



Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

Area Code 707
424-6075 • Fax 424-6074

Members:

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

**TECHNICAL ADVISORY COMMITTEE (TAC)
AGENDA**

**1:30 p.m., Wednesday, February 27, 2008
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585**

<u>ITEM</u>	<u>STAFF PERSON</u>
I. CALL TO ORDER	Daryl Halls, Chair
II. APPROVAL OF AGENDA	
III. OPPORTUNITY FOR PUBLIC COMMENT (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 <i>Recommendation: Approve the following consent items in one motion.</i> (1:40 – 1:45 p.m.)	
A. Minutes of the TAC Meeting of January 30, 2008 <i>Recommendation:</i> <i>Approve minutes of January 30, 2008.</i> Pg. 1	Johanna Masielat
B. County Pictometry Contract for STA Use of GIS Files and Aerial Photos <i>Recommendation:</i> <i>Recommend the STA Board authorize the Executive Director to enter with a contract with the County of Solano for the use of GIS files and aerial photos in the amount of \$35,000.</i> Pg. 7	Robert Macaulay

TAC MEMBERS

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

VI. ACTION NON-FINANCIAL ITEMS

- A. Regional Transportation Plan (RTP) Project List** Robert Macaulay
Recommendation:
Forward the revised list of Solano County Regional Transportation Plan Projects to the STA Board as specified in Attachment A.
(1:45 – 2:00 p.m.)
Pg. 9
- B. SolanoExpress Route 70 Service Proposal** Elizabeth Richards
Recommendation:
Recommend to the STA Board to support the initiation of Rt. 70 as proposed in Attachment A.
(2:00 – 2:05p.m.)
Pg. 19
- C. SolanoExpress Transit FY 2007-08 & FY 2008-09 Marketing Plan** Judy Leaks
Recommendation:
Recommend the STA Board approve the SolanoExpress Transit Marketing Plan for FY 2007-08 and FY 2008-09.
(2:05 – 2:10 p.m.)
Pg. 23

VII. INFORMATIONAL ITEMS

DISCUSSION

- A. I-80/I-680/I-780 Corridors Highway Operations Implementation Study Working Group** Sam Shelton
Informational
(2:10 – 2:15 p.m.)
Pg. 29
- B. Safe Routes to School (SR2S) Program Implementation** Sam Shelton
Informational
(2:15 – 2:20 p.m.)
Pg. 31
- C. Project Delivery Update** Sam Shelton
Informational
(2:20 – 2:25 p.m.)
Pg. 69
- D. Legislative Update – February 2008** Jayne Bauer
Informational
(2:25 – 2:30 p.m.)
Pg. 73

NO DISCUSSION

- | | |
|--|--------------------|
| E. Comprehensive Transportation Plan (CTP) Update
<i><u>Informational</u></i>
Pg. 75 | Robert Macaulay |
| F. State Route (SR) 12 Status Update
<i><u>Informational</u></i>
Pg. 79 | Robert Macaulay |
| G. Transportation Development Act (TDA) and State Transit Assistance Funds (STAF) Fiscal Year (FY) 2008-09 Fund Estimates
<i><u>Informational</u></i>
Pg. 81 | Elizabeth Richards |
| I. Solano Napa Commuter Information (SNCI) Mid-Year Status Report
<i><u>Informational</u></i>
Pg. 93 | Judy Leaks |
| J. Funding Opportunities Summary
<i><u>Informational</u></i>
Pg. 97 | Sara Woo |
| K. STA Board Highlights – January 30, 2008
<i><u>Informational</u></i>
Pg. 107 | Johanna Masiclat |
| L. STA Board and Advisory Committee Meeting Schedule for 2008
<i><u>Informational</u></i>
Pg. 113 | Johanna Masiclat |

VIII. ADJOURNMENT

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, March 26, 2008.**

THIS PAGE INTENTIONALLY LEFT BLANK



**TECHNICAL ADVISORY COMMITTEE (TAC)
AGENDA
Minutes for the meeting of
January 30, 2008**

I. CALL TO ORDER

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

Present:

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

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

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

II. APPROVAL OF AGENDA

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

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

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

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

Caltrans: None presented.

MTC: None presented.

STA: YSAQMD Clean Air Fund Program Funding Opportunity Summary

V. CONSENT CALENDAR

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

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

Recommendation:

Approve minutes of January 2, 2008.

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

Recommendation:

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

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

Recommendation:

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

VI. ACTION NON-FINANCIAL ITEMS

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

Janet Adams briefly reviewed the STA Countywide SR2S Plan with the TAC noting that nearly all the cities and school boards have adopted the local plans or are scheduled to do so in the near future. Several TAC members commended Sam Shelton for his hard work on putting together this grassroots development effort. Jeff Knowles requested the STA highlight the availability of state and federal funds available for SR2S grants.

Recommendation:

Recommend the following to the STA Board:

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

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

B. Project Study Report (PSR) Priorities for Caltrans

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

Recommendation:

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

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

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

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

Recommendation:

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

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

D. Solano Comprehensive Transportation Plan (CTP)

TAC Representative Appointments to CTP Committees

Based on input from the TAC the following TAC Representatives were appointed to the specified CTP Committees:

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

Recommendation:

Approve the following:

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

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

E. Legislative Update

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

Recommendation:

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

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

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

VII. INFORMATIONAL ITEMS - DISCUSSION

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

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

B. Review of Corridor Construction Schedules for 2008 and 2009

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

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

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

NO DISCUSSION

- D. State Route (SR) 12 Status Update**
- E. Solano Bicycle and Pedestrian Program (SBPP) 2008 Update**
- F. Project Delivery Update**
- G. Funding Opportunities Summary**
- H. STA Board Highlights – January 9, 2008**
- I. STA Board and Advisory Committee Meeting Schedule for 2008**

VIII. ADJOURNMENT

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

THIS PAGE INTENTIONALLY LEFT BLANK



DATE: February 20, 2008
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: County Pictometry Contract for STA Use of GIS Files and
Aerial Photos

Background:

Solano County has developed a detailed Geographic Information System (GIS) and associated series of aerial photos of the county. These GIS files and aerial photos form a common data set for plans and projects across the county, including transportation plans and projects undertaken by STA. County staff has been negotiating with the cities and special districts to develop a fair apportionment of the system costs, especially the costs of providing current and accurate aerial photos, amongst the agencies that may use the data. The County is now in a position to execute a \$400,000 contract to complete the aerial photography portion of the project, and needs commitments from the various cities and agencies in order to move forward.

Discussion:

The County staff has determined that the fair share of the costs for the Solano Transportation Authority is \$35,000. STA staff has examined its use of County GIS data and aerial photos, and concluded that that it is likely to obtain \$35,000 worth of value over the period of Fiscal Year 2007-2008 (FY 07-08) and FY 08-09. GIS geographical data is already used by STA to prepare study and presentation maps. The addition of high-quality aerial photos that are photorectified to the GIS point and line data will substantially improve the ability of these maps to convey important information to decision makers and the public.

Fiscal Impact:

The total cost to STA over 2 years is \$35,000. \$25,000 would be paid in the current fiscal year, with the remaining \$10,000 in FY 08-09. This represents 7% of the total system cost. The funds will be from unspent Transportation Planning and Land Use (T-PLUS) funds available through the Metropolitan Transportation Commission (MTC). MTC staff has approved use of the T-PLUS funds for this purpose.

Recommendation:

Recommend the STA Board authorize the Executive Director to enter with a contract with the County of Solano for the use of GIS files and aerial photos in the amount of \$35,000.

THIS PAGE INTENTIONALLY LEFT BLANK



DATE: February 20, 2008
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Regional Transportation Plan 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.

The STA Board approved the project list at its meeting of February 13, 2008. In conjunction with that meeting, additional projects were received from the City of Benicia, the City of Rio Vista, the City of Vacaville, the City of Vallejo and the County of Solano. Those projects are included in the updated RTP Project List (to be provided under separate cover).

The Metropolitan Transportation Commission (MTC) has provided STA with a project funding ceiling of \$1.98 billion to guide the submittal of Solano County RTP projects. MTC developed this funding amount by estimating likely revenues over the 25-year time period of the RTP and multiplying by 150% to account for anticipated but unidentified revenues. Project costs must be based upon the anticipated costs in the year of construction.

Because the project list in the RTP must be fiscally constrained, and because the list of projects in the county and the region will far exceed available revenues, there will also be projects that are identified in the "vision" element of the RTP, i.e. projects with costs or timelines beyond the limits of the RTP.

Discussion:

STA staff has prepared a 3-tiered project list.

- Tier 1:** Total cost for all projects not in excess of \$1.33 billion (anticipated total revenues)
- Tier 2:** Total for all Tier 2 projects not to exceed of \$0.65 billion (total \$1.98 billion: revenue provided by MTC)
- Tier 3:** Additional projects with a total project cost exceeding Tier 2 revenue estimate of \$1.98 billion

First priority for Tier 1 projects was given to those that have existing funding commitments or were recently identified in the 10-Year Investment Plan for Highways and Transit Facilities adopted in December 2007. Money is also set aside for bike/pedestrian projects from the Solano Bike Plan and Solano Pedestrian Plan, Safe Routes to School projects, Senior and Disabled Transit Study and general safety improvements.

As sponsors provide additional information on projects, the list will be refined.

Projects that lack detailed planning documents (including fund estimates) have been designated as Tier 3. They may be moved to Tier 2 or Tier 1 in a future RTP cycle.

The final project list must be received by MTC no later than March 5, 2008. Each of the cities and the county have had project accounts established through MTC, and are able to enter project information on-line. Project sponsors are responsible for entering all required information, and to notify STA when a project is entered and ready for review.

Projects that lack detailed planning documents (including fund estimates) have been designated as Tier 3. They may be moved to Tier 2 or Tier 1 in a future RTP cycle.

Fiscal Impact:

None. This item is a list of RTP candidate projects.

Recommendation:

Forward the revised list of Solano County Regional Transportation Plan Projects to the STA Board as specified in Attachment A.

Attachments:

- A. List of Solano County RTP Projects (To be provided under separate cover.)
- B. Agency Letters
 - City of Benicia
 - City of Rio Vista
 - City of Vacaville
 - County of Solano



CITY HALL • 250 EAST L STREET • BENICIA, CA 94510 • (707) 746-4200 • FAX (707) 747-8120

RECEIVED

FEB - 8 2008

SOLANO TRANSPORTATION
AUTHORITY

Public Works Department

February 7, 2008

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

SUBJECT: City of Benicia Projects for Regional Transportation Plan List

Dear Mr. Macaulay:

Thanks for the opportunity to make final comments to the Regional Transportation Plan (RTP) List that was sent out last week via email.

Upon our review, it is evident that projects from every agency may be included under an overall category proposed by the STA and not listed as a separate project. This concept is appropriate for a regional document; however, it makes it difficult to determine if all of Benicia's priority projects of regional significance are included. Therefore, below I have listed the individual projects for Benicia, but understand that you may want to incorporate many of these into specific categories proposed in the plan. It would be appreciated if you would provide us with your response on how each one of these projects will be incorporated into the final RTP.

Benicia Regional Priority Projects:

1. Bike/Ped Bay Trail Connections including
 - a. State Park Road (@ I-780) Bike/Ped Bridge Project
 - b. Park Road (Adams to Oak St.) Walkway Project
2. Local Interchange Improvement Projects
 - a. Improve I-680 at Lake Herman Road Interchange
 - b. Improve I-680 at Bayshore Rd/Industrial Way Split Interchange w/Connections
 - c. Improve I-780 at East 2nd Street Interchange Ramps
 - d. Improve I-780 at Southampton Rd/West 7th St. Interchange Ramps
3. Routes of Regional Significance/ Freeway Reliever Route
 - a. Improve Columbus Pkwy (from I-780 to I-80) with 4 thru lanes & bike/ped facilities
 - b. Improve East 2nd St. (from I-680 to I-780) with 4 thru lanes & bike/ped facilities
 - c. Improve Lake Herman Rd (from I-80 to I-680) with shoulders & bike facilities

ELIZABETH PATTERSON, *Mayor*
Members of the City Council
TOM CAMPBELL, *Vice Mayor* • MIKE IOAKIMEDES • MARK C. HUGHES • ALAN M. SCHWARTZMAN

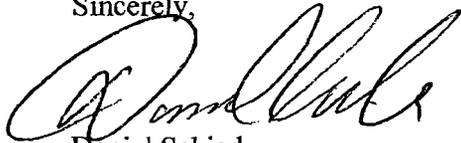
JIM ERICKSON, *City Manager*
TEDDIE BIDOU, *City Treasurer*
LISA WOLFE, *City Clerk*

4. Freeway Auxiliary Lanes (identified in 80/680/780 Study)
 - a. I-780 Auxiliary Lanes between East 2nd St. and East 5th St.
 - b. I-780 Auxiliary Lanes between Military West and Columbus Parkway

5. Benicia Transit Projects (approved by Benicia City Council on October 2, 2007):
 - Benicia Breeze Transit Operations & Capital Improvement Program (Rehabilitation, Replacement of Transit Buses, Preventative Maintenance & ADA Operations – No expansion)
 - Benicia Breeze leased or purchased Maintenance Facility
 - City Park Transit Bus Stop Upgrades
 - Benicia Intermodal Station (**Do not delete this project as noted in the draft plan**)
 - Benicia Ferry Dock at 1st Street Fishing Pier
 - Benicia Ferry Operations & Maintenance (in conjunction with WETA or City of Vallejo)
 - Park Rd. & Industrial Way Intersection Improvements and Park-n-Ride Lot (Phase II)
 - Downtown Benicia Park-n-Ride Lot
 - Southampton/Military West Area Park-n-Ride Lot

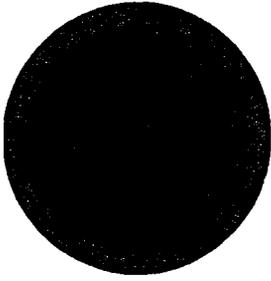
Should you have any questions regarding this project list or need additional information on funding needs for each project, please contact me at (707) 746-4240 or via email at dschiada@ci.benicia.ca.us.

Sincerely,



Daniel Schiada
Director of Public Works

Cc: Jim Erickson, City Manager
Robert Sousa, Finance Director
Michael Throne, City Engineer
John Andoh, Transit Services Manager



CITY OF RIO VISTA

One Main Street, Rio Vista, California 94571
Phone: (707) 374-6451 Fax: (707) 374-5063

City Council:
Mayor Eddie Woodruff
Vice Mayor Bill Kelly
Council Member Sanmukh Bhakta
Council Member Cherie Cabral
Council Member Jan Vick

RECEIVED

January 11, 2008

JAN 22 2008

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

SOLANO TRANSPORTATION
AUTHORITY

RE: City of Rio Vista Regional Transportation Plan Project List

Dear Mr. Macaulay:

The City of Rio Vista is submitting its list of projects for inclusion in the Metropolitan Transportation Commission (MTC) Regional Transportation Plan 2035 (RTP 2035). This list of projects was approved for submission by the City Manager. Additionally, these projects are listed in the City's Short Range Transit Plan which was adopted by City Council.

The list of Rio Vista's Transit Projects for inclusion in the RTP 2035 is listed below:

- Future Transit Bus Expansion Vehicles
- Transit Maintenance Facility
- Rio Vista Downtown Park-n-Ride Lot
- Church Road @ State Route 12 Park-n-Ride Lot
- Water Taxi Service

Included in this letter is a list of the estimated funding needs for each project identified. Should you have any questions regarding our project list, please contact John Andoh at (707) 374-5337 or via email at jandoh@ci.rio-vista.ca.us

Thank you.

Brent Salmi
Director of Public Works/City Engineer

Cc: Hector De La Rosa, City Manager
John Andoh, Transit Coordinator

Project Name	Total Project Cost	Notes
Transit Bus Expansion	\$ 349,450	
Transit Maintenance Facility	\$ 1,300,000	Rehabilitates existing Corporation Yard
Rio Vista Park and Ride Lot	\$ 300,000	Located in downtown vicinity
Church Road @ State Route 12 Park and Ride Lot	\$ 2,250,000	Located as a joint use lot on the future commercial site.
Operation of Water Taxi Service	\$1,500,000	Annual Cost for Operations & Maintenance (Service operated by a private carrier)
Water Taxi Service	\$ 1,755,000	Construction of Facilities, Purchase of Vessels

COUNCIL MEMBERS
LEN AUGUSTINE, Mayor
CHUCK DIMMICK, Vice Mayor
PAULINE CLANCY
CURTIS HUNT
STEVE WILKINS



RECEIVED

FEB 19 2008

SOLANO TRANSPORTATION
AUTHORITY

CITY OF VACAVILLE

650 MERCHANT STREET, VACAVILLE, CALIFORNIA 95688-6908

ESTABLISHED 1850

February 15, 2008

Department of Public Works
Capital Improvement Projects

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

Attn: Mr. Bob Macaulay, Director of Planning

SUBJECT: REGIONAL TRANSPORTATION PLAN UPDATE – T2035

Dear Bob:

We have reviewed the current Regional Transportation Plan (RTP) for concurrence with the City of Vacaville's long range transportation plans. Below is a summary of projects, including limits, description, and order of magnitude estimates that we are requesting be added to the T2035 RTP.

California Drive Extension and I-80 Overcrossing

Description: Extend California Drive from Marshall Road west, across Interstate 80, terminating at Pena Adobe Road. California Drive will consist of a two lane roadway with a 16-foot wide median, and will incorporate a two lane overcrossing across I-80 with no ramp connections to I-80.

Order of Magnitude Cost Estimate: \$26.6 million

Funding: No funding has been applied to this project.

Vaca Valley Parkway @ I-505 Interchange

Description: Replace the existing two lane diamond interchange with a four lane (plus median) partial cloverleaf interchange.

Order of Magnitude Cost Estimate: \$20.7 million

Funding: No funding has been applied to this project.



Lagoon Valley Road @ I-80 Interchange

Description: Widen the existing overcrossing to provide standard shoulder widths and two opposing left turn lanes, reconstruct the existing eastbound and westbound ramp intersections and provide signalization.

Order of Magnitude Cost Estimate: \$10.5 million

Funding: This project is partially funded with Traffic Impact Fees (local funding)

Vaca Valley Parkway Extension

Description: Extend Vaca Valley Parkway as a two lane divided arterial from Wrentham Drive, west of Browns Valley Parkway to Gibson Canyon Road.

Order of Magnitude Cost Estimate: \$40.5 million

Funding: No funding has been applied to this project.

Browns Valley Parkway Widening

Description: Widen Browns Valley Parkway, from Allison Drive to Vaca Valley Parkway, from two lanes to a four lane divided arterial.

Order of Magnitude Cost Estimate: \$15.3 million

Funding: No funding has been applied to this project.

Please contact me or Ed Huestis should you have any questions regarding this request or should you need additional information, (707) 449-5170.

Sincerely,



SHAWN CUNNINGHAM
Deputy Director of Public Works

for

c: Dale Pfeiffer
Ed Huestis

ID	Title	Description	Total Project Cost	Total Program Cost (2007\$)	Existing Funding (2007\$)	Financially Constrained Element (2007\$)	Visible Element (2007\$)	Owner	Group	Funding Source	Year of Construction
230082	McGary Road Corridor	Widening and other improvements to bring roads up to County Standards. Includes improvements for bicycles and pedestrians.	\$ 1 M	\$ 1 M	\$ 1 M	\$ M	\$ M	Solano County	Solano CMA	Solano County Road Fund	2009
230081	Turner Parkway/Redwood Parkway Overcrossing	New I-80 freeway overcrossing (Turner Parkway) and/or improvements to the existing overcrossing (Redwood Parkway).	\$ 40 M	\$ 40 M	\$ 2 M	\$ M	\$ M	Solano County	Solano CMA	Federal earmark	
230080	Lake Herman Road Corridor	Widening and other improvements to bring roads up to County Standards.	\$ 20 M	\$ 20 M	\$ 0 M	\$ M	\$ M	Solano County	Solano CMA		
230079	Travis Air Force Base Access Improvements	Widening and other improvements to bring roads up to County Standards. Includes North Gate Road, Canon Road, and Peterash Road.	\$ 8 M	\$ 8 M	\$ 3 M	\$ M	\$ M	Solano County	Solano CMA	Federal earmark	2012
230078	Peabody Road Corridor	Widening and other improvements to bring roads up to County Standards.	\$ 12 M	\$ 12 M	\$ 0 M	\$ M	\$ M	Solano County	Solano CMA		
230077	Jepson Parkway Corridor	Widening and other improvements to bring roads up to County Standards. Includes Vanden Road and Leisure Town Road.	\$ 31 M	\$ 31 M	\$ 0 M	\$ M	\$ M	Solano County	Solano CMA		
230076	Lagoon Valley - Pleasants Valley Corridor	Widening and other improvements to bring roads up to County Standards. Includes Lyon Road, Cherry Glen Road, and Vaca Valley Road.	\$ 17 M	\$ 17 M	\$ 0 M	\$ M	\$ M	Solano County	Solano CMA		
230075	McCormack Road Corridor	Widening and other improvements to bring roads up to County Standards. Includes McCormack Road, McCloskey Road, Conright Road, and Azevedo Road.	\$ 18 M	\$ 18 M	\$ 0 M	\$ M	\$ M	Solano County	Solano CMA		
230074	Lopes Road Corridor	Widening and other improvements to bring roads up to County Standards.	\$ 25 M	\$ 25 M	\$ 0 M	\$ M	\$ M	Solano County	Solano CMA		
230073	North Connector	Create new connecting parkway between SR12 West to SR 12 East.	\$ 19 M	\$ 19 M	\$ 19 M	\$ M	\$ M	Solano County	Solano CMA	State County	2009
230072	Cordelia Road Corridor	Widening and other improvements to bring roads up to County Standards. Includes Cordelia Road and Pennsylvania Road.	\$ 11 M	\$ 11 M	\$ 0 M	\$ M	\$ M	Solano County	Solano CMA		
230071	Suisun Valley Corridor	Widening and other improvements to bring roads up to County Standards. Includes Rockville Road, Suisun Valley Road, Abernathy Road, and Mankas Corner Road.	\$ 32 M	\$ 32 M	\$ 0 M	\$ M	\$ M	Solano County	Solano CMA		
230069	Midway Road Corridor	Widening and other improvements to bring roads up to County Standards. Includes Midway Road, Porter Road, and Pitt School Road.	\$ 19 M	\$ 19 M	\$ 0 M	\$ M	\$ M	Solano County	Solano CMA		
230068	Pedrick Road Corridor	Widening and other improvements to bring roads up to County Standards. Includes Pedrick Road and Dixon Avenue East.	\$ 21 M	\$ 21 M	\$ 0 M	\$ M	\$ M	Solano County	Solano CMA		
TOTALS:			\$ 274 M	\$ 274 M	\$ 25 M	\$ M	\$ M				

Paul Wiese/Matt Tuggle

February 19, 2008

U:\users\Mtuggle\Planning\RTP ProjectSummary_02-11-2008.xls

THIS PAGE INTENTIONALLY LEFT BLANK



DATE: February 20, 2008
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: SolanoExpress Route 70 Service Proposal

Background:

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

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

Two service changes that was discussed in the agreement and proposed for implementation in FY 2007-08 was the deletion of Vallejo Transit Rt 92 (Vacaville to Vallejo Baylink Ferry) and the initiation of SolanoExpress Rt 70 by Vallejo Transit. Both Rt. 92 and Rt. 70 are RM 2 eligible routes. Rt. 70 would be a new express route in the I-780/I-680 corridor from Vallejo to Pleasant Hill BART. Rt. 92 was recommended for elimination due to limited ridership and a poor farebox ratio. The RM 2 funds from Rt. 92 were then reserved for the Rt. 70. The two-year RM 2 funding agreement took into account these service changes.

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

Discussion:

It was originally envisioned that Rt. 70 would begin at the start of FY 2007-08. Vallejo Transit was undergoing operational changes during the summer of 2007 and it was agreed that the service change would be postponed until January 2008. Once Vallejo Transit, Benicia Breeze and STA staff began to meet to work through the transitional issues, it became apparent that an April start date was more realistic.

With the implementation of Rt. 70, it had been envisioned that Benicia Breeze would suspend service on its existing Rt. 75 which travels in the I-780/I-680 corridor functioning as a combination of a local and intercity service. Benicia staff has expressed interest in maintaining Rt. 75 in a modified version to maintain coverage in Northern Contra Costa County at their own cost.

The new, proposed Solano Express Rt. 70 to be operated by Vallejo Transit will be an express route connecting the Baylink Ferry, Vallejo, Benicia, Pleasant Hill and Walnut Creek BART Stations in Contra Costa County. It will provide fast, convenient commuter style service with new state of the art over the road coaches that will serve the broad service area of the existing Benicia Breeze Rt. 75 service in a much more streamlined fashion. Route 70 will connect Benicia's downtown and Southampton neighborhood to Curtola Park and Ride adjacent to I-80 in Vallejo, the Baylink Ferry, Pleasant Hill and Walnut Creek BART Stations. The new service is scheduled to begin April 7, 2008.

The service would operate Monday through Saturday. A couple of early morning westbound trips were added to connect Benicia residents to the Baylink Ferry's early morning trips to San Francisco. The service will be much more streamlined with far fewer stops and faster travel times. There are proposed to be 3 stops in Vallejo (Baylink Ferry Terminal, Curtola PNR, York/Marin); 3 in Benicia (Downtown City Park, W. 7th St/Southampton Rd, 5th Street), Pleasant Hill BART and Walnut Creek BART. Travel times would be approximately 30% faster. For example, travel time from Vallejo to Pleasant Hill BART station would be reduced from 60 minutes to 42 minutes. The trip from downtown Benicia to the ferry will be reduced from 26 minutes to 20 minutes.

Fiscal Impact:

The proposed service plan would result in no cost increases to the local jurisdictions who have agreed to contribute funding in the FY 2007-08 agreement.

Recommendation:

Recommend to the STA Board to support the initiation of Rt. 70 as proposed in Attachment A.

Attachment:

- A. SolanoExpress Route 70 Draft Proposal (2/19/08)

SolanoExpress Route 70 Draft Proposal (2/19/08)

Overview

The new, proposed Solano Express Rt. 70 to be operated by Vallejo Transit will be an express route connecting the Baylink Ferry, Vallejo, Benicia, and the Pleasant Hill BART Station in Contra Costa County. This will be the first express bus service in the I-780/I-680 corridor. It will provide fast, convenient commuter style service with new state of the art over the road coaches that will serve the broad service area of the existing Benicia Breeze Rt. 75 service in a much more streamlined fashion. Route 70 will connect Benicia’s downtown and Southampton neighborhood to Curtola Park and Ride adjacent to I-80 in Vallejo, to the Baylink Ferry and the Pleasant Hill BART Station. The service is funded through a combination of Regional Measure (RM) 2 (bridge toll) funding, TDA funds provided by all seven cities and Solano County through an Intercity Transit Funding agreement and the Solano Transportation Authority. The new service is scheduled to begin April 7, 2008.

Days of Service

Monday – Saturday

Span of Service

Similar to existing with added early morning westbound trips to connect Benicia residents to Baylink Ferry early morning trips to San Francisco.

Stops

- * 3 in Vallejo: Baylink Ferry Terminal, Curtola PNR, York/Marin (downtown, local transfer center)
- 3 in Benicia: Downtown City Park, W. 7th St/Southampton Rd, 5th Street
- Pleasant Hill BART station
- Walnut Creek BART station

Travel Times

Greatly enhanced

Approximate Sample Travel Times	Existing	Proposed	Savings
Benicia to Pleasant Hill BART Stn	34”	22”	12”
Benicia to Vallejo	26”	20”	6”
Vallejo to Pleasant Hill BART Stn	60”	42”	18”



THIS PAGE INTENTIONALLY LEFT BLANK



DATE: February 15, 2008
TO: STA TAC
FROM: Judy Leaks, SNCI Program Manager/Analyst
RE: SolanoExpress Transit Fiscal Year (FY) 2007-08 & FY 2008-09 Marketing Plan

Background:

For several years, the Solano Transportation Authority (STA) has coordinated intercity transit service marketing. A countywide, comprehensive marketing campaign for “SolanoExpress” was launched in the fall of 2006 with the assistance of the STA’s marketing consultant - MIG. The overall goal was to emphasize the positive attributes of Solano’s intercity transit services despite the many changes occurring during the summer and fall of 2006. More specifically, it was to retain core ridership and attract new riders. A slogan “Faster Ride, Better Service” was developed. A consistent image was created and placed on a wide range of advertising to reach both existing and potential riders. Interior bus cards, bus exteriors, bus shelters, posters, brochures, electronic freeway billboards, radio ads, a SolanoExpress website, and more were created and placed. A transit incentive program was included directly targeting core riders (monthly pass holders). A partnership among STA and the local transit operators was a success. Building upon the past marketing strategies is the goal of this marketing plan.

Discussion:

The SolanoExpress Transit Marketing Plan for FY 2007-08 and FY 2008-09 is proposed to take advantage of the foundation and positive image established by the previous campaign. The seven SolanoExpress bus routes and one ferry service that would be the subject of this marketing plan are:

- Vallejo Baylink Ferry & Route 200
- Vallejo Transit Route 70
- Vallejo Transit Route 80
- Vallejo Transit Route 85
- Fairfield/Suisun Transit Route 20
- Fairfield/Suisun Transit Route 30
- Fairfield/Suisun Transit Route 40
- Fairfield/Suisun Transit Route 90

The marketing objectives of this plan are:

1. Increase the public’s knowledge about the transit services available.
2. Increase the public awareness of how to use transit and how fast, easy and convenient transit is.
3. Encourage commuters, travelers, and transit dependents to use public transit.
4. Educate potential riders of how to use transit.
5. Increase the ridership on SolanoExpress intercity transit routes.

MIG, the STA's current contracted marketing consultant, is familiar and experienced with both the STA and Solano transit marketing as they worked with the STA to design and produce the 2006 SolanoExpress marketing campaign. In FY 2007-08, the STA intends to leverage the success of the 2006 campaign by building from the creative already developed for more targeted, grassroots efforts and additional mass marketing activities efforts to reach our key audiences. These include commuters, leisure travelers, seniors and students, and current riders.

There are two phases of this intercity transit marketing plan. The STA secured funding from MTC to market Regional Measure 2 (RM 2) services in FY 2007-08. Initially, these services will be the primary focus, particularly the implementation of Rt. 70. As much as possible, this marketing will incorporate intercity routes that are not RM 2 routes. Phase II of the marketing plan covers the period of time after the RM 2 marketing strategies have been implemented. Some of the Phase I RM 2 activities will remain and benefit Phase II. Phase II will be further refined after Phase I completes implementation.

Marketing tactics, promotions, incentives and advertising will be coordinated under five primary strategies to most effectively reach the key target audiences. A description and draft implementation time table are included (Attachment A).

1. Mass Marketing

A general awareness campaign will be implemented. To reach the "public," advertising will be implemented on electronic billboards targeting car commuters, cinema visitors, and newspapers' ads throughout Solano County. This strategy may include radio spots on local stations, exterior bus ads and transit shelters in specific regions.

Website - The current SolanoExpress website (solanoexpress.com) describes the intercity services offered throughout Solano County. The site will be upgraded with an interactive feature to appeal to new visitors and to encourage repeat traffic to cross-promote transit services.

2. Direct Marketing

Welcome Route 70 - A specific message will be developed to introduce SolanoExpress Route 70 to the public and welcome it to the Vallejo Transit system. This is planned to occur in early 2008. Among the tactics, a client direct mail campaign in select marketing areas will inform the public of the new streamlined service of Route 70 when Vallejo implements it.

3. Outreach

Events and Displays - Currently STA distributes transit information at more than 100 displays and over 50 community and employer events each year. Specific marketing and promotional items, maps and schedules for SolanoExpress routes will be designed and distributed at employment sites, senior centers, chambers of commerce and events.

Business Outreach - To target the business and leisure traveler, SolanoExpress schedules and promotional tickets would be provided to hotels and visitors bureaus. This marketing effort will allow hotels to inform visitors of transit options available.

4. Promotions

FreeRide - To encourage trial usage of SolanoExpress and Baylink, the service providers will implement a free-ride promotion for use in conjunction with appropriate marketing

activities targeting all market segments. Free-ride tickets may be distributed through promotion partners at employment sites, senior centers, via chambers of commerce and transit outreach events.

Faces of Solano Promotion - Outreach to existing SolanoExpress riders and select individuals who will become the faces of future SolanoExpress marketing campaigns.

SolanoExpress Rider Appreciation Day: Promote a free ride day on SolanoExpress routes and/or appreciation activity for core riders (monthly pass holders).

5. Educate

Senior Outreach and Ambassador Program – Introduce the transit services available to seniors and educate them on how to use transit. Sponsor field trips on specific intercity transit routes to assist seniors to feel more comfortable using transit and provide them alternatives to keep mobile and independent.

Fiscal Impact:

During FY 2007-08, approximately \$330,000 in RM 2 marketing funds were received from MTC as the primary source of funds. As needed, this will be supplemented by SolanoExpress marketing funds. Both funds are in the current STA budget. In FY 2008-09, primarily SolanoExpress funds will be used as the RM 2 marketing funds will have expired.

Recommendation:

Recommend the STA Board approve the SolanoExpress Transit Marketing Plan for FY 2007-08 and FY 2008-09.

Attachment:

- A. SolanoExpress Transit Marketing Plan FY 2007-08, FY 2008-09

THIS PAGE INTENTIONALLY LEFT BLANK

**SolanoExpress Transit Marketing Plan
FY2007-08 & FY2008-09**

Activity	Description	Timing
Mass Advertising and Marketing		
Outdoor Advertising	Electronic billboards and/or bus shelters and exterior bus ads	Spring 2008 and other select times
Ads, press releases in Solano County newspapers and periodicals	Display ads in key publications for RM2 SolanoExpress routes. Display ads in key publications for all intercity routes.	Spring/Summer 2008 Ongoing
Cinema and Radio Spots	Advertising in theatres in Solano County	Selected months through June 09
Web marketing	Add interactive feature, update and maintain Website	Ongoing through June 09
Outreach		
Develop informational brochure	Information showing route and schedule for SolanoExpress Routes and Baylink. Simplify previous information printed and update any changes to be available for handouts at events and various displays throughout Solano County	Contract out for design and Printing in Dec 07-Jan 08. Available for Distribution In Feb- March 2008; update as needed
System maps at selected available bus shelters, schools, ferry terminal and transfer centers.	Design, print and display	Update Spring 2008
Direct Marketing		
Welcome Route 70	Offer discounted tickets up to three months for Vallejo Transit RM2 routes to welcome Route 70 to Vallejo, direct mail, and other outreach.	In conjunction with Route 70 service start

Promotional Hand-outs	Distributed on RM2 buses and ferries and events.	Spring & Summer 2008
Community events	Provide information (maps, timetables, giveaways, etc.) at appropriate events/transit fairs.	Ongoing
Promotions		
FreeRide Promotion	Free round trip tickets good on all RM SolanoExpress lines to be distributed at outreach events, through partners, and other appropriate avenues.	Ongoing through RM2 funding period
Faces of Solano County	Outreach to existing SolanoExpress riders and select individuals who will become the faces of future SolanoExpress marketing campaigns.	FY2008-09
SolanoExpress Rider Appreciation Day	Promote a free ride day on SolanoExpress routes and/or appreciation activity for core riders (monthly pass holders).	FY2008-09
Educate		
Senior Outreach and Ambassador Program	Sponsor a field trip with the several Senior Centers in Solano County to demonstrate and educate the ease of commuting and staying mobile and independent. Provide a light lunch and travel back. The plan is to have the Ambassador Program and training coincide with these educational field trips.	January 08 – June 08



DATE: February 19, 2008
TO: STA TAC
FROM: Sam Shelton, Assistant Project Manager
RE: I-80/I-680/I-780 Corridors Highway Operations Implementation Study Working Group

Background:

In October 2006, STA staff, in partnership with MTC, submitted a Partnership Planning Grant for a "I-80/I-680/I-780 Corridors Study Highway Operations Plan" to follow up on the STA's previous "I-80/I-680/I-780 Corridor Major Investment and Corridor Study" and MTC's "Freeway Performance Initiative (FPI)." In the Spring of 2007, the California Department of Transportation (Caltrans) awarded \$250,000 for this grant project.

The Solano Transportation Authority (STA) and the Metropolitan Transportation Commission (MTC) propose to create a partnership with the cities of Benicia, Dixon, Fairfield, Vacaville and Vallejo, the County of Solano, and Caltrans Districts 3 & 4 to develop operational improvements and policy recommendations relating to a long range Intelligent Transportation System (ITS), ramp metering, High Occupancy Vehicle (HOV) network/lane extensions, and hardscape landscape improvements that visually link corridor segments to areas of Solano County.

The proposed plan is Phase II of the completed I-80/I-680/I-780 Major Investment and Corridor Study. The focus of the scope of services will rest on the "Operational Improvement Analysis", "Landscape and Hardscape Recommendations" and "Public Outreach" tasks.

Discussion:

STA staff will be contacting the TAC members from Benicia, Dixon, Fairfield, Vacaville, Vallejo, and Solano County to participate (or appoint a representative) in this study's working group meetings. STA staff anticipates the working group meeting every two or three months when draft study elements become available for review and input.

Fiscal Impact:

None.

Recommendation:

Informational.

THIS PAGE INTENTIONALLY LEFT BLANK



DATE: February 19, 2008
TO: STA TAC
FROM: Sam Shelton, Assistant Project Manager
RE: Safe Routes to School (SR2S) Program Implementation

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.

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

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

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

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

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

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

STA's Countywide SR2S Steering Committee		
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

Discussion:

The STA is recommending a task force based review process to recommend SR2S projects eligible for ECMAQ funding to the STA Board by June 2008. Beginning in March, the STA Safe Routes to School Advisory Committee will assist STA staff in developing a pilot program to identify and recommend priority SR2S projects eligible for ECMAQ funding, for areas eligible for ECMAQ funding (Dixon, Rio Vista, Vacaville, and Eastern Solano County). This pilot program will need to balance the adopted goals of the STA's SR2S Program with MTC's ECMAQ project requirements identified in MTC's T-2030, in addition to equity issues. Staff will discuss with the SR2S Steering Committee options for allocations. These initial funds listed below are the three eligible cities and the number of school signed up for the STA's SR2S Program.

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

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

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

- March 2008
 - STA Safe Routes to School Advisory Committee
 - Adopt committee 2008 workplan
 - Review and recommend STA staff to carryout ECMAQ funded pilot program in Dixon, Rio Vista, Vacaville, and Eastern Solano County.

- April 2008
 - Dixon, Rio Vista, and Vacaville local task forces review locally adopted plans and recommend projects for funding.

- May 2008
 - SR2S Advisory Committee reviews funding requests and recommends projects for funding.
 - STA Advisory Committees review funding requests and recommend projects for funding.

- June 2008
 - STA Board programs ECMAQ funding for SR2S projects.

Recommendation:

Information only

Attachments:

- A. Local SR2S Plan for the City of Dixon
- B. Local SR2S Plan for the City of Rio Vista
- C. Local SR2S Plan for the City of Vacaville

THIS PAGE INTENTIONALLY LEFT BLANK

5.4. DIXON

Dixon's SR2S planning process was conducted by its SR2S Community Task Force. **Table 5-3 Dixon SR2S Task Force** shows the participants.

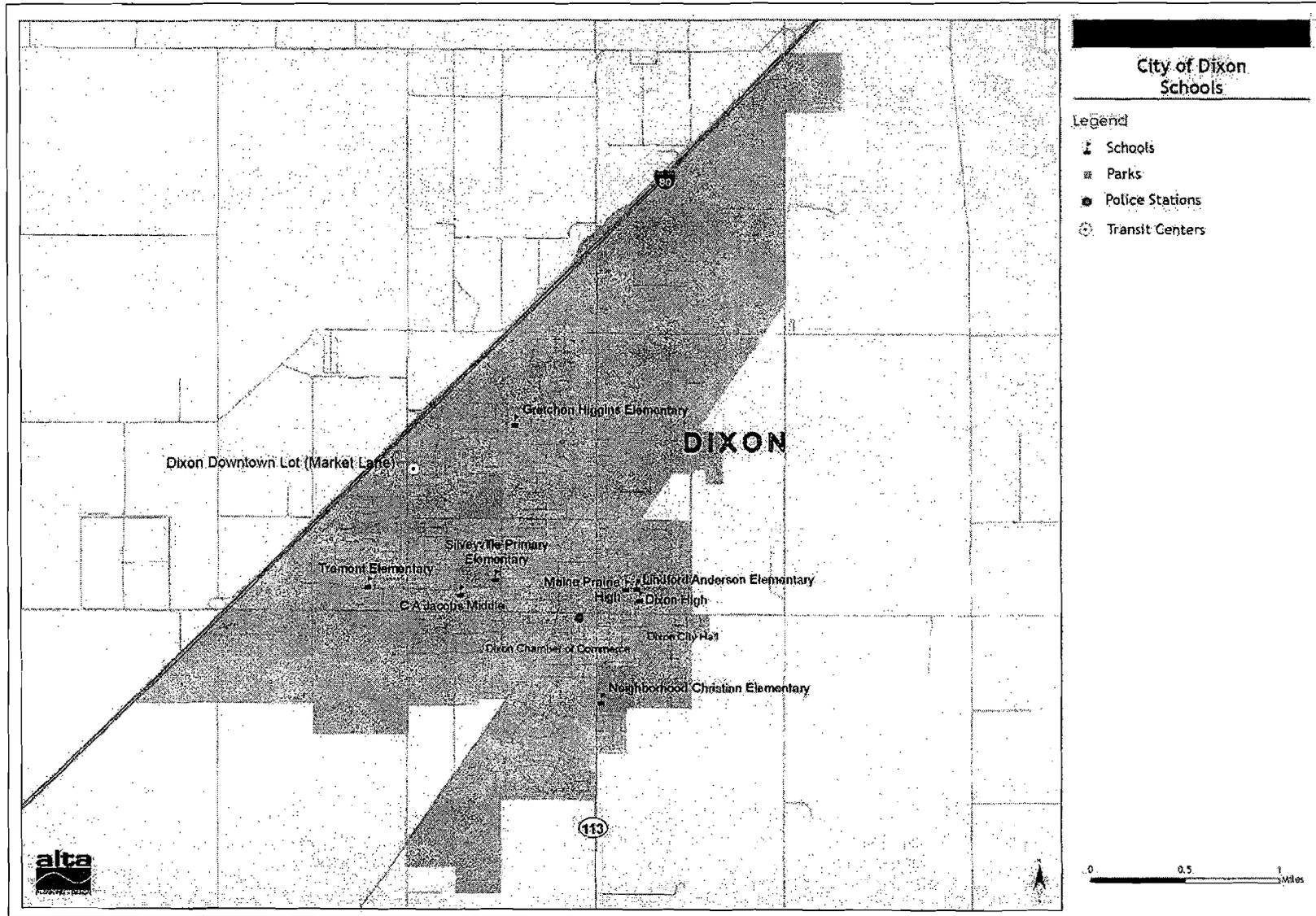


Table 5-3 Dixon SR2S Task Force

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

As explained in Chapter 3, an extensive public process was undertaken to develop a list of safe routes to school projects and programs in Dixon. A map of Dixon and its seven schools are shown in **Figure 5-5**. Dixon's audit walkabout occurred at Lindford Anderson Elementary School, details of the audit are explained in the next sections.

Figure 5-5 Dixon Schools



36

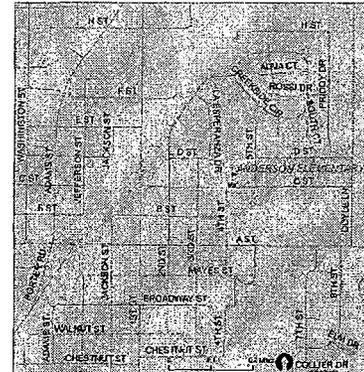


5.5. DIXON SCHOOL WALKABOUT - LINFORD ANDERSON ELEMENTARY SCHOOL

5.5.1. Existing Conditions

5.5.1.1. School Location

Linford Anderson (Anderson) Elementary School, located at 415 East C Street in Dixon, serves kindergarten through 6th grades. For the 2006-2007 school year, Anderson Elementary School had an enrollment of approximately 500 students. The School site is bound by C Street to the south, 2nd Street on the west, D Street to the north, and 5th Street to the east. C Street is a local collector street that provides primary access to the school's main entrance. D Street provides access to the back entrance – which is opened only during school bell times and is staffed at all times. 1st Street (also known as Highway 113), several block to the west, is a major north-south arterial. Pedestrians and bicyclists access the school from both C and D Streets.



Anderson Elementary School Area Map

The former Dixon High School site is located at 455 East A Street and the site backs up to C Street and Anderson Elementary School. The High School moved to a new location at 555 College Way. The former High School will become the new Dixon Middle School in 2008. In comparison to existing conditions, when the new Middle School opens, school-related traffic will likely increase.

5.5.1.2. Traffic Controls

The T-intersection of C and 4th Streets is immediately in front of the School's main entrance and is all-way stop controlled. The two intersections to the west, 3rd and 2nd, and the nearest intersection to the east, 5th Street, are side-street stop controlled. The intersection of C and 1st Streets is also a T-intersection with C Street stop controlled.

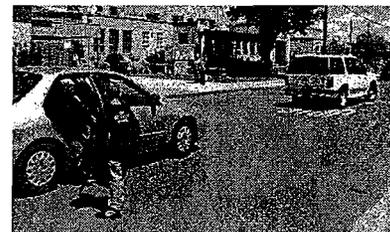
5.5.1.3. Parking

On-site parking is restricted to staff and faculty only. Therefore, all students are picked up or dropped off on-street, primarily on C Street though a few students utilize D Street.

5.5.2. Transportation to/from School

5.5.2.1. Drop-Off and Pick-Up

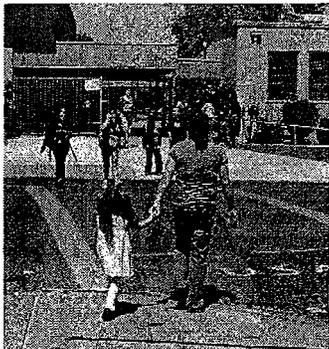
All students are dropped-off and picked up on-street, primarily on C Street, though a few students utilize D Street. There is significant congestion on C Street as parents jockey for position, in both directions, for a parking spot by the curb or double park while waiting for their child. Parents pick-up students while stopping in the middle of the street. Children stream across C Street at 3rd Street headed for their parent's cars or home.



Students getting picked up at School



Students crossing East C Street at 4th Street



A student and parent walking to school

5.5.2.2. Walking

There are existing marked yellow transverse crosswalks on all three legs of the C and 4th Street T-intersection. There is one crossing guard plus one school staff member who supervises the students at the main entrance. The T-intersection of C and 1st Street has yellow transverse crosswalks on all three approaches and there is no crossing guard.

A significant number of students walk on the north side of C Street on their way home. The sidewalks are a narrow, 4-foot wide, and some locations need repair. Students crossing C Street at 4th Street are bunched together and generally do not pay attention to the guard nor the traffic.

At the back of the school, by D Street, a school staff person unlocks a gate to allow students to exit to buses waiting, for parents, or to walk home. After a set period of time, the gate is again locked.

5.5.2.3. Bicycling

There were five bicycles observed using the bicycle racks during the Walking Audit (as described in Section C). There are no on-street bicycle facilities in the neighborhood. Some bicycles were observed using the sidewalk immediately in front of the school's main entrance while there were significant numbers of students walking thereby causing some conflict.

5.5.2.4. Bus Service

No Information Available (please provide)

5.5.2.5. Dixon's Existing Safe Routes to School Projects and Programs

Currently in Dixon, there are some safe routes to school projects and programs underway. In terms of engineering, recently, a flashing crosswalk was installed on Pitt School Road. Police are involved with the city's schools, offering traffic safety assemblies and providing citation forms to crossing guards. For repeat offenders of crossing regulations, letters and visits by are made by police officers. To encourage students to walk and bicycle to school, schools have begun creating suggested routes to school maps.

5.5.3. Engineering Recommendations

5.5.3.1. Walkabout

A walkabout was held at Anderson School on Wednesday, April 18th 2007. The walkabout included members of local police, the school Administrators, City and STA Staff. Following the audit, STA's Safe Routes to School consultant held a presentation of potential improvements and worked with attendees on problem areas and solutions. Several locations were identified as difficult locations for pedestrians and bicyclists. **Figure 5-6** – Anderson School Improvement Plan includes issue locations, the issues, and potential capital improvements. Locations include the intersection of C and 4th Streets, C Street and the

C Street sidewalk, and the intersection of C and 1st Street. There were many issues identified during the walking audit, including traffic congestion on C Street, students mixing with motor vehicle traffic on C Street, and narrow sidewalks, queuing on C Street at 1st Street.

5.5.3.2. Design Concepts

The following design concepts were developed as improvements for the issues and are shown on Figure 5-6. Many of the potential improvements are described below.

Pedestrian Safety on East C Street at 1st Street

The installation of curb extensions (“bulbouts”) would shorten the walking distance to cross 1st Street and improve the sight distance of pedestrians. If warranted, the installation of a traffic signal or time-operated flashing beacons could better alert motorists of pedestrian activity. Prohibition of left turns could also reduce driver frustration from waiting in long queues on eastbound East C Street.

Congestion on East C Street

The lengthening and clarification of the student pick up and drop off areas would help ease congestion on East C Street. A traffic circle at East C Street at 5th Street should be considered, to allow and control the U-turns required for parents to pick-up their students on the north side of East C Street. Also, utilization of the parking lot for the remodeled Dixon High School could be an opportunity for both schools to coordinate efforts to encourage this lot as an off-street drop-off and pick-up area. With the existing crossing guard at East C Street and 4th Street, a safe and assisted crossing would be possible. Future plans for the remodeled High School is to become a Middle School. The High School is moving to a new campus in southern Dixon. It is suggested that the Middle School move forward with its own Safe Routes to School planning.



Students begin to cross East C Street

Pedestrian Safety

Install curb extensions or visual striping on East C Street at 3rd and 4th Streets to shorten pedestrians crossing distances, improve visibility of pedestrians and motorists, and to prevent vehicles from parking there during drop-off and pick-up. This improvement would have to be coupled with appropriate signing that directs parents to the proper pick-up areas.

5.5.4. Education Recommendations

- Provide information as to appropriate parking and driving behavior around the School for both parents and students early in the school year and several times throughout the school year.
- Develop programs to incorporate health, science, and math aspects of safe routes to school information in school classes, for science fairs, extra credit, and homework assignments.
- During assemblies held during the school year, discuss the health, science, and math elements of the safe routes to school program.

5.5.5. Enforcement Recommendations

- In conjunction with local police officers, establish driver education programs early in the school year and follow up periodically with strong enforcement techniques to ingrain proper driver and pedestrian behavior.
- Increase police patrol of the area during drop-off and pick-up hours, encouraging drivers to obey the rules of the road.
- Place a speed radar trailer on East C Street several times throughout the school year.

5.5.6. Encouragement Recommendations

- Build enthusiasm in younger age groups through education and incentive programs so that when students and parents “graduate” to junior high or high school they are already familiar with the concepts of safe routes to school and its many benefits. This would work towards overcoming the bias in high school students against non-motorized transport by emphasizing the environmental benefits of walking and bicycling.
- Work with the “student council” or student leadership group to engage students in bicycling and walking safely to school.
- Develop a school based committee with students, parents, and staff to formulate ideas, assemblies, and participation efforts for Safe Routes to School.

5.6. DIXON PRIORITY PROJECTS

At the time of this planning effort, Dixon School District held one additional walking audit at Tremont Elementary School. Resulting from this walking audit was a series of proposed projects and programs for implementation. The Tables at the end of this Plan includes Dixon’s SR2S Priorities, showing the results.

Dixon’s Task Force decided that the most important projects and programs for the earliest implementation are:

- Engineering: *Improvement 3B* at Lindford Anderson
- Education: Providing information as to appropriate parking and driving behavior around the School for both parents and students early in the school year and several times throughout the school year.
- Encouragement: providing incentives such as punch cards that get stamped when a student bikes or walks to school and when they achieve a certain level of use they receive a prize.

Dixon elected to use their existing Transportation Advisory Committee (http://www.ci.dixon.ca.us/cityclerk/transportationadvisorycommission_list.html) for project implementation and future planning.



Figure 5-6 Anderson School Improvement Plan

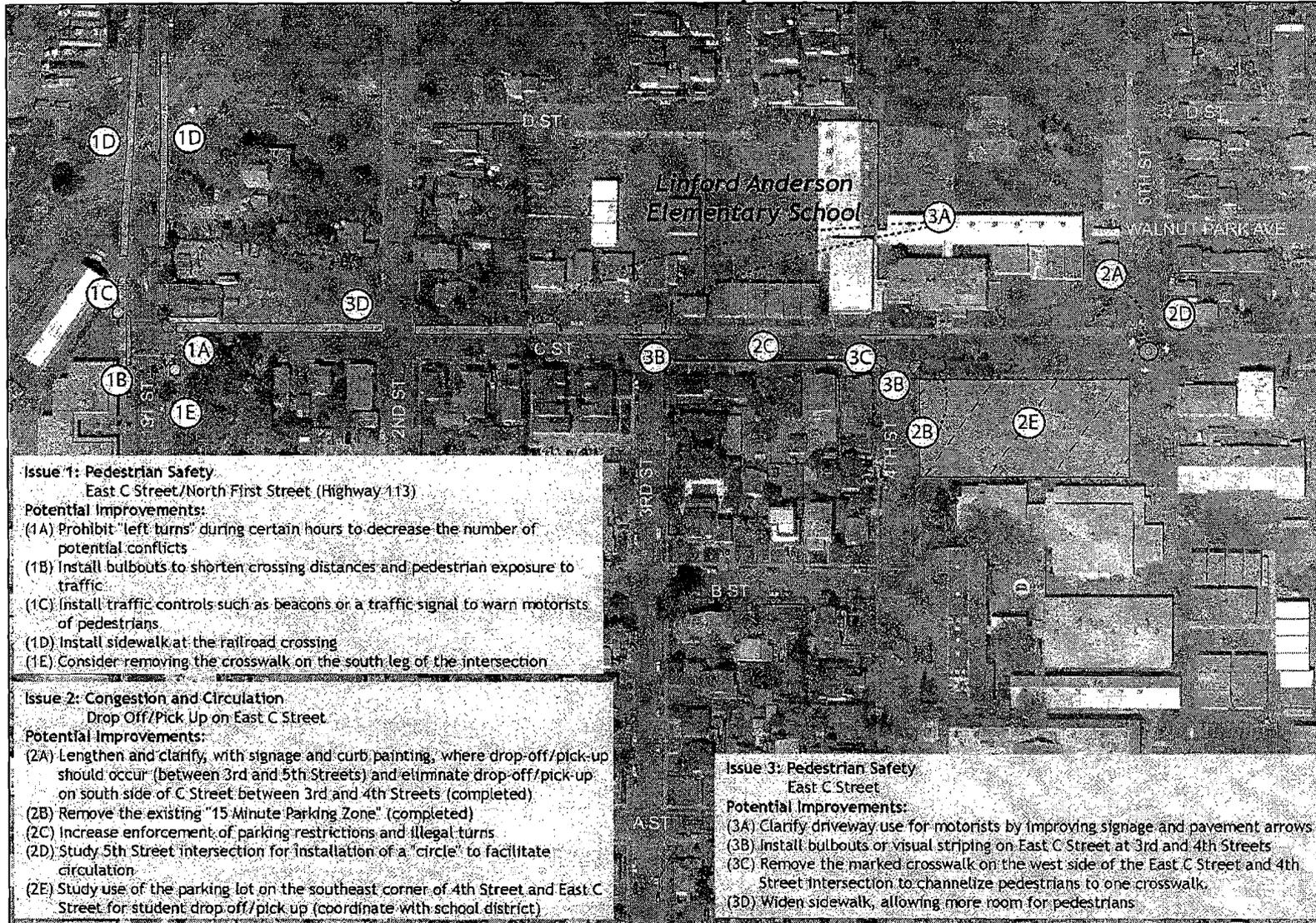


Table 5-4 Dixon SR2S Priorities

School	Engineering Recommendations	Other Recommendations
Tremont Elementary School	1 Review all-way stop warrant at the Pitt School Road/Rehrmann Drive intersection	Education Continue articles in parent newsletters about safety issues, road safety, and school regulations
	2 Consider controls at the Brians Way/Sequoia Way and Manning Way/Brians Way intersections with crosswalks	Enforcement Increase regular police presence during pick-up/drop-off times
	3 Install a high-visibility crosswalk across Rehrmann Drive at Carpenter Court	Encouragement No Recommendations



5.10. RIO VISTA

Rio Vista’s SR2S planning process was conducted by its SR2S Community Task Force. **Table 5-7 Rio Vista’s SR2S Task Force** shows the participants.



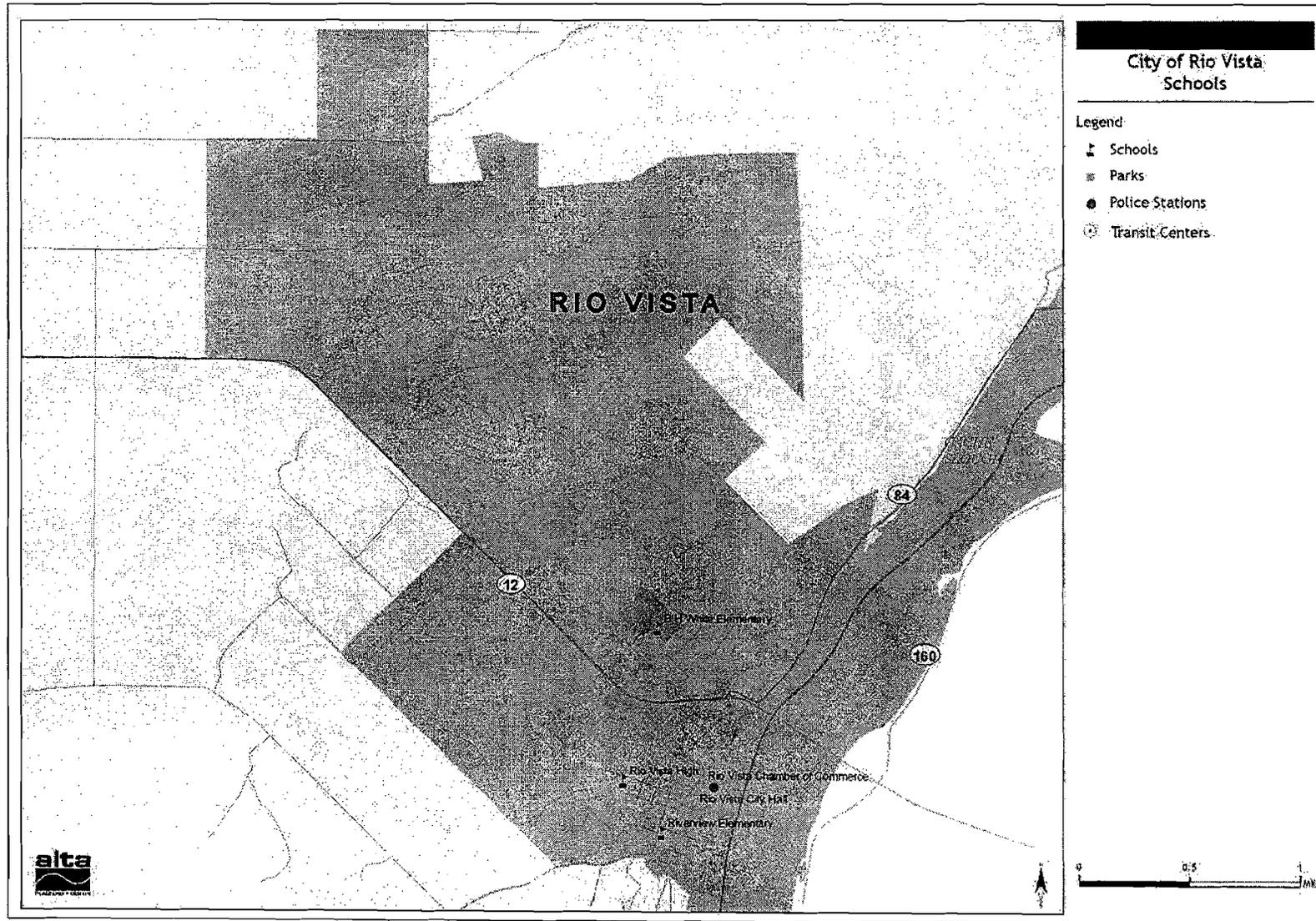
Table 5-7 Rio Vista SR2S Task Force

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

As explained in Chapter 3, a public process was undertaken in developing a list of safe routes to school projects and programs in Rio Vista. **Figure 5-10** is a map of Rio Vista and its three schools. Rio Vista’s audit walkabout occurred at River View Elementary School.



Figure 5-10 Rio Vista Schools



44

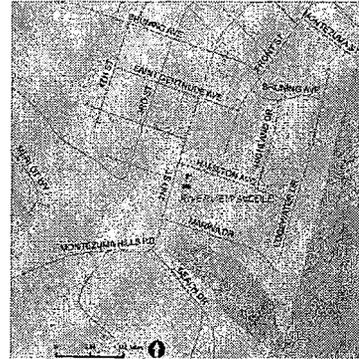


5.11. RIO VISTA SCHOOL WALKABOUT - RIVERVIEW MIDDLE SCHOOL

5.11.1. Existing Conditions

5.11.1.1. School Location

Riverview Middle School is located at 525 S. 2nd Street in Rio Vista and is part of the River Delta Unified School District. The School serves 5th grade through 8th grade and, for the 2006-2007 school year, had an enrollment of approximately 330 students. The Riverview School site is bound by Marina Drive to the south, S. 2nd Street to the west, Hamilton Avenue to the north, and Edgewater Drive to the east.



Riverview Middle School – Rio Vista, CA

5.11.1.2. Traffic Controls

The three-legged intersection of Beach Drive, Montezuma Hills Road and 2nd Street is a stop controlled at Beach Drive. 2nd Street and Hamilton Avenue is stop controlled at Hamilton Avenue. The intersections of Front Street and Highland Drive with Hamilton Avenue have no control.

5.11.1.3. Parking

There is no parking lot at Riverview School. All staff and faculty park in front of the School on 2nd Street and visitors park on-street around the School.

5.11.2. Transportation to/from School

5.11.2.1. Drop-Off and Pick-Up

All student drop-off and pick-up is supposed to take place on both sides of 2nd Street in-front of the School. Some parents utilize Hamilton Avenue, where buses unload and load as well as Front Street near the intersection with Hamilton Avenue. Many motorists drop-off or pick-up their child on 2nd Street heading southbound and then make a u-turn at the parking area adjacent to Marina Drive or at the 2nd Street, Montezuma Hills Road, and Beach Drive intersection. The constant turning of vehicles makes for blind spots and potential collisions between vehicles and with pedestrians.



A student runs across 2nd Street at school pick-up time

5.11.2.2. Walking

East of the School, on 2nd Street, Hamilton Avenue, Front Street and Highland Drive there are existing sidewalks. Students use these walkways to access and to leave from school. These sidewalks provide adequate space between the students and traffic. In many areas there are planting strip buffers between the sidewalk and the street.

South of the School, on 2nd Street, Montezuma Hills Road, and Beach Drive there are no sidewalks. Few pedestrians use these streets due to the lack of walking infrastructure. Along Montezuma Hills Road there are high vehicle speeds, creating a feeling of discomfort for pedestrians as they walk along the road's shoulder.





The bike rack at Riverview Middle School



Walkabout attendees observe school dismissal



Parents picking up their children and making u-turns on 2nd Street

There are many yellow transverse crosswalks near Riverview School. There is a yellow transverse crosswalk that extends from the School's property to Santa Clara Avenue and there are three yellow transverse crosswalks at the intersection of 2nd Street and Hamilton Avenue. Since these crosswalks are less than six-feet wide, they do not meet current MUTCD standards. These crosswalks are also faded. There are two yellow transverse crosswalks on the west and north legs of the Hamilton Avenue and Front Street intersection and three yellow transverse crosswalks on all three legs of the Hamilton Avenue and Highland Drive intersection.

Riverview Middle School has one crossing guard. He stands at the 2nd Street and Hamilton Avenue intersection and helps students cross the south and east legs. Students do not use the crosswalk on the north leg of this intersection nor do they use the crossing at Santa Clara Avenue unless they are accompanied by a parent or adult.

5.11.2.3. Bicycling

There are no existing bicycle facilities near the School. There is an existing bicycle rack in-front of Riverview's main entrance.

5.11.2.4. Bus Service

The River Delta School District provides bus service from DH White Elementary School and the north side of Highway 12 to Riverview Middle School. This provides a safe passage for students that live on the south side of Highway 12 and attend DH White Elementary School.

5.11.3. Engineering Recommendations

5.11.3.1. Walkabout

A walkabout was held at Riverview Middle School on Tuesday, September 25, 2007. The walkabout included members of the local police department, fire department, school Administrators, members of the school board, and City and STA Staff. Following the audit, STA's Safe Routes to School consultant held a presentation of potential improvements and worked with attendees on problem areas

and potential solutions. Several locations were identified as difficult locations for pedestrians and bicyclists. **Figure 5-11 – Riverview Middle School Improvement Plan** includes issue locations and potential capital improvements. The first location is 2nd Street where there are high vehicle speeds and a lack of adequate pedestrian facilities. Another location is Hamilton Avenue, where there are several areas where vehicles and pedestrians could conflict.

5.11.3.2. Design Concepts

The following design concepts were developed as improvements for the identified issues. These concepts are shown in Figure 5-11. Most of the potential improvements are described below.

Vehicle Roadway Improvements on 2nd Street

Especially during the morning commute time and school start time, there are high traffic speeds of cars traveling from Montezuma Hills Road to 2nd Street in front of Riverview Middle School. To help alleviate this, as well as to help alleviate the vehicles making u-turns at the 2nd Street, Montezuma Hills Road, and Beach Drive intersection, a traffic circle and/or a traffic control are suggested. A warrant study is necessary for any type of control placement.

To help alleviate high traffic speeds on 2nd Street from the east side of Riverview School, a speed-feedback sign is suggested. With the sign, motorists would see the speed that they are traveling and likely slow down if it above the posted speed limit. If the speed registers at above the posted speed limit the sign would flash, alerting motorists that they are traveling faster than the speed limit.

There is also a shortage of school and school crossing signs at Riverview Middle School. Proper MUTCD signage should be installed as well as proper legends on the pavement alerting motorists that it is a school zone. Recommended signage includes fluorescent school crossing signs.

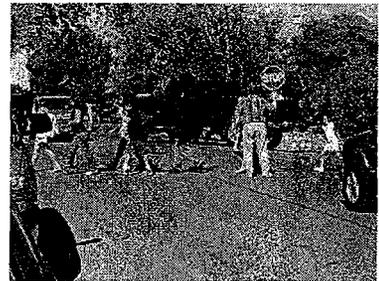
Pedestrian Safety on 2nd Street

South of Riverview Middle School, along 2nd Street, there are no existing sidewalks. To increase the numbers of students walking and bicycling to school that live south of the campus off of Montezuma Hills Road and Beach Road sidewalks should extend to these areas. Currently, the few students that walk use the shoulders and the grassy areas that run parallel to the streets. An alternative an option for study is a Class I – multi-use path connection from the residential neighborhood off of Montezuma Hills Road to Santa Clara Avenue or 2nd Street and the School.



Pedestrians walk along Beach Road

There are many existing crosswalks surrounding the School's campus. Two of these crosswalks that cross 2nd Street are not supposed to be used by students. Therefore, the crosswalks that are not to be used should be removed. For the crosswalks that are used, they should be updated with current curb ramps that meet American Disability Act guidelines.



Pedestrians walk across 2nd Street

At the walkabout, it was apparent that motorists park their vehicles on the west side of 2nd Street at the intersection with Hamilton Avenue. Motorists also park immediately adjacent to the crosswalks. This makes sight distances short for crossing pedestrians and makes pedestrians difficult to see by passing motorists. To improve this, red curb should be painted in these areas. This will improve pedestrian sight distance and the ability of passing motorists to see crossing pedestrians and improve overall pedestrian safety in the area.

Pedestrian/Vehicle Safety on Hamilton Avenue

The intersection of Front Street and Highland Drive and Hamilton Avenue are uncontrolled. These intersections should be studied for stop-warrants. As side-street stops, vehicles would slow down as they enter the school zone area.



5.11.4. Education Recommendations

- Provide information as to appropriate parking and driving behavior around school for both parents and students early and several times throughout the school year.
- Develop programs to incorporate health, science, and math aspects of safe routes to school information in school classes, for science fairs, extra credit, and homework assignments.
- During assemblies held during the school year, discuss the health, science, and math elements of the safe routes to school program.

5.11.5. Enforcement Recommendations

- Increase police patrol of the area during drop-off and pick-up hours, encouraging drivers to obey the rules of the road.
- Place a speed radar trailer on Montezuma Hills Road several times throughout the school year.

5.11.6. Encouragement Recommendations

- Work with the “student council” or student leadership group to engage students in bicycling and walking safely to school.
- Develop a school based committee with students, parents, and staff to formulate ideas, assemblies, and participation efforts for Safe Routes to School.

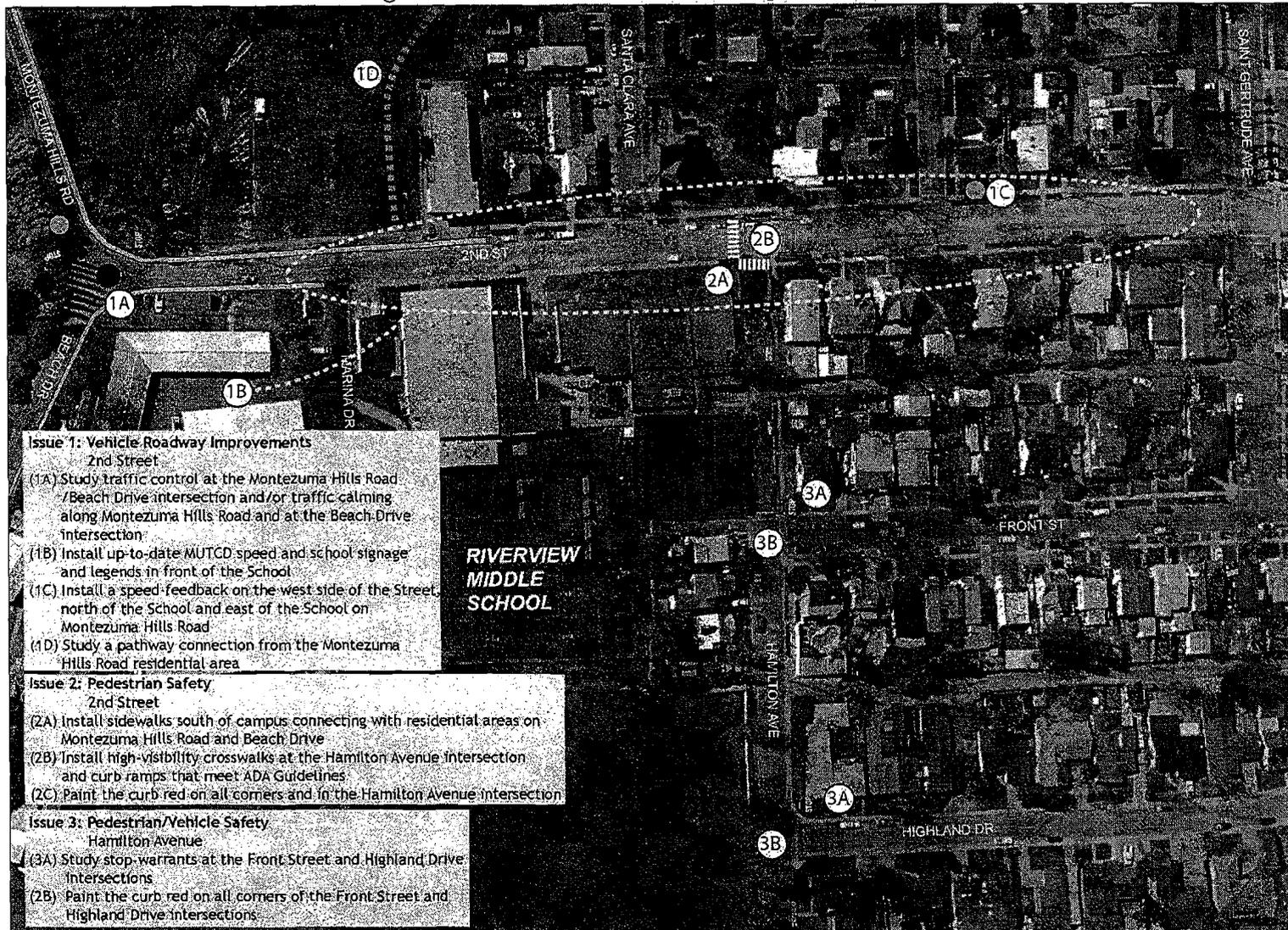
5.12. RIO VISTA PRIORITY PROJECTS

At the time of this planning effort, Rio Vista School District held one additional walking audit at DH Elementary School. Resulting from this walking audit was a series of proposed projects and programs for implementation. **Table 5-8 Rio Vista SR2S Priorities** shows the results.

Rio Vista will use the existing Joint Use Ad-hoc Committee (or “2 by 2 Committee”) for project implementation and future planning.



Figure 5-11 Riverview Middle School Improvement Plan



49

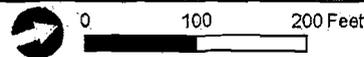


Table 5-8 Rio Vista SR2S Priorities

Rio Vista Citywide Safe Routes to School Recommendations							
	Engineering	Education		Enforcement	Encouragement		
1	Review school loading zones for clarity.	1	Develop programs to incorporate health, science, and math aspects of safe routes to school information in school	1	With local police, distribute materials early in the year describing drop-off/pick-up locations and driving safety	1	Work with students to develop ways to increase bicycling and walking
2	Review signage and pavement markers for latest MUTCD standards.	2	Develop a "Walking School Bus" program at elementary schools, where parents take turns walking students in their neighborhood to school	2	Work with police to perform specific enforcement before school begins and after school dismisses.	2	Start a "Frequent Walk/Ride Card" program with bicycle helmets and other travel related prizes (umbrellas, bicycle raffles, etc).
		3	Provide appropriate parking information for driving behavior around the School for parents early in the school year and several times during the year	3	Continue to promote Rio Vista Safety Fair.	3	Participate in Bike to School Day and International Walk to School Day activities
		4	Where not existing, develop Safety Patrols where older students team with crossing guards			4	Work with the local police department to implement after school bicycle rodeos at elementary schools where students can learn bicycling rules of the road.
		5	Crossing Guard Training -Develop a training program that establishes guards' duties, responsibilities, and priorities			5	Work with students and parents to develop a map with the safest walking/bicycling routes to school
						6	Work with the "student council" to engage students in bicycling and walking safely to school
						7	Develop a school based committee with students, parents, and staff to formulate ideas, assemblies, and participation efforts for Safe Routes to School



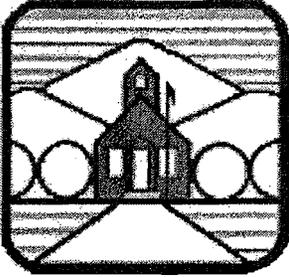
School	Responsible Agency*		Engineering Recommendations	Other Recommendations
D.H. White Elementary	1	C	Study clarifying loading zones along Elm Street between Laurel and Virginia with signage and curb paint.	Education No Additional recommendations.
	2	C	Study potential for northbound pedestrian and bicycle facilities to northern neighborhoods (e.g., connections to Anderson Way or future planned neighborhoods).	Enforcement No Additional recommendations.
	3	C/SD		Encouragement No Additional recommendations.
	4	C	Study intersection improvements at Elm St and Linda Vista to provide increased pedestrian visibility at crosswalks.	

*Responsible Agency – C=City, SD=School District

51



THIS PAGE INTENTIONALLY LEFT BLANK



5.16. VACAVILLE

Vacaville’s SR2S planning process was conducted by its SR2S Community Task Force. **Table 5-11 Vacaville SR2S Task Force** shows the participants.

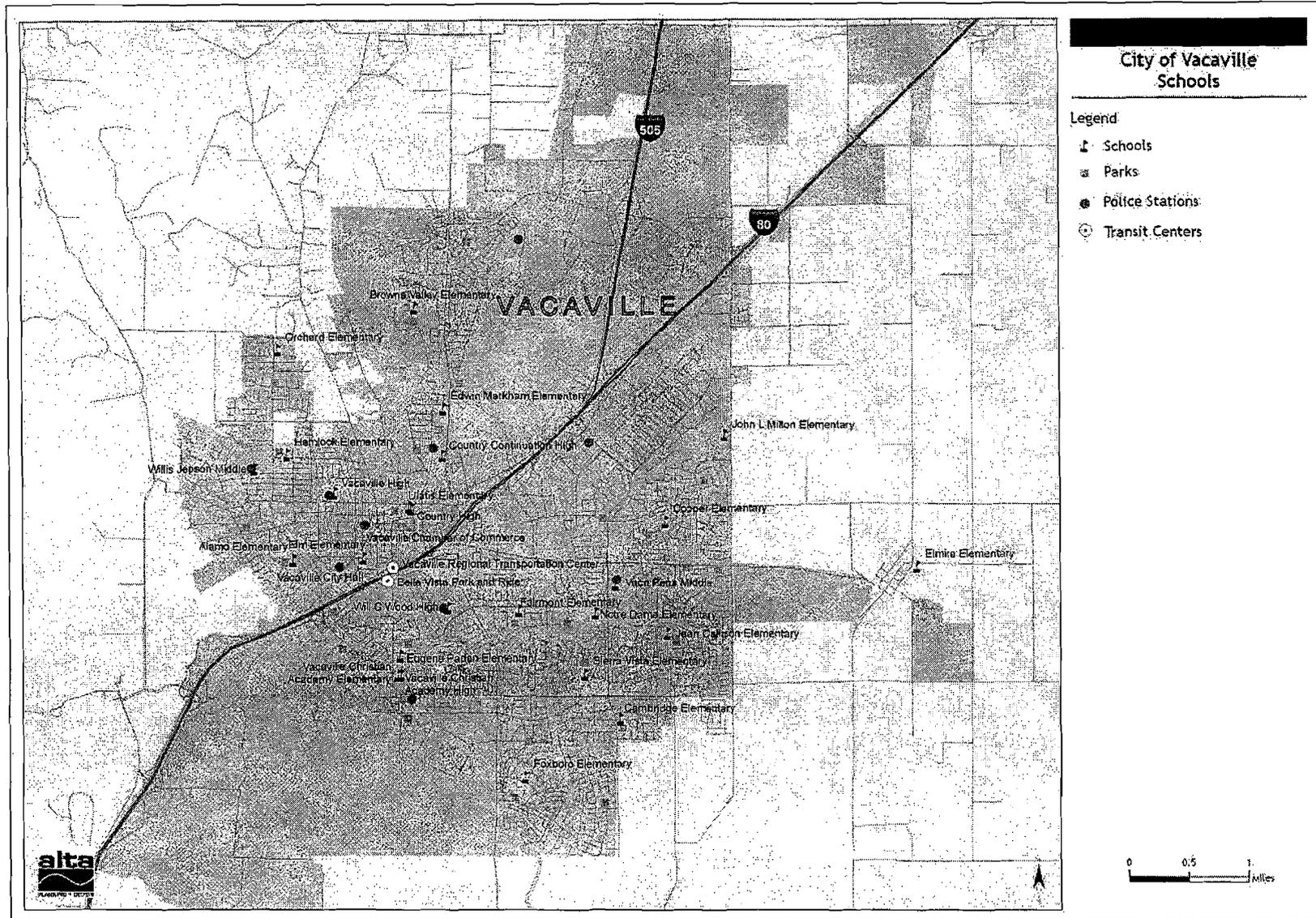
Table 5-11 Vacaville SR2S Task Force

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

An extensive public process was undertaken in developing a list of safe routes to school projects and programs in Vacaville. **Figure 5-13** shows a map of Vacaville’s 16 schools. Vacaville’s audit walkabout occurred at Will C. Wood High School.



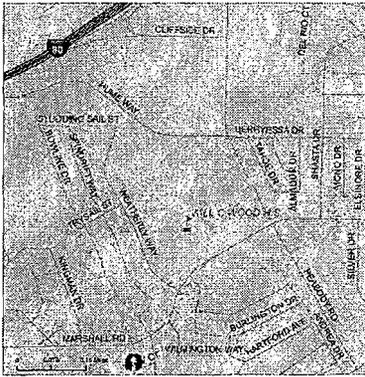
Figure 5-13 Vacaville Schools



54



5.17. VACAVILLE WALKABOUT - WILL C. WOOD HIGH SCHOOL



Will C. Wood High School - Vacaville, CA

5.17.1. Existing Conditions

5.17.1.1. School Location

Will C. Wood (Wood) High School is located at 998 Marshall Road in Vacaville. The High School serves grades 9 through 12 and, for the 2006-2007 school year, had an enrollment of approximately 1900 students. The Wood High School site is bound by Marshall Road to the south, Weatherly Way on the west, Hume Way to the north, and Peabody Road to the east. Marshall Road is a collector road and via three driveways, provides the only direct access to Wood High School from the neighboring streets. Peabody Road is a major arterial that carries high volumes of traffic, Hume Way is a collector street that is fenced-off from the back of the school, and Weatherly Way is a neighborhood street. Pedestrians and bicyclists access the school from Marshall Road, through the school's parking lot.

5.17.1.2. Traffic Controls

The intersection of Marshall Road/Burlington Drive is slightly offset with the western-most driveway of the school. Burlington Drive is a side-street stop controlled intersection. The major intersection adjacent to the school, at Marshall Road/Peabody Road, is signal controlled. The southbound right turn has a slip-lane onto Marshall Road.

5.17.1.3. Parking

There are three connected parking lot locations on the Wood High School property. The largest of the three areas is between the school building and Marshall Road. Mostly students use this area for parking. Students and faculty use the other two areas. One is west of the large lot and the other is to the west of the school building. All parking lots are accessible from the Marshall Road driveways.

The parking lot is patrolled by a Wood High School faculty member who has authority to write parking tickets. He also encourages drivers to obey the parking lot's circulation patterns.

5.17.2. Transportation to/from School



Students leaving School

5.17.2.1. Drop-Off and Pick-Up

Many students drive to Wood High School and park in the parking lot. For the younger students that arrange rides with parents, they are dropped-off and picked-up from the loading area directly in-front of the school's main entrance. In this area, there are two lanes for loading, the lane closer to the school and adjacent to the curb is for buses and the outside lane is for parent drop-off and pick-up. During the peak time periods, the queue of traffic is known to back-up through the parking lot, driveway, Marshall Road and to the Marshall Road/Peabody Road intersection.

Students accessing their vehicles in the parking lot must walk through these two lanes of slow moving or stopped vehicles in front of the school. During the walking audit (as described in section C) parents were also seen picking students up on Marshall Road, south of the school's parking lot, in the bicycle lane.

5.17.2.2. Walking

There are existing marked crosswalks at the Marshall Road/ Peabody Road intersection near the school. The intersection consists of five yellow transverse crosswalks, one on each leg plus a crosswalk on the southbound right slip-lane. There are no crossing guards near the school.

Many of the students walk through the parking lot to Marshall Road. Students walking eastbound, down the hill to Peabody Road, walk along the perimeter of the parking lot where there is no sidewalk to Marshall Road.

On Marshall Road, due to high volumes of pedestrians, they spill into the bike lane and at the intersection with Peabody Road, they spill into the travel lanes. At the intersection there is an existing 300 square-foot "pork chop" island that cannot accommodate the volume of pedestrians.

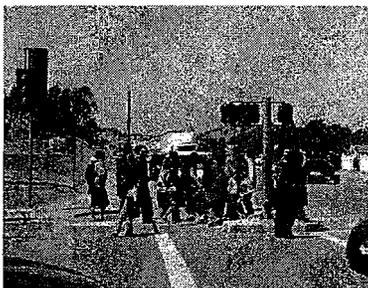
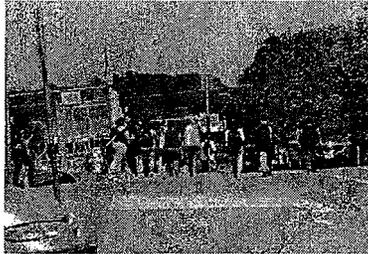
Students walking towards Marshall Road westbound walk along the driveway in the parking lot. There is no sidewalk in this location, so students either walk along the driveway or on a dirt path that is adjacent to the driveway. Once at Marshall Road, students cross at non-crosswalk locations.

5.17.2.3. Bicycling

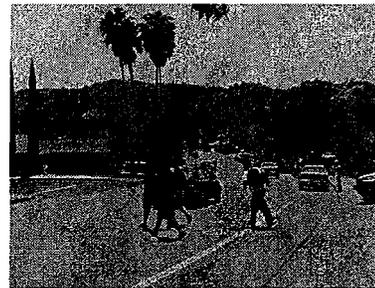
There are existing bicycle lanes on Marshall Road in-front of the school. These lanes are sometimes used as loading zones for parents dropping-off or picking-up students. There also bicycle lanes on Peabody Road and Hume Way. There are existing bicycle parking facilities to the west of the main entrance of the school. During the walking audit, as described in Section C, 24 bicycles were parked at the racks.

5.17.2.4. Bus Service

Wood High School has bus service that the District provides to students. The Vacaville Unified School District's Bus Fee Schedule below shows the costs for students to take the bus to school. The Vacaville City Coach also has bus service that operates along Marshall Road, with eastbound and westbound stops in front of the school. Youth fares for the City Coach are \$1.25.



Students walking on Marshall Road (above) and at the Marshall Road/Peabody Road intersection (below)



Students walking/riding in the driveway that exits to Marshall Road (above) and crossing Marshall Road (below)

Vacaville Unified School District's Bus Fee Schedule

Type of Pass	Price*
Full Year Pass	\$276.00
One Way Pass	\$138.00
Semester Bus Pass	\$138.00
Reduced	\$ 60.00
Youth Monthly Pass	\$28.00

* Discount applies if paid in full with application.

5.17.2.5. Vacaville's Existing Safe Routes to School Projects and Programs

The City of Vacaville recently made engineering improvements to Will C. Wood. This included and is not limited to installing sidewalks adjacent to the parking lot, realigning the western driveway and installing a new crosswalk. The City has also installed speed feedback signs close to many of the schools.

The Police Department in Vacaville has also made SR2S efforts. The Department attends freshman orientations at high schools, alerting parents and students of traffic safety at school drop-off and pick-up times and locations. At five of the schools with the most problematic traffic safety situations, five officers have "adopted" the schools, patrolling regularly as well as working with school administrators on the traffic safety issues. The Police Department has a radar trailer that it uses near schools and holds bicycle rodeos at Vacaville's elementary schools.

5.17.3. Engineering Recommendations

5.17.3.1. Current Improvements

Wood High School is currently constructing a new science building in the western portion of the large parking lot. With the construction of this building, pedestrian improvements will also be made to the parking lot and western driveway to Marshall Road. As **Figure 5-14 – Science Building Site Plan** shows, a new sidewalk will be constructed on the western portion of the parking lot. This facility will provide students that currently walk along the driveway or on the dirt path adjacent to the driveway, a safer walking environment. With the construction of the Science Building, the two existing parking aisles in this area of the parking lot will be consolidated into one aisle, decreasing the number of potential vehicle/pedestrian conflict points. Where the one aisle meets the driveway, a high-visibility crosswalk will be installed. This will help alert drivers of crossing pedestrians.

As **Figure 5-14** and **Figure 5-15 – Marshall Road/Burlington Drive Improvement** shows, the western driveway will also be realigned to the Marshall Road/Burlington Drive intersection. This intersection will become four-way stop controlled with three yellow, transverse style crosswalks.

In addition to the improvements on the west side of the parking lot, a new sidewalk will extend from the School's entrance east, around the parking lot, to Marshall Road. The entire sidewalk will be concrete except for the last 40 to 60 feet adjacent to Marshall Road which will be decomposed granite.



Figure 5-14 Science Building Site Plan

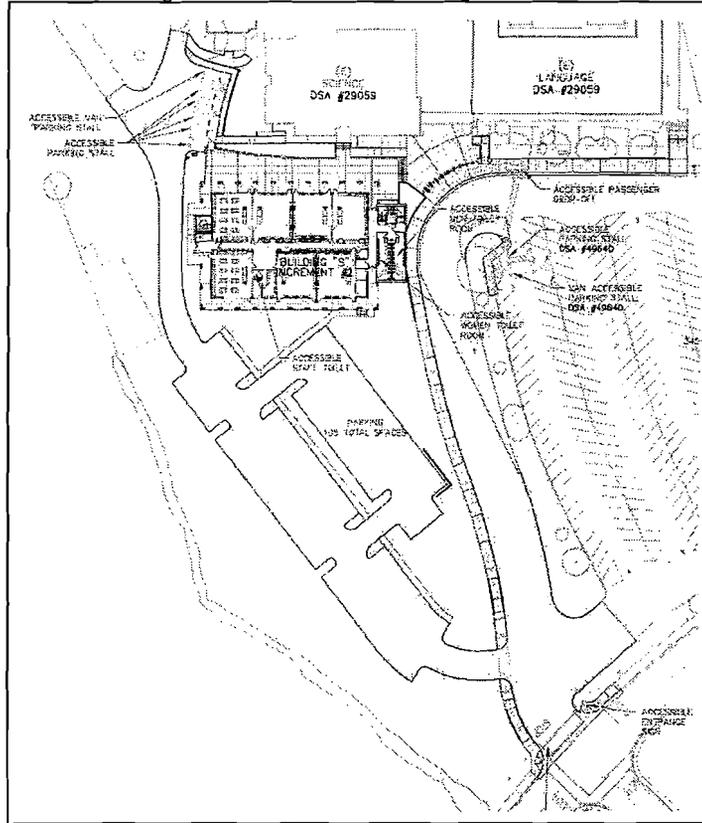
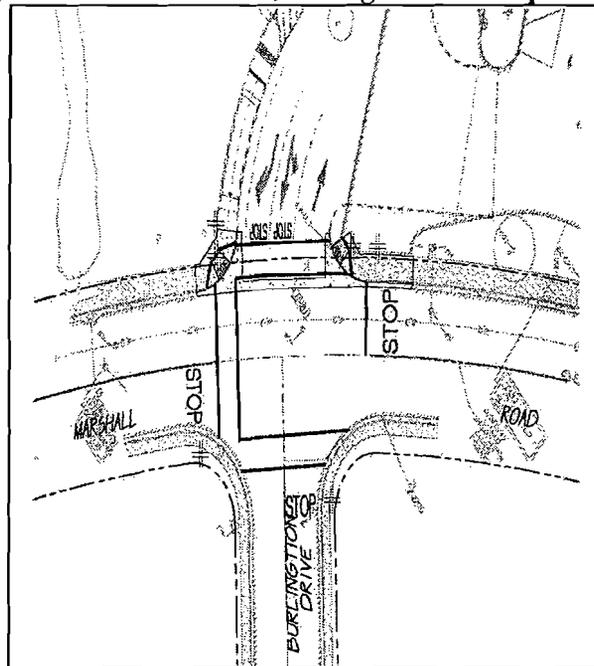
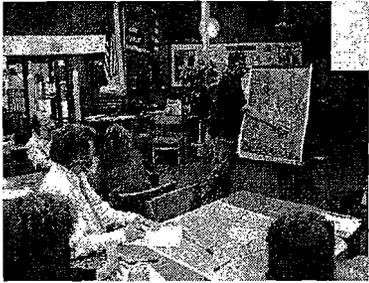


Figure 5-15 Marshall Road/Burlington Drive Improvement





One group reports back at the evening meeting

5.17.3.2. Walkabout

A walkabout was held at Wood High School on Wednesday, May 16, 2007. The walkabout included members of local police, school Administrators, City and STA Staff. Following the audit, STA's Safe Routes to School consultant held a presentation of potential improvements and worked with attendees on problem areas and potential solutions. Several locations were identified as difficult locations for pedestrians and bicyclists. **Figure 5-16 – Wood High School Improvement Plan** includes issue locations, the issues, and potential capital improvements. Locations include pedestrian circulation on the Wood High School campus, the Marshall Road/Burlington Drive

intersection, bicycle facilities on and adjacent to the School, traffic safety at the Marshall Road/Peabody Road intersection, and in-front of the School on Marshall Road. There were many issues identified during the walking audit, including students walking through the school's parking lot at the same time and locations as exiting vehicles, students crossing Marshall Road at numerous locations in-front of the School, large volumes of pedestrians overflowing into the travel lanes at the Marshall Road/Peabody Road intersection, and student pick-up behavior by parents.

5.17.3.3. Design Concepts

The following design concepts were developed as improvements for the identified issues and build upon the driveway, sidewalk, and intersection work already planned and shown in Figures 5-14 and 5-15. These concepts are shown on Figure 5-16. Many of the potential improvements are described below.

Pedestrian Circulation On-Campus

The new sidewalk extending to the east of the School's entrance will be concrete except for the last 40 to 60 feet due to cross-slope complexities. To ensure that all pedestrians are able to use this pathway, the entire sidewalk should be concrete.

Bicycle Circulation and Facilities on Campus

Currently, bicycle parking usage is almost at its peak. Increasing bicycle parking and providing a secure, fenced area in which students can lock their bicycles could encourage more users. Access to this area could be limited to those with special cards.

Marshall Road/Peabody Road Intersection Traffic Safety

Increase the pedestrian storage area on the northwest corner of the intersection by using an area that is not used by the School's adjacent field. This will result in a substantial increase in storage area for the pedestrians at the intersection. Installing channelizers, or small concrete bumpers for the fast moving southbound right turn moving vehicles will also slow vehicles and increase comfort for waiting pedestrians.

Also, eastbound bicycle traffic does not have a way to change the signal if at the front of the line. A bicycle loop detector is recommended to help with this issue.



Marshall Road Traffic Safety

Install denser landscaping or a wrought iron fence between the parking lot and Marshall Road to discourage access to the loading and unloading that occurs in the bicycle lane. This will encourage drivers to circulate in and out of the parking lot for student loading and unloading. Landscaping will also divert students wishing to cross Marshall Road to the Marshall Road/Burlington Drive intersection where there is an improved proper crossing.

5.17.4. Education Recommendations

- Provide information as to appropriate parking and driving behavior around school for both parents and students early and several times throughout the school year.
- Develop programs to incorporate health, science, and math aspects of safe routes to school information in school classes, for science fairs, extra credit, and homework assignments.
- During assemblies held during the school year, discuss the health, science, and math elements of the safe routes to school program.

5.17.5. Enforcement Recommendations

- In conjunction with local police officers, establish driver education programs early in the school year and follow up periodically with strong enforcement techniques to ingrain proper driver and pedestrian behavior.
- Continue police patrol of the area during drop-off and pick-up hours, encouraging drivers to obey the rules of the road.
- Place a speed radar trailer on Marshall Road several times throughout the school year.

5.17.6. Encouragement Recommendations

- Build on existing enthusiasm in younger age groups through education programs early in the high school experience. Work towards overcoming the bias in high school students against non-motorized transport by emphasizing the environmental benefits of walking and bicycling.
- Implement high school bicycling encouragement programs, e.g. – “Extreme Tricks.”
- Work with the “student council” or student leadership group to engage students in bicycling and walking safely to school.
- Develop a school based committee with students, parents, and staff to formulate ideas, assemblies, and participation efforts for Safe Routes to School.
- Install preferred vehicle parking that is closer to the School’s entrance or provide other incentives to students that carpool to school.

5.18. VACAVILLE PRIORITY PROJECTS

At the time of this planning effort, Vacaville School District held five additional walking audits. Resulting from these walking audits was a series of proposed projects and programs for implementation. **Table 5-12** at the end of this Plan includes Vacaville’s SR2S Priorities.



Vacaville's Task Force decided that the most important project for the earliest implementation is 3B, improving the Marshall Road/Peabody Road intersection for pedestrians.

Vacaville chose to keep their STA Safe Routes to School Task Force and recommended that school facilities staff become permanent members.



Figure 5-16 Will C Wood High School Improvement Plan

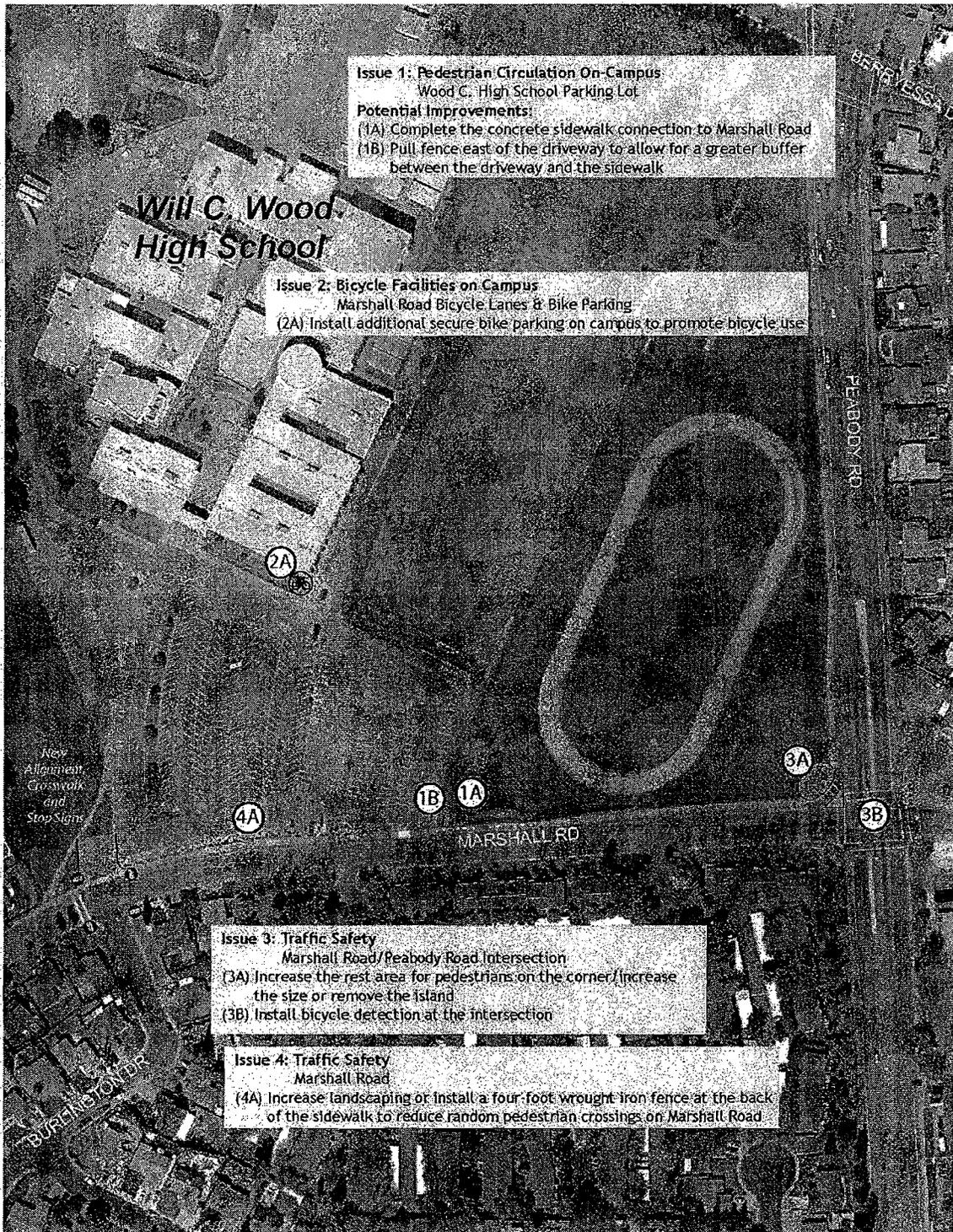


Table 5-12 Vacaville SR2S Priorities

Vacaville Citywide Safe Routes to School Recommendations				
Engineering	Education	Enforcement	Encouragement	
1	1	1	1	1
	2	2	2	2
	3			3
	4			4
	5			5
				6
				7

63



School	Responsible Agency*	Engineering Recommendations	Other Recommendations
Alamo Elementary			Education 1 At a PTA meeting, discuss traffic, bicycle, and pedestrian safety to help educate parents about proper procedures.
			Enforcement 1 No Additional recommendations.
			Encouragement 1 Next school year, student council should propose walk/bike school days.

*Responsible Agency – C=City, SD=School District

64

Callison Elementary	C/SD	Study the extension and widening of sidewalks, in particular those paths that connect to the Meadowlands Park path.	Education 1 Work with a local bike store to establish a bike safety program Send home walk/bike safety "do's and don'ts in the Fall.
	C	Study the installation of crosswalks on Oak Brook Drive/Court at Vanden Road and Owl Drive/Court at Vanden Road.	Enforcement 1 Continue coordination with Vacaville Police Department and Vacaville Police Department Youth Services Pursue advice from the Police Department regarding Sting Operations
			Encouragement 1 Continue incentives for students walking laps during recess. Continue walk to school week and student wellness council meetings.



School	Responsible Agency*	Engineering Recommendations	Other Recommendations
Cambridge Elementary	C	Study installing crosswalks uniformly at street crossings near the school (e.g., along the west side of Nut Tree and at Village Ct./Cambridge north of the school) to increase visibility of students walking south on the west side of on Nut Tree.	1 Education No Additional recommendations.
	C	Study installing school loading zone signage and paint along Cambridge and Nut Tree to clarify drop-off and pick-up areas for parents.	1 Enforcement No Additional recommendations.
	C	Consider painting curbs red at crosswalks connecting to the school to avoid pedestrian visibility issues with parked cars.	1 Encouragement No Additional recommendations.
	SD	Study installing additional secured bicycle parking for students to prevent bicycle theft and encourage biking to school.	

*Responsible Agency – C=City, SD=School District

Foxboro Elementary	C	Study installing crosswalk at Morning Glory and Madison to increase visibility of pedestrians crossing this main route from northern neighborhoods.	1 Education No Additional recommendations.
	C	Study installing clearer signage for drop-off and pick-up zones along Morning Glory to help prevent students who run through traffic to load into double parked vehicles.	1 Enforcement No Additional recommendations.
	C	Study installing a paved path through the park and baseball diamonds towards the school to encourage walking and bicycling to school from southern neighborhoods.	1 Encouragement No Additional recommendations.



School	Responsible Agency*	Engineering Recommendations	Other Recommendations
Hemlock Elementary	SD	Study installing low-cost rubberized speed bumps in school parking lot to prevent speeding parents during drop-off and pick-up.	1 Education No Additional Recommendations Enforcement Discuss targeted enforcement at Hemlock and Stinson for pedestrian right-of-way. Encouragement No Additional Recommendations
	C	Study installation of signage and curb paint to clarify drop-off and pick-up zones near the school.	
	SD	Consider painting red curb in school parking lot to prevent parents who park their cars, congesting pick-up traffic, which backs up onto the crosswalk at Hemlock and Elderidge.	
Paden Elementary	C	Study circulation patterns for drop-off and pick-up with school staff before the Vacaville Christian High School development is complete, to prevent the potential for mid block u-turns on Paden School Road (e.g, installation or double-yellow centerline or median bumps to prevent u-turns).	Education No Additional Recommendations Enforcement Add a crossing guard at the crosswalk directly across from the school to ensure safe crossings from the school to the park. Encouragement No Additional Recommendations
	SD	Consider closing off west staff parking lot during school arrival and dismissal to prevent students from competing with cars entering the parking lot.	
	SD	Discontinue non-police sponsored traffic management on Paden School Road.	
	C	Install red curb at the existing crosswalk at on Paden School Road in front of the school.	

*Responsible Agency – C=City, SD=School District



School	Responsible Agency*	Engineering Recommendations	Other Recommendations
Sierra Vista Elementary	C	Study potential traffic calming measures to slow speeds on the curve of Bel Air Dr near Alamo to prevent parents speeding to drop off their students in the morning (e.g., median bumps in lieu of bots dots, radar speed feedback signs, etc.)	1 Education No Additional Recommendations
	C	Study installation of signage and curb paint to clarify drop-off and pick-up zones near the school along Bel Air in front of the park.	Enforcement No Additional Recommendations
			1 Encouragement Begin "Rainy Day Patrol" to encourage drop-off and pick-up north of the school by the park to decrease hazardous congestion in front of the school on Bel Air.

*Responsible Agency – C=City, SD=School District



THIS PAGE INTENTIONALLY LEFT BLANK



DATE: February 20, 2008
 TO: Solano Project Delivery Working Group
 FROM: Sam Shelton, Assistant Project Manager
 RE: Project Delivery Updates

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 2 project delivery reminders for the TAC this month:

1. FY 2007-08 Federal Obligation Plan current projects in the 2007 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
Solano County	SOL050024	Vacaville - Dixon Bike Route Phase II and III	\$127,000 for CON
Rio Vista	SOL050052	Rio Vista – 2 nd St. Rehabilitation	\$77,000 for CON, DBE Approval Required
Vacaville	SOL050059	Nob Hill Bike Path	\$300,000 for ENV
Vacaville	SOL050060	Alternative Fuels Program	\$200,000 for CON
Vacaville	SOL070026	Ulatis Creek Bike Path (Ulatis to Leisure Town)	\$37,000 for ENV
Vacaville	SOL070028	Downtown Creekwalk	\$75,000 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.

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.

Inactive Projects Reviewed by FHWA in September 2007 (Information released 2/13/08)			
Agency	Project	Unexpended Funds	Status
Vallejo	Intersection of SR 29 and Carolina Street, Install Signal	\$24,771.00	In Final Voucher Process. Will follow up in next quarterly review.
Vacaville	Alamo Creek, N. Side Fr. Alamo To Marshall Rd , Ped/Bike Path	\$111,515.30	Has confirmed FMIS transaction and is no longer inactive.
Currently listed Inactive Projects Review Period: 10/1/07 - 12/31/07			
Vallejo	Intersection of SR 29 and Carolina Street, Install Signal	\$24,771.00	
Projects that will become inactive by March 2008			
Vallejo	Downtown Vallejo Square Pedestrian Enhancements, Landscape	\$582,302	Last billed 01/26/2007.
Projects that will become inactive by June 2008			
Fairfield	Hilborn Rd. From Waterman Blvd. To Martin Rd. , Road Rehabilitation	\$714,593	Construction Date, 04/26/07
Projects that will become inactive by September 2008			
Dixon	Parkway Blvd And UPRR Crossing, Grade Separation	\$54,869.41	Last billed, 08/22/06
Benicia	West K St. Between W 9th St. And Military Wst , Ac Overlay	\$281,000.00	Construction Date, 07/19/06
Fairfield	Pittman Rd.And Suisun Valley Rd., Ac Overlay	\$426,000.00	Construction Date, 08/01/06
Vacaville	Monte Vista Ave at Ulati Cr, Bridge Widening	\$1,647,971.54	Last billed, 09/14/07
Vacaville	Centennial Park-Browns Valley Pkwy To Allison, Class I And Class II Bike Path	\$738,422.23	Last billed, 09/20/07

Fiscal Impact:
None.

Recommendation:
Informational.

THIS PAGE INTENTIONALLY LEFT BLANK



DATE: February 20, 2008
TO: STA TAC
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update – February 2008

Background:

Each year, STA staff monitors state and federal legislation that pertains to transportation and related issues. Attachment A is the current Legislative Matrix listing the bills that staff is watching and analyzing for the 2007-08 state legislative session and the 2008 federal legislative session.

Discussion:

State Update:

Four STA Board members, staff, SolanoEDC, and three Chamber of Commerce representatives traveled Sacramento on Tuesday, February 19, 2008 to discuss Solano's legislative and funding priorities with Solano's State delegates and key staff and committee members. The focus for the meetings were:

- I-80 Eastbound Cordelia Truck Scale Relocation, a high priority project for which the STA is requesting \$49.8 million of Proposition 1B's Trade Corridor Improvement Funds (TCIF) in order to move forward;
- Support of lowering the voter threshold to 55% for special local taxes for transportation measures;
- Compensation for assets and protection of existing Vallejo Baylink Ferry service as part of the cleanup legislation for the San Francisco Bay Area Water Emergency Transportation Authority (WETA); and
- Inclusion of Bay Area bridge toll funds as eligible match for the Proposition 1B State-Local Partnership Program Account, and support allocation by the Bay Area Toll Authority (BATA) for congestion relief on bridge corridors, such as I-80 in the Bay Area.

The group met with the following:

- Curt Augustine, Governor's Transportation Consultant, and Jim Bourgart, Deputy Secretary of Business, Transportation & Housing
- State Senator Pat Wiggins
- Jody Fujii, State Senator Machado's Chief of Staff
- Anthony Matthews, Staff to Assemblymember Noreen Evans
- Assemblymember Lois Wolk
- Assemblymember Mike Feuer
- Brian Kelly, Transportation Consultant to the Senate pro Tempore
- Art Bauer, Principal Consultant, Senate Transportation and Housing

Federal Update:

STA Board Members, staff and Mike Ammann (Executive Director of Solano Economic Development Corporation) will travel to Washington, D.C. March 31 - April 3, 2008 to meet with Solano County's Congressional delegates and staff to discuss Solano's priority transportation funding and needs. Since 1998, \$44.6 million has been obtained as a direct result of STA advocacy efforts with Washington, D.C. The STA is requesting \$13.35 million in federal earmarks for the following projects:

- Bus Replacement/Expansion (Alternative Fuel) - SolanoExpress– \$2 million
- Travis AFB North Gate Access Improvements / Jepson Parkway – \$5 million
- Vacaville Intermodal Station, Phase 1 – \$1.85 million
- Fairfield-Vacaville Intermodal Station – \$2.5 million
- Vallejo Ferry Maintenance Facility, Phase 3 – \$2 million

The STA Board approved entering into a two-year agreement with Akin Gump and the Cities of Fairfield, Vacaville and Vallejo. Our primary contact, Susan Lent, is in the process of submitting STA's Federal Transportation Appropriations Requests for FY (Fiscal Year) 2009 to the offices of Representatives George Miller, Ellen Tauscher and Dan Lungren and Senators Dianne Feinstein and Barbara Boxer.

Recommendation:

Informational.

Attachments:

- A. STA Legislative Matrix (To be provided under separate cover.)



DATE: February 20, 2008
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Comprehensive Transportation Plan (CTP) Update

Background:

At its February 13 meeting, the STA Board adopted a final Purpose Statement and Goals for the Solano Comprehensive Transportation Plan (CTP). These will guide the development of the CTP over the next year. At the same meeting, the STA Board appointed the members of the 3 CTP Committees: Arterials, Highways and Freeways; Alternative Modes; and, Transit. The Committee membership is shown in Attachment A.

Discussion:

The next step in the process is for the 3 CTP committees to meet and establish a Purpose Statement and Goals for each element. Those meetings are currently being scheduled for April 2008. STA staff will present a draft Purpose Statement and Goals for each element, hold a discussion with the Committee members, and then bring the revised Purpose and Goals back to the committee for final adoption.

STA staff is also preparing the Land Use and Introduction chapters of the CTP. The Land Use element will be reviewed by the county Planning directors.

Fiscal Impact:

None.

Recommendation:

Informational.

THIS PAGE INTENTIONALLY LEFT BLANK

Solano Transportation Authority

Committee Members

February, 2008

Alternative Modes Committee:

Current committee chair is Supervisor Jim Spering.

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

Arterials, Highways and Freeways Committee:

Current committee chair is Vacant.

Agency	Member
City of Benicia	Elizabeth Patterson
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	Mike Reagan
City of Dixon	Jack Bachelor
Technical Advisory Committee Representative	Paul Wiese, Solano County

Transit Committee:

Current committee chair is Mayor Mary Ann Courville.

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



DATE: February 20, 2008
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: State Route (SR) 12 Status Update

Background:

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

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

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

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

Discussion:

1) *OTS Grant*

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

STA is working to merge its public outreach efforts with the OTS efforts, including sharing contacts, logos, newsletters and meetings. On the evening of February 12, 2008, CHP hosted a SR 12 Town Hall Meeting at the County administrative offices in Fairfield. Approximately 20 people attended, including representation from staff of various public agencies. There was a general discussion by CHP and Caltrans of roadway accident statistics and current and planned roadway improvements.

2) *State Legislation*

AB 112 (double fine zone criteria and designation) was signed by the Governor with a public announcement held at the Western Railroad Museum on October 1st. The double fine legislation for SR 12 became effective on January 1, 2008.

ACR 7, the Officer David Lamoree Memorial Highway bill, was also approved. The 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 working on a coordinated public outreach plan with OTS.

The Highway 12 Association has established a website, including a link to STA information on SR 12. In addition, newspapers in both Fairfield and Lodi are making SR 12-related content directly available through the Highway 12 Association website.

4) *Engineering*

Installation of concrete and soft median barriers, shoulder and centerline rumble strips and other improvements have been completed. After two big-rig accidents just after the installation of the barrier, the number of accidents on SR 12 has been very low. A third big rig accident was significantly reduced in severity because the barrier prevented the vehicle from crossing into incoming traffic.

STA 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. It is expected a decision will be made in summer 2008.

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 the SR 12 Jameson Canyon Widening Project and the SR 12 East Safety Projects.

Construction for the SR 12 Truck Climbing Lane project began in February 2008 (tree removal), with excavation starting as soon as weather conditions allow. The SR 12 Jameson Canyon Project Environmental Document was certified by Caltrans on schedule in January 2008.

Fiscal Impact:

None.

Recommendation:

Informational.



DATE: February 19, 2008
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Transportation Development Act (TDA) and State Transit Assistance Funds (STAF) Fiscal Year (FY) 2008-09 Fund Estimates

Background:

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

For several years, TDA funds had been modestly increasing. The past couple of years, Solano County's share of STAF funds have been about \$0.5 million per year. Solano County received over \$15 million in TDA funds and over \$3 million of STAF funds in FY 2006-07. Due to a variety of factors, the STAF funds that year were extraordinarily high. In FY 2007-08, STAF funds were reduced, but higher than the levels normally seen in the years before FY2006-07.

STAF funds have been used for a wide range of activities, including providing funds for STA transit programs administration, transit studies, transit marketing activities, matching funds for the purchase of new intercity buses and covering new bus purchase shortfalls on start-up new intercity services when the need arises. STAF funds must be spent in the fiscal year they are allocated.

Discussion:

The new TDA and STAF FY 2008-09 revenue projections are in the process of being approved by Metropolitan Transportation Commission (MTC). The estimates have been approved by MTC's Programming and Allocations Committee (PAC) and are scheduled for Commission approval on February 27th. It would be highly unusual for the estimate to change at this point.

TDA:

After several years of growth, Solano TDA revenue has reached a plateau. The original TDA revenue estimate for FY 2007-08 was adjusted downward approximately 2% for a new countywide total of \$16,008,102. The draft projection for FY 2008-09 Solano TDA is less than 1% higher than the revised FY 2007-08 TDA estimate - \$16,141,074. See Attachment A for draft Solano FY 2008-09 TDA fund estimate.

MTC is required to use County Auditor estimates for TDA revenues. MTC has expressed concerns that Solano is one of two counties that may have been too optimistic about revenue

projections. Attachment B has several graphs and discussion that further explains their analysis. MTC and STA staff cautions transit operators to not fully budget their TDA revenue estimates to avoid significant operational impacts if actual revenues come in lower than currently projected. MTC has projected TDA rescissions for FY 2007-08 including four for Solano (Benicia, Dixon, Suisun City, and Vallejo), see Attachment C.

State Transit Assistance funds (STAF) Revenue:

The Governor's FY 2008-09 budget released January 19th included mostly good news for transportation funding. Related to STAF, it includes a large increase that translated into the following three elements for a total statewide funding level of \$743 million, with a Bay Area share of \$262.3 million:

- Base Revenue: \$76.6 million for the Bay Area
- Proposition 42: \$78.7 million for the Bay Area. Proposition 42 was proposed to be directed in its entirety to transportation purposes. Two changes in the formula resulted in significantly higher proposed STA funding levels from Prop. 42 for FY 2008-09: 1) SB 717 increased by 50 percent the amount of Prop 42 funding directed to the STA program; and 2) no project transfers were made off-the-top of Proposition 42. FY 2007-08 was the final year of the Traffic Congestion Relief Program (TCRP) for which about \$678 million per year was being deducted from the statewide Prop. 42 amount.
- Spillover: \$107 million for the Bay Area.

According to legislation passed in 2007, the STAF program is to receive two-thirds of the spillover amount that is transferred to the Public Transportation Account (PTA). The amount of statewide spillover estimated for FY 2008-09 is \$909 million, half of which is transferred to the PTA.

It is important to note that the Governor's FY 2008-09 budget at this point is only a proposal and many transportation professionals and lobbyists are concerned that the final budget could greatly reduce the amount of STAF than is currently proposed. Spillover revenue is not constitutionally protected. Due to the current statewide budget deficit, there is speculation that Prop. 42 funding could be suspended.

An attached graph (Attachment D) illustrates the volatility of STAF over several years. The potential diversion of Spillover funding combined with a suspension of Prop. 42 funding would mean a drastic reduction in the amount of STAF revenue available to transit operators. Transit operators are advised to wait until June before claiming STA funds as the May Revise to the State Budget should provide better guidance on FY 2008-09 funding levels. The current projected Revenue-based STAF by operator is shown on Attachment E.

STAF Population-Based Distribution Policy:

In January 2008, the Commission approved MTC Resolution 3837 that provides for the distribution of STAF population-based funds, excluding Spillover, across the four categories and according to the percentage shares shown below:

Northern County/Small Operators – 28.4%
Regional Paratransit – 15.6%
Lifeline – 29.2%
MTC Regional Coordination – 26.8%

The STAF population-based distribution in the FY 2008-09 Fund Estimate also reflects terms and agreements contained in the MTC Reso 3814 relating to the transfer of \$14.8 million in funds from the MTC Regional Coordination Program balance to all program categories, as well as transfers related to converting more restrictive Prop. 1B capital funds to the more flexible STA funds for the Lifeline Program (\$12.8 million). The fund estimate also establishes the distribution of Spillover revenue to Lifeline, Northern/County/Small operators and other categories per MTC Reso. 3814. For the first time in many years, the Northern County/Solano category is inclusive of the entire county including Vallejo. Attachment F is the draft STAF population-based revenue projections. The same cautions for fiscal restraint apply to the population based STAF as discussed above related to the Revenue-Based STAF concerning the vulnerability of the Spillover and Prop 42 portions of the revenue projections.

Staff will continue to monitor the TDA and STAF revenue projections and the distribution policy and provide an update the TAC and Consortium.

Recommendation:

Informational.

Attachments:

- A. FY 2008-09 TDA Solano fund estimate
- B. TDA History and Estimates
- C. FY 2007-08 Projected TDA Rescissions
- D. Statewide STAF Historical Funding Levels
- E. FY 2008-09 STAF Revenue-based fund estimate
- F. FY 2008-09 STAF Population-based fund estimate

THIS PAGE INTENTIONALLY LEFT BLANK

**FY 2008-09 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SOLANO COUNTY**

*Attachment A
Res No. 3845
Page 9 of 16
February 27, 2008*

FY 2007-08 TDA Revenue Estimate Adjustment		FY 2008-09 TDA Estimate	
<i>FY 2007-08 Generation Estimates Adjustment</i>		<i>FY 2008-09 County Auditor's Generations Estimate</i>	
1. Original County Auditor Estimate (Feb, 07)	16,956,193	13. County Auditor's Estimate	16,675,106
2. Revised County Auditor Estimate (Feb, 08)	16,675,107	<i>FY 2008-09 Planning and Administration Charges</i>	
3. Revenue Adjustment (Line 2-1)	(281,086)	14. MTC Administration (0.5% of line 13)	83,376
<i>FY 2007-08 Planning and Administration Charges Adjustment</i>		15. County Administration (0.5% of line 13)	83,376
4. MTC Administration (0.5% of line 3)	(1,405)	16. MTC Planning (3.0% of line 13)	500,253
5. County Administration (0.5% of line 3)	(1,405)	17. Total Charges (Lines 14+15+16)	667,004
6. MTC Planning (3.0% of line 3)	(8,433)	18. TDA Generations Less Charges (Line 13-17)	16,008,102
7. Total Charges (Lines 4+5+6)	(11,243)	<i>FY 2008-09 TDA Apportionment By Article</i>	
8. Adjusted Generations Less Charges (Line 3-7)	(269,843)	19. Article 3.0 (2.0% of line 18)	320,162
<i>FY 2007-08 TDA Adjustment By Article</i>		20. Funds Remaining (Line 18-19)	15,687,940
9. Article 3 Adjustment (2.0% of line 8)	(5,397)	21. Article 4.5 (5.0% of line 20)	-
10. Funds Remaining (Line 8-9)	(264,446)	22. TDA Article 4 (Line 20-21)	15,687,940
11. Article 4.5 Adjustment (5.0% of line 10)	-		
12. Article 4 Adjustment (Line 10-11)	(264,446)		

TDA APPORTIONMENT BY JURISDICTIONS

Column	A	B	C	D	E	F	G	H=Sum(C:G)	I	J=H+I
	6/30/07	FY 2006 - 07	6/30/07	FY 2006-08	FY 2007 - 08	FY 2007 - 08	FY 2007 - 08	6/30/08	FY 2008 - 09	Total
Apportionment Jurisdictions	Balance (w/o interest)	Interest & Refunds	Balance (w/interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available For Allocation
Article 3	413,072	40,196	453,268	(640,458)		325,559	(5,397)	132,972	320,162	453,134
Article 4.5										
SUBTOTAL	413,072	40,196	453,268	(640,458)		325,559	(5,397)	132,972	320,162	453,134
Article 4/8										
Benicia	85,939	7,144	93,083	(1,120,599)		1,030,638	(17,085)	(13,963)	1,030,887	1,016,924
Dixon	19,205	3,819	23,024	(677,569)		662,998	(10,991)	(2,538)	651,561	649,022
Fairfield	4,713,568	257,450	4,971,018	(7,491,902)		3,983,909	(66,042)	1,396,983	3,893,006	5,289,989
Rio Vista	430,240	20,628	450,868	(631,601)		278,267	(4,613)	92,922	288,889	381,811
Suisun City	338,891	25,125	364,016	(1,400,660)		1,046,823	(17,353)	(7,175)	1,033,250	1,026,076
Vacaville	2,414,861	266,992	2,681,853	(5,351,895)		3,636,603	(60,285)	906,276	3,563,163	4,469,439
Vallejo	(5,543)	6,866	1,323	(4,811,472)		4,568,587	(75,734)	(317,296)	4,484,004	4,166,708
Solano County	(1,784)	1,784	0	(725,092)		744,561	(12,343)	7,127	743,180	750,306
SUBTOTAL³	7,995,377	589,808	8,585,185	(22,210,790)		15,952,386	(264,446)	2,062,336	15,687,940	17,750,275
GRAND TOTAL	8,408,449	630,003	9,038,452	(22,851,248)	-	16,277,945	(269,843)	2,382,498	16,141,074	18,203,409

- Balance as of 6/30/07 is from MTC FY 2006-07 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
- The outstanding commitments figure includes all unpaid allocations as of June 30, 2007, and FY 2007-08 allocations as of as of January 31, 2008.
- Where applicable by local agreement, contributions from each jurisdiction will be made to support the following: Solano county Paratransit, CityLinkBARTLink, Countywide Transit/Paratrasit Planning, and Countywide Street and Roads Planning.

THIS PAGE INTENTIONALLY LEFT BLANK

Memo to Programming & Allocations Committee – MTC Resolution No. 3845
 February 13, 2008
 Page 2

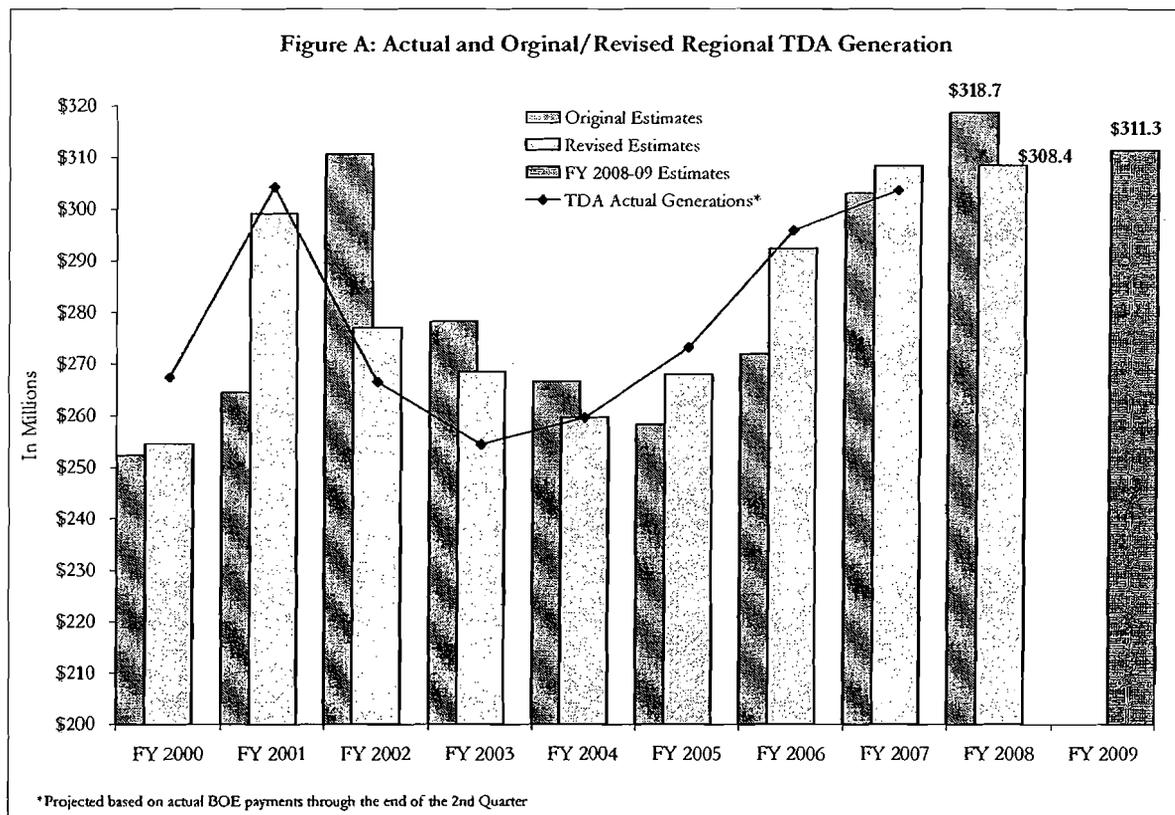


Table A summarizes the change in expected revenue, as estimated by the County Auditors, by county for FY2007-08. Where the figures are negative, this translates into lower expected revenues for operators in the county as compared to the information used in preparing their FY2007-08 budgets.

Table A: Change in FY 2007-08 TDA Revenue Estimate

	Change from Original Estimate	Percent Change from Original Estimate
Alameda	\$ (4,765,123)	-6.9%
Contra Costa	\$ (2,368,267)	-6.4%
Marin	\$ 121,352	1.1%
Napa	\$ 215,077	3.5%
San Francisco	\$ 61,476	0.2%
San Mateo	\$ (2,003,744)	-5.7%
Santa Clara	\$ 30,868	0.0%
Solano	\$ (281,086)	-1.7%
Sonoma	\$ (1,300,000)	-6.1%
TOTAL	\$ (10,289,447)	-3.2%

In two cases, revised estimates in San Francisco and Solano counties for FY 2007-08 may still be too optimistic based on an MTC staff analysis that used Board of Equalization’s current year

actual payments through the end of the second quarter. Staff will continue to monitor the current years' disbursements closely and alert operators as additional data becomes available on current year revenues.

Table B compares actual TDA growth rates for FY2007 with County Auditors' revised estimates for the current year and new estimates for FY 2008-09. MTC staff urged County Auditors to revisit their estimates in light of indications that the economy is slowing, particularly in those counties where estimates suggest aggressive growth relative to actual growth in FY 2006-07.

Table B: Actual and Estimated TDA Revenue Growth

	FY07 Actual Generation	FY 08 County Fund Estimates	FY 09 County Fund Estimates
Alameda	1.7%	0.8%	0.0%
Contra Costa	0.4%	-2.0%	-2.2%
Marin	2.4%	1.8%	0.0%
Napa	5.0%	2.1%	3.4%
San Francisco	5.0%	6.0%	4.0%
San Mateo	3.0%	0.7%	1.0%
Santa Clara	3.2%	2.2%	1.2%
Solano	0.0%	5.1%	0.0%
Sonoma	3.8%	-1.5%	3.0%
TOTAL	2.6%	1.6%	0.9%

Memo to Programming & Allocations Committee – MTC Resolution No. 3845

February 13, 2008

Page 7

Table C: Projected Required TDA Rescissions

County / Claimant	Rescission Amount
Alameda	
AC Transit	\$ (2,749,853)
BART	\$ (14,650)
Article 4.5	\$ (40,346)
Contra Costa	
AC Transit	\$ (281,893)
BART	\$ (13,394)
Article 4.5	\$ (58,405)
San Mateo	
SamTrans	\$ (1,739,047)
Article 4.5	\$ (90,748)
Santa Clara	
VTA	\$ (326,493)
Solano	
Benicia	\$ (13,963)
Dixon	\$ (2,538)
Suisun City	\$ (7,175)
Vallejo	\$ (317,296)
Sonoma	
GGBHTD	\$ (323,245)
Total TDA	\$ (5,979,046)

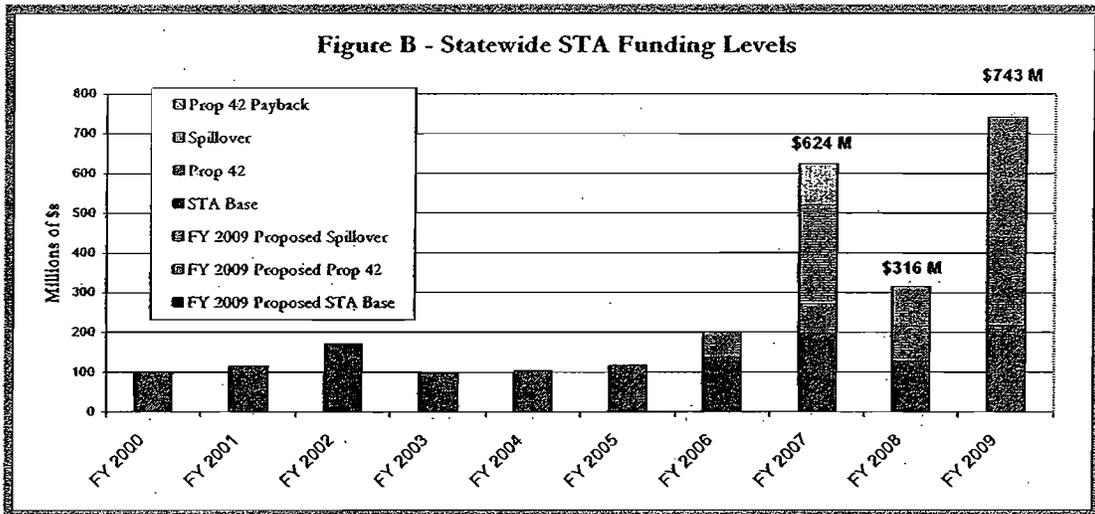
Recommendation

The FY 2008-09 Fund Estimate is set forth in Attachment A to MTC Resolution No. 3845. Staff recommends that this Committee refer MTC Resolution No. 3845 – the FY 2008-09 Fund Estimate – to the Commission for approval.

 /Steve Heminger/

SH:TR

Figure B below illustrates the volatility of STA funding over the past few years. The potential diversion of Spillover funding combined with a suspension of Proposition 42 funding would mean a drastic reduction in the amount of STA revenue available to transit operators. In fact, available revenue for FY 2008-09 could be as much as 31% lower than the available funding for the current fiscal year, and would instead be similar to FY 2005-06 levels. Bay Area transit operators are advised to wait until June before claiming STA funds as the May Revise to the budget should bring additional information on the likelihood of current proposed funding levels.



**FY 2008-09 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
REVENUE-BASED FUNDS (PUC 99314)**

*Attachment A
Res No. 3845
Page 11 of 16
February 27, 2008*

FY 2007-08 Original Base Revenue Estimates	24,785,110		FY 2007-08 Projected Carryover	34,124,719
FY 2007-08 Original Prop 42 Revenue Estimates	22,510,950		FY 2008-09 Base Funds / Spillover	133,816,358
			FY 2007-08 Prop 42 Increment	57,324,940
FY 2007-08 Actual Base Revenue (Includes Spillover)	58,505,205			
FY 2007-08 Actual Proposition 42 Revenue	22,750,680			
FY 2007-08 Total Revenue	81,255,886			
FY 2007-08 Total Revenue Adjustment	33,959,826		Total Funds Available	225,266,017

Column	A	B	C	D=Sum(A:C)	F	G	H=Sum(E:G)
	6/30/07	FY 2006-08	FY 2007-08	6/30/08	FY 2008-09	FY 2008-09	Total
Apportionment Jurisdictions	Balance ¹	Outstanding Commitments ²	Revenue Estimate ³	Projected Carryover	Revenue Estimate ⁴	Prop 42 Increment ⁴	Available For Allocation
Alameda CMA - Corresponding to ACE	812,816	-	152,833	965,649	251,693	107,822	1,325,163
Benicia	12,196	(15,575)	11,140	7,761	18,347	7,859	33,968
Caltrain	4,576,917	(5,888,012)	3,599,220	2,288,125	5,927,381	2,539,202	10,754,708
CCCTA	472,731	(743,294)	438,696	168,133	722,466	309,494	1,200,093
Dixon	15,901	-	3,586	19,487	5,905	2,530	27,921
ECCTA	343,343	(431,662)	160,298	71,979	263,987	113,088	449,054
Fairfield	486,206	-	60,775	546,981	100,087	42,876	689,944
GGBHTD	1,799,292	(3,774,471)	2,988,549	1,013,370	4,921,696	2,108,381	8,043,448
Healdsburg	2,085	-	969	3,054	1,596	684	5,334
LAVTA	167,989	(80,895)	139,585	226,679	229,875	98,475	555,029
NCPTA	49,967	(50,000)	37,689	37,656	62,068	26,589	126,313
SamTrans	952,256	(3,928,796)	4,376,540	1,400,000	7,207,510	3,087,590	11,695,100
Santa Rosa	38,588	(49,022)	101,608	91,174	167,333	71,683	330,190
Sonoma County Transit	203,410	(183,126)	133,946	154,230	220,588	94,497	469,315
Union City	43,424	(61,643)	35,933	17,714	59,177	25,350	102,241
Vallejo	133,261	(283,609)	543,778	393,430	895,522	383,628	1,672,580
VTA	4,919,177	(6,321,276)	13,212,092	11,809,993	21,758,350	9,320,954	42,889,296
VTA - Corresponding to ACE	271,723	(108,615)	213,965	377,073	352,369	150,950	880,391
WestCAT	202,921	(139,363)	217,456	281,014	358,118	153,412	792,544
Petaluma	38	-	-	38	-	-	38
Rio Vista	106	(89)	-	17	-	-	17
SUBTOTAL	15,504,347	(22,059,448)	26,428,657	19,873,556	43,524,067	18,645,064	82,042,687
AC Transit	990,085	(4,468,186)	7,778,693	4,300,592	12,810,351	5,487,764	22,598,707
BART	12,120,913	(32,492,813)	20,429,859	57,959	33,644,940	14,412,992	48,115,891
SFMTA	29,050,605	(45,776,670)	26,618,676	9,892,611	43,837,000	18,779,120	72,508,731
SUBTOTAL	42,161,603	(82,737,669)	54,827,229	14,251,163	90,292,291	38,679,876	143,223,329
GRAND TOTAL	57,665,950	(104,797,117)	81,255,886	34,124,719	133,816,358	57,324,940	225,266,017

- Balance as of 6/30/07 is from MTC FY 2006-07 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
- The outstanding commitments figure includes all unpaid allocations as of June 30, 2007, and FY 2007-08 allocations as of as of January 31, 2008.
- The FY 2007-08 STA Fund Estimate is based on \$315.8 million in STA statewide per enacted FY 2007-08 budget, of which \$127.4 million is adjusted base revenue, \$88.4 million is FY 2007-08 Prop 42 funds and \$100 million is spillover funding.
- The FY 2008-09 STA Fund Estimate is based on \$743 million in STA statewide per the Governor's proposed FY 2008-09 budget, of which \$216.5 million is adjusted base revenue, \$223.4 million is FY 2008-09 Prop 42 funds and \$303 million is spillover funding.

**FY 2008-09 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
POPULATION-BASED FUNDS (PUC 99313)**

*Attachment A
Res No. 3843
Page 12 of 16
February 27, 2008*

FY 2007-08 Original Base Revenue Estimates	9,275,793	FY 2007-08 Projected Carryover	41,475,766
FY 2007-08 Original Prop 42 Revenue Estimates	8,424,692	FY 2008-09 Base Funds	20,800,065
FY 2007-08 Actual Base Revenue (Includes Spillover)	21,789,070	FY 2008-09 Prop 42 Increment	21,349,504
FY 2007-08 Proposition 42 Revenue	8,473,027	Prop 1B Augmentation Fund	1,480,000
FY 2007-08 Total Revenue	30,262,096	FY 08-09 Subtotal	43,629,568
FY 2007-08 Revenue Adjustment	12,561,612	FY 2008-09 Spillover	29,037,107
		Total Funds Available	114,142,440

Column	A	B	C	D	E	F=Sum(A-E)	G	H	I=Sum(E-G)
	6/30/07	FY 2006-08	FY 2007-08	FY 2007-08	FY 2007-08	6/30/08	FY 2008-09	FY 2008-09	Total
Apportionment Jurisdictions	Balance ¹	Outstanding Commitments ²	Revenue Estimate ³	Res. 3814 Transfer ⁴	Res. 3814 Spillover Transfer ⁵	Projected Carryover	Revenue Estimate ⁶	Res. 3814 Spillover Transfer ⁸	Available For Allocation
Northern Counties/Small Operators									
Marin	660,414	(1,401,090)	1,077,106		32,744	369,174	1,313,248	149,116	1,831,537
Napa	826,157	(500,000)	571,603		17,302	915,152	697,553	79,205	1,691,910
Solano	2,057,846	(1,818,033)	1,282,918		54,341	1,577,072	2,179,442	247,469	4,003,983
Sonoma	2,021,423	(2,505,896)	2,040,469		61,390	1,617,385	2,462,149	279,570	4,359,105
CCCTA	3,086,656	(4,324,347)	2,074,080		63,016	899,405	2,527,384	286,977	3,713,766
ECCTA	2,333,093	(2,346,776)	1,156,099		36,460	1,178,876	1,462,280	166,038	2,807,193
LAVTA	1,009,980	(478,155)	817,489		25,108	1,374,422	1,007,004	114,342	2,495,769
Union City	447,293	(627,810)	302,545		9,249	131,277	370,943	42,120	544,339
WestCAT	427,110	(430,507)	286,975		8,824	292,402	353,897	40,184	686,482
Vallejo ⁷	-	(435,168)	514,865		-	79,697	-	-	79,697
SUBTOTAL	12,869,972	(14,867,782)	10,124,147	-	308,524	8,434,861	12,373,900	1,405,021	22,213,783
Regional Paratransit									
Alameda	-	(876,058)	876,059			1	1,583,301		1,583,302
Contra Costa	-	(452,726)	452,727			1	818,213		818,214
Marin	-	(101,144)	101,144			(0)	182,797		182,797
Napa	1	(66,052)	66,051			0	119,374		119,374
San Francisco	1	(691,670)	691,672			3	1,250,058		1,250,061
San Mateo	3	(382,984)	382,981			(0)	692,161		692,161
Santa Clara	-	(793,494)	793,495			1	1,434,083		1,434,084
Solano	91,513	(223,000)	188,418			56,931	340,527		397,458
Sonoma	-	(209,487)	209,486			(1)	378,603		378,602
SUBTOTAL	91,518	(3,796,615)	3,762,030	-	-	56,933	6,799,119	-	6,856,053
Lifeline									
Alameda				3,364,172	281,785	3,645,957	3,490,302	1,283,253	8,419,511
Contra Costa				1,534,750	128,552	1,663,302	1,592,291	585,426	3,841,018
Marin				331,506	27,767	359,273	343,935	126,452	829,660
Napa				208,726	17,483	226,209	216,552	79,618	522,378
San Francisco				1,853,978	155,290	2,009,268	1,923,487	707,194	4,639,950
San Mateo				871,738	73,017	944,755	904,421	332,522	2,181,698
Santa Clara				2,664,326	223,166	2,887,492	2,764,217	1,016,299	6,668,007
Solano				675,290	56,563	731,853	700,608	257,587	1,690,048
Sonoma				773,514	64,790	838,304	802,515	295,054	1,935,873
SUBTOTAL				12,278,000	1,028,413	13,306,413	12,738,327	4,683,404	30,728,144
BART to Warm Springs						308,524		308,524	1,713,545
eBART						308,524		308,524	1,713,545
SamTrans						4,422,174		4,422,174	24,560,813
MTC Regional Coordination Program⁸	32,361,826	(28,765,250)	9,999,760	(12,278,000)		1,318,336	11,718,222		13,036,558
Prop 1B Program Augmentation Fund⁹	14,800,000	(1,480,000)				13,320,000			13,320,000
Prop 1B Program Regional Spillover Distribution⁹			6,376,158		(6,376,158)	0	29,037,107	(29,037,107)	0
GRAND TOTAL	60,123,316	(48,909,647)	30,262,096	-	0	41,475,766	72,666,675	-	114,142,440

1. Balance as of 6/30/07 is from MTC FY 2006-07 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of June 30, 2007, and FY 2007-08 allocations as of January 31, 2008.

3. The FY 2007-08 STA Fund Estimate is based on \$313.8 million in STA statewide per enacted FY 2007-08 budget, of which \$127.4 million is adjusted base revenue, \$88.4 million is FY 2007-08 Prop 42 funds and \$100 million is spillover funding.

4. Per MTC Resolution 3814, \$12,278,000 of MTC Regional Coordination Program STA funds are being transferred to the Lifeline Program in exchange for funding from the Proposition 1B PTMISEA program.

5. STA Population-based spillover revenue available to the region is used to satisfy the terms of MTC Resolution 3814. Details of the Proposition 1B Regional Spillover Distribution is provided on page 16 of 16.

6. The FY 2008-09 STA Fund Estimate is based on \$743 million in STA statewide per the Governor's proposed FY 2008-09 budget, of which \$216.5 million is adjusted base revenue, \$223.4 million is

7. FY 2008-09 Prop 42 funds and \$303 million is spillover funding.

8. Beginning in FY 2008-09, the Vallejo revenue apportionment is combined with Solano, as per MTC Resolution 3837.

9. Committed to TransLink® and other MTC Customer Service projects.

9. Per MTC Resolution 3814, beginning in FY 2008-09, augmentation funding will be made available for distribution over a ten year period, up to a total of \$14,800,000.



DATE: February 19, 2008
TO: STA TAC
FROM: Judy Leaks, Program Manager/Analyst
RE: Solano Napa Commuter Information (SNCI) Program
Fiscal Year (FY) 2007-08 Mid-Year Report

Background:

Solano Transportation Authority (STA)'s Solano Napa Commuter Information (SNCI) program is funded by the Metropolitan Transportation Commission (MTC), Bay Area Air Quality Management District (BAAQMD), and Eastern Solano Congestion Mitigation/Air Quality (CMAQ) for the purpose of managing countywide and regional rideshare programs in Napa and Solano Counties and providing air quality improvements through trip reduction.

The STA Board approved the FY 2007-08 Work Program for the Solano Napa Commuter Information (SNCI) Program in July 2007 (Attachment A). The Work Program included nine major elements.

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

The SNCI Program Mid-Year (July-December 2007) progress report on the Work Program is presented below.

Discussion:

The SNCI Program has had an active and productive first six months of FY 2007-08. Following are the highlights of accomplishments from selected program elements.

Customer Service and General Marketing (#1 and #8)

SNCI staff assisted nearly 1,600 individuals who called in requesting rideshare, transit, and other information. A total of 32 events were staffed throughout Napa and Solano Counties, serving 1,575 individuals. 341 carpool/vanpool matchlists were processed. Over 11,400 pieces of public transit schedules were distributed along with 1,322 SNCI Commuter Guides, 2,886 BikeLink maps and 1,905 SolanoExpress brochures via phone and internet requests, events, and 107 display racks were maintained throughout Solano and Napa Counties.

Employer Program and SNCI Awareness Campaign (#2 and #6)

The Solano Commute Challenge was a targeted outreach campaign for Solano County employers that involved the local business community in addition to employers and employees. 27 major employers totaling 296 employees participated countywide. 134 participants earned the title "Commute Champion" by using transit, carpool, vanpool, bike, or walking to work at least 30 times from July to October and received a \$50 Commute Buck reward. An additional 36 were dubbed "Commute Contenders" for attempting to meet the goal and earned \$25 Commute Buck rewards.

Vanpool Program and Incentives (#3 and #4)

The SNCI vanpool program is making progress with the formation of 3 new vanpools and over 100 vanpool assists to drivers and coordinators. To date, \$2,000 has been spent on commuter incentives with 19 individual commuters participating.

Emergency Ride Home Program (#5)

The Solano County Emergency Ride Home (ERH) Program is progressing. Three (3) additional employers have joined in the first half of FY 2007-08, bringing the number of registered employers to 40. This year there have been 3 requests to use the service in Solano County. The ERH program was launched in Napa County in May 2007. Thirteen (13) Napa County employers have registered for the program. By mid-year, no requests were made to use the service in Napa County.

California Bike to Work Campaign (#7)

Planning for the 2008 Bike to Work Campaign began in November 2007. The activities are scheduled for implementation during the second half of the fiscal year.

Partnerships (#9)

Staff has been an active participant in Solano's Children's Network Constructing Connections Committee and the Napa Clean Air Coalition including providing technical assistance with the group's development of a car-free tourism website.

Fiscal Impact:

None. SNCI activities are funded as part of the STA FY 2007-08 budget.

Recommendation:

Informational.

Attachment:

- A. SNCI Work Program FY 2007-08

**Solano Napa Commuter Information (SNCI)
Work Program
FY 2007-08**

1. **Customer Service**: Provide the general public with high quality, personalized rideshare, transit, and other non-drive alone trip planning through teleservices, internet and through other means. Continue to incorporate regional customer service tools such as 511, 511.org and others.
2. **Employer Program**: Outreach and be a resource for Solano and Napa employers for commuter alternative information including setting up internal rideshare programs. Maximize these key channels of reaching local employees. SNCI will continue to concentrate efforts with large employers through distribution of materials, events, major promotions, surveying, and other means. Coordination with Solano EDC, Napa Valley EDC, chambers of commerce, and other business organizations.
3. **Vanpool Program**: Form 20 vanpools and handle the support of over 100 vanpools while assisting with the support of several dozen more.
4. **Incentives**: Evaluate, update and promote SNCI's commuter incentives. Continue to develop, administer, and broaden the outreach of carpool, vanpool, bicycle, transit, and employee incentive programs.
5. **Emergency Ride Home**: Broaden outreach and marketing of the emergency ride home program to Solano County and Napa County employers.
6. **SNCI Awareness Campaign**: Develop and implement a campaign to increase general awareness of SNCI and SNCI's non-drive alone services in Solano and Napa counties.
7. **California Bike to Work Campaign**: Take the lead in coordinating the 2008 Bike to Work campaign in Solano and Napa counties. Coordinate with State, regional, and local organizers to promote bicycling locally.
8. **General Marketing**: Maintain a presence in Solano and Napa on an on-going basis through a variety of general marketing activities for rideshare, bicycling, and targeted transit services. These include distribution of a Commuter Guide, offering services at community events, managing transportation displays, producing information materials, print ads, radio ads, direct mail, public and media relations, cross-promotions with other agencies, and more.
9. **Partnerships**: Coordinate with outside agencies to support and advance the use of non-drive alone modes of travel in all segments of the community. This would include assisting local jurisdictions and non-profits implementing projects identified through Community Based Transportation Plans; Children's Network and other efforts.

THIS PAGE INTENTIONALLY LEFT BLANK



DATE: February 21, 2008
TO: STA TAC
FROM: Sara Woo, Planning Assistant
RE: Funding Opportunities Summary

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

Fund Source	Application Available From	Application Due
San Francisco Bay Trails Project	Maureen Gaffney, Association of Bay Area Governments (ABAG) (510) 464-7909	Open Until Funds Exhausted; Currently Accepting Applications
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
Yolo Solano Air Quality Management District (YSAQMD) Clean Air Fund Program*	Jim Antone YSAQMD (530) 757-3653	March 14, 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)
2008 Carl Moyer Program: Multidistrict Project Solicitation*	Grace Garcia, Air Resources Board (916) 323-2781	April 11, 2008
High Risk Rural Roads*	John Brewster, MTC (510) 286-6485	April 18, 2008

* 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, Planning Assistant

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

Eligible Project Sponsors: Cities, counties and districts with planned trails are eligible to apply.

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

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

Eligible Projects: Projects with San Francisco Bay Trails.

Examples:

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

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

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

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



FUNDING OPPORTUNITY

MTC/ABAG Station Area and FOCUS Planning Grant

Due February 29, 2008

TO: STA TAC
FROM: Sara Woo, Planning Assistant

This summary of the MTC/ABAG Station Area and FOCUS Planning Grants is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Eligible applicants include station areas identified under MTC's Resolution 3434 as well as approved Priority Development Areas (both potential and planned PDAs are eligible).

Program Description: The Station Area Planning grant program is an initiative to finance planning efforts that will result in land use plans and policies that increase transit ridership around public transit hubs and bus and rail corridors in the nine-county San Francisco Bay Area.

Funding Available: Approximately \$7.5 million is available for FY 2007-08; \$750,000 maximum grant amount.

Eligible Projects: Localized planning efforts and associated environmental impact reports, and for specific plan elements.

Further Details: <http://www.bayareavision.org/initiatives/incentives.html>

Program Contact Person: Jackie Guzman, Regional Planner/FOCUS Staff Person for Solano County (ABAG), (510) 464-7994, jackieg@abag.ca.gov

STA Contact Person: Robert Macaulay, STA Planning Director, (707) 424-6006 rmacaulay@sta-snci.com



FUNDING OPPORTUNITY

Highway Safety Improvement Program (HSIP)

Applications Due February 29, 2008

TO: STA TAC
FROM: Sara Woo, Planning Assistant

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

Eligible Project Sponsors: Cities and Counties within the State of California are eligible to apply.

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

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

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

Examples:

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

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

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

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

FUNDING OPPORTUNITY

Traffic Light Synchronization Program (TLSP)

Applications Due March 28, 2008

TO: STA TAC
FROM: Sara Woo, Planning Assistant

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

Eligible Project Sponsors: Cities, Counties, and regional agencies in the state of California are eligible to apply.

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

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

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

Typical projects include (but not limited to):

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

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

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

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



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

TO: STA TAC
FROM: Sara Woo, Planning Assistant

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

Eligible Project Sponsors: Public or private agencies, groups of individuals in the Yolo Solano Air Basin.

Program Description: The program is intended help to reduce air pollution from motor vehicles.

Funding Available: Approximately \$420,000 is available to Solano County for FY 2008-09

Eligible Projects: Eligible projects include those pertaining to the following categories:
1. Clean Technologies/Low Emission Vehicles
2. Alternative Transportation Programs
3. Transit Services
4. Public Education/Information

Further Details: <http://www.ysaqmd.org/documents/CAFpackage08.pdf#view=FitH>

Program Contact Person: Jim Antone, Environmental Planner, (530) 757-3653, jantone@ysaqmd.org

STA Contact Person: Robert Macaulay, STA Director of Planning, (707) 424-6006 rmacaulay@sta-snci.com



FUNDING OPPORTUNITY

Federal Safe Routes to School (SRTS) Program

Applications Due March 2008 (Tentative)

TO: STA TAC
FROM: Sara Woo, Planning Assistant

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

Eligible Project Sponsors: State, local, regional agencies; cities and counties; non-profit organizations; schools/school districts; and Native American Tribes.

Program Description: The program is intended to improve conditions for children in kindergarten through eighth grade, to safely walk and bicycle to school.

The second FY 2007-08 call for projects is currently unknown, but anticipated for January 2008.

Funding Available: Approximately \$46 million is available for FY 2007-08; each of the twelve (12) Caltrans Districts will receive at least \$1 million; no local match, 100 percent federally reimbursed.

Eligible Projects: Infrastructure projects: capital improvements related to bicycle and pedestrian facilities
Non-infrastructure projects: programs and strategies that increase public awareness and education.

Further Details: <http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/srts.htm>

Program Contact Person: Joyce Parks, Caltrans SRTS Coordinator, (916) 653-6920, joyce_parks@dot.ca.gov

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



FUNDING OPPORTUNITY
2008 Carl Moyer Program: Multidistrict Project Solicitation
Due April 11, 2008

TO: STA TAC
FROM: Sara Woo, Planning Assistant

This summary of the 2008 Carl Moyer 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: Agencies with projects that operate in more than one air district or that impact air quality in more than one air district as a result of air pollutant transport.

Program Description: The purpose of this program is to help reduce toxic air pollutants.

Funding Available: The Air Resources Board (ARB) has earmarked up to \$4,320,000 for multidistrict project solicitation.

Eligible Projects: Projects that offset the incremental costs of reduced emission technologies.

Further Details: <http://www.arb.ca.gov/msprog/moyer/multidistrict.htm>

Program Contact Person: Grace Garcia, ARB, (916) 323-2781, ggarcia@arb.ca.gov

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



FUNDING OPPORTUNITY

High Risk Rural Roads Grant

Due April 18, 2008

TO: STA TAC
FROM: Sara Woo, Planning Assistant

This summary of the High Risk Rural Roads 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: Agencies that own, operate, or maintain eligible rural roadways.
 - Program Description: The purpose of this program is to reduce the frequency and severity of collisions on rural roads by correcting or improving hazardous roadway locations or features.
 - Funding Available: Approximately \$8.25 million is available for FY 2008-09; with a maximum federal reimbursement amount of \$900,000 for any project.
 - Eligible Projects: For a project to be eligible for HR3 funds, the project location must be on a roadway functionally classified as a rural major or minor collector, or a rural local road. To search and verify the functional classification of a roadway, visit the following:
<http://web1.dot.ca.gov/hq/hpms/Page1.php>
 - Further Details: <http://www.dot.ca.gov/hq/LocalPrograms/HR3/>
 - Program Contact Person: John Brewster, P.E., (510) 286-6485, john_brewster@dot.ca.gov
 - STA Contact Person: Sara Woo, STA Planning Assistant, (707) 424-6075
swoo@sta-snci.com
-

THIS PAGE INTENTIONALLY LEFT BLANK



**Solano Transportation Authority
Board Meeting Highlights
February 13, 2008
6:00 p.m.**

TO: City Councils and Board of Supervisors
(Attn: City Clerks and County Clerk of the Board)
FROM: Johanna Masclat, STA Clerk of the Board
RE: Summary Actions of the February 13, 2008 STA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Authority at the Board meeting of February 13, 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 Spring (Vice Chair)	County of Solano
Elizabeth Patterson	City of Benicia
Mary Ann Courville	City of Dixon
Harry Price	City of Fairfield
Ed Woodruff	City of Rio Vista
Pete Sanchez	City of Suisun City
Steve Wilkins (Alternate Member)	City of Vacaville

INTRODUCTION AND SWEARING-IN OF NEW STA BOARD ALTERNATES

Council Member Jack Batchelor, Jr. was sworn in as STA's new Board Alternate Member representing the City of Dixon.

Supervisor Mike Reagan was sworn in as STA's new Board Alternate Member representing the County of Solano.

Council Member Jan Vick was sworn in as STA's new Board Alternate Member representing the City of Rio Vista.

REGIONAL TRANSPORTATION PLAN PUBLIC HEARING

Robert Macaulay reviewed the development of Solano County's list of priority transportation projects for MTC's Regional Transportation Plan (titled the T-2035 (Transportation 2035)).

Chair Woodruff opened the Public Hearing. Opportunities to provide public input and/or comments were provided.

Public Hearing Opened: 6:55 p.m.

Public Hearing Closed: 6:56 p.m.

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

ACTION – FINANCIAL ITEMS

A. Establishment of STA Insurance Reserve Fund (IRF) Policy

Recommendation:

Approve the following:

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

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

B. Fiscal Year (FY) 2007-08 Mid-Year Budget Revision

Recommendation:

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

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

ACTION - NON-FINANCIAL ITEMS

A. Countywide Safe Routes to School (SR2S) Plan

Recommendation:

Approve the following:

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

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

B. Project Study Report (PSR) Priorities for Caltrans

Recommendation:

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

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

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

Recommendation:

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

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

D. Legislative Update

Recommendation:

Approve the following:

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

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

CONSENT CALENDAR ITEMS

On a motion by Board Member Patterson, and a second by Board Member Sanchez, the STA Board approved Consent Calendar Items A thru M with the exception to pull for discussion Agenda Item IX.F.

A. STA Board Meeting Minutes of January 9, 2008

Recommendation:

Approve STA Board Special Minutes of January 9, 2008.

B. Review TAC Draft Minutes for the Meeting of January 30, 2008

Recommendation:

Receive and file.

C. Fiscal Year (FY) 2007-08 2nd Quarter Budget Report

Recommendation:

Receive and file.

D. Yolo-Solano Air Quality Management District Clean Air Application Review Committee Recommendation:

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

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

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

F. Pulled for discussion.

Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) 2008 By-Laws Revision Recommendation:

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

Board Comments:

Board Member Patterson asked:

1. How the BAC and PAC Bylaws are updated
2. When both committees meet jointly, do the members with dual membership in both committees have two votes? Could these be included in bylaws?
3. Is there a need to combine the committees?

Robert Guerrero stated that members with dual committee membership have 2 votes (one for each committee he or she represents) Jurisdiction– Daryl Halls stated that at this point the Board could opt to amend the bylaws. Sara Woo stated that she would work with legal counsel to develop language to address voting for special joint committee meetings of the BAC and PAC.

On a motion by Board Member Patterson, and a second by Board Member Price, the STA Board unanimously approved the recommendation to approve the revised Bylaws as attached; with the Board directing staff to develop language that addresses the voting for dual BAC and PAC membership for Board consideration to include in the approved ByLaws at their next meeting.

G. Pedestrian Advisory Committee (PAC) Member Appointments Recommendation:

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

H. Bicycle Advisory Committee (BAC) Member Appointments Recommendation:

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

I Comprehensive Transportation Plan Committee Membership Recommendation:

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

J. Renewal of SolanoEDC Membership

Recommendation:

Approve the following:

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

K. Federal Legislative Advocacy Services Contract

Recommendation:

Approve the following:

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

L. Solano Transit Consolidation Study Contract Amendment

Recommendation:

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

M. 2008 Paratransit Coordinating Council (PCC) Work Plan

Recommendation:

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

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

A. Caltrans Report:

Janet Adams provided an overview of the Draft 2008 SHOPP Projects in Solano County.

B. MTC Report:

On behalf of MTC's Doug Kimsey, MTC Commissioner and STA Board Vice Chair Sperring and STA's Robert Macaulay provided an overview and a sub-regional report of the updated Regional Transportation Plan for the nine county Bay Area (titled the T-2035 Plan).

C. STA Report:

1. State Legislative Update presented by Gus Khouri.
2. Richard Burnett, Paratransit Coordinating Council (PCC)'s Vice Chair, highlighted PCC's 2007 Accomplishments.
3. Robert Macaulay provided the monthly update of the safety efforts being accomplished along the SR 12 East from I-80 to the Rio Vista Bridge.

INFORMATIONAL ITEMS

- A. Review of Corridor Construction Schedules for 2008 and 2009.**
- B. Status of Transportation Funds for Clean Air (TFCA) 40% Program Manager Funds**
- C. State Route (SR) 12 Status Update**
- D. Project Delivery Update**
- E. Funding Opportunities Summary**
- F. Solano Bicycle and Pedestrian Program (SBPP) 2008**
- G. STA Board Meeting Schedule for 2008**

ADJOURNMENT

The STA Board meeting was adjourned at 8:05 p.m. The next regular meeting of the STA Board is scheduled for **Wednesday, March 12, 2008 6:00 p.m., Suisun City Hall Council Chambers.**



DATE: February 20, 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



Solano Transportation Authority

**STA BOARD AND ADVISORY
COMMITTEE MEETING SCHEDULE
CALENDAR YEAR 2008**

DATE	TIME	DESCRIPTION	LOCATION	STATUS
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
Thurs., March 20	9:30 a.m.	SR 12 Steering Committee	Suisun City Hall	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 Friday of every Odd Month