating overall MOU provisions with the MTC and local transportation agencies.
- Coordinating provisions of this MOU and the Project Delivery MOU so that there is a smooth transition from regional project candidates to programmed improvements.
- Conducting regular meetings with the individual appointed by MTC to carry out provisions of this MOU.
- Ensuring early sharing of PSR resource information.
- Coordinating ITSP PSR priorities and the RTIP priority list.
- Recommending a final list of PSRs to be prepared by Caltrans.

- Identifying issues or areas of potential conflict early in the process, and developing alternatives to be resolved.
- Preparing PSRs for state highway projects identified in the Regional Priority List for preparing PSRs (Section 2.2 of this MOU).
- Overseeing, reviewing and approving local or regional agency prepared PSRs on the state highway system as set forth in Section 2.3 of this MOU.
- Coordinating the transition from PSR development to State Transportation Improvement Program (STIP) programming.
- Ensuring efficient transition to project development and provisions of the Project Delivery MOU.

Additional responsibilities can be identified based upon District and MTC needs, and should be tailored to ensure that the purpose of the MOU is met.

3.2. MTC Responsibilities

MTC will appoint an individual to manage provisions of this MOU and be a first point of contact. The individual may be the same as the Regional Improvement Program (RIP) Manager for Project Delivery (refer to Project Delivery MOU) or another individual. If the RIP Program Manager is not the point of contact, MTC will ensure communication within its agency between the managers so that the transition between the planning, programming and project delivery processes is smooth and efficient.

Major responsibilities include:

- Coordinating provisions of the MOU with Caltrans Division Chief for Planning.
- Coordinating and communicating provisions of the MOU within MTC.
- Determining the need for a corridor or major investment study and review PSR equivalents for transit or local road projects.
- Identifying priority PSRs (and other pre-programming documents) for RTIP projects and coordinating priorities with Caltrans.
- Ensuring MTC participation in Project Development Teams for RTIP and ITIP PSRs.
- Ensuring early coordination of local or other regional issues with Caltrans District Division Chief for Planning that may impact PSR priorities and RTIP priority setting.
- Identifying issues or areas of potential conflict early in the process, and developing alternatives. The identification and resolution of these issues would be addressed in the

planning framework of a relevant corridor or major investment study if required by this agreement as well as in the PSR.

Additional responsibilities can be identified based on District and MTC needs, and should be individually tailored to ensure that the purpose of the MOU is met.

Section 4. Relationship to MOU for Regional Improvement Program (RIP) Project Delivery

4.1 Key Provisions

The Project Delivery MOU should be referred to in carrying out the provisions of this MOU (coordination of ongoing transportation planning and programs through completion of the PSR). The Caltrans Project Manager for an RTIP or ITIP project is assigned at the PSR stage and is responsible for the project through its completion. A smooth transition from the PSR stage, through programming, to the project development stage is desired. The RIP Program Manager identified in the Project Delivery MOU is a key participant in this transition.

Section 5. Conflict Resolution

5.1 Early Identification and Resolution of Issues Within the Planning Process

MTC and local transportation agencies have an ongoing planning relationship with Caltrans, its member cities, counties, and modal operators. Caltrans is represented on MTC's various technical, policy and advisory committees and is a member of major corridor study teams. Caltrans is a participant through the regional overall work program in transportation studies. This relationship affords a structure for both joint planning and conflict resolution. Potential issues of controversy should be identified early, discussed, and resolved as appropriate within the planning process so that priorities for the preparation of PSRs and state highway project priorities for future RTIP and ITIP submittals are mutually understood.

While agreement is the goal, it is understood that due to the respective responsibilities of each party, this may not be possible in all circumstances and for all projects. In this case, professional respect for the duties and obligations of both parties is fundamental to carrying out the larger statewide and regional transportation planning process.

5.2 Resources for PSRs

The goal is early and mutual agreement on PSR priorities and resource commitments for preparation and oversight. In the event of conflict that can not be resolved at the staff or manager level, it will be elevated to the District Director for resolution with the respective Executive Director of the MTC.

Section 6. Amendment/Termination

6.1 Amendment

This MOU may be amended by the written consent of both parties.

6.2 Termination

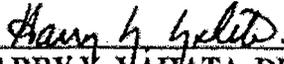
This MOU may be terminated by either party upon written notification to the other.



LAWRENCE D. DAHMS, EXECUTIVE DIRECTOR
Metropolitan Transportation Commission

7-8-99

Date



HARRY Y. YAHATA, DISTRICT 4 DIRECTOR
CALIFORNIA DEPARTMENT OF TRANSPORTATION

5/17/99

Date

PROPOSED SOLANO COUNTY 08/09 PID WORKPLAN

PRIORITY	Current PID Status	LEAD or QA	Route	Begin Postmile	End Postmile	Improvement Description & Location	Project Sponsor	Type of PID	Type of Environmental Document	Fund Sources	Project Cost (\$M)	Proposed PID Start Date	Target Date for PID Approval	EA	Comment
	In 07/08 workplan, but work not yet begun	QA	12	TBD	TBD	Church Rd					TBD	TBD	TBD	TBD	
	Active 07/08 workplan	QA	80	23.1	23.1	Realign EB on and off-ramps Lagoon Valley Blvd I/C in Vacaville		PSR/PR	CE		1.5	12/2006	07/2008	3A790K	
	Active 07/08 workplan	QA	80	TBD	TBD	HOV Turner O/C		PSR	FONSI		120	05/2007	10/2008	4A440K	
	Active 07/08 workplan	QA	780	4.86	5.06	Construct pedestrian/bicycle bridge Miller Rd (State Park Rd) OC in Benicia		PSR/PR	CE		1.1	12/2006	06/2008	3A430K	
	Active 07/08 workplan	QA	12	TBD	TBD	Rio Vista preliminary Bridge Study		Feasibility Study			400	06/2007	07/2008	4A490K	
	In 07/08 workplan, but work not yet begun	QA	12	TBD	TBD	Install median Barrier I-80 to Rio Vista					TBD	12/2007	TBD	TBD	
	Proposed for work in future years	LEAD	80	17.9	19.2	Add EB aux. lane Travis Blvd. to Air Base Parkway.					TBD	TBD	TBD	3A570K	
	Proposed for work in future years	QA	80	TBD	TBD	American Canyon					TBD	TBD	TBD	TBD	
	Proposed for work in future years	QA	80	TBD	TBD	I-80/Green Valley Road IC in Fairfield					TBD	TBD	TBD	29840K	
	Proposed for work in future years	QA	80	TBD	TBD	California Dr. O/C					TBD	TBD	TBD	TBD	
C5	Proposed for work in future years	QA	80	TBD	TBD	Interchange modification I-80/West A St. I/C					TBD	TBD	TBD	TBD	
	Proposed for work in future years	QA	80	TBD	TBD	Interchange modification I-80/West A St. I/C					TBD	TBD	TBD	TBD	
	Proposed for work in future years	LEAD	80	TBD	TBD	Weave correction I-80/I-505					TBD	TBD	TBD	TBD	
	Active Study	QA	12	TBD	TBD	Median barrier corridor study					TBD		TBD	TBD	
	Active Study	QA	80	VAR	VAR	I-80 Smart Growth Solano and Sacramento					0.4		12/2007	987090	
	Active Study	QA	80	680	VAR	80/680/780 Highway Ops Implementation Plan					TBD		TBD	987090	
	Active Study	QA	780	VAR	VAR	SR-113 Corridor Study					0.3		06/2008	987090	

THIS PAGE INTENTIONALLY LEFT BLANK



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

THIS PAGE INTENTIONALLY LEFT BLANK

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

THIS PAGE INTENTIONALLY LEFT BLANK

PROPOSED SOLANO COUNTY 08/09 PID WORKPLAN

PRIORITY	Current PID Status	LEAD or QA	Route	Begin Postmile	End Postmile	Improvement Description & Location	Project Sponsor	Type of PID	Type of Environmental Document	Fund Sources	Project Cost (\$M)	Proposed PID Start Date	Target Date for PID Approval	EA	Comment
1	In 07/08 workplan, work began December 2007	QA	12	TBD	TBD	Church Rd	STA	PSR	FONSI		TBD	12/2007	12/2008	TBD	
1	Active 07/08 workplan	QA	80	23.1	23.1	Realign EB on and off-ramps Lagoon Valley Blvd I/C in Vacaville	Vacaville	PSR/PR	CE		1.5 M	12/2006	07/2008	3A790K	
1	Active 07/08 workplan	QA	80	TBD	TBD	HOV Turner O/C	STA	PSR	FONSI		120 M	05/2007	10/2008	4A440K	
1	Active 07/08 workplan	QA	780	4.86	5.06	Construct pedestrian/bicycle bridge Miller Rd (State Park Rd) OC in Benicia	Benicia	PSR/PR	CE		3.8 M	12/2006	06/2008	3A430K	
1	Active 07/08 workplan	QA	12	TBD	TBD	Rio Vista preliminary Bridge Study	STA	Feasibility Study			400	12/2007	12/2008	4A490K	
1	In 07/08 workplan, but work not yet begun	QA	12	TBD	TBD	install median Barrier I-80 to Rio Vista	STA	PSR	FONSI		TBD	12/2007	05/2008	TBD	
2	Proposed for work FY 2008-09	LEAD	80	17.9	19.2	Add EB aux. lane Travis Blvd. to Air Base Pkwy	Caltrans	PSR			TBD	TBD	TBD	3A570K	
	Proposed for work in future years	QA	80	TBD	TBD	American Canyon					TBD	TBD	TBD	TBD	City to use PEER Process
	Proposed for work in future years	QA	80	TBD	TBD	I-80/Green Valley Road I/C in Fairfield					TBD	TBD	TBD	29840K	Project Scope Being Modified by City of Fairfield
	Proposed for work in future years	QA	80	TBD	TBD	California Dr. O/C	Vacaville				TBD	TBD	TBD	TBD	
61	Proposed for work in future years	QA	80	TBD	TBD	Interchange modification I-80/West A St. I/C	Dixon				TBD	TBD	TBD	TBD	
4	Proposed for work in future years	QA	80	TBD	TBD	Interchange modification I-80/West A St. I/C	Dixon				TBD	TBD	TBD	TBD	
6	Proposed for work in future years	LEAD	80	TBD	TBD	Weave correction I-80A-505	Caltrans				TBD	TBD	TBD	TBD	
ACTIVE STUDIES															
	Active Study	QA	12	TBD	TBD	Median barrier corridor study	MTC				TBD		TBD	TBD	
	Active Study	QA	80	VAR	VAR	I-80 Smart Growth Solano and Sacramento	MTC				0.4		12/2007	987090	
	Active Study	QA	80 680 780	VAR	VAR	80/680/780 Highway Ops Implementation Plan	STA				300	03/2008	03/2009	987090	
	Active Study	QA	113	TBD	TBD	SR-113 Corridor Study	STA				0.3		06/2008	987090	

ATTACHMENT C
Color Copy of this attachment was provided to the TAC Members Only.)

THIS PAGE INTENTIONALLY LEFT BLANK



DATE: January 22, 2008
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Regional Transportation Plan (RTP) Call for Projects
And Project List

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.

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

The Solano Bike/Pedestrian Project (SBPP) list. The estimated total cost for these projects is approximately \$80 million. The SBPP is included as Attachment B.

If STA member agencies have identified projects that are not included in Attachment A, they should provide that information to STA staff before or at the TAC meeting.

Members of the public may also propose projects for inclusion in the RTP project list. Such projects must meet the criteria listed above, 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.

Fiscal Impact:

The Solano County 25-year project funding ceiling is \$1.98 billion. The projects submitted as 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.

The funding ceiling was developed using a ‘moderate’ estimate of funds available. In past years, MTC has used a conservative fund estimate. This results in fewer projects being listed in the financially constrained RTP, and requires further RTP and TIP amendments. The ‘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 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. This list will be reviewed by the TAC at its February 27, 2008 meeting, and will be submitted to MTC on or before the March 5, 2008 submittal deadline.

Recommendation:

Forward the project list included as shown in Attachment A to the STA Board for discussion at a Solano County RTP Public Hearing on February 13, 2008.

Attachments:

- A. Solano 2035 RTP Project List (To be provided under separate cover.)
- B. Solano Bike/Pedestrian Program Project List (To be provided under separate cover.)

THIS PAGE INTENTIONALLY LEFT BLANK



DATE: January 22, 2008
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Solano Comprehensive Transportation Plan
TAC Representative Appointments to STA Committees

Background:

The Solano Transportation Authority (STA) has three committees, made up of STA Board members or their appointees. Those committees are the Alternative Modes; Arterials, Highways and Freeways; and Transit. The current membership of each committee is shown in Attachment A. At the February 2008 meeting, STA Board members will appoint new Committee members and chairpersons as needed. The Bicycle Advisory Committee appointed J. B. Davis to the Alternative Modes Committee at its January 2008 meeting. The Pedestrian Advisory Committee appointed Lynne Williams to the Alternative Modes Committee at its January 2008 meeting.

Discussion:

The STA Technical Advisory Committee (TAC) also appoints one TAC representative to each Committee. The TAC representatives are not voting members, but they do represent the TAC to the Committee, and vice versa. The current TAC representatives are:

Alternative Modes:	Ed Huestis, City of Vacaville
Arterials, Highways and Freeways:	Gary Leach, City of Vallejo
Transit:	vacant

With the new STA Board in place and with the update of the Solano Comprehensive Transportation Plan (CTP) underway, the three Committees will again be meeting. The TAC is asked to appoint a representative to each of the three committees.

Fiscal Impact:

None.

Recommendation:

Approve the following:

1. Appoint a TAC representative to the Transit Committee;
2. Appoint a TAC representative to the Alternative Modes Committee; and
3. Appoint a TAC representative to the Arterials, Highways and Freeways Committee.

Solano Transportation Authority Committee Membership

Alternative Modes Committee:

Current committee chair is Supervisor Jim Spring.

Current vacancies are:

Agency	Member
City of Fairfield	Vacant
City of Vallejo	Vacant
TAC Representative	Ed Huestis, City of Vacaville

Current members are:

Agency	Member
City of Benicia	Alan Schwartzman
City of Dixon	Vacant
City of Rio Vista	Vacant
City of Vacaville	Steve Wilkins
City of Suisun City	Mike Segala
County of Solano	Jim Spring
STA Bicycle Advisory Committee	J. B. Davis
STA Pedestrian Advisory Committee	Lynne Williams

Arterials, Highways and Freeways Committee:

Current committee chair is VACANT.

Current members are:

Agency	Member
City of Benicia	Alan Schwartzman
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	Vacant
TAC Representative	Gary Leach, City of Vallejo

Transit Subcommittee:

Current committee chair is Mayor Mary Ann Courville.

Current vacancies are:

Agency	Member
City of Fairfield	Vacant
City of Vallejo	Vacant
City of Benicia	Vacant
TAC Representative	Vacant

Current Members are:

Agency	Member
City of Dixon	Mary Ann Courville
City of Suisun City	Mike Segala



DATE: January 18, 2008
TO: STA TAC
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.

Discussion:

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 B) outlines in more detail the Governor's proposed State Budget for 2008-09.

Assembly Constitutional Amendment (ACA) 10 was introduced by Assemblymember Feuer on January 7, 2008 (Attachment C). 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 the Solano County's benefit to reduce the voter threshold to 55% in the event a local sales tax measure is pursued for transportation improvements. Therefore, 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 D). 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 Water Emergency Transportation Authority (WETA), and assurances that the existing Baylink levels of operation, funding and service will be maintained or enhanced. The intent of Senator Wiggins' 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. Staff recommends watching this bill with the hopes that it will take shape into a bill that the STA can support.

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."

Attachments:

- A. STA Legislative Matrix
- B. Shaw/Yoder State Budget Update, January 16, 2008
- C. ACA 10 (Feuer) 55% Voter Threshold
- D. SB 1093 (Wiggins) San Francisco Bay Area Water Emergency Transportation Authority (Ferry Cleanup Bill)



LEGISLATIVE MATRIX

2007-2008 State and Federal Legislative Session

January 23, 2008

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

Index

State Assembly Bills

Bill	Author	Subject	STA's Position	Others' Position	Page
AB 117	Beall	Additional 20% County assessment on traffic safety offenses			3
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	Support; request letters of support from cities	Sponsor: LCC/CSAC Support: Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, Vallejo, Solano County	4
SB 375	Steinberg	Transportation planning: travel demand models; preferred growth scenarios; environmental review.	Watch		4

71

Bill	Author	Subject	STA's Position	Others' Position	Page
SB 613	Simitian	Local govts: veh. fee for congestion and stormwater management			5
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
AB 117 (Beall) Traffic offenses: add'l assessment: traffic safety	Authorizes Santa Clara County to collect an additional \$2 penalty assessment for every \$10 in base fines for certain violations, for purposes of funding local traffic safety programs. Sunsets the provisions of this bill January 1, 2013.	06/26/07 SEN Public Safety hearing postponed	
AB 444 (Hancock) Voter-approved vehicle registration fee for traffic congestion management	Authorizes county congestion management agencies in Alameda County and Contra Costa County, with a majority vote of agency's board, to impose annual fee of up to \$10 on motor vehicles registered with the county for a traffic congestion management program. Imposition of fee would require voter approval. Transportation improvements that reduce congestion include those that improve signal coordination, travel information systems, intelligent transportation systems, highway operational improvements, and public transit service expansions.	07/11/07 SEN Rev & Tax. Amended 06/28/07 to add Solano County	Support with Amendment to add Solano County
AB 842 Jones Regional plans: traffic reduction	Requires the Transportation Commission to update its guidelines for the preparation of regional transportation plans, including a requirement that each regional transportation plan provide for a 10% reduction in the growth increment of vehicle miles traveled. Requires a specified sum of funds to be made available from a specified account to the Department of Housing and Community Development to fund grants to assist agencies of local governing in the planning and production of infill housing.	01/17/08; ASM Appropriations	Watch

73

State Legislation Bill/Author	Summary	Status of Bill	STA Position/ Others Position
ACA 10 (Feuer) 55% Voter threshold, special tax for transportation	This measure would lower to 55% the voter approval threshold for a city, county, or city and county to impose, extend, or increase any special tax for the purpose of paying the principal, interest, and redemption charges on bonded indebtedness incurred to fund specified transportation infrastructure. This measure would also lower to 55% the voter approval threshold for a city, county, or city and county to incur bonded indebtedness, exceeding in one year the income and revenue provided in that year, that is in the form of general obligation bonds to fund specified transportation infrastructure.	01/07/08; ASM Rules	
SB 286 (Lowenthal/ Dutton) Prop 1B Bonds Implementation: Local Streets/ Roads	Sponsored by the League of California Cities to accelerate distribution of the \$2 billion in local street and roads funds. Under the proposal every city will receive at least half (and up to their full amount) of their Prop 1B funds to spend in the next two fiscal years (determined by population), with the state allocating the remaining funds no later than 2010. Applicants would submit a list of projects expected to be funded.	08/22/07; ASM APPROP hearing cancelled at author's request	Support/ Sponsor: LCC, CSAC Support: Solano County and all 7 cities in Sol. Co.
SB 375 (Steinberg) Transportation planning: travel demand models: preferred growth scenarios: environmental review.	The California Environmental Quality Act (CEQA) exempts specified activities from its provisions, including a project that is residential on an infill site within an urbanized area, and that meets other specified criteria, including that the project is within 1/2 mile of a major transit stop. This bill requires the California Transportation Commission (CTC) to adopt by April 1, 2008, specific guidelines for travel demand models used in development of regional transportation plans by certain regional transportation planning agencies. It requires the Department of Transportation to assist CTC in preparation of the guidelines, if requested to do so by CTC. It also requires the Air Resources Board to provide each region with greenhouse gas emission reduction targets for 2020 and 2050.	09/12/07; Re-referred to ASM APPROP	Watch

State Legislation Bill/Author	Summary	Status of Bill	STA Position/ Others' Position
SB 613 (Simitian) Local govts: veh. fee for congestion and stormwater management	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.	01/18/08 SEN floor for consideration after veto	
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>June</p> <p>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>February</p> <p>11 Lincoln's Birthday 18 Washington's Birthday observed 22 Last day to introduce bills</p>	<p>July</p> <p>3 Summer Recess begins on adjournment, provided Budget Bill has been passed 4 Independence Day</p>
<p>March</p> <p>13 Spring Recess begins upon adjournment 24 Legislature reconvenes from Spring Recess 31 Cesar Chavez Day</p>	<p>August</p> <p>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>April</p> <p>18 Last day for policy committees to meet/report Fiscal Committees fiscal bills introduced in their house</p>	<p>September</p> <p>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>May</p> <p>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>Important Dates Occurring During Final Recess:</p> <p><u>2008</u> Nov. 4 General Election Nov. 30 Adjournment <u>Sine Die</u> at midnight Dec. 1 12 midnight convening of the 2009-10 Regular Session</p> <p><u>2009</u> Jan. 1 Statutes take effect</p>

76

110th United States Congress 2008 Second Session Calendar

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

77

THIS PAGE INTENTIONALLY LEFT BLANK



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.

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 be 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.

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	14	108
	83	

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.

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.

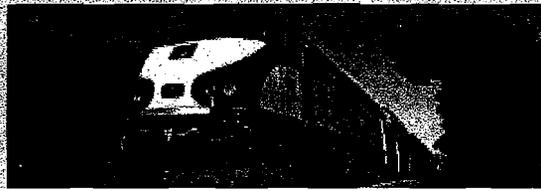
A New Vision

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.

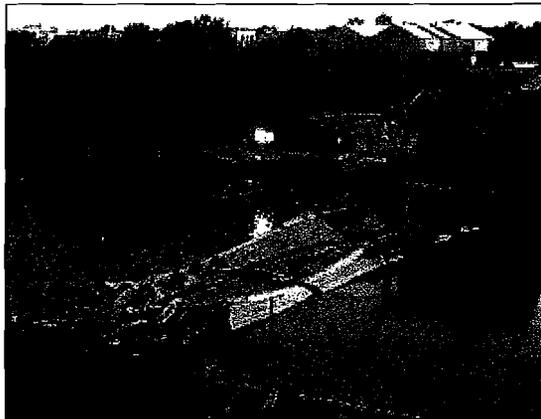
In our view, the United States could lay claim to best-in-class status in surface transportation when all of the following statements hold true:

- 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

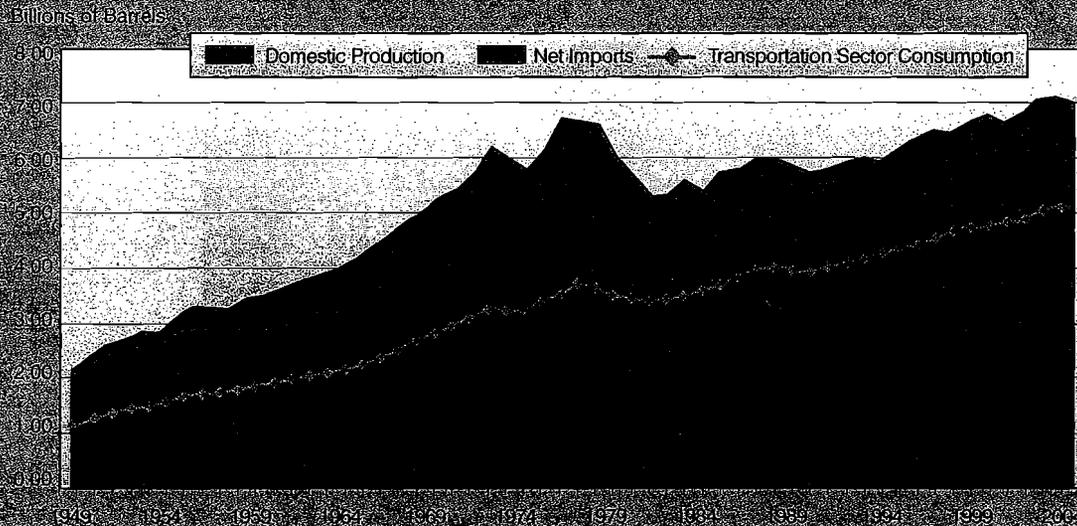
Conditions on America's surface transportation systems — our roads, bridges and highways, our passenger and freight rail facilities, our public transit networks — are deteriorating. In some cases, the physical infrastructure itself is showing the signs of age. In almost all cases, the operational efficiency 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.

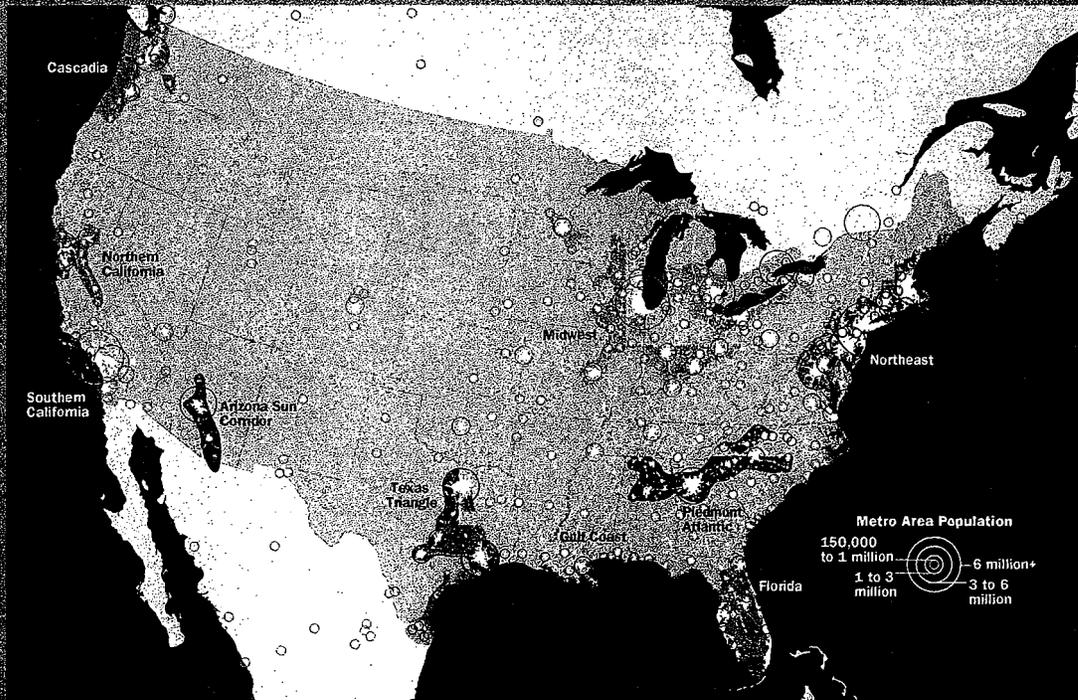
Because the nation lacks a clearly articulated transportation vision to guide investments — and an objective, performance-based method of assessing

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

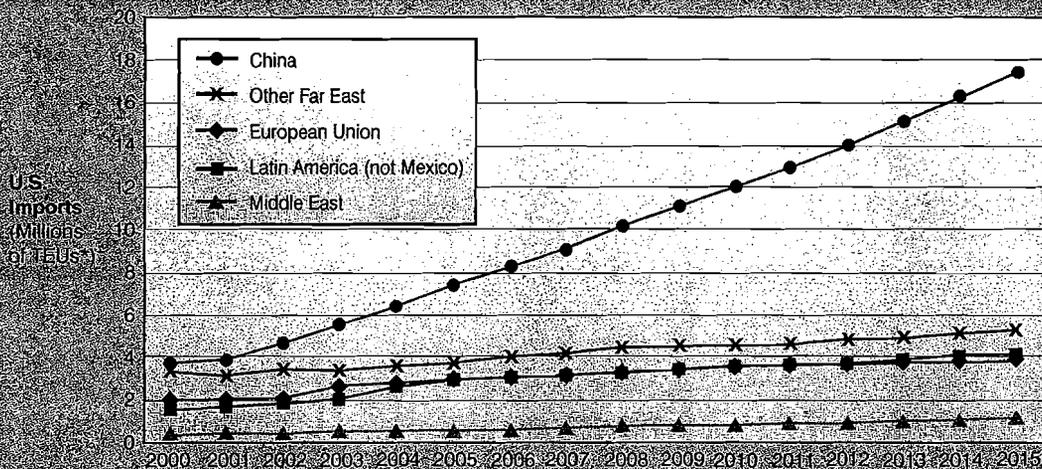
systems and expand capacity where necessary to meet the challenges of the 21st century — are enormous and ominous. To close this investment gap, we will need increased public funding. We will also need increased private investment. More tolling will need to be implemented and new and innovative ways 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:

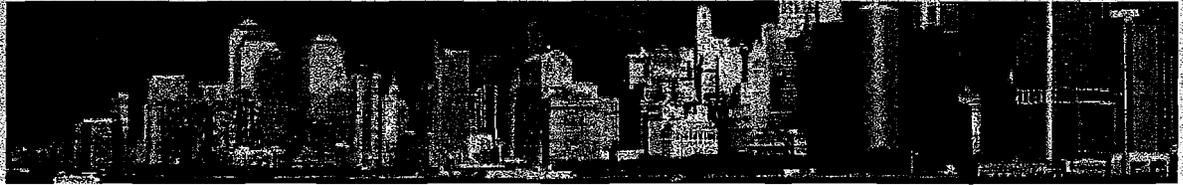
- **Rebuilding America** – state of good repair
- **Global Competitiveness** – gateways and goods movement

- **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

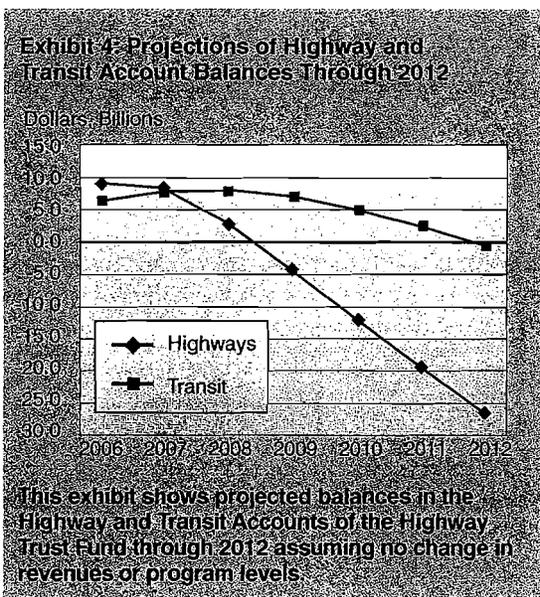
pre-eminent surface transportation system in the world.

- 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

Assembly Constitutional Amendment**No. 10**

Introduced by Assembly Member FeuerJanuary 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.*

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 22, 2008
TO: STA TAC
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). At the TAC meeting, MTC will present the findings from

the draft Mitigations Strategies Report (Attachment C) for information and feedback. At the February 2008 TAC meeting, the TAC will be asked to forward to the Mitigations Strategies Report to the STA Board for adoption. Following the Mitigation Strategies Report, the final deliverable for the I-80 FPI will be the Cost Benefit Report which builds off the mitigation report to provide a list of prioritized projects for the corridor. This final report is expected in the spring 2008 and will be brought to the TAC and STA Board for review and approval.

Recommendation:

Informational.

Attachments:

(Please note Attachments A, B, and C have been provided to the TAC Members only. Copies may be obtained by contacting the STA office at (707) 424-6075.)

- A. Final I-80 Existing Conditions Report
- B. Final Draft I-80 Future Conditions Report
- C. Draft I-80 Mitigation Strategies Report



DATE: January 22, 2008
 TO: STA TAC
 FROM: Janet Adams, Director of Projects
 RE: Review of Corridor Construction Schedules for 2008 and 2009

Background:

STA, in partnership with Caltrans, have 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

Recommendation:
Informational.



DATE: January 22, 2008
TO: STA TAC
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 such as 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 funded approximately \$2.3 million of TFCA 40% Program Manager Funding. Solano County 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 Solano Napa Commuter Information's (SNCI's) 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, the majority of projects continue 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 TAC is scheduled to have a more detailed discussion on this issue at their February 27, 2008 meeting.

In addition to the 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. 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. SNCI's 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 TAC will review the project submittals at their February 27, 2008 meeting to provide a recommendation to the March 12, 2008 STA Board meeting. 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

TFCA Program Summary

1/23/2008

Board Action Date	Project Description	Project Sponsor	TFCA Allocation	Amount Paid	Balance	Est. Date Completion	Date Completed	Project Status
6/9/2007	Diesel Retrofit Devices for Benicia Buses	City of Benicia	\$10,000.00	\$0	\$10,000.00	5/1/08	In Progress	Project approved May 9, 2007. Approved and subagreements signed.
6/13/2007	Transit Bicycle Racks	Fairfield/Suisun	\$13,120.00	\$0	\$13,120.00	5/1/08	In Progress	Project approved May 9, 2007. Approved and subagreements signed.
9/9/2007	Union Ave/Suisun Train Station Ped. Safety Improvement Project	City of Fairfield	\$87,247.00	\$0	\$87,247.00	9/1/08	In Progress	Project was approved by the Board on September 9th. Subagreement pending.
	Solano Napa Commuter Information Incentives and Outreach Plan	SNCI	\$222,247.00	\$0	\$222,247.00	12/1/09	In Progress	Project approved by the STA Board as part of a 2nd call for projects on June 13, 2007.
	Administration	STA	\$18,272	16,272	0	6/1/09	7/1/2007	Funding received- administration in progress.
Fiscal Year 2006-			\$348,886	\$16,272	\$332,614			

Board Action Date	Project Description	Project Sponsor	TFCA Allocation	Amount Paid	Amount Owed	Est. Date Completion	Date Completed	Project Status
May 10, 2006	McGary Road Extension	City of Fairfield	\$90,000.00	\$0.00	\$90,000.00	6/1/08	In Progress	Final project completion date is:9/22/08- extension required thereafter. Board
July 12, 2006	Shuttle Service to Benicia Industrial Park	City of Benicia	\$29,325.00	\$29,325.00	\$0.00	Complete	2/14/2007	Final project completion date is:9/22/08- extension required thereafter.
	Solano Napa Commuter Information Transit and #2	SNCI	\$210,000.00	\$46,412.54	\$163,587.46	6/1/08	In Progress	Final project completion date is:9/22/08- extension required thereafter. Board
	Administration	STA	\$15,986.00	\$15,986.00	\$0.00	Complete	7/1/2006	Program Manager task completed.
Fiscal Year 2006-			\$345,311	\$91,724	\$253,587			

Board Action Date	Project Description	Project Sponsor	TFCA Allocation	Amount Paid	Amount Owed	Est. Date Completion	Date Completed	Project Status
May 11, 2005	SNCI Ridesharing	STA	\$195,000.00	\$195,000	\$0	Complete	In Progress	Project is expected to be completed as of December 31, 2007. 2nd Quarter report will reflect TFCA expenditures. Invoice is anticipated to be processed prior to May 20, 2008.
	#3		\$26,959.05					
	#4		\$108,368.00					
	#1		\$2,995.94					
	#2		\$8,674.66					
	East 5th St Corridor Smart Growth Project	Benicia	\$125,000.00	\$0	\$125,000	3/30/2008	In Progress	Final project completion date is:1/25/08- extension required thereafter. Design for the project was completed in September 2007. Advertising/Award of the project occurred in December 2007, construction begins March 2008.
	McCoy Creek Multi-Use Path	Suisun City	\$35,000.00	\$0	\$35,000	June 30, 2008	In Progress	STA approved a one-year extension to January 1, 2008. Suisun is completing design in early Spring 2008 and anticipates starting construction in April 2008.
	Transit Center Pedestrian Access	Suisun City	\$25,000.00	\$0	\$25,000	June 30, 2008	In Progress	STA approved a one-year extension to January 1, 2008. Suisun is completing design in early Spring 2008 and anticipates starting construction in April 2008.
	Administration	STA	\$15,881	\$15,881	\$0	Complete	7/1/2005	Program Manager task completed.
Fiscal Year 2005-			\$380,000	\$195,000	\$185,000			

Board Action Date	Project Description	Project Sponsor	TFCA Allocation	Amount Paid	Amount Owed	Est. Date Completion	Date Completed	Notes
April 10, 2002	Route 30	STA	\$28,800	\$28,800	\$0.00	Complete	7/1/2002	Funds were transferred to Fairfield Solid Transit in 2002 to operate Route 30.
November 9, 2002: 2nd Call Approved	Electric Charger	City of Fairfield	\$27,000	\$0	\$27,000.00	Complete	Project Cancelled	Originally approved for \$25,000 on April 10, 2002. Project was amended on November 9, 2002 to include an additional \$2,000 for a total allocation of \$27,000. Project Cancelled. \$27,000 reallocated in FY 05-06
	Electric Vehicle Charger	Solano Community College	\$30,000	\$30,000	\$0.00	Complete	9/22/2003	Originally approved for \$16,000 on April 10, 2002. Project was amended on November 9, 2002 to include an additional \$14,000 for a total allocation of \$30,000.
	Transit Bus Traffic Signal Prioritization	City of Fairfield	\$100,000	\$100,000	\$0.00	June 1, 2009	In-Progress	Pre-emption emitters for buses and software for signals were purchased and TFCA funds paid in full on 10/24/03. Program Implementation pending. Fairfield continues to provide status reports until the program is implemented. Initial BAAQMD meeting on 11-07 indicated BAAQMD staff willingness to close out the program. Follow up meeting scheduled for late January 2008.
	Resurfacing Projects	SNCI	\$270,000	\$270,000.00	\$0.00	Complete	12/31/2004	
	#1		\$16,823.34					
	#2		\$30,086.86					
	#7		\$7,521.79					
	#8		\$4,500.97					
	#9		\$18,681.87					
	#10		\$27,218.70					
	#11		\$16,407.88					
	#12		\$23,192.02					
	#13 New fiscal year tracking number		\$32,148.87					
	#2 New fiscal year		\$1,623.04					
	#3 New fiscal year		\$3,688.97					
	#4 New fiscal year		\$3,046.97					
	#5 New fiscal year		\$2,029.97					
	#6 New fiscal year		\$3,892					
	Administration	STA	\$20,228	\$20,228	\$0.00		7/7/2002	
	Fiscal Year 2002-03 Totals:			\$453,800	\$426,800	\$27,000.00		

THIS PAGE INTENTIONALLY LEFT BLANK



DATE: January 18, 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 Grant staff working group is scheduled for the morning of January 24, 2008. A press conference is scheduled for later that afternoon.

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. 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. STA staff is looking at the ability to use OTS funds to purchase paid time for these PSAs and for radio advertising. Further information on public outreach will be available after the OTS meetings on January 24, 2008.

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.

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.

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. A copy of the application packet is attached.

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 Spering, 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 February 2008 (tree removal), with excavation starting as soon as weather 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.



Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

Area Code 707
424-6075 • Fax 424-6074



Members: January 11, 2008

Benicia	
Dixon	
Fairfield	Lee Taubeneck
Rio Vista	Deputy Director for Transportation Planning
Solano County	and Local Assistance
Suisun City	Caltrans District 4
Vacaville	111 Grand Avenue
Vallejo	Oakland, CA 94612

RE: Partnership Planning Grant Application for the SR 12/I-80 to I-5 Corridor Plan

Dear Mr. Taubeneck:

The purpose of the proposed Partnership Planning Grant application for the State Route 12 – I-80 to I-5 Corridor Plan is to create a multi-agency Corridor Advisory Committee and to develop the information base needed to develop a corridor-wide, comprehensive plan for safety and capacity improvements to State Route 12. The State Route 12 corridor is a mostly 2-lane highway that provides a major east-west route for commuters, agricultural products and regional goods movement between the Bay Area and the Central Valley. Because of its narrow configuration and high traffic volumes, its accident rate is more than one and a half times the state average. The project area has been designated a Double Fine Zone because of its accident and fatality rate.

The proposed project to be funded by the grant consists of 6 distinct steps:

1. Create the SR 12 Corridor Partnership, guided by a Corridor Advisory Committee
2. Collect and summarize existing plans for the corridor.
3. Identify on-going studies for the corridor.
4. Identify and engage corridor stakeholders.
5. Consolidate local and regional land use plans and development projections.
6. Prepare preliminary analysis of adequacy of State Route 12 to carry projected future traffic, based upon identified current and future land uses.

The first step – creation of a Corridor Advisory Committee – is essential to create the multi-jurisdictional political consensus that will be needed to implement meaningful improvements to the corridor in an effective manner. Between I-80 and I-5, State Route 12 crosses through 3 counties (Solano, Sacramento, San Joaquin), 3 incorporated cities (Fairfield, Suisun City, Rio Vista), 3 Metropolitan Planning Organizations (the Metropolitan Transportation Commission, Sacramento Area Council of Governments, San Joaquin Council of Governments), 3 Caltrans districts, over the Sacramento and Mokelumne rivers and across the Sacramento/San Joaquin River Delta. The Corridor Advisory Committee and associated staff-based technical advisory committee will provide the format for all of the issues important to corridor stakeholders to be identified, discussed, and worked into an ultimate improvement plan for the corridor.

Beyond creating the basis for political guidance and consensus, the project will bring together all of the plans and studies that either exist or are underway for corridor improvements, and will create a summary of all of the land use plans and projections for the corridor. The project will also compile the land use plans for the various jurisdictions with authority over the corridor, allowing the stakeholders to accurately gauge the existing and future conditions that contribute to corridor traffic and safety concerns.

The project will move forward the task of gaining public involvement in the process of improving State Route 12 in the project area. Because of the many jurisdictions and the physical disbursement of the project area along a 49-mile stretch of roadway, the public outreach effort will need to involve many different groups and meetings. There is already one established citizen organization in the project area – the Highway 12 Association, which meets on a monthly basis in Rio Vista. There is also substantial media interest in the corridor because of the high number of traffic accidents in the project area. The public outreach program will build on these existing resources in order to comprehensively identify and engage the individuals and organizations that have a stake in what happens to the State Route 12 corridor.

Finally, the project will produce an initial, corridor-wide assessment of the ability – or the lack of ability – of State Route 12 and its identified, funded improvements to carry the projected traffic. This analysis will be based upon the Napa-Solano Travel Demand Model, completed in conjunction with MTC and SACOG for the “I-80 Smart Growth” Study. This multi-regional model, and the results from the initial assessment, will then guide the development of a comprehensive corridor improvement program. This will include an examination of the many environmental, political and financial factors which will guide what improvements are and are not practical.

The Solano Transportation Authority and San Joaquin Council of Governments are already committed to creating a long-term plan for improvements to the State Route 12 corridor from I-80 to I-5. The tasks outlined in this grant proposal will not complete the corridor improvement program, but they will create a foundation of information and involvement that upon which the corridor improvement plan can be built. Your serious consideration of funding the project for the entire \$300,000 allowed in the 2008 Partnership Planning Grant cycle is appreciated.

Sincerely,



Daryl K. Halls
Executive Director
Solano Transportation Authority



Andrew Chesley,
Executive Director
San Joaquin Council of Governments

FY 2008-09 PARTNERSHIP PLANNING APPLICATION

An electronic version of this application is available on the following web site:

<http://www.dot.ca.gov/hq/tpp/grants.htm>

- ✓ Application length – 20 page maximum – includes all documents **except** letters of support
- ✓ Double spaced, 12 pitch font
- ✓ No binding, use one staple

Required Documents

- Signed Application, Scope of Work, Project Schedule and Funding Chart, map of project area, digital photographs of project area (when applicable)

Submit five signed hard copies and one electronic copy on a CD (Microsoft Word) of the entire Application and all documents, including the Required Documents listed above.

PROJECT TITLE	State Route 12 – I-80 to I-5 Corridor Plan
PROJECT LOCATION (cities) and counties)	Solano County – Cities of Fairfield, Suisun City and Rio Vista, unincorporated Sacramento County - unincorporated San Joaquin County - unincorporated

	APPLICANT				SUB-RECIPIENT(S)			
Organization	Metropolitan Transportation Commission				Solano Transportation Authority San Joaquin Council of Governments			
Contact Person (include salutation and title)	Carolyn Clevenger, Goods Movement Planner				Robert Macaulay, Director of Planning Solano Transportation Authority Dana Cowell, Deputy Director San Joaquin Council of Governments			
Mailing Address	Joseph P. Bort Metro Center 101 Eighth Street				One Harbor Center, Suite 130 Suisun City, CA 94585 555 E. Weber Ave. Stockton, CA 95202			
City	Oakland, CA							
Zip Code	94607							
E-mail Address	cclevenger@mtc.ca.gov				rmacaulay@sta-snci.com cowell@sjcog.org			
Telephone Number	Area Code	510	Number	817-5736	Area Code	707	Number	424-6006
Fax Number	Area Code	510	Number	817-5848	Area Code	209	Number	468-3913

FUNDING INFORMATION	
Grant Funds Requested	\$ 300,000
Local Match (See sample calculation on Page 29)	\$
	\$ 75,000
Source of Local Match	Dedicated staff time funded through STP Planning and TDA; modeling work conducted by STA staff, funded through TDA.
Other Funding	\$
Total Cost	\$375,000

LEGISLATORS IN PROJECT AREA	
State Senator(s) (name and district)	Assembly Member(s) (name and district)
Dist 2 Pat Wiggins	Dist 7 Noreen Evans
Dist 5 Michael Machado	Dist 8 Lois Wolk
Dist 14 David Cogdill	Dist 10 Alan Nakanishi
	Dist 15 Guy Houston

* Attach additional pages if necessary (this attachment will not be included in the 20 page maximum)

☞ Enter answers in the area provided below each question
 ☞ Points that will be used for scoring are included on the right side above the text box (100 points possible)

20 points

1. Project Description (half page maximum)
 → Define project and project area
 → Identify community/communities and stakeholders
 → Specify what will be accomplished including what final products will be delivered
 → Describe how project will be managed

Begin typing here: The project area is the State Route 12 corridor, from I-80 in Fairfield, to I-5 in unincorporated San Joaquin County, as shown in the attached project area map.

The purpose of the project is to create a multi-regional partnership to guide the planning of safety and capacity improvements for the corridor.

Communities and stakeholders are the Cities of Fairfield, Suisun City and Rio Vista, the counties of Solano, Sacramento and San Joaquin; Caltrans Districts 3, 4 and 10; regional and state

agencies with jurisdiction over the Delta; the agricultural communities of the central valley and Solano and Napa counties; the Highway 12 Association; and other community groups.

The project will accomplish the following tasks:

1. Create the SR 12 Corridor Partnership and Corridor Advisory Committee
2. Collect and summarize existing plans for the corridor.
3. Identify and summarize on-going corridor studies.
4. Identify and engage corridor stakeholders/members of the public.
5. Consolidate local and regional land use plans and development projections.
6. Prepare preliminary analysis of adequacy of State Route 12 to carry projected future traffic, based upon identified current and future land uses.

Policy direction will come from a Corridor Advisory Committee, with 2 members each from STA (including STA's MTC commissioner) and SJCOG, and one member from SACOG. Management will be by a staff working group, primarily composed of STA, SJCOG and MTC staff.

2. Grant Objectives – Describe how the proposal addresses the following Partnership Planning grant objectives:

- Project is a transportation planning study having statewide benefit or multi-regional significance or both jointly performed by MPOs, RTPA, and Caltrans.
- ⇒ The project must result in improvements to the State or regional transportation system.
- The project should demonstrate how it considers and/or affects jobs, housing balance, land use, population growth and distribution, development, and the conservation of natural resources.
- ⇒ Results in improvements to public involvement and consensus efforts including government-to-government relations.

Begin typing here: The project will lead to the production of a multi-regional corridor study for SR 12, covering 3 Caltrans districts and involving 3 MPOs. Primary staffing will come from SJCOG, an MPO/Congestion Management Agency, and STA, a CMA. As shown on the attached map, SR 12 is one of the few routes across the Delta that links I-5 and I-80, both major interstate transportation routes, as well as the San Joaquin/Sacramento valley and the Bay Area. The project will ultimately result in the identification of safety and capacity improvements to SR 12, including viable methods to finance these improvements. The SJCOG has identified improvement to SR 12 in the project area as one of its top priorities, and is currently developing a \$27 million package of operational and safety improvements at intersections between I-5 and Tower Park Way/Glasscock Road. The STA has identified SR 12 improvements as one of its two top priorities. Caltrans is currently spending more than \$25 million safety improvements to SR 12 and has identified an additional \$53 million in the Draft 2008 State Highway Operation and Protection Program. Completion of the project will allow these agencies to move forward with ultimate safety and capacity improvements to the corridor.

The project will include a compilation of land use projections for the involved agencies and surrounding areas, including the current and anticipated balance of housing and jobs between the

Bay Area and the Central Valley. It will also directly involve Delta conservation effort in the planning of cross-Delta transportation systems.

STA is currently involved in several multi-regional transportation planning efforts, including the I-80 Smart Growth Study, the SR 113 Corridor Study and the I-80 Smart Corridor Study. The project will leverage STA's experience in this field to further strengthen connections between Bay Area and Central Valley transportation planners. Because of the numerous stakeholders involved in the project, an extensive public outreach campaign is planned.

20 points

5. State Transportation Planning Grant Goals – Demonstrate how the proposal addresses one or more of the following Caltrans Transportation Planning Grant Goals:

- **Congestion relief** – *Begin typing here:* SR 12 is a 2-lane highway carrying local and interregional traffic, including agricultural products from the Central Valley and Napa Valley and military goods destined for Travis Air Force Base. The corridor also carries a large number of recreation vehicles, including slow-moving boats and trailers. Because of the lack of passing lanes and the presence of three draw bridges, traffic congestion in the project area is periodically significant. The project will identify improvements that will reduce congestion on the corridor.
- **Efficient movement of people, goods, and services** – *Begin typing here:* As noted above, SR 12 is a significant corridor for goods movement between the Bay Area and Central Valley. The percentage of trucks on SR 12 is typically above 10%, well above the truck proportion on roads such as I-80 and I-5. By reducing congestion and allowing better flow of commute and truck traffic, the efficient interregional movement of goods and people will be enhanced. The corridor also provides direct access to Travis Air Force Base as well as numerous agricultural areas within the Delta, acting as a “Farm to Market” corridor.
- **Safe and healthy communities** – *Begin typing here:* SR 12 has a sufficiently-high accident rate that it has been designated a Double Fine Zone in the project area. This is the first new Double

Fine Zone designation in many years. The project will identify safety improvements to the roadway, including segments in the cities of Rio Vista, Suisun City and Fairfield, that will improve the safety of travelers in the corridor.

- **Pedestrian, bicycle, and transit mobility and access** – *Begin typing here:* The project will review existing bicycle and pedestrian plans.
- **Public and stakeholder participation** – *Begin typing here:* The project includes an extensive effort to identify and involve stakeholders, including agricultural and economic interests, environmental and conservation groups, and state and regional agencies with responsibility for the Delta. Outreach efforts will include public meetings in multiple regions. One of the key partners will be the Highway 12 Association, an existing regional citizen and business organization.
- **Measures to reduce air pollution and greenhouse gas emissions** – *Begin typing here:* The project will ultimately lead to reduced congestion and engine idle time on SR 12. As part of the ultimate corridor facilities, SJCOG and Caltrans are looking at Transportation Demand Management considerations including an expanded Park & Ride lot at I-5/SR 12 and Intelligent Transportation Systems (ITS) elements for advanced traveler information on delays and detouring.
- **Conservation of energy and other natural resources and Protection of sensitive habitat and farmland** – *Begin typing here:* The Delta is an area of significant natural resources, many of which are under stress. Numerous federal and state agencies have regulatory interests in the Delta in general and the project area in particular. The project will seek to identify those resource stakeholders and their regulatory requirements, and to identify an approach to improving transportation along the corridor in a manner that preserves or enhances the resource values. In addition, the project area provides direct access to farmlands in the Delta and eastern Solano

County, and access between Central Valley and Napa agricultural industries. Improvement to SR 12 will increase the economic viability of each of these agricultural areas.

20 points

4. Public Participation – Describe how the proposal will innovatively and collaboratively involve the public, community-based organizations, low-income and minority communities, Native American Tribal Governments, and under-represented groups in the planning and decision-making throughout the project.

Begin typing here: The overall project outreach effort is planned to start with established interest groups, such as environmental advocates interested in the Delta and the Highway 12 Association. Both the STA and SJCOG have an extensive contact database developed through work on Lifeline and Paratransit programs that provide effective contacts with low-income, elderly and transit-dependent populations. SJCOG has assisted with the coordination of and participated in two highly-attended public meetings on SR 12 safety issues in 2007. STA has quarterly meetings of the SR 12 Steering Committee and an on-going public outreach program involving Public Service Announcements and quarterly newsletters. Each of these existing public outreach programs will be used to further reach interested community members and groups. Additional public outreach may include surveys and focus groups and non-English media efforts.

20 points

5. Project Outcomes – Explain how the proposal will ensure a successful outcome and be carried forward to the next stage.

Begin typing here: The project will initiate the development of a Corridor Study for SR 12 in the project area, but will not be able to fund the entire study. The STA and SJCOG have already publically committed to making SR 12 improvements one of the top funding priorities. The final Corridor Study will allow the three MPOs and the STA to work with Caltrans to implement a coordinated corridor improvement plan, rather than having each plan, design and implement improvements in an uncoordinated fashion. This coordinated approach will allow significant cost savings, and will allow the improvements to be targeted to the area most in need.

To the best of my knowledge, all information contained in this proposal is true and correct.

Signature of Authorized Official (Applicant)

Print Name

Title

Date

Signature of Authorized Official (Sub-recipient)

Print Name

Title

Date

Signature of Authorized Official (Sub-recipient)

Print Name

Title

Date





DATE: January 18, 2008
TO: STA TAC
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 the STA Conference Room*.

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

*Prior to this joint meeting, STA staff will be meeting with individual project sponsors to get a detailed update on scope, cost (including any ~~share~~ ^{share}falls) and schedule of each project.

ATTACHMENT A

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

Mode	Priority		Sponsor	Project	Request	Funding Sources			TOTAL SBPP Funding
	BAC	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



DATE: January 22, 2008
TO: STA TAC
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	Ulatris Creek Bike Path (Allison to I-80)	Bike/Ped	\$169,000	Approved
Vacaville	Ulatris Creek Bike Path (Ulatris 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.

Agency	Project	Unexpended Funds	Status
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. 			
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.

THIS PAGE INTENTIONALLY LEFT BLANK



DATE: January 18, 2008
 TO: STA TAC
 FROM: Sara Woo, Assistant Planner
 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
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 TAC
FROM: Sara Woo, Assistant Planner

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, maureng@abag.ca.gov

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



FUNDING OPPORTUNITY

Solano Transportation Fund for Clean Air (TFCA) Grant

Due February 14, 2008

TO: STA TAC
FROM: Sara Woo, Assistant Planner

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 Solano County.

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



FUNDING OPPORTUNITY

MTC/ABAG Station Area and FOCUS Planning Grant

Due February 29, 2008

TO: STA TAC
FROM: Sara Woo, Assistant Planner

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



FUNDING OPPORTUNITY

Highway Safety Improvement Program (HSIP)

Applications Due February 29, 2008

TO: STA TAC
FROM: Sara Woo, Assistant Planner

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 Assistant Planner, (707) 424-6075
swoo@sta-snci.com

Traffic Light Synchronization Program (TLSP)

Applications Due March 28, 2008

TO: STA TAC
FROM: Sara Woo, Assistant Planner

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 Assistant Planner, (707) 424-6075
swoo@sta-snci.com



FUNDING OPPORTUNITY

Federal Safe Routes to School (SRTS) Program

Applications Due March 2008 (Tentative)

TO: STA TAC
FROM: Sara Woo, Assistant Planner

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 Assistant Planner, (707) 424-6075, swoo@sta-snci.com

THIS PAGE INTENTIONALLY LEFT BLANK

THIS PAGE INTENTIONALLY LEFT BLANK



Solano Transportation Authority

**Solano Transportation Authority
Board Meeting Highlights
January 9, 2008
6:00 p.m.**

TO: City Councils and Board of Supervisors
(Attn: City Clerks and County Clerk of the Board)
FROM: Johanna Masiclat, STA Clerk of the Board
RE: Summary Actions of the January 9, 2008 STA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Authority at the Board meeting of January 9, 2008. If you have any questions regarding specific items, please call me at 424-6008.

BOARD MEMBERS PRESENT:

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

ACTION – FINANCIAL ITEMS

A. Request for Proposals for I-80/I-680/I-780 Corridors Highway Operations

Recommendation:

Authorize the Executive Director to:

1. Issue a Request for Proposals for consultant services for the I-80/I-680/I-780 Corridors Highway Operations Implementation Study; and
2. Execute a consultant contract for an amount not to exceed \$300,000 for the I-80/I-680/I-780 Corridors Highway Operations Implementation Study.

On a motion by Board Member Davis, and a second by Vice Chair Spering, the STA Board unanimously approved the recommendation.

B. State Transit Assistance Funds (STAF) Fund (FY) 2007-08 Amendment No. 3

Recommendation:

1. The amended list of FY 2007-08 Northern County Solano STAF transit projects and programs as shown on Attachment B for the following projects:
 - a. Transit Consolidation Study Phase II (\$60,000);
 - b. Vallejo Request for SB 976 Transition Plan Support (\$70,000) and a copy of the plan will be provided to the Consortium;
 - c. Benicia Local Transit Assessment Study (\$30,000) and a copy of the study be provided to the Consortium; and
2. Consider future STAF funding to cover costs associated with Vallejo Transit operation of Rt. 70 and potential operation of Benicia's Intercity Paratransit service.

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

ACTION - NON-FINANCIAL ITEMS

A. Solano Comprehensive Transportation Plan Purpose Statement and Organization Recommendation:

Adopt the Purpose Statement, Goals and Organization as specified in the staff report for the Solano Comprehensive Transportation Plan.

By consensus, the STA Board unanimously approved to table this item until the next meeting in February.

B. STA's Final 2008 Legislative Priorities and Platform

Recommendation:

Approve the STA's Final 2008 Legislative Priorities and Platform.

On a motion by Board Member Courville, and a second by Vice Chair Spring, the STA Board unanimously approved the recommendation.

CONSENT CALENDAR ITEMS

On a motion by Vice Chair Spring, and a second by Board Member Augustine, the STA Board unanimously approved Consent Calendar Items A thru I.

A. STA Board Meeting Minutes of December 12, 2007

Recommendation:

Approve STA Board Special Minutes of December 12, 2007.

B. Review TAC Draft Minutes for the Meeting of January 2, 2008

Recommendation:

Receive and file.

C. Final Indirect Cost Allocation Plan (ICAP) Rate for Fiscal Year (FY) 2006-07

Recommendation:

Approve the following:

1. Final ICAP Rate for FY 2006-07; and
2. Authorize the Executive Director to include the rate adjustment to the ICAP application for FY 2008-09 to Caltrans

D. Solano County Fiscal Year (FY) 2008-09 Transportation Funds for Clean Air (TFCA) 40% Program Manager Call for Projects

Recommendation:

Approve the following:

1. \$207,253 in FY 2008-09 TFCA Program Manager Funds for Solano Napa Commuter Incentives Program; and
2. Issue a call for projects for the remaining FY 2008-09 TFCA program Manager Funds.

E. SolanoExpress Route 30 and Route 90 Status Update

Recommendation:

Receive and file.

F. Solano Paratransit Status Update

Recommendation:

Receive and file.

G. Surplus of Two Solano Paratransit Vehicles

Recommendation:

Authorize the Executive Director to surplus two fully depreciated paratransit vehicles.

H. Request for State Partnership Planning Grant Funds for Local Match for State Route (SR) 12 I-80 to I-5 Corridor Study and Formation of SR 12 Corridor Advisory Committee

Recommendation:

Approve the following:

1. Adopt Resolution No. 2008-01 authorizing the Executive Director to submit an application for Caltrans' State Transportation Planning Grant Program for \$300,000 for the SR 12 I-80 to I-5 Corridor Study; and
2. Initiate creation of the SR 12 Corridor Advisory Committee, and invite participation of SJCOG and SACOG, with the membership and purposes specified in Attachment A.

I. SR 113 Major Investment and Corridor Study Update

Recommendation:

Appoint Board Member Len Augustine to the SR 113 Steering Committee representing the City of Vacaville.

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

A. Caltrans Report:

Janet Adams provided a status report on Truck Restrictions on SR 12 as well as a status update on various construction projects in Solano County.

B. MTC Report:

Vice Chair and MTC Commissioner Spring announced the following:

1. "Call for Projects" Submittals for the Transportation 2035 Plan are due to MTC on March 5, 2008.
2. Unpaid Tolls and Fines to cost MTC \$3.5 million

C. STA Report:

1. Daryl Halls provided an overview of STA's successful projects, plans, and programs conducted in calendar year 2007.
2. Robert Macaulay provided an overview of the safety efforts being accomplished along the SR 12 East from I-80 to the Rio Vista Bridge.
3. Liz Niedziela provided a status report on the growth of ridership and increase in farebox for SolanoExpress Routes 30 and 90 and the improved farebox for Solano Paratransit.

INFORMATIONAL ITEMS – NO DISCUSSION

- A. Regional Transportation Plan (RTP) Call for Projects Status**
- B. Federal Transit Administration (FTA) Section 5311 Funding for Fiscal Year (FY) 2007-08 and 2008-09**
- C. State Route (SR) 12 Status Update**
- D. Project Delivery Update**
- E. Funding Opportunities Summary**
- F. STA Board Meeting Schedule for 2008**

ADJOURNMENT

The STA Board meeting was adjourned at 7:35 p.m. The next regular meeting of the STA Board is scheduled on **Wednesday, February 13, 2008 6:00 p.m. at the Suisun City Hall.**



DATE: January 22, 2008
TO: STA TAC
FROM: Johanna Masiclat, Clerk of the Board
RE: STA Board and Advisory Committee Meeting Schedule for 2008

Background:

Attached are the STA Board and Advisory Committee meeting schedule for calendar year 2008 that may be of interest to the STA TAC.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. STA Board and Advisory Committee Meeting Schedule for 2008

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Wed., January 30	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., February 7	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., February 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., February 27	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., March 6	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., March 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Fri., March 14	12 noon	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Confirmed
Thurs., March 20	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Wed., March 26	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., April 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., April 30	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., May 1	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., May 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., May 15	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Fri., May 16	12 noon	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Confirmed
Wed., May 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., June 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., June 25	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., July 3	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Thurs., July 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., July 17	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Fri., July 18	12:30 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Confirmed
July 30 (No Meeting)	SUMMER RECESS	Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A
August 13 (No Meeting)	SUMMER RECESS	STA Board Meeting	N/A	N/A
Wed., August 27	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., September 4	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., September 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., September 18	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Thurs., September 19	12:30 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Confirmed
Wed., September 24	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., October 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., October 29	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., November 6	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., November 12	6:00 p.m.	STA's 11 th Annual Awards	TBD - Rio Vista	TBD
Thurs., November 14	12:30 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Confirmed
Thurs., November 20	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Wed., November 26	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., December 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., December 31	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Tentative
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Tentative

SUMMARY:

STA Board: Meets 2nd Wednesday of Every Month
 Consortium/TAC: Meets Last Wednesday of Every Month
 BAC: Meets 1st Thursday of every Odd Month
 PAC: Meets 3rd Thursday of every Odd Month
 PCC: Meets 3rd Fridays of every Odd Month