Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

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Members:

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

TECHNICAL ADVISORY COMMITTEE (TAC)
AGENDA

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

ITEM	STAFF PERSON
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 *Recommendation: Approve the following consent items in one motion.* (1:40 – 1:45 p.m.)	
A. Minutes of the TAC Meeting of March 26, 2008 *Recommendation: Approve minutes of March 26, 2008.* **Pg. 1**	Johanna Masiclat
B. Napa-Solano Traffic Demand Model – Land Use Assumptions *Recommendation: Forward a recommendation to the STA Board to approve the land use assumptions of the Napa-Solano Travel Demand Model as specified in Attachment A.* **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

C. Routes of Regional Significance Revised Criteria — Robert Guerrero

Recommendation:
Forward a recommendation to the STA Board to include the CMP System as an additional criterion to previous TAC recommended Routes of Regional Significance Update criteria.
Pg. 13

D. Sacramento/San Joaquin Delta Transportation Issues Letter — Robert Macaulay

Recommendation:
Forward a recommendation to the STA Board to authorize the STA Chair send a letter to Caltrans Director Will Kempton and Governor Arnold Schwarzenegger regarding the potential impact to SR 12 future improvements as outlined in response to a letter from the Delta Vision Blue Ribbon Task Force.
Pg. 17

VI. ACTION NON-FINANCIAL ITEMS

A. North Connector Project, Final Environmental Impact Report (FEIR) — Janet Adams

Recommendation:
Forward a recommendation to the STA Board to conduct a public hearing and consider certification of the Final Environmental Impact Report (FEIR) for the North Connector Project.
(1:45 – 1:55 p.m.)
Pg. 35

B. Final Project Technical Report for the North Connector Project — Janet Adams

Recommendation:
Forward a recommendation to the STA Board to approve the North Connector Project based on the Project Technical Report.
(1:55 – 2:00 p.m.)
Pg. 41

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

Recommendation:
Forward a recommendation to the STA Board to adopt the I-80 FPI Mitigation Strategies Report.
(2:00 – 2:10 p.m.)
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D. Comprehensive Transportation Plan (CTP) Update – Subsidiary Studies — Robert Macaulay

Recommendation:
Forward the list of CTP Subsidiary Studies to the STA Arterials, Highways and Freeways Committee, Transit Committee, and Alternate Modes Committee for further review.
(2:10 – 2:20 p.m.)
Pg. 67

E. Transit Facilities of Regional Significance Criteria — Robert Macaulay

Recommendation:
Forward a recommendation to the STA Transit Committee and the STA Board to review and approve the draft criteria for the Transit Facilities of Regional Significance.
(2:20 – 2:30 p.m.)
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F. Fiscal Year (FY) 2008-09 Transportation Funds for Clean Air (TFCA) Regional Fund Submittal — Robert Guerrero

Recommendation:
Forward a recommendation to the STA Board to authorize the STA Executive Director to submit a BAAQMD Regional TFCA application for $1 million to implement the STA's Safe Routes to School Program.
(2:30 – 2:40 p.m.)
Pg. 71

G. Legislative Update — Jayne Bauer

Recommendation:
Forward a recommendation to the STA Board to approve a position of support with amendment for SB 1093 (Wiggins).
(2:40 – 2:50 p.m.)
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VII. INFORMATIONAL ITEMS

A. Draft STA Overall Work Plan for FY 2008-09 and FY 2009-10 — Daryl Halls

Informational
(2:50 – 3:10 p.m.)
Pg. 99

B. Regional Measure 2 (RM 2) Implementation — Janet Adams

Informational
(3:10 – 3:20 p.m.)
Pg. 103

C. **I-80 Construction Schedule: Update** — Janet Adams
Informational
(3:20 – 3:25 p.m.)
Pg. 125

D. **Regional Transportation Plan (RTP) Status** — Robert Macaulay
Informational
(3:25 – 3:30 p.m.)
Pg. 131

NO DISCUSSION

E. **Unmet Transit Needs Comments and Responses for Fiscal Year (FY) 2008-09** — Liz Niedziela
Informational
Pg. 151

F. **State Route (SR) 12 Status Update** — Robert Macaulay
Informational
Pg. 157

G. **I-80 Smarter Growth Study: I-80 Interregional Summit** — Robert Guerrero
Informational
Pg. 159

H. **Project Delivery Update** — Sam Shelton
Informational
Pg. 165

I. **Funding Opportunities** — Sara Woo
Informational
Pg. 169

J. **STA Board Highlights –April 9, 2008** — Johanna Masiclat
Informational
Pg. 175

K. **STA Board and Advisory Committee Meeting Schedule for 2008** — Johanna Masiclat
Informational
Pg. 179

VIII. ADJOURNMENT

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, May 28, 2008.**

TECHNICAL ADVISORY COMMITTEE
Minutes for the meeting of
March 26, 2008

I. CALL TO ORDER

The regular meeting of the Technical Advisory Committee (TAC) was called to order at approximately 1:40 p.m. in the Solano Transportation Authority's Conference Room.

Present:

TAC Members Present:	Dan Schiada	City of Benicia
	Royce Cunningham	City of Dixon
	Gene Cortright	City of Fairfield
	Fernando Bravo	City of Suisun City
	Dale Pfeiffer	City of Vacaville
	Gary Leach	City of Vallejo
	Paul Wiese	County of Solano
STA Staff Present:	Daryl Halls	STA
	Robert Macaulay	STA
	Elizabeth Richards	STA/SNCI
	Robert Guerrero	STA
	Sam Shelton	STA
	Johanna Masiclat	STA
Others Present:		
(In Alphabetical Order)	Kevin Daughton	City of Fairfield
	Ngozi Ezekwo	Caltrans District 4
	Ed Huestis	City of Vacaville
	Jeff Knowles	City of Vacaville
	Matt Tuggle	County of Solano

II. APPROVAL OF THE AGENDA

On a motion by Fernando Bravo, and a second by Gary Leach, the STA TAC unanimously approved the agenda with the exception of the following:

- Agenda Item V.B, Unmet Transit Needs Comments and Responses for Fiscal Year (FY) 2008-09
  This item was tabled until the next meeting in April.
- Agenda Item VI.D, Initiation of SolanoExpress Route 70 Service
  The recommendation has been modified.
  Note: Daryl Halls notified the committee that after discussion with MTC and Vallejo Transit staff, STA staff recommended a modification to the staff recommendation.

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: None presented.

MTC: None presented.

STA: None presented.

V. CONSENT CALENDAR

On a motion by Dan Schiada, and a second by Dale Pfeiffer, the STA TAC approved Consent Calendar Item A, C, and D. Item D, Unmet Transit Needs Comments and Responses for Fiscal Year (FY) 2008-09 was tabled until the next meeting in April.

A. Minutes of the TAC Meeting of February 27, 2008

Recommendation:
Approve minutes of February 27, 2008.

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

This item was tabled until the next meeting in April.

C. Comprehensive Transportation Plan (CTP) Update

Recommendation:
Forward a recommendation to the STA Board to adopt the attached Draft CTP Update Schedule.

D. Bicycle Advisory Committee (BAC)/Pedestrian Advisory Committee (PAC) Letter Opposing the Proposed Benicia State Recreation Area Closure

Recommendation:
Forward a recommendation to the STA Board to approve the attached letter from the E PAC to the Governor opposing the proposed Benicia State Recreation Area closure.

I. ACTION – NON FINANCIAL ITEMS

A. Regional Transportation Plan (RTP) Policy Priorities

Robert Macaulay stated that MTC is beginning to analyze the projects submitted by the large multi-county transit operators and CMAs. He said the analysis will be released in early May and lead to a 6-week regional discussion of investment option trade-offs. He identified the principles for guiding STA's input and discussion of MTC's RTP investment trade-offs.

After discussion, the STA TAC requested to modify the recommendation to read as follows:

Recommendation:
Forward a recommendation to the STA Board to adopt the ***STA staff recommended RTP Policy*** Principles identified for guiding STA's input and discussion of MTC's RTP investment trade-offs ***as well as including support for MTC's existing Pavement & Technical Assistance Program (P-TAP) and StreetSaver software under the principle of "Maintain the Existing System".***

On a motion by Dan Schiada, and a second by Gene Cortright, the STA TAC unanimously approved the recommendation as amended.

B. Routes of Regional Significance Criteria

Robert Guerrero provided an update to staff's proposal to update Solano County's Routes of Regional Significance criteria and list of roadway segments that are in conjunction with the Arterials, Highways and Freeways Element of the Comprehensive Transportation Plan (CTP). He listed the seven (7) criteria recommended to evaluate any new or revised "Routes of Regional Significance".

After discussion, the STA TAC modified the list to read as follows:

1. Projected traffic volumes for the year 2030.
2. Connectivity of the route between cities and/or interstate/highway.
3. Providing improved emergency ***and evacuation*** response route.
4. Both regional and local benefit.
5. ~~***Road segments included in the Congestion Management Program Network.***~~
6. Access to significant job concentrations ***and transit centers*** in Solano County.
7. Frontage roads and/or alternative routes ***(i.e. reliever routes)*** to highway and freeway connections between cities.

Recommendation:

Forward a recommendation to the STA Arterials, Highways, and Freeways Committee ~~***and the STA Board***~~ to review and approve the draft criteria for the Routes of Regional Significance.

On a motion by Dan Schiada, and a second by Dale Pfeiffer, the STA TAC unanimously approved the recommendation as amended.

C. Fiscal Year (FY) 2008-09 Transportation Fund for Clean Air (TFCA) 40% Program Manager Funds Allocation

Robert Guerrero reviewed the application submittal of the Solano County Safe Routes to School (SR2S) Program for TFCA Program Manager Funds for FY 2008-09. He cited that staff is recommending the remaining balance of $111,029.60 be allocated to the SR2S program.

Recommendation:

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

1. FY 2008-09 TFCA 40% Program Manager allocation of $111,029.60 for the Solano County Safe Routes to School Program; and
2. A resolution confirming the approved TFCA 40% Program Manager Funds for FY 2008-09.

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

D. Initiation of SolanoExpress Route 70 Service

Daryl Halls reported that at an earlier meeting, the Consortium supported staff's recommendation to modify the recommendation to read as follows:

Recommendation:
Forward a recommendation to the STA Board to ~~***authorize the Executive Director to enter into an agreement with the City of Vallejo to manage the operation***~~ ***postpone the initiation of the operation*** of SolanoExpress Route 70.

Daryl Halls presented this item to the STA TAC and explained that the staff recommendation had changed based on recent conversations with MTC and Vallejo staff. He noted that earlier in the week the STA received a letter from the City of Benicia concerning Rt. 70 and highlighted their concerns with the implementation of Route 70 as proposed. He noted the change has MTC staff asking clarifying questions resulting in a delay in the process of allocating the RM2 funds for the operation and marketing of Rt. 70. Daryl Halls explained that the recommendation to not move forward will result in the loss of an estimated $400,000 of RM2 funds to Solano County. He thanked Vallejo staff for working hard over the past several months to try to implement this service. Gary Leach noted Vallejo's continued support for Route 70 and requested the TAC support restitution to Vallejo to offset the costs to Vallejo Transit by not moving forward with Route 70 as planned.

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

VIII. INFORMATION ITEMS

DISCUSSION

A. STA Priority Projects/Status of Overall Work Plan for FY 2007-08 and FY 2008-09

Daryl Halls provided a status report of STA's Priority Projects of Overall Work Plan (OWP) for FY 2007-08 in preparation for developing an update for FY 2008-09 and FY 2009-10.

B. Highway Projects Status Report:

1.) I-80/I-680/SR 12 Interchange
2.) I-80 EB Cordelia Truck Scales Relocation
3.) North Connector
4.) I-80 HOV Lanes: Red Top Road to Air Base Parkway
5.) I-80 HOV/Turner Overcrossing
6.) Jepson Parkway
7.) State Route 12 (Jameson Canyon)
8.) State Route 12 East SHOPP Projects
9.) I-80 SHOPP Rehabilitation Projects

This item was not presented verbally.

C. Bike to Work Week May 12-16, 2008

Judy Leaks announced the fourteenth (14th) annual Bike to Work campaign in the Bay Area will be held on May 12-16, 2008 (Bike to Work Day is Thursday, May 15th).

NO DISCUSSION

E. **California High Speed Rail Status Report**

F. **Regional Smart Growth Projects**

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

H. **Legislative Update**

I. **Local Transportation Development Act (TDA) and Members Contribution for Fiscal Year (FY) 2008-09**

J. **Project Delivery Update**

K. **Funding Opportunities Summary**

L. **STA Board Highlights – March 12, 2008**

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

IX. ADJOURNMENT

The meeting was adjourned at 3:15 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, April 30, 2008.**

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STA
Solano Transportation Authority

DATE: April 18, 2008
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Napa-Solano Traffic Demand Model – Land Use Assumptions

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

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

Discussion:
Land use information was provided by the planning staffs of the 7 cities and the county, and by NCTPA. All of the jurisdictions were able to provide year 2030 land use projections. However, the model is required to be within 1% of the Association of Bay Area Governments (ABAG) housing and employment projections, and the ABAG projections are significantly different than the local projections.

The land use projections for the jurisdictions in Solano and Napa counties are shown in Attachment A.

- The total number of residences projected in the model for 2030 is 0.4% higher than the ABAG projection.
- The total number of jobs projected in the model for 2030 is 0.6% higher that the ABAG projections.
- Napa County has fewer jobs and more residences than the ABAG projections.
- Solano County has fewer residences and more jobs than the ABAG projections.
- Individual jurisdictions may vary considerably from the ABAG projections; however, the total residences and jobs for the two counties meet the ABAG projection consistency requirements.

The Solano County jurisdictions' general plans allow for (and anticipate) far more jobs than the ABAG projections. This is a reflection of the proactive economic development policies by Solano County communities. Attachment B is a memo from Dowling

Associates, the firm that complied the land use projections, breaking out the adjustments to the model needed to bring the land uses into conformance with the ABAG projections.

Adoption of the land use assumptions used to run the model does not oblige or limit the communities in Solano and Napa counties to develop to those projections. Those Solano County communities which wish to actively pursue grater jobs creation will be able to do so. Adoption of the model and the underlying land use assumptions will provide STA and NCTPA with a tool to allow for long-range transportation planning to accommodate whatever growth does occur.

Fiscal Impact:
None.

Recommendation:
Forward a recommendation to the STA Board to approve the land use assumptions of the Napa-Solano Travel Demand Model as specified in Attachment A.

Attachment:

A. Solano/Napa Model Year 2030 Land Use Comparison by County
B. Dowling Associates, Inc. Memorandum dated November 28, 2007 re. 2030 Land Use Adjustments

YEAR 2030 LAND USE COMPARISON BY COUNTY

	HOUSING/POPULATION				EMPLOYMENT						
Jurisdiction	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
NAPA COUNTY											
ABAG (P'03 Base + P'05 Incr)			57,430	153,400	15,210	35,330	16,450	6,270	19,130		92,390
Local Data	47,866	11,036	58,902	158,706	15,045	32,157	18,783	6,726	16,836	2,744	92,291
Difference			1,472	5,306	-165	-3,173	2,333	456	450		-99
Difference %			2.6%	3.5%	-1.1%	-9.0%	14.2%	7.3%	2.4%		-0.1%

	HOUSING/POPULATION				EMPLOYMENT						
Jurisdiction	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
SOLANO COUNTY											
ABAG (P'03 Base + P'05 Incr)			193,840	581,800	42,760	59,110	75,420	3,080	24,020		204,390
Local Data	146,444	46,991	193,435	584,126	43,191	50,463	79,601	1,370	23,233	8,497	206,355
Difference			-405	2,326	431	-8,647	4,181	-1,710	7,710		1,965
Difference %			-0.2%	0.4%	1.0%	-14.6%	5.5%	-55.5%	32.1%		1.0%

	HOUSING/POPULATION				EMPLOYMENT						
Jurisdiction	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
NAPA + SOLANO											
ABAG (P'03 Base + P'05 Incr)			251,270	735,200	57,970	94,440	91,870	9,350	43,150		296,780
Local Data	194,310	58,027	252,337	742,833	58,236	82,620	98,384	8,096	40,069	11,241	298,646
Difference			1,067	7,633	266	-11,820	6,514	-1,254	8,160		1,866
Difference %			0.4%	1.0%	0.5%	-12.5%	7.1%	-13.4%	18.9%		0.6%

YEAR 2030 LAND USE COMPARISON BY JURISDICTION (NAPA COUNTY)

	HOUSING/POPULATION				EMPLOYMENT						
Jurisdiction	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
City of Napa											
ABAG (P'03 Base + P'05 Incr)			34,970	91,500	10,240	17,510	7,930	850	7,070		43,600
Local Data	27,541	7,903	35,444	96,607	8,682	13,092	6,420	981	1,430	2,572	33,176
Difference			474	5,107	-1,558	-4,418	-1,510	131	-3,068		-10,424
Difference %			1.4%	5.6%	-15.2%	-25.2%	-19.0%	15.4%	-43.4%		-23.9%

	HOUSING/POPULATION				EMPLOYMENT						
Jurisdiction	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
Other Napa County											
ABAG (P'03 Base + P'05 Incr)			22,460	61,900	4,970	17,820	8,520	5,420	12,060		48,790
Local Data	20,324	3,133	23,457	62,099	6,362	19,066	12,363	5,745	15,406	172	59,114
Difference			997	199	1,392	1,246	3,843	325	3,518		10,324
Difference %			4.4%	0.3%	28.0%	7.0%	45.1%	6.0%	29.2%		21.2%

	HOUSING/POPULATION				EMPLOYMENT						
Jurisdiction	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
NAPA COUNTY											
ABAG (P'03 Base + P'05 Incr)			57,430	153,400	15,210	35,330	16,450	6,270	19,130		92,390
Local Data	47,866	11,036	58,902	158,706	15,045	32,157	18,783	6,726	16,836	2,744	92,291
Difference			1,472	5,306	-165	-3,173	2,333	456	450		-99
Difference %			2.6%	3.5%	-1.1%	-9.0%	14.2%	7.3%	2.4%		-0.1%

YEAR 2030 LAND USE COMPARISON BY JURISDICTION (SOLANO COUNTY)

	HOUSING/POPULATION				EMPLOYMENT						
Jurisdiction	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
City of Benicia											
ABAG (P'03 Base + P'05 Incr)			11,920	31,200	3,090	3,090	5,720	100	4,430		16,430
Local Data	8,720	3,756	12,476	33,251	1,561	2,293	5,715	2	4,915	1,676	16,163
Difference			556	2,051	-1,529	-797	-5	-98	2,162		-267
Difference %			4.7%	6.6%	-49.5%	-25.8%	-0.1%	-98.2%	48.8%		-1.6%

	HOUSING/POPULATION				EMPLOYMENT						
Jurisdiction	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
City of Dixon											
ABAG (P'03 Base + P'05 Incr)			8,590	27,300	1,120	1,790	1,390	970	1,720		6,990
Local Data	9,094	1,533	10,627	33,743	1,176	1,551	954	1,229	1,843	187	6,941
Difference			2,037	6,443	56	-239	-436	259	311		-49
Difference %			23.7%	23.6%	5.0%	-13.4%	-31.3%	26.7%	18.1%		-0.7%

	HOUSING/POPULATION				EMPLOYMENT						
Jurisdiction	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
City of Fairfield											
ABAG (P'03 Base + P'05 Incr)			47,850	147,500	13,700	18,070	33,810	570	4,100		70,250
Local Data	31,514	15,719	47,233	148,158	11,603	16,665	36,003	0	2,324	2,335	68,929
Difference			-617	658	-2,097	-1,405	2,193	-570	558		-1,321
Difference %			-1.3%	0.4%	-15.3%	-7.8%	6.5%	-100.0%	13.6%		-1.9%

	HOUSING/POPULATION				EMPLOYMENT						
Jurisdiction	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
City of Rio Vista											
ABAG (P'03 Base + P'05 Incr)			9,070	23,000	1,160	2,630	1,180	210	270		5,450
Local Data	7,921	1,162	9,084	23,332	1,094	1,647	1,450	10	1,108	16	5,325
Difference			14	332	-66	-983	270	-200	854		-125
Difference %			0.2%	1.4%	-5.7%	-37.4%	22.9%	-95.3%	316.3%		-2.3%

	HOUSING/POPULATION				EMPLOYMENT						
Jurisdiction	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
City of Vacaville											
ABAG (P'03 Base + P'05 Incr)			41,350	127,100	10,520	14,360	13,290	270	5,820		44,260
Local Data	39,701	2,352	42,053	129,619	10,586	13,181	16,719	0	3,618	837	44,941
Difference			703	2,519	66	-1,179	3,429	-270	-1,365		681
Difference %			1.7%	2.0%	0.6%	-8.2%	25.8%	-100.0%	-23.5%		1.5%

	HOUSING/POPULATION				EMPLOYMENT						
Jurisdiction	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
City of Vallejo											
ABAG (P'03 Base + P'05 Incr)			58,190	171,800	11,660	16,490	17,770	90	7,090		53,100
Local Data	34,531	20,333	54,864	162,717	14,191	12,181	16,923	0	8,053	2,128	53,475
Difference			-3,326	-9,083	2,531	-4,309	-847	-90	3,090		375
Difference %			-5.7%	-5.3%	21.7%	-26.1%	-4.8%	-100.0%	43.6%		0.7%

	HOUSING/POPULATION				EMPLOYMENT						
Jurisdiction	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
Suisun City											
ABAG (P'03 Base + P'05 Incr)			11,770	38,600	1,230	2,640	2,250	410	510		7,040
Local Data	8,886	2,114	11,000	35,371	2,591	1,293	840	0	203	1,251	6,179
Difference			-770	-3,229	1,361	-1,347	-1,410	-410	944		-861
Difference %			-6.5%	-8.4%	110.7%	-51.0%	-62.7%	-100.0%	185.2%		-12.2%

	HOUSING/POPULATION				EMPLOYMENT						
Jurisdiction	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
Solano Unincorporated											
ABAG (P'03 Base + P'05 Incr)			5,100	15,300	280	40	10	460	80		870
Local Data	6,077	22	6,099	17,935	389	1,650	998	129	1,169	67	4,401
Difference			999	2,635	109	1,610	988	-331	1,156		3,531
Difference %			19.6%	17.2%	38.9%	4025.9%	9875.0%	-72.0%	1444.5%		405.9%

	HOUSING/POPULATION				EMPLOYMENT						
Jurisdiction	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
SOLANO COUNTY											
ABAG (P'03 Base + P'05 Incr)			193,840	581,800	42,760	59,110	75,420	3,080	24,020		204,390
Local Data	146,444	46,991	193,435	584,126	43,191	50,463	79,601	1,370	23,233	8,497	206,355
Difference			-405	2,326	431	-8,647	4,181	-1,710	7,710		1,965
Difference %			-0.2%	0.4%	1.0%	-14.6%	5.5%	-55.5%	32.1%		1.0%

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Oakland, CA 94612
www.dowlinginc.com

510.839.1742 x119
510.839.0871 fax
maronson@dowlinginc.com

Dowling Associates, Inc.

Date: November 28, 2007

Memorandum

To: Joe Story, DKS Associates

cc: Napa/Solano Model TAC

From: Mike Aronson

Reference #: Dowling P06069 Napa/Solano Model Phase 2

Subject: 2030 Land Use Adjustments

The following adjustments were applied so that converted employment from local land use databases would more closely match control totals based on the ABAG Projections 2005 growth increments from 2000 to 2030.

Napa County (outside City of Napa)

- Includes 70% of 2000 to 2030 growth (2030 uses 2020 local forecast) for Warehouse and Industrial *(was previously 40% - adjusted to account for corrections in zone correspondence in American Canyon)*

City of Benicia

- Includes 50% of 2000 to 2030 growth (2030 uses 2025 local forecast) for Industrial/Warehouse

City of Dixon

- Includes 40% of 2000 to 2030 growth (2030 uses 2025 local forecast) for Central Commercial, Neighborhood Commercial and Highway Commercial, plus Wal-Mart on North 1st
- Includes 20% of 2000 to 2030 growth (2030 uses 2025 local forecast) for Service Commercial, Office and Light Industrial
- Includes 10% of 2000 to 2030 growth (2030 uses 2025 local forecast) for Heavy Industrial

City of Fairfield

- Includes 80% of 2000 to 2030 growth for Office
- Includes 40% of 2000 to 2030 growth for Industrial

City of Rio Vista

- Includes 40% of 2000 to 2030 growth (2030 uses 2025 local forecast) for Industrial/Warehouse

City of Suisun City

- No adjustments

City of Vacaville

- Includes 30% of 2000 to 2030 (2030 uses 2025 local forecast) growth for Industrial *(was previously 40% - adjustment required to compensate for correction in school enrollment and employment)*

City of Vallejo

- Includes 50% of 2000 to 2030 (2030 uses 2020 local forecast) growth for Heavy Industrial

Solano County Unincorporated

- Includes 20% of 2000 to 2030 growth (2030 uses 2025 local forecast) for Industrial/Warehouse

Solano Transportation Authority

DATE: April 18, 2008
TO: STA TAC
FROM: Robert Guerrero, Senior Planner
RE: Routes of Regional Significance Revised Criteria

Background:
The STA is in the process of updating the Solano Comprehensive Transportation Plan and its transportation related elements. On March 26, 2008, the STA Technical Advisory Committee (TAC) recommended criteria for updating the Routes of Regional Significance, a subcomponent of the Arterials, Highways and Freeways element. The following is a list of criteria recommended:

1. Projected traffic volumes for the year 2030.
2. Connectivity of the route between cities and/or interstate/highway.
3. Providing improved emergency and evacuation response routes.
4. Both regional and local benefit.
5. Access to significant job concentrations and transit centers in Solano County.
6. Frontage roads and/or alternative routes (i.e. reliever routes) to highway and freeway connections between cities.

The STA Board approved its first "Routes of Regional Significance" map on November 8, 2000. The map includes the entire interstate and state highway system in Solano County, plus those existing local arterials that provide major points of access to the State highway system or provide regional connections between communities and key transportation facilities.

The initial map was intended to only depict those routes that were deemed critical for maintaining existing mobility between and through cities. Existing traffic volumes and existing levels of service were mainly used to develop the map. The map was also used for the initial traffic analysis for the Solano Comprehensive Transportation Plan (CTP), which was adopted in May 2002. The map was later used to update the Solano Napa Travel Demand Model Countywide Traffic Model and was re-adopted without change in the Solano CTP Update in May 2005 (See Attachment A for current Routes of Regional Significance map). In the 2005 CTP, the STA Board also identified the "Federal Functional Roadway Classifications," that includes all roads that are eligible to receive federal transportation funding.

When the Routes of Regional Significance map was first developed, it was assumed that new or other significant routes could be added to the system. The need to consider additional "reliever routes", frontage roads, arterials or major collector roads to this system was discussed briefly in late 2006, January 2007, and again at the March 26, 2008 TAC meeting. In addition, because of the increased traffic volumes along certain

corridors, the categories for some of the routes need to be re-examined, particularly since the map should meet the projected demand for at least the next 25-30 years.

All of the routes included in the revised Routes of Regional Significance map would then potentially qualify for regional funding under STA's recently adopted 50/50 regional/local funding policy.

Discussion:
When this item was discussed by the TAC at their March 28, 2008 meeting, it was decided to recommend to the STA Board that the road segments included in the Congestion Management Program (CMP) System not be included in the Routes of Regional Significance Criteria. However, after further discussion internally, STA staff would like the STA TAC to reconsider including this the CMP System as an additional criterion for including new segments into the Routes of Regional Significance. The main reason for reconsidering this as a criterion is:

- The CMP System is ***significant*** in that if new projects impact the network so that the Level of Service (LOS) is exceeded for any given segment a deficiency plan will need to be created to address the impact and not exceed the segment's LOS.

If the impact is not addressed in the deficiency plan, the STA has the authority to withhold gas tax subvention funds for the agency responsible for exceeding the segments level of service. Attachment A is a map of the CMP System. The network and LOS for each segment is fixed. The CMP System also includes all State highways and freeways.

Fiscal Impact:
None.

Recommendation:
Forward a recommendation to the STA Board to include the CMP System as an additional criterion to previous TAC recommended Routes of Regional Significance Update criteria.

Attachments:
A. CMP System

2005 Solano Congestion Management System

State Routes

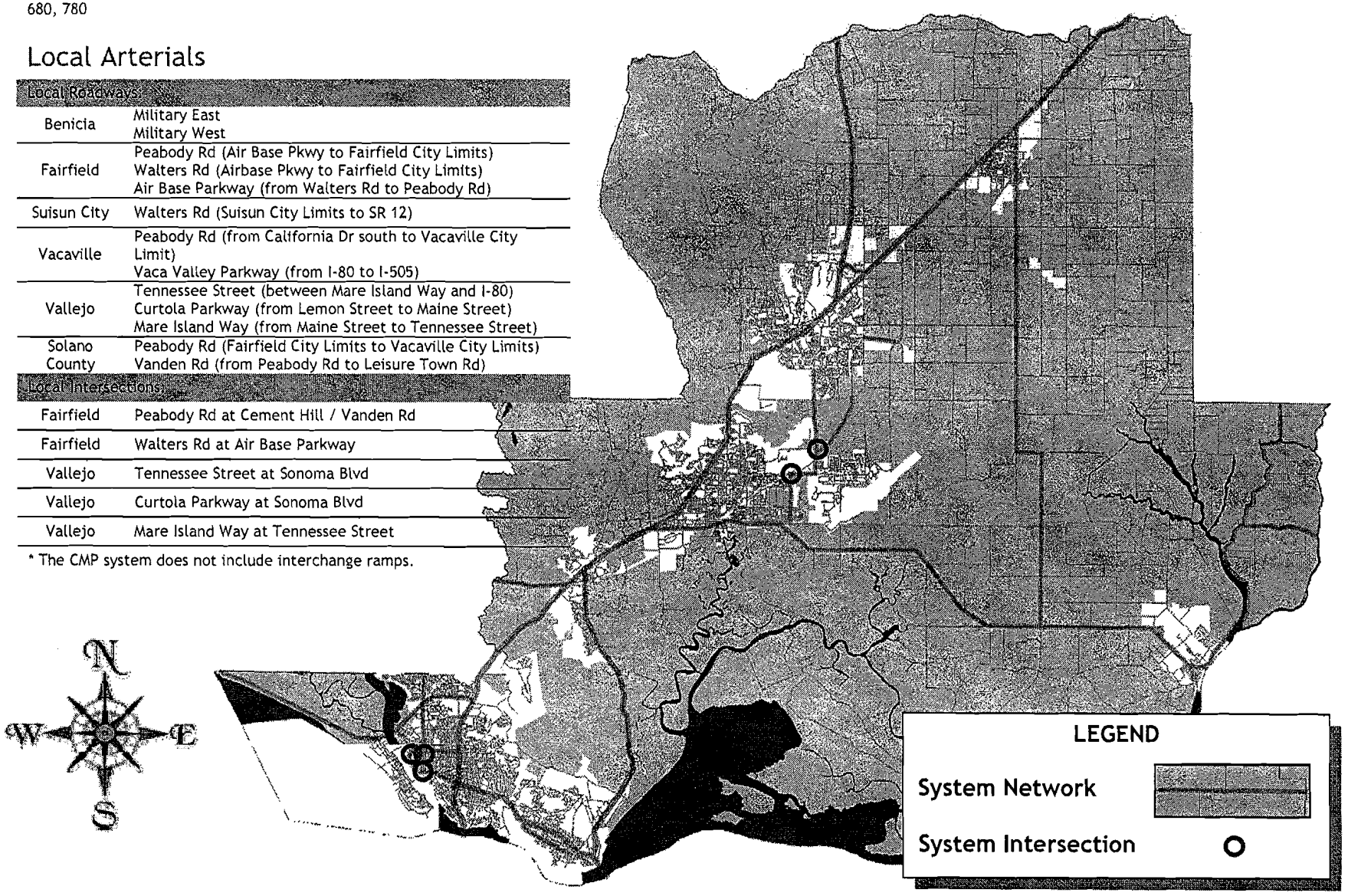
Interstates:	State Routes:
80, 505, 680, 780	12, 29, 37, 84, 113, 128, 220

Local Arterials

Local Roadways:	
Benicia	Military East Military West
Fairfield	Peabody Rd (Air Base Pkwy to Fairfield City Limits) Walters Rd (Airbase Pkwy to Fairfield City Limits) Air Base Parkway (from Walters Rd to Peabody Rd)
Suisun City	Walters Rd (Suisun City Limits to SR 12)
Vacaville	Peabody Rd (from California Dr south to Vacaville City Limit) Vaca Valley Parkway (from I-80 to I-505)
Vallejo	Tennessee Street (between Mare Island Way and I-80) Curtola Parkway (from Lemon Street to Maine Street) Mare Island Way (from Maine Street to Tennessee Street)
Solano County	Peabody Rd (Fairfield City Limits to Vacaville City Limits) Vanden Rd (from Peabody Rd to Leisure Town Rd)

Local Intersections	
Fairfield	Peabody Rd at Cement Hill / Vanden Rd
Fairfield	Walters Rd at Air Base Parkway
Vallejo	Tennessee Street at Sonoma Blvd
Vallejo	Curtola Parkway at Sonoma Blvd
Vallejo	Mare Island Way at Tennessee Street

* The CMP system does not include interchange ramps.



ATTACHMENT A

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STA
Solano Transportation Authority

DATE: April 18, 2008
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Sacramento/San Joaquin Delta Transportation Issues Letter

Background:
The Delta Protection Act, passed in 1992, establishes by law the limits of the primary and secondary Sacramento/San Joaquin River Delta (the Delta). The law also establishes the Delta Protection Commission as a state agency. Separately, Governor Schwarzenegger established the Delta Blue Ribbon Task Force, whose mission is to "identify a strategy for managing the Sacramento-San Joaquin Delta as a sustainable ecosystem that would continue to support environmental and economic functions that are critical to the people of California". The Commission and the Blue Ribbon Task Force are separate entities. The Blue Ribbon Task Force can make recommendations on future actions, but has no regulatory authority.

Discussion:
On April 9, 2008, Blue Ribbon Task Force chair Phil Isenberg sent a letter to Caltrans Director Will Kempton (see Attachment A) regarding assumed sea level rise and the impact on State Route (SR) 12 through the Delta. The Blue Ribbon Task Force has asked the Governor to issue a directive assuming a 16" sea level rise by the year 2050. In this letter, Director Kempton is asked to answer 5 questions related to SR 12 improvements and the Delta.

Question #5 raises the greatest concern for STA: "Does Caltrans believe it is a good idea to increase highway service through areas of such high levels of environmental value which are also exposed to earthquake/flood risk?" This question could be perceived as proposing to block future safety or capacity improvements to SR 12.

Given the priority on improving safety and long-term capacity of SR 12 that STA has already adopted, it is important to provide Director Kempton and the Governor with information validating the need for improvements to SR 12, even in light of the generally known environmental values and risks associated with the Delta. It is recommended that the STA Board send the Director and Governor a letter making the following points:

1. Existing road facilities are inadequate to safely handle current traffic. The current SR 12 facility must be improved.
2. Population and economic growth will continue in the Central Valley and Bay Area, and commerce between the two areas will continue. SR 12 is one of the few east-west corridors that handles this traffic.
3. The transportation system through Sacramento is operating near capacity, and would be negatively impacted if SR 12 traffic were diverted through Sacramento. Allowing SR 12 to become a non-viable transportation link because of sea level rise is not a viable option.

4. Since SR 12 will remain a vital Central Valley/Bay Area link, and since traffic on SR 12 is likely to increase over time, the focus should be on how to anticipate risks to the current and future improvements, and to ensure that those risks are adequately mitigated.

Fiscal Impact:
None.

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

Attachments:

A. Delta Vision Blue Ribbon Task Force Letter to Caltrans dated April 9, 2008.
B. Delta Vision Blue Ribbon Task Force Letter to Governor dated March 24, 2008
C. CALFED Bay – Delta Program Letter and Research dated September 6, 2007

STATE OF CALIFORNIA
AGENCY

ARNOLD SCHWARZENEGGER, Governor
MIKE CHRISMAN, Secretary

April 9, 2008

Mr. Will Kempton
Director, Cal Trans
1120 N Street
Sacramento, CA 95814

Dear Mr. Kempton

Governor Schwarzenegger created the Delta Vision Blue Ribbon Task force and charged us to develop a "..durable vision for sustainable management of the Delta." He asked us specifically to make recommendations on the values of the Delta which are at risk including "Transportation, including streets, roads, highways, waterways and ship channels." The Blue Ribbon Task Force adopted its recommended vision for California's Delta in 2007 and is now developing the strategic plan required by S-17-06.

As part of our Strategic Plan process, we have become concerned about the apparent lack of consistent planning assumptions by state agencies when they propose major activity in the Delta. <u>One of our major concerns has been the lack of an assumed level of sea rise, and how proposed infrastructure should respond to that potential.</u>

Last month, we unanimously adopted a motion urging the Governor adopt an Executive Order establishing an assumed level of sea rise for 2050 and 2100, and direct all state agencies to build that assumption into their planning. Until the Governor acts, we are using 16" of sea level rise by 2050, as recommended in the Delta Risk Management Strategies, in developing the Delta Vision strategic plan.

What caught my attention was the recent announcement of state plans to improve Highway 12, much of which lies within the Delta, between Lodi and Fairfield. As you well know, Highway 12 is as much as 20 feet below sea level as it crosses Brannan/Andrus Island, Boudlin Island and Terminous Tract. Almost 40 miles of levees protect these three islands and the cost estimates to improve these levees range from around $300 million to over $2 billion if the goal is seismically resistant levees!

Please be good enough to answer the following questions for the Task Force. Will, I know you will groan about having to answer another set of queries, but the Governor

1416 Ninth Street, Suite 1311, Sacramento, CA 95814 Ph. 916.653.5656 Fax 916.653.8102 http://resources.ca.gov

Baldwin Hills Conservancy • California Bay-Delta Authority • California Coastal Commission • California Coastal Conservancy • California Conservation Corps • California Tahoe Conservancy
Coachella Valley Mountains Conservancy • Colorado River Board of California • Delta Protection Commission • Department of Boating & Waterways • Department of Conservation
Department of Fish & Game • Department of Forestry & Fire Protection • Department of Parks & Recreation • Department of Water Resources • Energy Resources, Conservation & Development Commission
Native American Heritage Commission • San Diego River Conservancy • San Francisco Bay Conservation & Development Commission
San Gabriel & Lower Los Angeles Rivers & Mountains Conservancy • San Joaquin River Conservancy
Santa Monica Mountains Conservancy • Sierra Nevada Conservancy • State Lands Commission • Wildlife Conservation Board

expects us to make our final Strategic Plan recommendations by October of this year, and we need to know what you propose, and the assumptions used in your proposal:

1. Does the planned widening of Highway 12 include any assumption of sea level rise? If so, what level is assumed? If not, why not?

2. If anticipated sea level rise is included, please indicate the specific steps taken to assure that the improved highway will be protected from any assumed level of rise. How much sea level rise can be accommodated by the current or planned elevation of Highway 12?

3. Provide the same information for Highway 12, but focusing on your assumptions about these risks: a) catastrophic failure of Delta levees attributable to earthquakes and b) predicted flooding of Delta islands, including those on which the road is located.

4. Does Cal Trans have a general policy position about new highway or roads in high flood/earthquake risk areas? What is that policy position?

5. Does Cal Trans believe it is a good idea to increase highway service through areas of such high levels of environmental value which are also exposed to earthquake/flood risk? Why?

Information on how various departments are approaching sea level rise, seismic risks and plans to accommodate the growth of California are important to the Blue Ribbon Task Force as it develops its strategic plan. To inform our work, we would greatly appreciate your response by May 5.

Sincerely,

Phil Isenberg
Chair, Delta Vision Blue Ribbon Task Force

Attachment: Delta Vision Letter to Governor

cc: Secretary Mike Chrisman, Resources Agency
Secretary Dale Bonner, Business, Transportation and Housing Agency
Director Lester Snow, Department of Water Resources

STATE OF CALIFORNIA
resources
AGENCY

ARNOLD SCHWARZENEGGER, Governor
MIKE CHRISMAN, Secretary

March 24, 2008

Honorable Arnold Schwarzenegger
Governor
State of California
State Capitol
Sacramento, CA 95814

Dear Governor Schwarzenegger:

As your Delta Vision Blue Ribbon Task Force moves toward our final goal of developing a Strategic Plan to implement our vision for the Delta and the water future of California, it is increasingly clear that sea level rise is an important factor that must be taken into account. We said that in our Vision, which we submitted to you late last year.

The State of California needs a consistent approach to planning for sea level rise, the foundation of which is using common expected values in making public policy decisions. We suggested the estimates be for both 2050 and 2100.

All the evidence presented to us so far indicates that sea level rise is occurring, and will substantially impact the Delta ecosystem, decisions on when and how to build improved water conveyance facilities, and an array of diverse issues ranging from urban encroachment in the Delta to the placement of highways, power, natural gas and other infrastructure.

At our last meeting, the Blue Ribbon Task Force unanimously adopted the following motion:

- The Delta Vision Blue Ribbon Task Force recommends the Governor promptly issue an Executive Order setting assumed levels of sea level rise for 2050 and 2100, and order State agencies to incorporate these assumptions in their planning.
- The assumed levels of sea level rise should be reviewed for accuracy on a schedule adopted in the Executive Order.
- Pending issuance of the Executive Order, the Task Force adopts sea level rise assumed levels of 55 inches for 2100, to be integrated into the Strategic Plan being prepared. These assumed levels are based on the recommendation of the Delta Science Advisors rendered on September 6, 2007.

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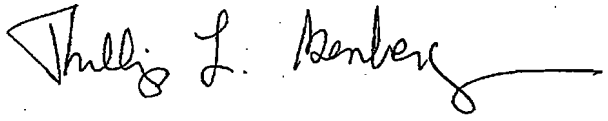
Coachella Valley Mountains Conservancy • Colorado River Board of California • Delta Protection Commission • Department of Boating & Waterways • Department of Conservation
Department of Fish & Game • Department of Forestry & Fire Protection • Department of Parks & Recreation • Department of Water Resources • Energy Resources, Conservation & Development Commission
Native American Heritage Commission • San Diego River Conservancy • San Francisco Bay Conservation & Development Commission
San Gabriel & Lower Los Angeles Rivers & Mountains Conservancy • San Joaquin River Conservancy
Santa Monica Mountains Conservancy • Sierra Nevada Conservancy • State Lands Commission • Wildlife Conservation Board

Your Executive Order S-17-06 directs us to include consideration of reliable water supply, the environment and infrastructure in developing a vision and strategic plan. All these and more will be affected by sea level rise. Just within the Delta, for example, decisions by the Department of Water Resources on design of conveyance, by the Department of Fish and Game on ecosystem restoration, by CALTRANS on highway improvements, by the California Public Utilities Commission on utilities infrastructure should address sea level rise.

We know that the scientific understanding of sea level rise is increasing rapidly. Accordingly, we are asking the Delta Science Advisors for a recommendation of assumed sea level rise for 2050 and anticipate receiving that recommendation soon. Until it is received, we will use the recommendation developed in the Delta Risk Management Strategies of 16 inches.

If we can provide more information about this recommendation, please contact me.

Sincerely,



Phillip L. Isenberg, Chair
Delta Vision Blue Ribbon Task Force

cc: Mike Chrisman, Secretary
Resources Agency
1416 Ninth Street, Suite 1311
Sacramento, CA 95814

Attachments: Delta Science Advisors Letter of September 6, 2007
Sea Level Rise (SLR) Projections by Select State and Federal Agencies

CALFED
BAY-DELTA
PROGRAM

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Sacramento, CA 95814
Phone: (916) 445-5511
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www.calwater.ca.gov

P. Joseph Grindstaff,
Director

State Agencies

The Resources Agency:

Department of Water Resources

Department of Fish and Game

Delta Protection Commission

Department of Conservation

San Francisco Bay Conservation and Development Commission

California State Parks

The Reclamation Board

California Environmental Protection Agency:

State Water Resources Control Board

California Department of Food and Agriculture

California Department of Health Services

Federal Agencies

Department of the Interior:

Bureau of Reclamation

Fish and Wildlife Service

Geological Survey

Bureau of Land Management

US Army Corps of Engineers

Environmental Protection Agency

Department of Agriculture:

Natural Resources Conservation Service

Department of Commerce:

National Marine Fisheries Service

Western Area Power Administration

September 6, 2007

To: John Kirlin, Executive Director
Delta Vision Blue Ribbon Task Force

From: Mike Healey
CALFED Lead Scientist

RE: PROJECTIONS OF SEA LEVEL RISE FOR THE DELTA

Recognizing that sea level rise would likely be an uncertain but contentious issue for the Delta Vision Blue Ribbon Task Force (Task Force) to address, the Science Program requested that the Independent Science Board (ISB), examine the current literature and offer comments, and if possible, recommendations on sea level rise to aid the Task Force. The response of the ISB is attached to this memo. In my opinion, the ISB has provided a very helpful summary of the extensive and confusing science around climate related sea level rise. They also make specific recommendations concerning which of the many projections of sea level rise should guide the Task Force in developing its vision.

Key points made in the ISB memo are first, that current projections of sea level rise by the Intergovernmental Panel on Climate Change (IPCC), are likely very conservative as the models used to develop these projections underestimate recent measured sea level rise. Second, extrapolation from empirical models of sea level rise yields significantly higher estimates of sea level over the next few decades than the IPCC projections. The ISB suggests that the empirical projections are probably a better basis for short to mid term planning. And third, that neither approach to estimating future sea levels takes account of melting of ice in Greenland and Antarctica, which recent studies suggest is accelerating.

Based on their analysis, the ISB suggests that a mid-range rise in sea level this century is likely to be at least 70-100 cm, significantly greater (~200 cm) if ice cap melting accelerates. While the absolute rise is alarming enough, even more alarming is the fact that only a few centimeters of sea level rise will greatly increase the frequency, intensity and duration of extreme water levels. It is these events that pose the greatest risk to Delta levees, infrastructure and private property.

The ISB assessment of rates and magnitude of sea level rise greatly increases one of the key risk factors in decisions about land use, levee integrity, water conveyance, public safety and other important considerations in the Delta Vision. In my view, it is essential that all the current planning processes take the likelihood of greater sea level rise into account. This is particularly true for the Delta Risk Management Strategy

(DRMS) study, which did not factor any sea level rise into its assessment of levee needs in its draft Phase 2 report.

I trust that you will convey the ISB memo to the Task Force. I will copy it to the DRMS Technical Advisory Committee, The Bay Delta Conservation Plan Steering Committee Members (BDCP), the Ecosystem Restoration Program (ERP) Implementing Agency Managers and other interested parties. Please let me know if you or the Task Force have any questions.

Sincerely,

Mike Healey
CALFED Lead Scientist

Attachment

cc: Joe Grindstaff, Director, CALFED
CALFED Deputy Directors
DRMS Technical Advisory Committee
BDCP Steering Committee Members
ERP Implementing Agency Managers

Independent Science Board

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Jeff Mount, Ph. D.
University of California, Davis

Vice Chair

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University of British Columbia

Jack Keller, Ph. D., P.E.
Utah State University

Daene McKinney, Ph. D.
University of Texas at Austin

Richard Norgaard, Ph. D.
University of California, Berkeley

Duncan Patten, Ph. D.
Montana State University

Paul Smith, Ph. D.
University of California, San Diego

September 6, 2007

TO: Michael Healey, Lead Scientist
CALFED Bay-Delta Program

FROM: Jeffrey Mount, Chair
CALFED Independent Science Board

RE: Sea Level Rise and Delta Planning

In July of this year, you asked that the Independent Science Board (ISB) examine the array of sea level rise projections available in published reports and, based on current scientific understanding, advise the Science Program about which projections are most appropriate for incorporating into on-going planning for the Delta. The ISB discussed this issue at their August, 2007 meeting and have developed recommendations detailed in this memo. It is important to note that this is not an assessment of the state of sea level rise science, but is intended to highlight the large uncertainty in sea level rise projections and recommend ways to incorporate this uncertainty into planning.

Background

Sea level plays a dominant role in the San Francisco Bay-Delta. Water surface elevations and associated fluctuations due to tides, meteorological conditions and freshwater inflows drive Bay-Delta hydrodynamics. Hydrodynamics, in turn, dictate the location and nature of physical habitat, the quantity and quality of water available for export, and the design of the flood control/water supply infrastructure. Change in sea level has the potential to substantially alter Bay-Delta conditions and to constrain future management options.

Global sea level rise is a well-documented phenomenon, both in the paleoclimatic record as well as the historical record. Tidal gage records indicate that sea level during the 20th century has risen an average of 2mm/yr (.08 in) during a period of 0.7°C warming. Recent studies suggest that since 1990, global sea level has been rising at a rate of approximately 3.5 mm/yr (.14 in/yr)[1]. The cause of sea level rise stems from two processes: 1) thermal expansion of sea water as the surface layer warms, and 2) increase in mass of sea water associated with melting of land-based glaciers, snowfields and ice sheets.

Recent research supported by the California Energy Commission[2] (CEC) and continued under the CALFED-sponsored CaSCADE program, shows that sea level

[1] Church, J.A and N.J. White 2006 *A 20th Century Acceleration in Global Sea-Level Rise* Geophysical Research Letters, v. 33, article no. L01602
[2] Cayan, D. *et al.* 2006 *Projecting Future Sea Level* California Climate change Center White Paper CEC-500-2005-202-SF Accessed at http://www.climatechange.ca.gov/research/climate/projecting.html

rise will impact the Delta principally by increasing the frequency, duration and magnitude of water level extremes. These extreme events occur at various periodicities and are associated with high astronomical tides and Pacific climate disturbances, such as El Niño. The CEC study showed that under moderate climate warming and a sea level rise of 3 mm/year (12 in./century), extreme high water events in the Delta--those that exceed 99.99% of historical high water levels and severely impact levees--increases from exceptionally rare today to an average of around 600 hours/year by 2100. This work also showed that roughly 100 of these hours would coincide with very high runoff conditions, further amplifying the impacts of sea level rise. In sum, even under modest sea level rise and climate warming projections, extreme high water levels that are considered rare today will likely be very common by the end of this century.

Sea Level Rise Projections

Early in 2007, the Intergovernmental Panel on Climate Change (IPCC) released its latest assessment of the scientific basis for projections of future climate conditions, including global average sea level rise[3]. As noted in the press, in comparison with the IPCC's 2001 assessment, the latest sea level rise projections appear to have narrowed the range of potential sea level rise and lowered the magnitude of projected sea level rise. This was viewed by some outside of the IPCC as indication that: 1) uncertainty regarding sea level rise had decreased and 2) the problem of sea level rise itself appeared to be less than originally stated. However, both the methods used to derive the IPCC 2007 sea level projections, along with extensive new published research in 2007 suggest that this more optimistic view of future sea level rise may be unwarranted.

The IPCC projections are based on physical models that attempt to account for thermal expansion of the oceans and storage changes in land-based glaciers and ice fields. These models, by necessity, simplify the complex processes of ocean circulation and ice melting. The IPCC midrange projection for sea level rise this century is 20-43 cm (8-17 inches), with a full range of variability of 18-59 cm (7-23 inches). The range of variability reflects model differences and uncertainties as well as differences in greenhouse gas emission scenarios. The IPCC model effort is consensus-based, reflecting the agreement of numerous international scientists.

During the past year, there have been major advances in the science of sea level rise. Paradoxically, these advances have increased the uncertainty of projections in sea level rise, at least temporarily. These advances have also led to strong criticism of the approach that the IPCC used in establishing its projections[4]. One criticism is that the models used to project sea level rise tend to under-predict historical sea level rises, most notably failing to capture recent increases. Indeed, models that use empirical historical relationships between global temperatures and sea level rise perform better

[3] IPCC 2007 *Climate Change 2007: The Physical Basis—Summary for Policymakers* Accessed at http://www.ipcc.ch/SPM2feb07.pdf

[4] summary in Kerr 2007 *Science NOW* Accessed at http://Sciencenow.sciencemag.org/cgi/content/full/2007/215/2

than the IPCC 2007 models[5]. When applied to the range of emission scenarios used by IPCC 2007, empirical models project a mid-range rise this century of 70-100 cm (28-39 in.) with a full range of variability of 50-140 cm (20-55 in.), substantially higher than IPCC 2007 projections. However, foremost among the criticisms is the failure of the IPCC to include dynamical instability of ice sheets on Greenland and Antarctica in their projections for sea level rise.

Melting of the ice sheets of Greenland and Antarctica has the potential to raise sea level 70 m. For most of the 20th century, the ice sheets have remained relatively stable, with melting contributing a minor fraction to sea level rise. However, during the past year numerous studies have demonstrated that the mass balance (input from snowfall versus losses due to melting or detachment) of these ice sheets is shifting toward more rapid loss, most likely in response to warming of the atmosphere and oceans[6]. The recent rate of mass loss in these ice sheets exceeds current physical model predictions. As many authors have pointed out, increased rates of ice sheet flow involving meltwater lubrication of the ice sheet bed or the removal of buttressing ice shelves, may be accelerating the rate of ice loss on Antarctica and Greenland. The IPCC 2007 report explicitly chose not to incorporate the uncertainty associated with this process into their sea level projections. Recent publications that have examined this issue suggest that, under business as usual emissions scenarios, dynamical instability of ice sheets may add as much as 1 m (39.4 in) to sea level rise by 2100[7].

Recommendations

The ability of current physical models to project sea level rise are limited. This stems in part from our poor understanding of and current inability to model the response of Greenland and Antarctic ice sheets to atmospheric and oceanic warming. Given the costs associated with levee failure in the Delta, the ISB feels it would be a mistake for the various planning processes now underway (BDCP, Delta Vision, DRMS) to base their planning on the conservative 2007 IPCC estimates of sea level rise. Although there is some disagreement about mechanisms of ice sheet disintegration, current advances in understanding coupled with new physical measurements all point toward the same conclusion: dynamical instability of ice sheets will likely contribute significantly to future sea level rise, with the potential for very rapid increases of up to a meter (39.4 in.) by 2100 from ice sheets alone. For this reason, the range of sea level projections based on greenhouse gas emission scenarios contained in the IPCC 2007 report should be viewed, at best, as minima for planning purposes.

The board recommends that planning efforts use three approaches to incorporate sea level rise uncertainty. First, given the inability of current physical models to accurately simulate historic and future sea level rise, until future model refinements

---

[5] Rahmstorf, S 2007 *A Semi-Empirical Approach to Projecting Sea-Level Rise* Science v. 315, pp. 368-370.

[6] Shepherd, A. and D. Wingham 2007 *Recent Sea-Level Contributions of the Antarctic and Greenland Ice Sheets* Science, v. 315, pp. 1529-1532.

[7] Hansen J *et al* 2007 *Dangerous human-made interference with climate: a GISS modelE study* Atmospheric Chemistry and Physics, v. 7, pp.2287-2312.

are available, it is prudent to use existing empirically-based models for short to medium term planning purposes. The most recent empirical models project a mid-range rise this century of 70-100 cm (28-39 in.) with a full range of variability of 50-140 cm (20-55 in.). It is important to acknowledge that these empirical models also do not include dynamical instability of ice sheets and likely underestimate long term sea level rise. Second, we recommend adopting a concept that the scientific and engineering community has been advocating for flood management for some time. This involves developing a system that can not only withstand a design sea level rise, but also minimizes damages and loss of life for low-probability events or unforeseen circumstances that exceed design standards. Finally, the board recommends the specific incorporation of the potential for higher-than-expected sea level rise rates into long term infrastructure planning and design. In this way, options that can be efficiently adapted to the potential for significantly higher sea level rise over the next century will be favored over those that use "fixed" targets for design. After all, the current debates over uncertainty in sea level rise are less about how much rise is going to occur and more about when it is going to occur.

Sea Level Rise (SLR) Projections Cited or Produced by Select State and Federal Agencies Working in California

This document is based on publicly available materials produced by respective agencies. It has not yet been reviewed by these agencies. Comments and improvements are requested, and can be sent to Dorian Fougères, fougeres@gmail.com

Agency	Year	Report	Range of Projected SLR	Source of Projection or Prior Citation
Air Resources Board (CalEPA)	n/a	no estimate cited in "Climate Change Backgrounder," and the scoping plan for implementing AB 32 (Nunez), EO # S-03-05, and AB 1493 (Pavley) is under development http://www.arb.ca.gov/cc/factsheets/ccbackground.pdf	-	-
CALFED Bay-Delta Program	2007	"Sea Level Rise and Delta Planning." Memorandum of the Independent Science Board to the Lead Scientist. September 6, 2007. http://calwater.ca.gov/science/pdf/isb/meeting_082807/ISB_response_to_ls_sea_level_090707.pdf	**19.7-55.1** inches (50-140 cm) by 2100 at minimum	empirical model results published since IPCC 2007 Third Asmt. Report
California Climate Change Center (California Energy Commission PIER)[i]	2006	Projecting Future Sea Level. Cayan, D., P. Bromirski, K. Hayhoe, M. Tyree, M. Dettinger, and R. Flick. http://www.energy.ca.gov/publications/displayOneReport.php?pubNum=CEC-500-2005-202-SF	**4.3-28.3** inches (11-72 cm) higher relative to 2000 levels by 2070-2099 period, **2.4-12.6** inches (6-32 cm) by ***2050***	Two climate models and three scenarios
	2006	Our Changing Climate: Assessing the Risks to California (A Summary Report form the CCCC). http://www.climatechange.ca.gov/biennial_reports/2006report/index.html	**22-35.4** inches (56-90 cm) by 2100	no citation given
Caltrans	2006	Climate Action Program at Caltrans. California Department of Transportation. Available online at http://www.dot.ca.gov/hq/tpp/offices/opar/climate_files/ClimateReport.pdf	-	gives no numerical estimate, but cites Climate Action Team
Climate Action Team[ii]	2006	Final Report to the Governor and Legislature. Sacramento. http://www.climatechange.ca.gov/climate_action_team/reports/2006-04-03_FINAL_CAT_REPORT.PDF	**3.9-33.1** inches (10-84 cm) by 2100	Cayan et al 2006

Agency	Year	Report	Range of Projected SLR	Source of Projection or Prior Citation
Coastal Commission	***2001***	Overview of Sea Level Rise and Some Implications for Coastal California. Staff report to the Commission. www.coastal.ca.gov/climate/SeaLevelRise2001.pdf	**35.4** inches (90 cm) by 2100, **11.8** inches (30 cm) by ***2050*** (no low ends given)	IPCC First Asmt Report (1990), Titus and Narayanan 1995 (The Probability of SLR, USEPA)
Coastal Conservancy	n/a	no cited or published estimate	-	-
Dept. of Boating & Waterways	n/a	no cited or published estimate	-	-
Dept. of Fish & Game	n/a	no cited or published estimate	-	-
Dept. of Parks & Recreation	n/a	no estimate cited in "California State Parks' Response to Climate Change." (2 pp.) http://ohv.parks.ca.gov/pages/1140/files/09-11-07revisedohmvr%20commission%20climate%20change%20synopsis.pdf	-	-
Dept. of Water Resources (Resources Agency)	2006	"Progress on Incorporating Climate Change into Management of California's Water Resources." Journal of Climatic Change, Special Issue. Article co-produced with the US Bureau of Reclamation. http://baydeltaoffice.water.ca.gov/climatechange.cfm	**3.5-34.6** inches (9-88 cm) by 2100	***IPCC Third Asmt Report (TAR, 2001)*** *– the entire range they give is: **3.5-34.6** inches between 1990-2100, with rise of 1.2-5.5 (3-14 cm) for 1990-2025 and **2-12.6** inches (5-32 cm) for 1990-**2050***
	2007	"Topical Area: Climate Change, Draft 2." Technical Memorandum: Delta Risk Management Strategy Phase 1. URS Corporation/Jack R. Benjamin & Associates, for DWR. http://www.drms.water.ca.gov/docs/Climate_Change_TM_Revised-updated07.pdf	**7.9-55.1** inches (20-140 cm) by 2100, **4.3-16.1** (11-41 cm) by ***2050***	a combination of IPCC TAR, Rahmstorf 2007, and linear extrapolation

Agency	Year	Report	Range of Projected SLR	Source of Projection or Prior Citation
Ocean Protection Council (Resources Agency)	2007	"Resolution of the California Ocean Protection Council on Climate Change." http://www.resources.ca.gov/copc/	**22-35.4** inches (56-90 cm) by 2100	California Climate Change Center (Our Changing Climate)
NOAA's National Marine Fisheries Service SW Regional Office	2007	Viability Criteria for Steelhead of the South-Central and Southern California Coast. Boughton, D., et al. NOAA Technical Memorandum NMFS, March 2007 ***Draft***. http://swfsc.noaa.gov/uploadedFiles/Divisions/FED/Endangered_Species_Act/Salmon_TRTs/Viab05.pdf	Notes "*medium* greenhouse gas-scenarios project a rise of **13.4-15** inches (34-38 cm) by 2100"	Raper, S., and R. Braithwaite. (2006) "Low Sea Level Rise Projections from Mountain Glaciers and Icecaps under Global Warming." Nature 439: 311-13.
Scripps Institute of Oceanography, UC San Diego	2008 (2006)	Cayan., D., P. Bromirski, K. Hayhoe, M. Tyree, M. Dettinger, R. Flick. "Climate Change Projections of Sea Level Extremes along the California Coast." Climatic Change 87 (Suppl 1): S57-S73. ***Article submitted Aug. '06, Accepted Oct. '07, Published Jan. '08*** http://www.drms.water.ca.gov/docs/SeaLevel_ClimaticChange-Cayan_etal.pdf	**4.3-28.3** inches (11-72 cm) by the 2070-2099 period	combination of global climate models, observations of actual SLR, and separate calculations from a simple climate model
San Francisco Bay Conservation & Development Commission	2007	Climate Change Planning Project (maps of the Bay and shoreline illustrating 1m SLR) http://www.bcdc.ca.gov/index.php?cat=56	**3.9-35.4** inches (10-90 cm) by 2100	IPCC TAR and California Climate Change Center 2006 report
	2007	Analysis of a Tidal Barrage at the Golden Gate. (K. Conti). Unpublished report to the Commission. www.bcdc.ca.gov/pdf/planning/Golden_Gate_Dam_Report.pdf	"nearly **39.4** inches (1 m) by 2100" (no low end given)	no citation given
	1988	Sea Level Rise: Predictions and Implications for San Francisco Bay. Staff report to the Commission. www.bcdc.ca.gov/pdf/planning/cc_slr_rpt_1988.pdf	5 feet by 2100 (no low end given)	National Research Council (1987) Responding to Changes in Sea Level

Agency	Year	Report	Range of Projected SLR	Source of Projection or Prior Citation
State Water Resources Control Board (CalEPA)	n/a	no cited or published estimate	-	-
Public Utilities Commission	n/a	no cited or published estimate	-	-
US Army Corps of Engineers	n/a	no cited or published estimate in either San Francisco, Sacramento, or Los Angeles District	-	-
US Bureau of Reclamation, Mid-Pacific Region	n/a	no cited or published estimate	-	-
US Climate Change Science Program (USEPA is lead agency)	*not yet released*	Coastal Elevations and Sensitivity to Sea Level Rise – final report (Synthesis & Assessment Product 4.1) estimated release in June 2008 http://www.climatescience.gov/Library/sap/sap4-1/default.php	-	-
US Environmental Protection Agency	current	website: Climate Change – Science – Future Climate Change – Future Sea Level Changes (http://epa.gov/climatechange/science/futureslc.html)	**7.1-23.2** inches (18-59 cm) by 2100, though notes that linear increase in ice flow would mean **31.1** inches (79 cm)	IPCC AR4
US Fish & Wildlife Service Region 8 (CA & Nevada)	n/a	no cited or published estimate	-	-
US Geological Survey	2008	Meeting in Menlo Park on SLR http://soundwaves.usgs.gov/2008/01/meetings.html	**7.1-23.2** inches (18-59 cm) by 2100 noted as conservative, cites estimates of **19.7-55.1** inches (50-140 cm)	For 7.1-23.2: IPCC Fourth Asmt Report (AR4), for 19.7-55.1: Ramstorf (2007) and Real Climate (2007)[iii]

Agency	Year	Report	Range of Projected SLR	Source of Projection or Prior Citation
	2007	Award-winning *journal article by 2 USGS researchers* and a Berkeley professor: "Process-based empirical prediction of landslides in weakly lithified coastal cliffs, San Francisco." In Proc. of Intl. Conf. on Landslides and Climate Change. R. McInnes et al., eds. Isle of Wight, UK, May 2007. 175-84. www.coastalwight.gov.uk/Conference%20pages/PDFs/presentations/session3/Collins.pdf	**4.3-28.3** inches (11-72 cm) by 2100	California Climate Change Center's Projecting Future Sea Level (2006)
	2005	Coastal Vulnerability Assessment of (1) Channel Islands National Park, (2) Golden Gate National Recreation Area, and (3) Point Reyes National Seashore to SLR. E. Pendleton, E. Thieier, and S. Williams. Reston, VA: USGS. (3 reports) http://pubs.usgs.gov/of/2005/1057/ 1058 and 1059	**18.9** inches (48 cm) by 2100 (no low end given)	IPCC (TAR, 2001)
	2000	National Assessment of Coastal Vulnerability to Sea-Level Rise: Preliminary Results for the US Pacific Coast. http://pubs.usgs.gov/of/of00-178/	**5.9-37.4** inches (15-95 cm) by 2100, "best estimate" of **19.7** inches (50 cm) by 2100	IPCC Second Asmt. Report (SAR, 1995)

Total range for 2100: 3.5-55.1 inches
Total range for 2050: 2.4-16.1 inches

[i] The California Climate Change Center was tasked by the Legislature with conducting and publishing research on the implications of global warming on California's climate. The California Energy Commission's Public Interest Energy Research (PIER) Program supports energy research and development projects that will help improve the quality of life in California by bringing environmentally safe, affordable and reliable energy services and products to the marketplace. One area of special interest to California is energy-related environmental research focusing on climate change and greenhouse gases.

[ii] The Climate Action Team was created by Executive Order # S-3-05, is headed by the Secretary of CalEPA, and also includes the (1) Secretary of the Business, Transportation and Housing Agency, (2) Secretary of the Department of Food and Agriculture, (3) Secretary of the Resources Agency, (4) Chairperson of the Air Resources Board, (5) Chairperson of the Energy Commission and (6) President of the Public Utilities Commission. The first report to the Governor and Legislature was released in March 2006, and is to be issued biennially thereafter.

[iii] Rahmstorf, S., *et al.* (2007) "Recent Climate Observations Compared to Projections." Science 316: 709. Real Climate Website ("Climate Science from Climate Scientists") (2007) "The IPCC Sea Level Numbers." Post on March 27, 2007, by Stefan Rahmstorf, physicist and oceanographer with the Potsdam Institute for Climate Impact Research, member of the Advisory Council on Global Change of the German government and of the Academia Europaea, and a lead author for the paleoclimate chapter of the IPCC Assessment Report 4.

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STA
Solano Transportation Authority

DATE: April 21, 2008
TO: STA TAC
FROM: Janet Adams, Director of Projects
RE: North Connector Project, Final Environmental Impact Report (FEIR)

Background:
The Solano Transportation Authority (STA) is the Lead Agency under California Environmental Quality Act (CEQA) for the North Connector Project. The North Connector project involves constructing two segments of a two to four-lane arterial connection in the City of Fairfield and Solano County, north of I-80 between Abernathy Road on the east and State Route 12/Red Top Road on the west. The first phase of the project involves construction of the east end segment from Abernathy Road to west of Suisun Creek. The purpose of the project is to address existing and future traffic congestion on local streets and I-80 in Solano County and the City of Fairfield, and to close gaps in the local circulation network.

The environmental process for the North Connector project began in 2003 with a Notice of Preparation (NOP) and a Public Scoping meeting held in March 2003 at Nelda Mundy Elementary School located within the project area.

The STA then proceeded in cooperation with Caltrans and Federal Highway Administration (FHWA) to prepare a joint-National Environmental Protection Act (NEPA)/CEQA environmental document (Environmental Assessment/Initial Study or EA/IS) which was made available for agency and public review in November and December 2006. STA staff received 26 comment letters during the agency and public review period. The comment letters consisted of 17 from members of the public, 3 from special interest groups and 6 from Federal, State and local agencies. In general, the comments expressed concerns about impacts to prime farmlands and lands under conservation easements, increased traffic on local roadways, and potential impacts to the Fairfield Linear Park and other pedestrian facilities in the area.

The STA, Caltrans, County of Solano and the City of Fairfield also hosted an Informational Open House and Public Hearing during the public review period on Thursday December 14, 2006. The meeting was held at Nelda Mundy Elementary School in Fairfield and over 50 people attended. The purpose of the hearing was to provide information regarding the project and to allow the public to review and submit comments on the EA/IS.

In order to fully address comments received during the public review period, STA decided to expand the analysis and prepare an Environmental Impact Report (EIR). At this same time it was determined that no Federal involvement would be necessary in the Project and as a result the environmental document was re-scoped to be a CEQA-only document.

Expansion of the environmental document from an EA/IS to an EIR did not require recirculation of the NOP. The original NOP for the North Connector Project environmental document was distributed in accordance with CEQA guidelines.

The Draft EIR was published on September 10, 2007 and circulated for a 45-day public review and comment period. A Public Hearing for the Draft EIR was held on October 2, 2007. Comments submitted by the California Department of Fish and Game indicated that the EIR had not addressed a recent sighting of a Swainson's Hawk (a protected bird species) near the project area. STA staff determined the EIR should be updated to include analysis of potential impacts to this species and at the same time took the opportunity to update the analysis in the EIR in several other areas, including agricultural lands, hazardous materials and discussions pertaining to the Fairfield Linear Park. STA staff published a Recirculated Draft EIR in January 2008 for public review and comment.

The Recirculated Draft EIR was made available for a 45-day public and agency review period. A Public Hearing on the Recirculated Draft EIR was held on February 19, 2008. The comment period closed on March 3, 2008.

In preparing the Final EIR, STA has responded to comments received on the Draft EIR published on September 10, 2007, as well as comments on the Recirculated Draft EIR published in January 2008 and comments submitted at the Public Hearing on February 19th. The Final EIR includes copies of all these comments along with the STA's response to each comment. A list of the comment letters received and included in the Final EIR is provided below.

Comment Letters Received on the Recirculated Draft EIR Issued January 15, 2008

1. Department of Conservation
2. Department of Transportation (Caltrans)
3. City of Fairfield
4. Solano Land Trust
5. Bernard Moore
6. Ed and Linda Cooper
7. Mangels Ranch
8. Robert Powell

Comment Letters Received on the Draft EIR Issued September 10, 2007

9. Department of Conservation
10. Department of Fish and Game
11. Department of Transportation (Caltrans)
12. Solano County Department of Resource Management
13. City of Fairfield
14. Bay Area Ridge Trail
15. Greenbelt Alliance
16. Green Valley Landowner Association
17. Solano County Orderly Growth Committee
18. Solano County Land Trust
19. Grant Kreinberg
20. Bernard Moore

Key Issues Raised During the EIR Process

Comments received during the EIR process covered a wide range of issues, but there were several key issues of concern in a number of comments which are discussed in more detail below.

Impacts to Agricultural Lands – several commenter's including the Solano Land Trust, Green Belt Alliance, Department of Conservation and Solano County Orderly Growth Committee raised concerns about the Project's potential impacts to agricultural lands. The project will impact prime farmland some of which is held in Williamson Act Contracts and/or under an agricultural conservation easement held by the Solano Land Trust. The EIR analyzed this impact and discusses both direct and indirect impacts of the project on agricultural lands. The EIR also includes mitigation to reduce this impact to a less than significant level. The mitigation will involve purchasing conservation easements covering 1 acre of prime agricultural land within the County for every acre of prime farmland impacted by the project (replacement at a 1:1 ratio). For impacted lands held under an existing conservation easement, this ratio is increased to 1.25:1. Several of the comment letters requested that the mitigation ratio be much higher, on the order of 2:1 or 3:1. Because of the concern about impacts to agricultural lands, STA staff met with the Solano Land Trust to discuss this issue further, as well as inquired with the Department of Conservation to see if there were specific examples of higher mitigation ratios being adopted or used by other agencies. Both the Land Trust and Department of Conservation were not able to provide specific examples of jurisdictions that had required higher mitigation ratios for similar projects or impacts. After researching this issue, staff and legal counsel believes that the mitigation ratios included in the EIR are appropriate and consistent with prior environmental documents and standards used by other jurisdictions. Further, implementation of Mitigation Measures in the EIR will ensure that more agricultural land is preserved under conservation easement within the County.

Impacts to the Fairfield Linear Park – Several comment letters, including the Solano Land Trust, Greenbelt Alliance, and City of Fairfield, raised concerns about impacts to the Fairfield Linear Park and specifically argued that the EIR should identify that the conservation easement held by Solano Land Trust over the Linear Park would be impacted by the Project and should be mitigated by moving the easement to the new multi-use path and greenway being constructed as part of the project. Recently the City of Fairfield submitted a letter to the STA indicating that the City and the Solano Land Trust are expected to reach an agreement to transfer the conservation easement covering the portion of the existing Linear Park between Abernathy Road and Suisun Creek to another portion of the Linear Park planned in the northeastern area of the City. This pending agreement effectively resolves this issue.

General Plan Amendments by the City of Fairfield and Solano County – Several comment letters raised concerns about the General Plan Amendments that are being initiated by the County and City to enable this project to move forward. The City General Plan amendment is related to the Linear Park. It would remove the portion of the Linear Park between Abernathy Road and the North Connector bridge over Suisun Creek from the City's Recreational Element. This is appropriate since the Project will construct a new multi-use path and greenway along the Project through this same area. The County's General Plan Amendment is being completed to clarify that the intent of Policy 2 of Chapter III of the Land Use and Circulation Element was not to prevent public

agencies from acquiring right-of-way for public purposes. Staff believes that these General Plan Amendments were clearly described and evaluated in the EIR and that the implementation of these General Plan Amendments would not result in a significant impact because the project will actually result in improved public access through the area with more land devoted to the multi-use path and greenway than currently exists.

Traffic Impacts - Several comment letters, including Ed and Linda Cooper, Green Valley Land Owners Association, and Grant Kreinberg, were concerned about traffic impacts of the Project on local streets such as Green Valley Road. The Solano County General Plan Transportation Element requires LOS D or better for all locations within the County. Similarly, the City of Fairfield General Plan Circulation Element calls for LOS D or better on arterial streets. Under 2020 with Project conditions all intersection studied, including intersections along Green Valley Road, Suisun Valley Road and Business Center Drive, with the exception of the intersection at I-80 Eastbound and Suisun Valley Road, will operate at LOS D or better, without any mitigations. The intersection at I-80 Eastbound and Suisun Valley Road would operate at LOS E during the PM peak hour under 2020 with Project conditions. To address this impact the EIR includes a mitigation measure to construct a double left turn lane from Suisun Valley Road onto I-80 Eastbound. This mitigation measure would improve the operations of this intersection to LOS D.

Bicycle Impacts in the West End - Several comment letters, including Robert Powell and the Bay Area Ridge Trail, raised concerns about bicycle/trail impacts of the Project primarily in the West End and requested that a bicycle path/trail be included in the Project in the West End. There is currently a Class I trail extending from Green Valley Road along I-80 to approximately the existing SR12 West/Red Top Road intersection. Because this Class I trail exists in the Project area and would not be impacted, there is no need to construct an additional path/trail in the West End of the Project. The Project will reconstruct the western terminus of the existing Class I trail near Red Top Road and extend it to the new signalized intersection to be built in this area. The new signalized intersection at SR12 West/Red Top Road/North Connector would provide an improved way of crossing SR12 West and would allow bicycles and pedestrians to safely cross SR12 West to get to Red Top Road and points further west which would be a great improvement over the existing condition. In addition, the West segment of the North Connector will include 10' shoulders, which would constitute a Class 3 bicycle facility.

Acquiring of Private Property for the Project - Several comment letters, including the Solano Land Trust, were concerned about the acquisition of property for the Project and if eminent domain would be used to acquire property. At this time, it is not known if eminent domain will be required to acquire property needed for the project. The first step will be to have the properties appraised and offers will be presented to the property owners for acquiring necessary right-of-way. However, if a negotiated sale is not successful, eminent domain may be necessary to acquire the property needed for the Project.

Conclusion:

Based on the analysis completed for the EIR, impacts in the following resource areas would be considered significant or potentially significant without the implementation of mitigation measures:

❖ Land Use and Agricultural Resources ❖ Traffic and Transportation ❖ Air Quality ❖ Noise ❖ Biological Resources ❖ Aesthetics	❖ Cultural Resources ❖ Geology and Soils ❖ Hydrology and Water Quality ❖ Hazards ❖ Population and Housing

However, mitigation measures have been identified and included in the EIR that would reduce significant and potentially significant impacts to a less-than-significant level. The EIR does not identify any significant unavoidable impacts that would occur as a result of the Project.

A mitigation monitoring and reporting plan has been prepared and included in the Final EIR. The mitigation monitoring and reporting plan is a requirement under CEQA and will allow STA staff to ensure that mitigation measures specified in the EIR are implemented and effective at reducing the significant impacts identified in the document.

The benefits of the Project, include, providing a continuous east west parallel arterial roadway that would be a convenient alternative for local traffic relieving the congestion on other local roads, particularly heavily traveled roads such as Rockville Road, Suisun Valley Road and Mankus Corner Road. A continuous local road north of the I-80/I-680/SR-12 Interchange would also enhance local access to businesses and recreational areas.

The North Connector would alleviate the problem of the SR 12 barrier to local circulation by providing a link between the existing Business Center Drive and Red Top Road to the west, and between Business Center Drive and Abernathy Road to the east. The North Connector would provide a safer crossing of SR-12 West for bikes. Proposed traffic signalization at the SR-12/Red Top Road intersection would replace the current single stop sign controlled T intersection.

Recommendation:
Forward a recommendation to the STA Board to conduct a public hearing and consider certification of the Final Environmental Impact Report (FEIR) for the North Connector Project.

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STA
Solano Transportation Authority

DATE: April 23, 2008
TO: STA TAC
FROM: Janet Adams, Director of Projects
RE: Final Project Technical Report for the North Connector Project

Background:
STA staff has been working with project consultants, Caltrans and FHWA to complete improvements to the I-80/I-680/SR12 Interchange Complex. In order to advance improvements to the Interchange in a timely fashion, it was determined that the most effective approach would be to complete several environmental documents for projects with independent utility, one of which is the North Connector Project.

The Recirculated Environmental Impact Report (EIR) for the North Connector Project has been circulated and is planned to be brought to the Board for adoption in May 2008. STA is the California Environmental Quality Act (CEQA) Lead Agency for the EIR.

Discussion:
Consistent with STA Board direction, staff has been proceeding with the implementation for the North Connector project. As part of the Environmental Document preparation, many technical studies are completed, one of which is the engineering report or Project Technical Report (Attachment A). This engineering report provides the preliminary design information for the North Connector Project. As part of the project development process, the STA Board is required to approve the project, which is accomplished through the approval of the Project Technical Report. The Technical Advisory Committee (TAC) would review and recommend the STA Board use this Report as a basis for the Project Approval. Once the STA Board considers certification of the Project, the STA Board would then consider approving the Project Technical Report and North Connector Project at its May Board Meeting.

Fiscal Impact:
The East Segment of the North Connector is funded at this time with a combination of Regional Measure 2 (RM 2) funds and State Transportation Improvement Program (STIP) funds. Specific funding for the West Segment of the North Connector will be determined at a future date.

Recommendation:
Forward a recommendation to the STA Board to approve the North Connector Project based on the Project Technical Report.

Attachment:
A. Project Technical Report for North Connector Project (To be provided to the STA TAC Members under separate enclosure.)

A copy of the Project Technical Report for the North Connector Project has been provided to the TAC Members under separate enclosure.

A copy of the Project Technical Report for the North Connector Project may be obtained by contacting the STA at (707) 424-6075.

Thank you.

Solano Transportation Authority

DATE: April 21, 2008
TO: STA TAC
FROM: Janet Adams, Director of Projects
RE: I-80 Freeway Performance Initiative (FPI)

Background:
The Freeway Performance Initiative (FPI) is a new Metropolitan Transportation Commission (MTC) effort to improve the operations, safety, and management of the Bay Area's freeway system. The purpose of the FPI is to develop a comprehensive strategic plan to guide the next generation of freeway investment. The goals and objectives are to:

- Improve system efficiency through the deployment of system operations and management strategies.
- Maximize use of available freeway capacity by completing the High Occupancy Vehicle lane system.
- Actively address regional freight movement issues.
- Close key gaps in the freeway system's physical infrastructure.

The primary product of the FPI will be a prioritized list of strategies and projects that will help guide near-term investments and become the initial proposals that will help frame the next Regional Transportation Plan (RTP). To develop this list, studies of the major corridors in the Bay Area are in process of being conducted. These studies focus on freeway operations, incorporating parallel arterials and transit, and include documentation of existing problems, development of viable short-term and long-term solutions, preparation of rough cost estimates, and an assessment of impacts and benefits of the proposed solutions. Studies for up to ten (10) corridors will be conducted. The effect of a small number of regional multi-corridor strategies may also be assessed.

Although the FPI will be led by MTC, the effort will be a collaboration with the Bay Area Partnership, including Caltrans District 4 and the Bay Area Congestion Management Agencies. Four consultant teams have been retained to provide technical support for this effort.

Discussion:
The I-80 corridor in Solano County is one of the corridors being studied for the FPI effort. The I-80 FPI is build off from the I-80/I-680/I-780 Major Investment and Corridor Study adopted by the STA Board in 2004. This Major Investment Study used the old 2025 Solano Napa Traffic Demand Model. The FPI is based on the newer 2030 Solano Napa Traffic Demand Model.

The consultant PBS&J has been retained by MTC to conduct the I-80 corridor study. The TAC has previously had updates from MTC regarding the difference in traffic projections between the 2025 Model and the 2030 Model, the Existing Conditions Report, the Future Conditions Report

and the draft Mitigations Strategies Report. At the January TAC meeting, the draft Mitigations Strategies Report was presented for comments and feedback with the anticipation the TAC would ultimately consider forwarding to the Mitigations Strategies Report to the STA Board for adoption. Following the Mitigation Strategies Report, the final deliverable for the I-80 FPI will be the Cost Benefit Report which builds off the mitigation report to provide a list of prioritized projects for the corridor. This final report is expected later this year.

Attachment A is the Draft I-80 Mitigations Strategies Report from MTC. The primary objective of the report is to identify congestion mitigation strategies for the I-80 corridor for the short-term (2015) and long-term (2030) forecasts presented and documented in the Future Conditions Technical memorandum. This analysis identifies mitigation strategies that address congestion along I-80 and include capacity improvements (additional lanes, HOV facilities), operational improvements (auxiliary lanes and interchange modifications) and transportation management strategies (ramp metering, changeable message signs, etc.).

Fiscal Impact:
No direct impact as this report only provides recommended mitigations to congestion along I-80. However, the FPI in general, is a tool expected to be used by MTC to guide their future transportation funding.

Recommendation:
Forward a recommendation to the STA Board to adopt the I-80 FPI Mitigation Strategies Report.

Attachment:
A. I-80 Mitigation Strategies Report

Metropolitan Transportation Commission

Solano 80 Corridor

Congestion Mitigation Strategies

Prepared by: PBS&J
For: Metropolitan Transportation Commission
16 April 2008

This memorandum summarizes mitigation strategies for Interstate 80 (I-80) in Solano County based on the *Future Conditions Technical Memorandum* (FCT) completed for this corridor on November 5, 2007. The primary objective of this analysis is to identify candidate congestion mitigation strategies for the I-80 corridor for the short-term and long-term. In the next phase of this study and in consultation with MTC, the short and long-term strategies will be finalized and a cost/ benefits approach will be used to develop a prioritized list of mitigation strategies for I-80. This memorandum is presented in four sections as follows:

- **Summary of Findings**
- **Section 1 -- 2015 Mitigation Strategies**
- **Section 2 -- 2030 Mitigation Strategies**
- **Section 3 – ITS Strategies for 2015 and 2030**

Summary of Findings

This memorandum presents an analysis of the I-80 for 2015 and 2030 based upon the calibrated FREQ models and the forecasts presented and documented in the Future Conditions Technical memorandum. This analysis has been conducted to identify mitigation strategies that address congestion along the I-80 and include capacity improvements (additional lanes, HOV facilities), operational improvements (auxiliary lanes and interchange modifications) and transportation management strategies (ramp metering, changeable message signs, etc.).

For the purposes of this summary the mitigation strategies are separated into short-term needs (2007 through 2015) and long-term needs (2016 through 2030). The strategies are grouped into packages that are based on either individual projects or logical groupings of projects. The strategies are not prioritized within the short-term or long-term categories as this will be addressed in the next phase of the study.

Short-term (2007 – 2015) Mitigation Strategies

Short-term Strategies Package A: Deploy ITS technologies on I-80 throughout Solano County: For the purposes of this recommendation, ITS deployment includes the installation and operation of closed circuit television (CCTV), traffic detection and changeable message signs. The goal of this strategy is to reduce non-recurrent congestion along I-80 in Solano County. This package includes the following:

- Assess gaps in the current and programmed ITS installations and supplement as needed. (i.e. between SR 29 and SR 37 in Vallejo and from Red Top Road to Air Base Parkway)
- Extend ITS coverage to fill the gap between SR 37 and Red Top Road
- Extend ITS coverage eastward from Air Base Parkway to the Solano / Yolo County Line

Short-term Strategies Package B: Address existing and projected capacity / operational deficiencies between Travis Boulevard and Alamo Drive: In 2015, these deficiencies are primarily focused in the eastbound direction of travel. To address these deficiencies a combination of capacity enhancements, operational improvements and transportation management measures are recommended as follows:

- Extend the eastbound HOV-2 lane[1] from Air Base Parkway to Alamo Drive.
- Install ramp metering on local service interchanges (eastbound and westbound) between Air Base Parkway and Alamo Drive.
- Provide an eastbound auxiliary lane between Travis Boulevard and Air Base Parkway.
- Provide an eastbound auxiliary lane between Pleasant Valley Road and Alamo Drive with a two-lane off-ramp at Alamo Drive.

Short-term Strategies Package C: Implement transportation management strategies in the I-680 / I-80 / SR 12 Interchange area: These strategies which include ramp metering and improvements to the signalized intersection(s) on SR 12 East will optimize operations on this critical section of I-80. The recommendations include:

- Install ramp metering at the Green Valley Road and Suisun Valley Road interchanges.
- Provide additional eastbound capacity (the equivalent of one, eastbound through lane) at the intersection of SR 12 East and Beck Avenue.

[1] Traffic projections indicate this project is needed in 2012.

Long-term (2016 – 2030) Mitigation Strategies

Long-term Strategies Package D: Address projected capacity / operational deficiencies between SR 29 and SR 37: In 2030, the section of I-80 between SR 29 and SR 37 is approximately 10% over capacity in the westbound direction of travel and there are several bottlenecks in this section in both directions of travel. Also, in 2030, the three westbound general use lanes[2] on the Carquinez Bridge are 500 vph over capacity. The recommended mitigation strategy is to extend the HOV lane to SR 37 which to provide an HOV bypass for the queue that is created by this bottleneck. The following specific measures are recommended as part of this package of improvements for I-80 in this area.

- Conduct a comprehensive evaluation to identify and improve geometry and access between SR 29 and SR 37 in both directions by consolidating / removing access points, and improving merge and diverge areas .
- Install ramp metering in both directions at local access interchanges in Vallejo between SR 29 and SR 37
- Extend the westbound HOV-3 lane from the Carquinez Bridge to east of the SR 29 westbound on-ramp.
- Extend the fourth eastbound general purpose lane from the SR 29 off-ramp to the Sequoia Avenue off-ramp.
- Provide an eastbound auxiliary lane between the Tennessee Street on-ramp and the Redwood Street off-ramp
- Provide an eastbound auxiliary lane between the I-780 on-ramp and the Georgia Street off-ramp.
- Extend the westbound HOV-3 lane from east of the SR 29 westbound on-ramp to SR 37.

Long-term Strategies Package E: Implement major improvements at the I-680 / I-80 / SR 12 interchange area. The key components of this set of improvements includes improving access capacity to and from I-680, implementing modifications to the truck scales and /or a relocation of these facilities, and addressing the weaving and access issues between SR 12 West and the I-680 interchange. Several configurations have been studied to improve this interchange and the determination of the specific configuration should be recommended through these interchange specific studies.

While the interchange area improvements are listed here as long-range strategies, it should be noted that the volumes on I-80, I-680 and SR 12 at levels that justify investment along this section of I-80 in the 2016-2017 timeframe. For the purposes of this package of improvements the following are recommended:

- Improve the I-680 interchange connections to address the capacity deficiencies, geometry and spacing of these ramps by either modifying the current interchange geometry on implementing an alternative configuration.
- Provide auxillary lanes and braided ramp configurations as necessary between I-680 and SR 12 East and adjust truck scales location within the same general area to improve weave and merge maneuvers.
- Provide auxillary lanes and braided ramp configurations as necessary between SR 12 West and I-680 to improve weave and merge maneuvers.
- Provide additional mainline capacity in both directions. Between SR 12 West and I-680 the section should include five general use lanes plus one HOV-2 lane in each direction. The section between I-680 and SR 12 East should have six general purpose lanes, plus one HOV-2 lane in each direction.

Long-term Strategies Package F: Provide additional capacity and address operations to the east of the I-680 / I-80 / SR 12 Interchange area: This package of strategies is directed towards improving capacity upstream in the westbound direction of travel and downstream in the eastbound direction of travel so that the investment in the interchange area is not negated by congestion and queues caused by bottlenecks on I-80 east of the interchange complex. The recommendations for this package are:

[2] This section includes three westbound general use lanes and an HOV-3 lane. Only the general use lanes are over capacity. The HOV-3 is projected to have significant reserve capacity.

- Provide a fifth eastbound general purpose lane extending from SR 12 East to Air Base Parkway while maintainng the existing auxiliary lane between Abernathy Road and West Texas Street.
- Provide a fifth westbound general purpose lane from SR 12 East to West Texas Street.
- Provide a westbound auxiliary lane between Travis Boulevard and Air Base Parkway
- Provide a westbound auxiliary lane between Air Base Parkway and North Texas Street.

Long-term Strategies Package G: Address eastbound capacity and operational improvement needs between Alamo Drive and I-505: This package of strategies includes and extension of the HOV-2 lane, auxiliary lanes and ramp metering between Alamo Drive and I-505. Specifically, this package includes:

- Extend the eastbound HOV-2 lane[3] from Alamo Drive to I-505
- Install ramp metering at all eastbound local service interchanges between Alamo Drive and I-505.
- Provide an eastbound auxiliary lane between Cliffside Drive and Allison Drive with a two-lane off-ramp at Allison Drive.
- Provide an eastbound auxiliary lane between Cherry Glenn Road and Pleasant Valley Road.

Long-term Strategies Package H: Address westbound capacity and operational improvement needs between Air Base Parkway and I-505: This package includes:

- Extend the westbound HOV-2 lane from Air Base Parkway to I-505[4]
- Install ramp metering at all westbound local service interchanges between Alamo Drive and I-505
- Provide a westbound auxiliary lane between Pleasant Valley Road and Alamo Drive.

Long-term Strategies Package I: Address westbound capacity and operational needs east of I-505: This package of improvements includes additional mainline capacity in the eastbound direction of travel and the provision of ramp metering for the balance of the I-80 study corridor. Specifically,

- Provide a fourth eastbound general purpose lane extending from Leisure Town Road to Kidwell
- Install ramp metering at westbound local access interchanges from I-505 eastward to the Solano / Yolo County Line.

Long-term Strategies Package J: Address gaps in HOV and general use lanes on I-80 in Solano County: This set of strategies addresses gaps in either HOV lanes and/or general use lanes on I-80 in Solano County. It should be noted, that each of these improvements (which will be evaluated separately) are not needed from the standpoint of congestion relief along the corridor, but are assessed to determine the benefit of lane continuity along the I-80 corridor and to assess the ultimate completion of the corridor, which may extend beyond the 2030 analysis period. The gap projects include:

- Provide an eastbound HOV lane from SR 29 to SR 37.
- Provide eastbound and westbound HOV lanes from SR 37 to Red Top Road[5]
- Provide a fourth westbound general use lane between Leisure Town Road and Kidwell

[3] Traffic projections indicate this project is needed in 2017.

[4] Traffic projections indicate this project is needed in 2020.

[5] HOV lanes in this section will other planned and proposed HOV facilities along the corridor. Special attention will to be paid to an transition from HOV2 which is proposed for the new HOV lanes in Solano County and HOV-3 at the Carquinez bridge. The exact location and manner of this transition will need to be addressed at a later. Date.

Section 1: 2015 Mitigation Strategies

Two controlling bottleneck locations were identified in the 2015 FCT analysis[6]. Both are projected to occur during the PM peak period in the eastbound direction of travel approaching Vacaville. These bottlenecks, referred to as Locations 1 and 2 in the FCT, are described as follows and are depicted graphically in Exhibit A (attached):

- **Location 1 – Eastbound between North Texas Street and Cherry Glenn Road:** This bottleneck occurs when high eastbound volumes in the three (3) general purpose lanes combine with the North Texas on-ramp traffic at this location.
- **Location 2 -- Eastbound between Pleasant Valley Road and Alamo Drive:** Similar to Location 1, this bottleneck occurs where the Pleasant Valley Road on-ramp traffic joins with the three (3) eastbound general purpose lane at this location.

Flow rates and demand volumes, measured in vehicles per hour (vph), were examined for the bottlenecks described above and within the projected queues resulting from these bottlenecks. The evaluation revealed that both of these locations would need to be addressed simultaneously since mitigating the bottleneck at North Texas Street (Location 1) simply moves the controlling bottleneck downstream to Pleasant Valley Road (Location 2). In addition, upstream embedded bottlenecks were revealed at two locations along I-80:

- **Air Base Parkway and North Texas Street (Upstream Embedded Bottleneck):** This is where the programmed[7] eastbound HOV-2 lanes included in this analysis end resulting in a reduction of available mainline capacity.
- **Truck Scales Eastbound On-ramp to SR 12 East Off-ramp (Upstream Embedded Bottleneck):** At this location high exiting volumes (2,400 vph) to the single-lane SR 12 East off-ramp combine with the traffic entering from the truck scales. (This analysis includes the recently completed auxiliary lane in this area.) However, it should be noted that at this bottleneck the demand volumes only exceed the estimated capacity of 9,600 by 300 vph.

  In addition to the eastbound embedded bottlenecks between the truck scales and the SR 12 East off-ramp, field this analysis shows constrained flows at the interchange ramp terminal where I-680 northbound joins I-80. Also, field observations at the SR 12 east off-ramp reveal back-ups that result from queues at the signalized downstream intersections – most notably Beck Avenue.

To address the controlling bottlenecks at Locations 1 and 2, strategies were evaluated that included auxiliary lanes between interchanges and ramp metering. None of the strategies, alone or in combination, provides the capacity necessary to mitigate the controlling and upstream embedded bottlenecks.

An additional lane on this 4.5-mile segment can provide the capacity needed to address the bottleneck at Locations 1 and 2. An alternative that is consistent with the current improvement plans for I-80 is to extend the programmed eastbound HOV-2 lane (ending between Air Base Parkway and North Texas Street) to Alamo Drive – a distance of approximately six (6) miles. The westbound HOV-2 lane that begins between Air Base Parkway and North Texas Street does not need to be extended in 2015.

In addition to extending the eastbound HOV-2 lane, eastbound auxiliary lanes are recommended between Pleasant Valley Road and Alamo Drive in order to allow for a two-lane eastbound off-ramp at Alamo Drive; and between Travis Boulevard and Air Base Parkway. These auxiliary lane improvements, when combined with the eastbound extension of an HOV-2 lane to Alamo Drive, can mitigate the controlling bottlenecks in 2015 at Locations 1 and 2.

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[6] Previously in the FCT, it was noted that the programmed improvements in this analysis addressed the existing bottlenecks in the corridor with the exception of a relatively minor bottleneck in 2007 between Air Base Parkway and North Texas Street. This bottleneck is also present in 2015 and is addressed later in this section.

[7] Programmed projects (those with committed funding, such as the proposed HOV-2 lanes from Red Top Road to Air Base Parkway) are included in the 2015 and 2030 analyses. Documentation of the programmed improvements included may be found in the FCT.

The remaining upstream embedded bottleneck not resolved by the mitigation strategies identified in the preceding paragraph is located between the eastbound truck scales on-ramp and the off-ramp at SR 12 East. While the upstream embedded bottleneck at the eastbound truck scales on-ramp is identified as being located between the truck scales and SR 12 East, the section of I-80 immediately upstream of this location (i.e. eastbound between Suisan Valley Road and the truck scales off-ramp) has the same volume and bottleneck characteristics due to the balanced exiting and entering movements at the truck scales[8]. Also, as was mention previously, there are constraints on the I-680 northbound on-ramp and the SR 12 eastbound off-ramp that influence operations on this section of I-80.

This bottleneck can be addressed by a sixth lane (auxiliary lane) between the Suisun Valley Road and the SR 12 East two-lane off-ramp. To implement this improvement, the existing fifth auxiliary lane will need to be extended eastwards to Abernathy Road where it would convert into an exit only lane at this location. This would allow the SR 12 East exit ramp to be configured for two lanes, as it is today, with one dedicated exit lane and another optional exit / through lane in the eastbound direction of travel on I-80. Preliminary evaluation of this section indicates that this propose auxiliary lane along with metering the Suisan Valley Road eastbound on-ramp can mitigate residual congestion at this location. In addition, these improvements should include intersection improvements at SR 12 East and Beck Avenue in order to minimize the potential for peak hour queuing onto the I-80 mainline.

The proposed eastbound auxiliary lane improvement between Suisun Valley Road and SR 12 East cannot be implemented through the eastbound truck scales location unless this site is expanded at the current location or relocated within the I-80 / I-680 / SR 12 interchange area. This is due to the limited amount of physical space between the existing truck scales site and the I-80 mainline. Also, the proposed improvement does not address the need to improve the capacity of the I-680 northbound on-ramp joining I-80. For these reasons and because the volumes in this area are only marginally over capacity it is recommended that capacity improvements to the eastbound I-80 between I-680 and SR 12 East be deferred until the long-term section of this analysis when the volumes are at a level that indicate the need for a major reconstruction of the I-680 / SR 12 interchange area in both directions of travel. Operational improvements including ramp metering and the aforementioned intersection improvement at Beck Avenue are recommended in order to maximize the efficiency of the available capacity along this section of I-80.

Suggested 2015 strategies for I-80 eastbound direction of travel include:

- **Extend the eastbound HOV-2 lane from Air Base Parkway to Alamo Drive:** This improvement is consistent with the current HOV-2 project and will mitigate the eastbound bottlenecks identified in this section of I-80.
- **Install ramp metering on local service interchanges (eastbound and westbound) between Air Base Parkway and Alamo Drive:** This strategy will improve merging operations along this high volume section of I-80. The priority should be implementation of this strategy first in the more heavily traveled eastbound direction.
- **Provide an eastbound auxiliary lane between Travis Boulevard and Air Base Parkway:** This improvement will help mitigate the relatively high entering and exiting volumes at that occur between these two interchanges.
- **Provide an eastbound auxiliary lane between Pleasant Valley Road and Alamo Drive with a two-lane off-ramp at Alamo Drive:** This two-lane off-ramp and auxiliary lane improvement will improve operations between these two interchanges and in combination with the HOV-2 lane extension addresses the controlling bottleneck on this section of I-80 in 2015.
- **Install ramp metering at the Green Valley Road and Suisun Valley Road interchanges:** This transportation management strategy should be implemented at Green Valley Road and Suisun Valley Road when combined with improvements to the SR 12 East / Beck Avenue intersection improvement optimize the capacity of this critical section of I-80 until such time major interchange and geometric improvements are needed.

[8] In 2015, approximately 560 vph are expected to exit and enter I-80 eastbound at the truck scales.

- **Provide additional eastbound capacity (the equivalent of one, eastbound through lane) at the intersection of SR 12 East and Beck Avenue:** This improvement can mitigate queuing on the SR-12 East off-ramp.

Section 2: 2030 Mitigation Strategies

Four controlling bottleneck locations in 2030 were identified in the FCT. Whereas the 2015 analysis only reveals projected bottlenecks in the eastbound direction of travel, the 2030 analysis shows bottlenecks and queues in both the eastbound and westbound directions on I-80. The bottleneck locations may be seen graphically in Exhibits B-1, B-2, B-3 and B-4 attached. Each is described briefly as follows.

- **Location 3 – Eastbound between Pleasant Valley Road and Alamo Drive:** This bottleneck location is the same as Location 2 in the 2015[9] analysis and occurs when high eastbound volumes in the four (4) general purpose lanes combine with the Pleasant Valley Road on-ramp traffic at this location (Exhibit B-3).
- **Location 4 – Eastbound at the County Road 32A / 32B (Webster Road) interchange:** This bottleneck is where the 32A / 32B location joins the heavily traveled segment of I-80 approaching the Yolo Causeway. The location was first identified in the Existing Conditions Technical Memorandum (ECT) as occurring on Friday afternoons. By 2030 this bottleneck is expected to occur regularly on typical weekdays due to traffic growth on the I-80 corridor and due to the addition of capacity on I-80 upstream that will allow demand to reach this location. Specific mitigation measures for this bottleneck location would need to include additional capacity (either an HOV or a general purpose lane) on the Yolo Causeway, however, specific recommendations are not provided in this technical memorandum since this bottleneck and associated queue are located outside of Solano County.
- **Location 5 – Westbound at SR 29:** This bottleneck location is where the westbound SR 29 on-ramp joins I-80 (Exhibit B-1).
- **Location 6 – Westbound between the SR 12 East on-ramp and the truck scales off-ramp:** This bottleneck is in the I-80 / I-680 / SR 12 interchange area. While the specific location is identified as between the truck scales and SR 12 East, it is effectively between Suisun Valley Road and SR 12 East because of the characteristics of the traffic entering and existing at the truck scales.

2030 Eastbound Mitigation Strategies for I-80 (Location 3)

As mentioned above, the controlling bottleneck in the eastbound direction of travel is located between Pleasant Valley Road and Alamo Drive (Location 3). At this location the 2030 mainline demand volume is 10,800 vph compared to the current capacity of this mixed-use, four-lane section which is about 8,000 vph. The queue that results from this bottleneck is projected to extend 25 miles to the western limits of the study area at the Carquinez Bridge. There are also bottlenecks that occur downstream of this location and upstream embedded bottlenecks within the resulting queue as follows:

- **Alamo Drive to Allison Drive (downstream bottleneck):** Based on the land-use forecast used in the analysis, Allison Drive is a major commercial destination with 1,800 vph exiting from I-80 eastbound. From Alamo Drive to Allison Drive, mainline demand volumes (ranging from 8,800 to 9,000 vph) exceed the capacity of the four available mixed-use lanes (8,000 vph).
- **Air Base Parkway to North Texas (upstream embedded bottleneck):** This location is east of where the programmed HOV-2 lane ends in the corridor. All of the interchanges between SR 12 East and Allison Drive have potential upstream embedded bottlenecks due to the high eastbound demand volumes[10] projected for 2030 on this section of I-80.

[9] The 2015 and 2030 FCT analyses both have the same set of programmed or committed improvements and for this reason the common eastbound bottleneck between Pleasant Valley Road and Alamo Drive shows up in both analysis years.

- **I-80 / I-680 / SR 12 Interchange Area (upstream embedded bottleneck):** This is the most critical section of I-80 within Solano County. At this location, I-80 through volumes combine with high entering volumes from the key interchanges at SR 12 West and I-680 resulting in demand volumes that exceed 15,000 vph in the eastbound direction.
- **Eastbound Tennessee Street on-ramp to Redwood Parkway (upstream embedded bottleneck):** This bottleneck occurs where volumes entering and exiting between these two interchanges combine with mainline traffic on I-80 eastbound.
- **SR 29 to Sequoia Avenue (upstream embedded bottleneck) :** This bottleneck occurs where relatively high volumes continue on I-80 eastbound to the Sequoia Avenue off-ramp after the lane drop at the SR 29 interchange.
- **Midway to Dixon (downstream bottleneck):** At this location the bottleneck occurs where eastbound traffic on I-80 (6,600 vph) exceeds the capacity of the three existing general purpose lanes.

Mitigation strategies for congestion in the eastbound direction of travel are presented for three subsections of I-80 including the bottlenecks mentioned in the previous text. These subsections are: I-80 eastbound from SR 12 East to I-505, eastbound from SR 12 West to SR 12 East (the I-80 / I-680 interchange area) and from the Carquinez Bridge to SR 37 in the Vallejo area. Each is discussed separately as follows:

Eastbound from SR 12 East to Solano County Line

This section of I-80 includes the controlling bottleneck identified between Pleasant Valley Road and Alamo Drive (Location 3) and those segments of I-80 immediately upstream and downstream of this location. As mentioned previously, the demand volumes at the identified controlling bottleneck location exceeds the 8,000 vph capacity of the mixed-use, four-lane section. Projected peak hour demand volumes downstream (east) of this controlling bottleneck range between 8,800 and 9,900 vph until the segment between Allison Drive and I-505 where the demand drops to 7,500 vph. The projected eastbound off-ramp volume at the Allison Drive interchange is 1,800 vph.

Upstream of the controlling bottleneck, the cross-section for I-80 includes the currently programmed HOV-2 lane. This HOV-2 lane is projected to carry volumes in the range of 1,500 to 1,600 vph from SR 12 East to the current terminus of the HOV-2 lane at Air Base Parkway. Even with the availability of this HOV lane, projected demand volumes in the mixed-use lanes upstream of the Location 3 bottleneck range between 9,400 and 10,400 vph -- substantially higher than the 8,000 vph hour capacity provided by the four available mixed-use lanes.

If the travel demand on this section of the corridor is to be met and recurring congestion mitigated, additional mainline capacity is needed. While interchange to interchange auxiliary and ramp metering strategies can help eliminate the projected capacity deficiency on I-80 from SR 12 East to I-505. Ultimately, additional mainline capacity will be needed by 2030. Suggested strategies for this section of the I-80 corridor in the eastbound direction are as follows:

- **Provide a fifth eastbound general purpose lane extending from SR 12 East to Air Base Parkway:** This extension provides needed capacity downstream of the I-80 / I-680 / SR 12 interchange improvements addressed in the next section of this discussion. (The mixed–use lanes demand volume between Abernathy Road and Air Base Parkway are projected to range from 9,500 to 10,500 vph.)
- **Provide an eastbound auxiliary lane between Abernathy Road and West Texas Street:** This improvement will address the high ramp to ramp movements on between these interchanges.
- **Extend the eastbound HOV-2 lane from Alamo Drive to I-505:** This additional extension is beyond the limits of what was recommended in the 2015 section of this analysis, (i.e. Air Base Parkway to Alamo Drive). While projected volumes in this

[10] Projected demand volumes (exclusive of the 1,500 to 1,600 vehicles that use the HOV-2 lane) are in the range of 9,400 to 10,400 on the eastbound section of I-80 between SR 12 East and Air Base Parkway. The capacity of the four mixed-use lanes in this section is 8,000 vph.

analysis support a conclusion that the extension of the HOV-2 lanes could end at Allison Drive, I-505 is a more logical terminus for this project.

- **Install ramp metering at all eastbound local access interchanges between Alamo Drive and I-505:** This improvement continues the strategy of deploying ramp metering and HOV facilities on existing and projected high volume segments of the I-80 corridor.
- **Provide an eastbound auxiliary lane between Cliffside Drive and Allison Drive with a two-lane off-ramp at Allison Drive:** This improvement will address congestion resulting from high entering and exiting volumes between these interchanges.
- **Provide an eastbound auxiliary lane between Cherry Glenn Road and Pleasant Valley Road:** This improvement addresses high ramp movement volumes at this location.
- **Provide a fourth eastbound general purpose lane extending from Leisure Town Road to west of SR 113 (the existing 4-lane section between Pedrick and Kidwell):** This improvement is an eastbound extension of the existing four lane section at Leisure Town Road and addresses the capacity of the downstream bottleneck at Midway road and other embedded bottlenecks with in the resulting queue.

This set of strategies listed above for the 2030 eastbound direction of travel provides additional mixed-use capacity (a fifth lane from Abernathy Road to Air Base Parkway) and an HOV bypass around what is projected as a potential location for long-term congestion on the section of I-80 from Abernathy Road to Alamo Drive. In addition to these recommended strategies, ITS, ramp metering (both of which were recommended in the 2015 section) and auxiliary lanes are recommended in this section of the corridor, where high entering and existing volumes are projected.

However, it should be noted that even with the implementation of the strategies recommended in this report, the projected volumes indicate that there will be the potential for bottlenecks along I-80 in the eastbound direction between Abernathy Road and Alamo Drive. Ultimately, the five general purpose lanes may need to be extended beyond the limits identified to include the eastbound section of I-80 between Air Base Parkway and Alamo Drive if the potential for long-term congestion and bottlenecks is to be fully addressed.

Eastbound from SR 12 West to SR 12 East (the I-680 interchange area)

This section of I-80 includes the critical I-680 / SR 12 interchanges which have been studied in detail by studies of these specific interchange configurations, the STA Major Investment Study for I-80 and studies of the truck scales located within this interchange area. The highest volumes in this section are between the Suisun Valley Road eastbound on-ramp and the SR 12 East off-ramp where the demand volume is 15,342 vph (2,000 vph in the HOV-2 lane and 13,300 vph in the 4 mixed-use and recently completed auxiliary lane). The current eastbound capacity of this section is estimated to vary between 9,200 and 10,000 vph.

Exhibit B-4 depicts concepts for improving this critical section of I-80 eastbound based on the updated volume forecasts used in this study. The key components of these conceptual interchange area improvements include: (1) providing for the high demand volumes on the I-680 to I-80 eastbound ramp which is projected to be constrained to 4,000 vph[11] by the geometry of I-680 and its connection to I-80 eastbound, and (2) providing for high demand volumes at the SR 12 West eastbound on-ramps and SR 12 East off-ramps which are projected to be 2,300 and 4,100, respectively. Additionally, this interchange area should provide for the possibility of a future direct connection from I-680 to the HOV lanes on I-80 to facilitate an HOV bypass around the heavily traveled and constrained I-680 at its junction with I-80 eastbound. The components of the interchange and mainline modifications recommended in the eastbound direction of travel are:

[11] Unconstrained demand volumes on the I-680 to I-80 eastbound ramp are 5,500 vph and the current geometry at this ramp terminal is constrained to a capacity of approximately 3,000 vph.

- **Improve the I-680 interchange connections to address the capacity deficiencies of these ramps by either modifying the current interchange geometry on implementing an alternative configuration.**
- **Provide auxillary lanes and braided ramp configurations as necessary between I-680 and SR 12 East and adjust truck scales location within the same general area to improve weave and merge maneuvers:** These improvements are recommended to maximize flow on the I-680 to I-80 eastbound ramp and the I-80 mainline in this section.
- **Provide auxillary lanes and braided ramp configurations as necessary between SR 12 West and I-680 to improve weave and merge maneuvers:** These improvements are recommended to provide additional capacity in this section and to resolve the short distance available for weaving traffic between SR 12 West and Green Valley Road.
- **Provide additional mainline capacity in the eastbound direction. Between SR 12 West and I-680 the section should include five eastbound general use lanes plus one HOV-2 lane. The section between I-680 and SR 12 East should have six eastbound general purpose lanes, plus one HOV-2 lane:** This improvement would be part of the interchange project discussed above and would be needed to provide for through capacity through this section (The recommended lanes may also be seen in Exhibit B-4.)

Eastbound from the Carquinez Bridge to SR 37 (Vallejo Area)

Upstream embedded bottlenecks also exist within the eastbound queue along I-80 in the Vallejo area between SR 37 and the Carquinez Bridge. The right-of-way on this section of I-80 is constrained and the land outside of the right-of-way limits is highly developed. The section also includes numerous local access ramp connections that are constrained by tight geometries and the available road space within the right-of-way limits.

The basic section for I-80 eastbound in this area provides for four mixed-use lanes from the Carquinez Bridge toll plaza to SR 29 and then three mixed-use lanes eastward to SR 37. Due to the constrained geometry, the capacity for the mixed-use, three-lane section is estimated to be 5,700 vph. This limit is exceeded by two upstream embedded bottlenecks which are located between Tennessee Street and Redwood Street and at Sequoia Ave.

The upstream embedded bottlenecks are relatively minor in terms of capacity deficiencies. These bottlenecks can be addressed by a combination of demand management (ramp metering) and localized improvements such as auxiliary lanes and geometric enhancements. The recommended strategies for the eastbound section of I-80 between the Carquinez Bridge and SR 37 are:

- **Conduct a comprehensive evaluation to identify and improve geometry and access between SR 29 and SR 37 in the eastbound direction by consolidating / removing access points, and improving merge and diverge areas.**
- **Install ramp metering in the eastbound direction at local access interchanges in Vallejo between SR 29 and SR 37:** This section of the I-80 will be slightly over capacity and ramp metering with geometric enhancements could potentially allow for this section of I-80 to function successfully without investing in additional mainline capacity such as dedicated HOV facilities.
- **Extend the fourth eastbound general purpose lane from the SR 29 off-ramp to the Sequoia Avenue off-ramp:** This improvement extends the existing general purpose lane presently ending at the SR 29 off-ramp and would mitigate the bottleneck at the Sequoia off-ramp.
- **Provide an eastbound auxiliary lane between the Tennessee Street on-ramp and the Redwood Street off-ramp:** This improvement can mitigate the bottleneck at this eastbound location.
- **Provide an eastbound auxiliary lane between the I-780 on-ramp and the Georgia Street off-ramp:** This improvement mitigates the embedded bottleneck at this location that is caused by high entering volumes from I-780.

Additional Eastbound Improvements

Based on the underlying forecasts used, there were areas of the I-80 corridor that did not warrant congestion mitigation improvements. While not justified on the basis on congestion mitigation, this study does offer recommendations for improvements to close gaps on I-80 and to improve system continuity. In the long term, the following gap filling improvements are recommended for I-80 eastbound:

- **Provide an eastbound HOV lane from SR 29 to SR 37.**
- **Provide an eastbound HOV lane from SR 37 to Red Top Road.**

2030 Westbound Mitigation Strategies for I-80 (Location 5 and Location 6)

Two controlling bottlenecks in the westbound travel direction, Location 5 and Location 6, were identified in the FCT. These locations are depicted graphically in Exhibits B-1, B-2 and B-3.

There are also upstream embedded bottlenecks and downstream bottlenecks that occur at these locations, which are:

- **Westbound between Abernathy Road and West Texas Street (upstream embedded bottleneck):** At this location the bottleneck is caused by a combination of high mainline volumes in the general purpose lanes (9,100 vph) and high ramp volumes projected between these two interchanges.
- **At the Carquinez Bridge and on I-80 west of this location (downstream bottleneck):** This bottleneck is caused by volumes in the general purpose lane that are projected to be ten percent, or 600 vph over the 6,000 vph capacity of the three general purpose lanes at this location. This bottleneck in 2030 is largely dependent upon the actual utilization of the HOV-3 lane that is available in this section, in addition to the three general purpose lanes, and the availability of downstream capacity west of this location which is beyond the limits of this analysis.

Westbound at SR 29 in Vallejo (Location 5)

This controlling bottleneck is where the westbound traffic from SR 29 joins I-80 approaching the new westbound span of the Carquinez Bridge. The resulting queue extends about four miles to just east of the SR 37 interchange. At this bottleneck location, projected eastbound demand volumes are 6,500 vph and the capacity of the three mixed-use lanes is 6,000 vph approaching the Carquinez Bridge.

A recently completed westbound HOV-3 lane at this location extends in the westbound direction over the Carquinez Bridge. To address the controlling bottleneck at SR 29, the HOV lane needs to be extended just east of the SR 29 on-ramp by 2030.

There are no additional westbound, upstream embedded bottlenecks in the area of Vallejo. However, as was discussed above, I-80 eastbound through Vallejo is an area of constrained geometry and right-of-way. The same geometric, access and ITS enhancements discussed for the eastbound direction should be applied to the westbound direction of travel. Suggest strategies for this section of I-80 are as follows:

- **Conduct a comprehensive evaluation to identify and improve geometry and access between SR 29 and SR 37 in the westbound direction by consolidating / removing access points, and improving merge and diverge:** This follows the recommendation made for the eastbound direction of travel along this section of I-80.
- **Install ramp metering in the westbound direction at local access interchanges in Vallejo between SR 29 and SR 37:** This section of the I-80 will be slightly over capacity and ramp metering with geometric enhancements could potentially allow for this section of I-80 to function successfully without investing in additional mainline capacity such as dedicated HOV facilities.

- **Extend the westbound HOV-3 lane from the Carquinez Bridge to east of the SR 29 westbound on-ramp:** This can mitigate the controlling bottleneck on this westbound section of I-80.
- **Extend the westbound HOV-3 lane from east of the SR 29 westbound on-ramp to SR 37:** As mentioned in the preceding text this downstream bottleneck, congestion at the western limits of the study area is largely contingent on the capacity available west of the limits of this study and the actual use of the HOV-3 lane on the Carquinez Bridge and west. Given the physically constrained conditions on this section I-80 between SR 29 and SR 37, the benefits of this improvement need to be carefully evaluated against the cost of the proposed improvement. This analysis indicates that if the HOV extension is operated as 3 persons per vehicle facility, then the extended HOV lane would serve as a bypass of the queue that occurs at the Carquinez Bridge bottleneck. Alternatively, the facility is managed as an HOV-2 lane the bottleneck and the associated queue are effectively mitigated.

Westbound from SR 12 West to SR 12 East / the I-680 interchange area (Location 6)

The controlling westbound bottleneck in this section is where the SR 12 West on-ramp joins I-80 just east of the truck scales off-ramp. Here, the projected demand volumes are 11,500 vph in this section, which has four mixed-use lanes and a fifth auxiliary lane extending from SR 12 West to I-680. The estimated capacity for this section is between 9,000 and 9,500 vph. An additional 1,300 vph use the HOV-2 lane in this section. As mentioned earlier, this bottleneck can effectively be defined as between Suisan Valley Road and SR 12 East due to the characteristics of the volumes at the truck scales on and off-ramps.

There several upstream embedded bottlenecks within the queue created by the controlling bottleneck in this location. These can generally be found within the following limits:

- **Westbound between Abernathy Road and Air Base Parkway**
- **Westbound between Air Base Parkway and Alamo Drive**

Between SR 12 Abernathy Road and Air Base Parkway, demand volumes range between 8,800 and 9,150 vph whereas the capacity of the mixed-use lanes is 8,000 vph. An additional 1,000 vph are projected to use the HOV-2 in this section which begins just east of Air Base Parkway. From Air Base Parkway to Alamo Drive, the projected demand volumes are 8,900 vph exceeding the 8,000 vph capacity of this four general use section. The strategies suggested for the controlling bottlenecks and upstream embedded bottlenecks in the westbound direction of travel from the I-80 / I-680 / SR 12 interchange to Alamo Drive are as follows:

- **Provide additional mainline capacity in the westbound direction. Between I-680 and SR 12 West the section should include five westbound general use lanes plus one HOV-2 lane. The section between SR 12 East and I-680 should have six westbound general purpose lanes, plus one HOV-2 lane:** This recommendation corresponds with improvements in the eastbound direction of travel as shown in Exhibit B-4.
- **Provide a fifth westbound general purpose lane from SR 12 East to West Texas Street:** This improvement provides westbound capacity upstream of the proposed improvements to the I-80 / I-680 / SR 12 interchange.
- **Provide a westbound auxiliary lane between Air Base Parkway and Travis Boulevard:** This improvement addresses high entering volumes (1,300 vph) at this location.
- **Provide a westbound auxiliary lane between North Texas Street and Air Base Parkway..**
- **Extend the westbound HOV-2 lane from Air Base Parkway to I-505:** The westbound HOV-2 extension is needed only to Mason, however similar to the recommendation to extend the eastbound HOV lane to I-505, it is recommended that I-505 serve as the limits of the westbound HOV extension from the standpoint of connection to future HOV networks and because this limit (I-505) is a logical termini for this project. This improvement provides an HOV bypass in the westbound direction.

- **Install ramp metering at all westbound local access interchanges between Alamo Drive and I-505:** This improvement continues the strategy of deploying ramp metering and HOV facilities on existing and projected high volume segments of the I-80 corridor.
- **Provide a westbound auxiliary lane between Alamo Drive and Pleasant Valley Road:** This improvement will help to mitigate congestion between these two interchanges due to high entering volumes at Alamo Drive.
- **Install ramp metering at westbound local access interchanges in from I-505 eastward to the Solano / Yolo County Line:** The 2030 traffic forecasts in this area are within the available capacity limitations. For this reason, it is suggested that ramp metering for the remaining section of I-80 can be deferred until 2030, or as needed, depending on actual traffic conditions in the future.

Additional Westbound Improvements

Based on the underlying forecasts used, there were areas of the I-80 corridor that did not warrant congestion mitigation improvements. While not justified on the basis on congestion mitigation, this study does offer recommendations for improvements to close gaps on I-80 and to improve system continuity. In the long term, the following gap filling improvements are recommended for I-80 westbound:

- **Provide an westbound HOV lane from SR 37 to Red Top Road.**
- **Provide a fourth westbound general use lane between Leisure Town Road and west of SR 113 (the existing 4-lane section between Pedrick and Kidwell).**

Section 3: ITS Deployment on the I-80 Corridor

Intelligent Transportation Systems (ITS) includes the deployment of Closed Circuit Television (CCTV) technologies, traffic detection, changeable message signs (CMS) and ramp metering. These technologies can optimize the available infrastructure, provide valuable travel status information to users of the system and are a critical component of incident detection and recovery. These technologies are key to reducing non-recurrent delays due to incidents and accidents along the I-80 Corridor. To achieve these goals, ITS infrastructure in the I-80 Corridor should strive for the following characteristics.

- One Camera per mile in each direction of travel;
- Changeable message signs (CMS) at the approaches to all systems interchanges;
- Traffic detection every one-third to one-half mile along the corridor; and
- Ramp Metering at all Service Interchanges.

Currently, there is no ramp metering along I-80 within Solano County. Other ITS technologies, such as CCTV, traffic detection and CMS, are concentrated in the western section of the corridor, (generally in the area between SR 29 and SR 37 in Vallejo and from SR 12 West to SR 12 East in Fairfield).

As part of the future HOV lane project on I-80 from Red Top Road to Air Base Parkway, ramp meters will be installed and the scope of the existing ITS technologies in the Fairfield area will be updated, (with the exception of CMS which will likely be addressed as part of the I-80 / I-680 / SR 12 interchange project).

To develop strategies for ramp metering and other ITS technologies, each potential strategy was looked at based on several considerations including: (1) what was currently deployed or programmed in the corridor, (2) available capacity (in the case of ramp metering) and (3) higher accident locations. These areas of consideration helped guide the development of a proposed ITS implementation strategy. Each of these strategies is discussed separately as follows:

Ramp Metering Strategy for I-80

Exhibit C-1 depicts the programmed ramp metering that is expected to be implement concurrently with the HOV lane project from Red Top Road to Air Base Parkway. The limits of this project coincide with the highest volumes on the I-80 corridor in Solano County. The recommended ramp metering strategy is based on building on the programmed implementation within the HOV project by first addressing transitional areas with high volumes up and downstream of these project limits. The strategy is then to extend ramp metering to future I-80 sections with volumes at, or near capacity (consistent with growth in traffic and available capacity in the corridor). All ramp metering improvements are recommended in Sections 1 and 2 and summarized as follows.

In the short term:

- **Install ramp metering on local service interchanges (eastbound and westbound) between Air Base Parkway and Alamo Drive:** This recommendation extends ramp metering east of Air Base Parkway based on the high volumes in this area of the corridor. This is consistent with the proposal elsewhere in this report to extend the HOV to Alamo Drive.
- **Install ramp metering at the Green Valley Road and Suisun Valley Road interchanges**: This will maximize the utility of the available capacity in this area of I-80 until more significant long term capacity improvements are implemented.

In the long term:

- **Install ramp metering in both directions at local access interchanges in Vallejo between SR 29 and SR 37:** It recognized that due to constrained rights-of-way and geometries that each interchange in this area will need to be examined on a case-by-case basis to determine if ramp metering can be implemented. This recommendation is made since by 2030,

this section of the I-80 will be slightly over capacity and ramp metering with geometric enhancements could potentially allow for this section of I-80 to function successfully without investing in additional mainline capacity such as dedicated HOV facilities.

- **Install ramp metering at all eastbound and westbound local access interchanges between Alamo Drive and I-505:** This proposal continues the strategy of deploying ramp metering and HOV facilities on existing and projected high volume segments of the I-80 corridor.
- **Install ramp metering at westbound local access interchanges in from I-505 eastward to the Solano / Yolo County Line**: The 2030 traffic forecasts in this area are within the available capacity limitations. For this reason, it is suggested that ramp metering for the remaining section of I-80 can be deferred until 2030, or as needed, depending on actual traffic conditions in the future.

ITS (CCTV, traffic detection and CMS) Strategy for I-80

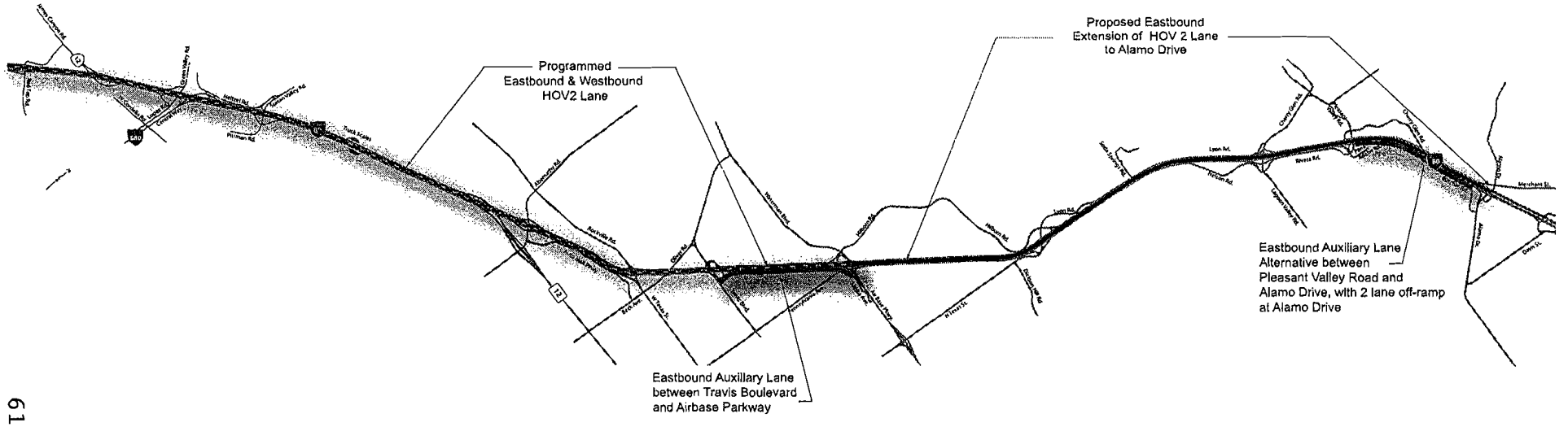
As mentioned previously and shown on Exhibit C-2, the existing and programmed deployments of ITS technologies are in the Vallejo and Fairfield areas. In order to develop a strategy for future ITS deployments, accidents were evaluated and higher accident locations, such as from SR 29 to SR 37 and from American Canyon Road to Air Base Parkway, were factored. The recommendations are as follows.

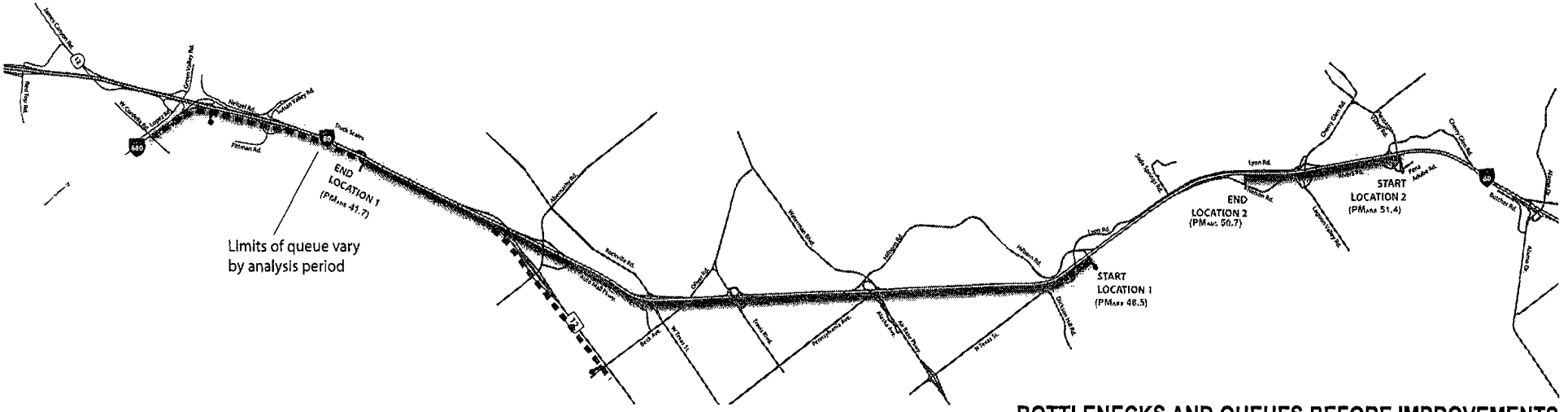
In the short term:

- **Assess gaps in the current and programmed ITS installations and supplement as needed.:** For example, in Vallejo between SR 29 and SR 37, four CMS signs and four CCTV's would need to be installed to bring this section of I-80 meet its goal for ITS coverage.
- **Extend ITS coverage to fill the gap between SR 37 and Red Top Road:** This will fill the gap between the two existing deployments of ITS technologies in the corridor as described above.
- **Extend ITS coverage eastward from Air Base Parkway to the Solano / Yolo County Line:** The final proposed extension would complete the ITS package in Solano County, This section of the I-80 from I-505 to the Solano / Yolo County Line has one of the highest accident rates.

EXHIBIT A: 2015 MITIGATION STRATEGIES

LOCATION 1: EASTBOUND AT NORTH TEXAS STREET
LOCATION 2: EASTBOUND AT PLEASANT VALLEY ROAD

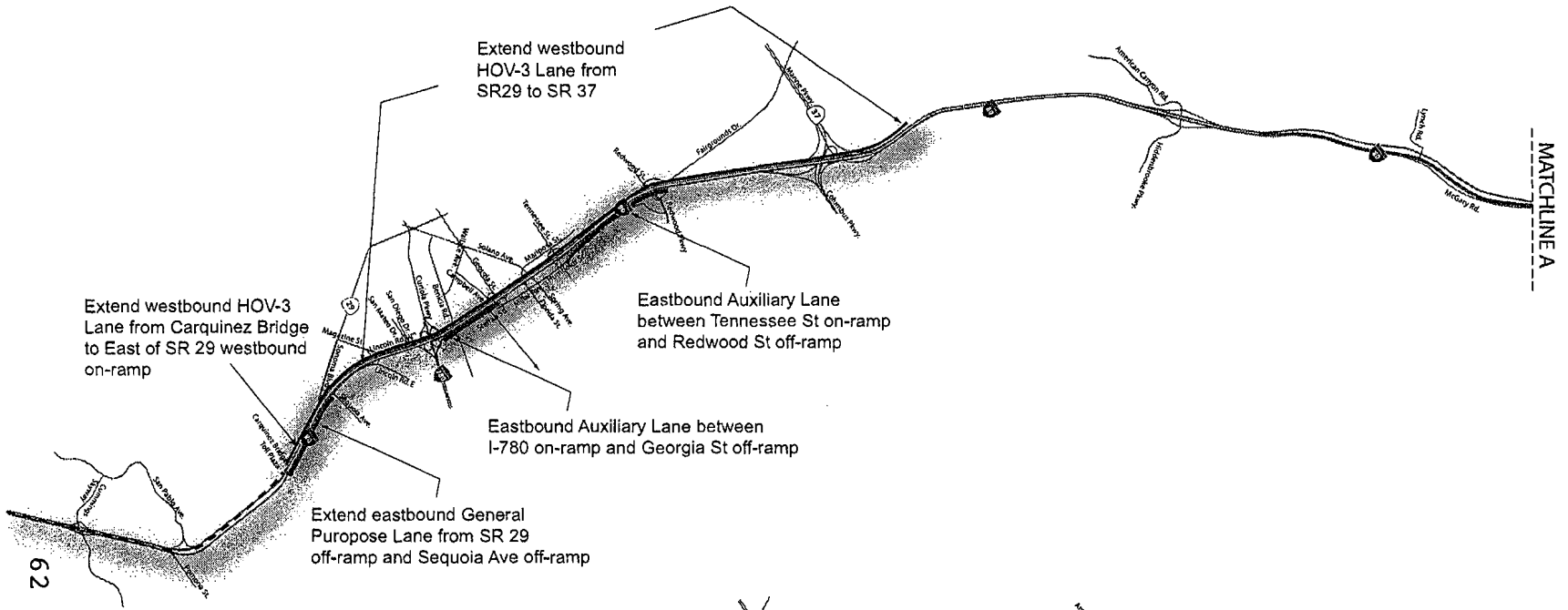


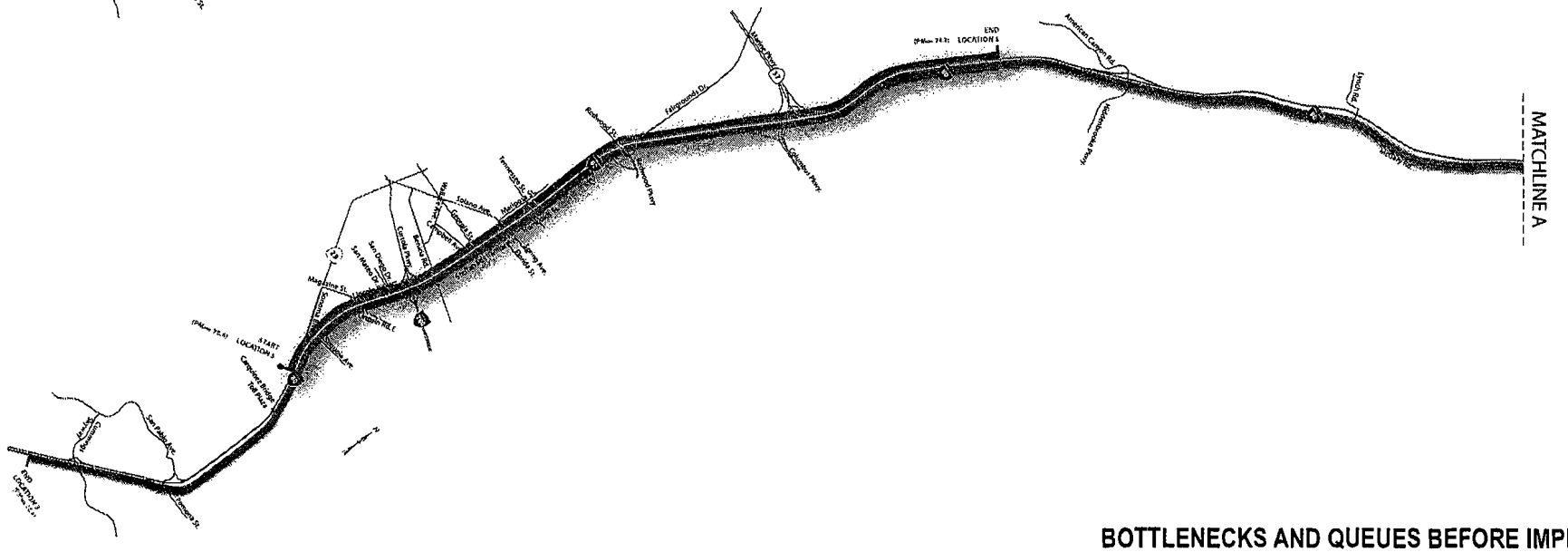


BOTTLENECKS AND QUEUES BEFORE IMPROVEMENTS

EXHIBIT B1: 2030 MITIGATION STRATEGIES

LOCATION 3: EASTBOUND AT PLEASANT VALLEY ROAD ON-RAMP
LOCATION 5: WESTBOUND AT SR 29 ON-RAMP
LOCATION 6: WESTBOUND AT WEST OF SUISUN VALLEY RD

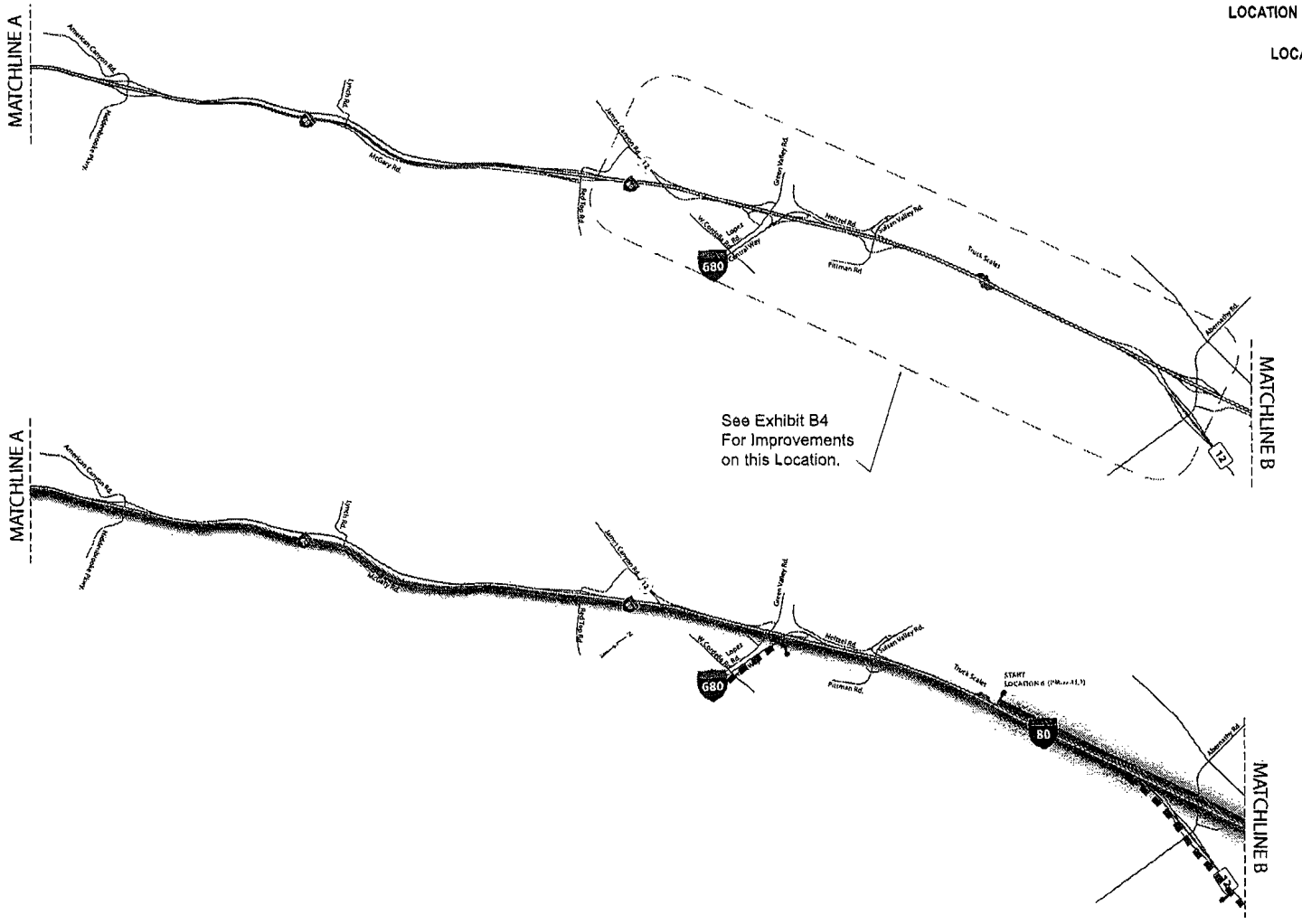




BOTTLENECKS AND QUEUES BEFORE IMPROVEMENTS

EXHIBIT B2: 2030 MITIGATION STRATEGIES

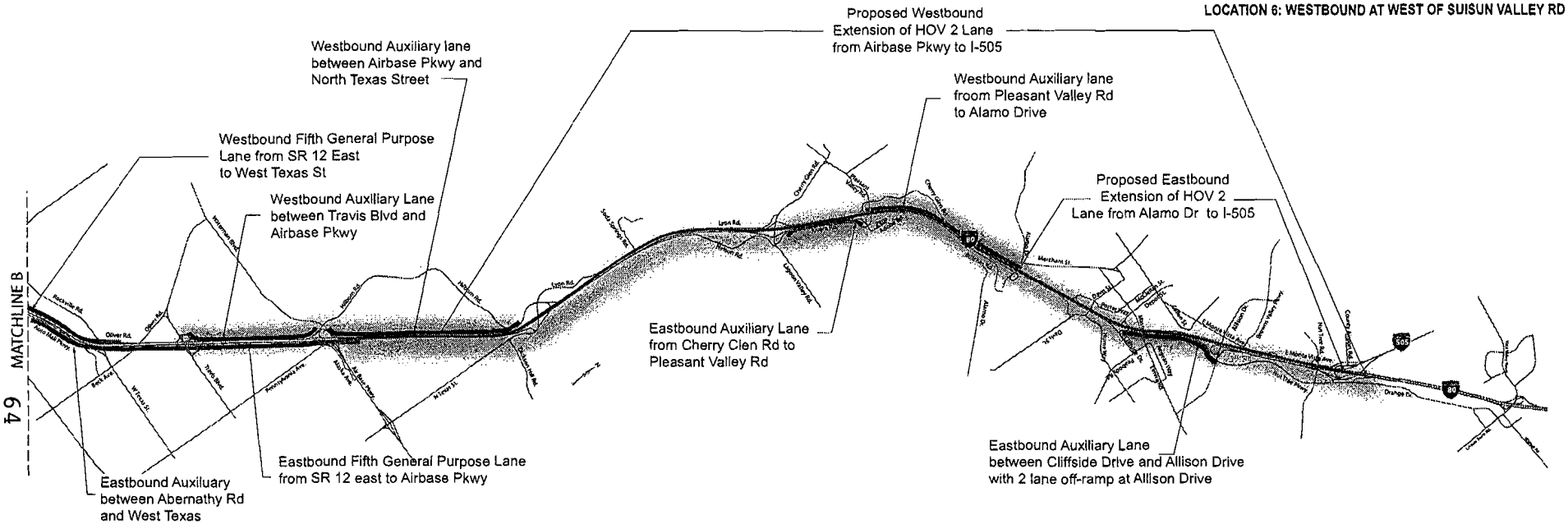
LOCATION 3: EASTBOUND AT PLEASANT VALLEY ROAD ON-RAMP
LOCATION 5: WESTBOUND AT SR 29 ON-RAMP
LOCATION 6: WESTBOUND AT WEST OF SUISUN VALLEY RD

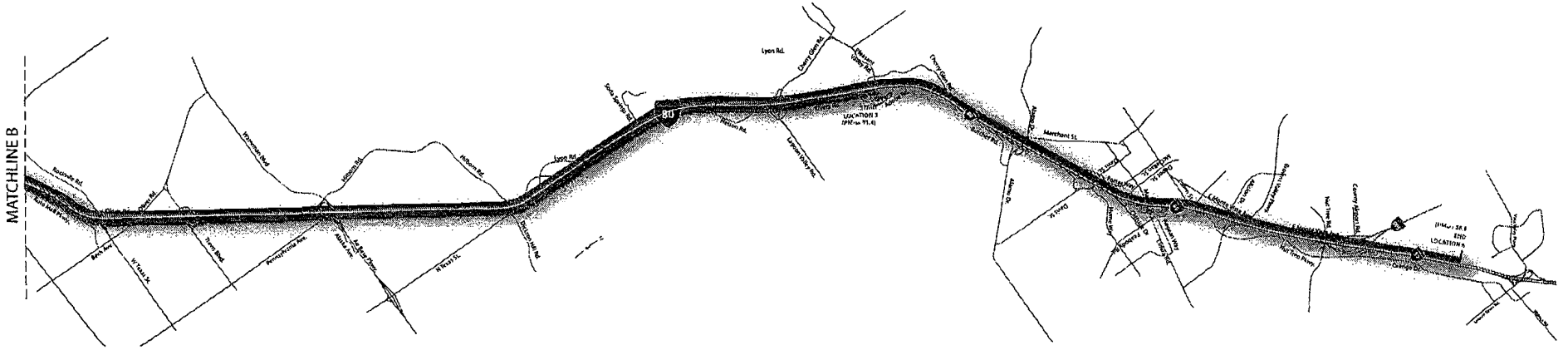


BOTTLENECKS AND QUEUES BEFORE IMPROVEMENTS

EXHIBIT B3: 2030 MITIGATION STRATEGIES

LOCATION 3: EASTBOUND AT PLEASANT VALLEY ROAD ON-RAMP
LOCATION 5: WESTBOUND AT SR 29 ON-RAMP
LOCATION 6: WESTBOUND AT WEST OF SUISUN VALLEY RD

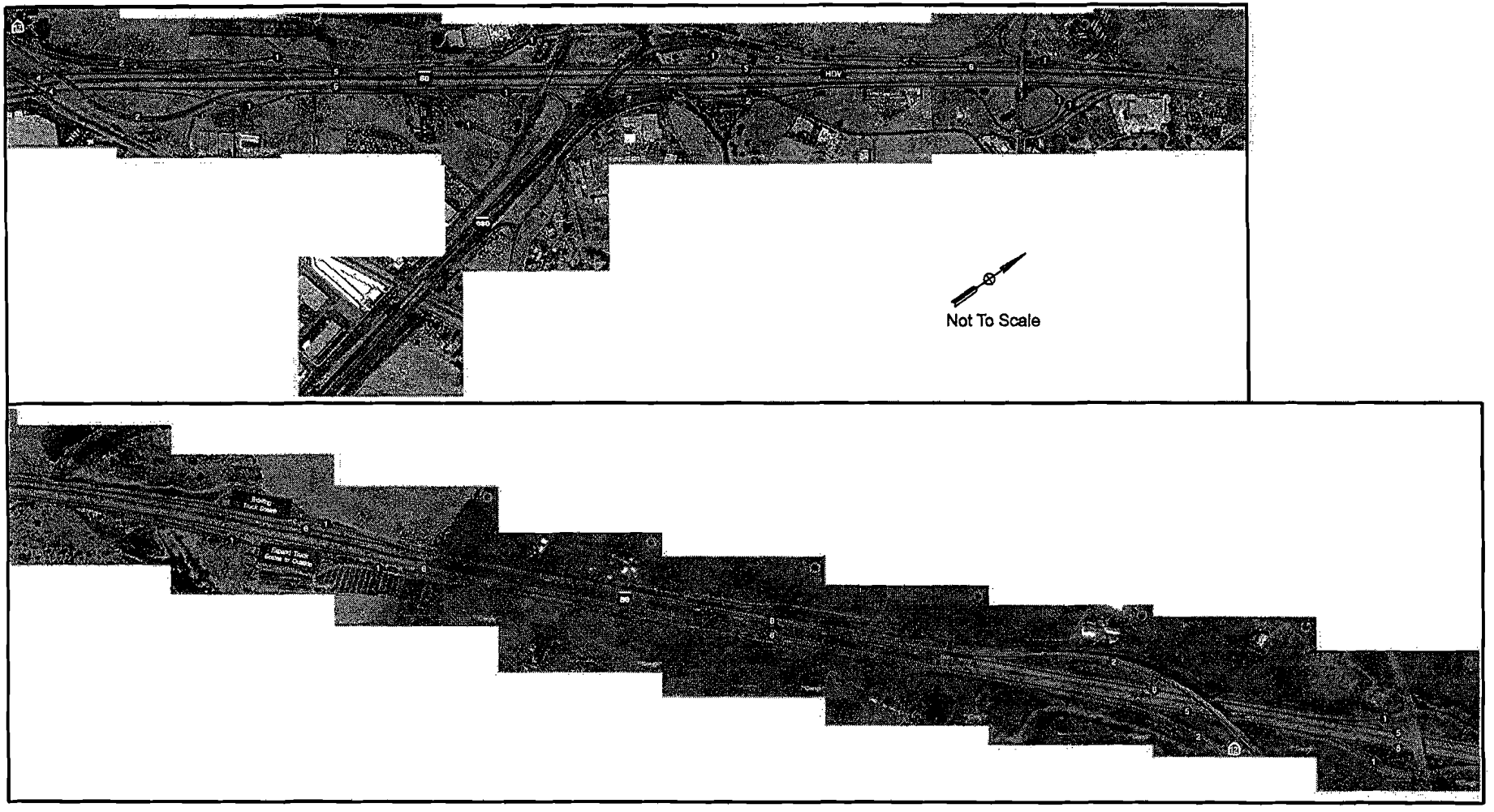




BOTTLENECKS AND QUEUES BEFORE IMPROVEMENTS

EXHIBIT B4: 2030 MITIGATION STRATEGIES

INTERCHANGE DETAIL 1-80/I-680/SR 12



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STA
Solano Transportation Authority

DATE: April 18, 2008
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Comprehensive Transportation Plan (CTP) Update – Subsidiary Studies

Background:
The Solano Transportation Authority (STA) is in the process of updating the Solano Comprehensive Transportation Plan (CTP). The CTP consists of 3 primary elements: Alternative Modes; Arterials, Highways and Freeways; and, Transit. Each of these elements includes subsidiary studies. Some of those studies will be updated as part of the CTP update, while others will be updated after the CTP or are up-to-date and do not need to be revised.

Discussion:
Below is a list of the subsidiary studies for each CTP Element. The list is broken into three categories: studies to be updated as part of the CTP, studies to be updated after the CTP, and up-to-date studies that only need to be incorporated into the CTP. The Solano Intercity Transit Consortium will make a recommendation to the Transit Committee on the study list.

ALTERNATIVE MODES ELEMENT		
Update with CTP	Update After CTP	Incorporate Without Updating
	Solano Transportation For Livable Communities Plan	
Alternative Fuels Strategy (new plan)		
		Safe Routes to School Plan
		North Connector TLC Corridor Concept Plan
Solano Countywide Bicycle Master Plan		
Solano Countywide Pedestrian Master Plan		
Cordelia Area/Jameson Canyon Bicycle Facilities Master Plan		
Safe Routes to Transit (new plan)		
	Jepson Parkway Concept Plan	
		I-80/Capitol Corridor Smart Growth Study (under way)

ARTERIALS, HIGHWAYS AND FREEEWAYS ELEMENT		
Update with CTP	Update After CTP	Incorporate Without Updating
		I-80/680/780 Corridor Study (FPI)
	SR 12 MIS	
Routes of Regional Significance List and Map		
		I-80/680/780 Corridors Operational Improvement Plan (under way)
		SR 113 Corridor Study (underway)
		Rio Vista Bridge Feasibility Study (under way)
Solano Travel Safety Plan		
		North Connector TLC Corridor Concept Plan
		Cordelia Truck Scales Relocation Study

TRANSIT ELEMENT		
Update with CTP	Update After CTP	Incorporate Without Updating
		SR 12 Transit Corridor Study
I-80/I-680/I-780 Transit Corridor Study (Operational Plan)		
Transit Facilities of Regional Significance list and map		
Transit Consolidation Plan		
Rail Stations and Service Plan Update		
Solano County Senior and Disabled Transit Study		

When the list of subsidiary studies is finalized, STA staff will schedule work to complete timely updates of the appropriate studies, and begin to obtain consultant assistance where appropriate.

Fiscal Impact:
None.

Recommendation:
Forward the list of CTP Subsidiary Studies to the STA Arterials, Highways and Freeways Committee, Transit Committee, and Alternate Modes Committee for further review.

DATE: April 18, 2008
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Transit Facilities of Regional Significance Criteria

Background:
On November 8, 2000, the STA Board approved its first "Routes of Regional Significance" map, including the entire highway system in Solano County, plus those existing local arterials that provide major points of access to the highway system or regional connections between communities and key transportation facilities. Routes of Regional Significance have continued to be a part of the Comprehensive Transportation Plan (CTP). The STA is currently updating the Solano CTP.

The Transit Element of the CTP does not identify regionally-significant infrastructure. In an effort to make the CTP more consistent between elements, it is recommended that Transit Facilities of Regional Significance be identified during the update.

Discussion:
"Transit Facilities" are permanent, fixed infrastructure such as bus, ferry and train stations, maintenance yards and the roadways used by transit vehicles. "Regional Significant" means connecting Solano County and its communities with the greater northern California region, or connecting communities within Solano County. Using these two broad definitions, the following criteria are recommended for identifying Transit Facilities of Regional Significance:

1. All passenger train stations, current or planned, and all passenger rail lines as identified in an adopted STA Plan.
2. All ferry facilities, current or planned, including terminals, maintenance docks and fueling stations as identified in an adopted STA Plan.
3. Bus stations providing all of the following services:
    a. Routes to destinations outside Solano County <u>or</u> between two or more cities in Solano County
    b. Peak hour headways of less than 1 hour
4. Maintenance facilities for busses providing services identified in 3 above.
5. Interchanges that provide access to and from the highway system for stations identified in 1, 2 or 3 above.

Facilities identified in the Transit Facilities of Regional Significance list will be given priority for funding when the STA adopts its 5 and 10 year transit funding lists. As the

Once the criteria are adopted, each of the jurisdictions and/or transit operators in Solano County will be asked to submit candidate Facilities. The list of those facilities will be reviewed by the Transit Committee during preparation of the CTP update. The final list will be included in the CTP when it is adopted by the STA Board, as shown in the schedule below.

1.	April 26, 2008	TAC and Consortium recommends criteria for facilities to be identified as Transit Facilities of Regional Significance.
2.	May/June 2008	Transit Committee reviews and approves TAC criteria.
3.	June 2008	Communities and transit providers recommend facilities for inclusion in the Transit Facilities of Regional Significance list and map, based upon the identified criteria.
4.	July 2008	TAC and Consortium reviews facilities submittals and recommends inclusion based on adopted criteria.
5.	September 2008	Transit Committee and STA Board approves the new Transit Facilities of Regional Significance list and map based on the TAC and Consortium recommendations. STA staff will incorporate the this in the draft Transit Element of the CTP.

Comprehensive Transportation Plan Consistency (see Attachment B for adopted CTP Purpose Statement and Goals):

The Solano County Transit Facilities of Regional Significance was developed to depict those facilities that were deemed critical for maintaining existing mobility between and through cities, and to the broader Northern California region. Creating the Transit Facilities of Regional Significance list and map will meet the intent and objective of CTP Goal #5. This goal states:

Goal #5: "The Solano CTP will seek to maintain regional mobility while improving local mobility."

The Transit Facilities of Regional Significance will also assist STA in developing priority funding strategies for transit facilities. This will help implement Goal #8, which states:

Goal #8: The Solano CTP will include priority lists and funding strategies for projects and programs.

Fiscal Impact:
None.

Recommendation:
Forward a recommendation to the STA Transit Committee and the STA Board to review and approve the draft criteria for the Transit Facilities of Regional Significance.

DATE: April 18, 2008
TO: STA TAC
FROM: Robert Guerrero, Senior Planner
RE: Fiscal Year (FY) 2008-09 Transportation Funds for Clean Air (TFCA) Regional Fund Submittal

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

The cities of Benicia, Fairfield, Suisun City, Vallejo, southwestern portions of Solano County, and other agencies located in the Bay Area Air Basin are eligible to apply for these funds. A separate Clean Air Program is available to the remaining cities and the County unincorporated area within the Yolo-Solano Air Basin.

BAAQMD staff anticipates issuing a call for projects by May 2008 with applications due sometime in June 2008. This year, a total of $10 million will be available for successful applicants.

Discussion:
STA staff internally discussed potential project submittals for this year's BAAQMD Regional TFCA Funds. Two options considered were the Solano Safe Routes to School Program and a Transportation Climate Control Implementation Plan.

Solano County's first countywide Safe Routes to School Plan was adopted by the STA Board on February 13, 2008. The plan identified approximately $50 million in engineering, education, enforcement, encouragement activities over the next 20 years. To begin implementing the plan, the STA Board approved a total of $356,262 in Eastern Solano County Congestion Mitigation Air Quality Improvement Program (ECMAQ) and TFCA 40% Program Manager Funds on December 12, 2007 and February 13, 2008 respectively. This funding allocation will be used to match and obtain other potential funding sources such as the Yolo Solano Air Quality Management District Clean Air Fund, Federal Safe Routes to School Program, as well as the BAAQMD's Regional TFCA Program. STA staff recommends requesting a total of $1 million from the Regional TFCA Program this year.

The Regional TFCA Program request for $1 million will contribute to the following components of the Safe Routes to School Plan:

- Education, $150,000 for SR2S safety pamphlets for school staff and police officers to distribute to students and parents.
- Encouragement, $100,000 (+ $116,000 in Program manager TFCA funding) "Walk and Bike to School Day" marketing materials, "Frequent Walk and Roll Card incentives", Safe Routes to School GIS Maps
- Engineering, $620,000 to match YSAQMD & STA's ECMAQ funding of $300,000 for Eastern Solano County. This will build pedestrian engineering improvements listed in STA SR2S Plan, high visibility crosswalks, and speed feedback signs.
- Funding request is matched by $416,000 from YSAQMD, TFCA program manager funds, and STA discretionary funding sources.
- TFCA Regional funds will help the STA compete for $800,000 in federal Safe Routes to School funds, which includes funding for enforcement activities.

If successful with all grant applications included in this strategy, the STA's Safe Routes to School program will have helped to raise $2.866 M by the end of this year to implement specific priorities outlined in the Safe Routes to School Plan. Attachment A includes a spreadsheet identifying Safe Routes to Schools projects for Solano County.

A separate future opportunity for regional TFCA funds is climate change. Climate Control and Greenhouse Gas Emission Reduction is an important issue being discussed throughout the Bay Area and in Solano County. The initial thought was to create a transportation climate control plan, but after further consideration, a more logical approach would be to create a broader countywide climate control plan and not limit such a plan to transportation. The Bay Area's CMA recently formed a working group to begin identifying a regional climate change strategy.

Currently, the cities of Benicia and Vallejo have received a total of $115,000 in BAAQMD planning funds to complete local plans related to Climate Change. The County of Solano is also seeking to address greenhouse gas reduction as part of its General Plan update. These planning efforts will be developed separately and may or may not produce the similar results. The thought behind a countywide climate control plan approach would be to have a unified method to collectively address this issue rather than individually. By waiting for a future funding cycle, STA staff can work with other Solano County agencies, perhaps through the City County Coordinating Council, to develop a countywide strategy before pursuing regionally competitive funds. In the meantime, STA staff is developing a report providing background on current legislative activities and mandates related to greenhouse gas emission and will participate on a CMA Climate Action Committee. A more detailed report and presentation on this issue will be presented to the STA TAC and Board in the next few months.

Fiscal Impact:
A total of $1 million is recommended to be requested from the BAAQMD's Regional TFCA Funds to implement aspects of the STA's Safe Routes to School Program.

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

Attachments:

A. STA Safe Routes to School, Current Funding and Grant Applications

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STA Safe Routes to School (SR2S), Current Funding and Grant Applications

Countywide SR2S Programs' Costs

SHORT-TERM			Funding (FY 2008/09)			
"E"	Program	Cost	SOL-TFCA	Reg-TFCA	Fed-SRTS	TOTAL
Education*	Crossing Guard Training -Develop a training program that establishes guards' duties, responsibilities, and priorities	$110,000			X	
	Provide appropriate parking information for driving behavior around the School for parents early in the school year and several times during the year	$150,000		X	X	
	Where not existing, develop Safety Patrols where older students team with crossing guards	$45,000			X	
	Subtotal	$305,000		$150,000	$165,000	$305,000
Enforcement**	With local police, distribute materials early in the year describing drop-off/pick-up locations and driving safety	$210,000			X	
	Increase police patrol of the area during drop-off and pick-up hours					
	Involve Multi-jurisdiction police department task force in school enforcement					
	Help police departments conduct bicycle rodeos and other safety events					
	Subtotal	$210,000			$210,000	$210,000
Encouragement*	Participate/Market in Bike to School Day and International Walk to School Day activities	$40,000	X	X		
	Work with the "student council" to engage students in bicycling and walking safely to school	-				
	Work with students and parents to develop a map with the safest walking/bicycling routes to school	$100,000	X	X		
	Implement Frequent Walk & Roll Cards with incentives	$75,000	X	X		
	Work with schools to implement competitive bicycle clubs	$40,000				
	Subtotal	$215,000	$116,000	$100,000	$0	$216,000
	Short-Term Total	$730,000	$116,000	$250,000	$375,000	$731,000

*Estimates are for the first year of implementation. **Part-time officer hours for each city = $30,000 x 7 cities = $210,000.

ATTACHMENT A

Countywide SR2S Programs' Costs, continued

LONG-TERM			Funding (FY 2008/09)			
"E"	Program	Cost	SOL-TFCA	Reg-TFCA	Fed-SRTS	Total
Education*	Develop programs to incorporate health, science, and math aspects of safe routes to school information in school with a SR2S curriculum	$200,000				
	Develop a "Walking School Bus" program at elementary schools, where parents take turns walking students in their neighborhood to school	$45,000			X	
	Subtotal	$245,000			$50,000	$50,000
Enforcement	-	-				
	Subtotal	$0				
Encouragement*	Develop a school based committee with students, parents, and staff to formulate ideas, assemblies, and participation efforts for Safe Routes to School	-				
	Create Transit/School partnerships to increase transit use. This can include including, advertising, promotions, and fare reductions. Start with a survey of students to understand why they are not using the bus	$75,000			$75,000	
	Subtotal	$75,000			$120,000	$75,000
	Long-Term Total	$320,000			$500,000	$120,000
	TOTAL COST	1,050,000				
	TOTAL Funding		$116,000	$380,000	$500,000	$616,000

*Estimates are for the first year of implementation.

Countywide SR2S Engineering Projects

Total Funding $1,220,000							
Project	Cost Per School		Cost for County	Funding (FY 2008/09)			
				Reg-TFCA	YSAQMD	Fed-SRTS	E-CMAQ
General Engineering Improvements	$275,000		$30,250,000	$300,000	$60,000		$240,000
Project	Cost Per Item	Number Per School	Cost for County				
Updated MUTCD Signs	$200	10	$220,00				
Roadway stencils	$300	2	$66,000				
High Visibility Crosswalk	$1,200	4	$528,000	$170,000			
Bike Detection near Schools	$100/ $300	4	$88,000				
Project	Cost Per Item	Number Per City	Cost for County				
Speed Feedback Signs Near Schools	$8,000	6	$336,000	$150,000		$300,000	
		Total Cost	$31,268,000	$620,000	$60,000	$300,000	$240,000
Total Funding $1,220,000							

DATE: April 23, 2008
TO: STA TAC
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update

Background:
STA staff monitors state and federal legislation pertaining to transportation and related issues. Attachment A is a current Legislative Matrix listing the bills that staff is watching and analyzing for the 2007-08 state legislative session and the 2008 federal legislative session.

Discussion:
State Update:
The STA Board adopted a watch position in February 2008 on Senate Bill **(SB) 1093**. This is the bill authored by Senator Wiggins to make technical changes to last year's legislation (SB 976) creating the San Francisco Bay Area Water Emergency Transportation Authority (WETA) as a replacement for the Water Transportation Authority (WTA) to oversee Bay Area ferry services. Senator Wiggins' bill is in line with the concerns as expressed by the STA Board and City of Vallejo.

The bill was amended on April 7th, 2008, and again on April 21st (Attachment B) to address involvement of the City of Vallejo and/or Solano County in development of the proposed management and transition plan, representation on the new regional WETA, and assurances that the existing Baylink levels of operation, funding and service will be maintained or enhanced. Additionally, with the Governor's recent appointment of former Vallejo Mayor Anthony Intintoli to the WETA Board, staff now recommends a position of support with amendments for this bill. At the April 30th meeting, staff will provide a list of proposed amendments submitted by the City of Vallejo.

Federal Update:
STA Board Members, staff and Mike Ammann (Executive Director of Solano Economic Development Corporation) travelled 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, $45.8 million has been obtained as a direct result of STA advocacy efforts with Washington, D.C. The STA has requested $13.35 million in federal earmarks for FY (Fiscal Year) 2009 as follows:

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

Susan Lent and Sean O'Shea of Akin Gump, the STA's new federal legislative advocacy firm, coordinated our meetings with the offices of Representatives George Miller, Ellen Tauscher and Dan Lungren, Senators Dianne Feinstein and Barbara Boxer, and other key committee member and staff meetings in Washington, D.C.

Recommendation:
Forward a recommendation to the STA Board to approve a position of support with amendments for SB 1093 (Wiggins).

Attachments:

A. STA Legislative Matrix
B. SB 1093 (Wiggins) Amended 04-21-08

LEGISLATIVE MATRIX

2007-2008 State and Federal Legislative Session

April 21, 2008

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

Index

State Assembly Bills

Bill	Author	Subject	STA's Position	Others' Position	Page
AB 444	**Hancock**	**Voter-approved vehicle registration fee for traffic congestion management**	**Support**		**3**
AB 842	**Jones**	**Regional plans: traffic reduction**	**Watch**		**3**
AB 1845	Duvall	Railroad-highway grade separations			3
AB 1904	Torrico	Transportation: programming of projects			3
ACA 10	**Feuer**	**55% Voter threshold, special tax for transportation**	**Support**		**4**

State Senate Bills

Bill	Author	Subject	STA's Position	Others' Position	Page
SB 286	Lowenthal	Amended 1/17/08: Transportation enhancement funds: conservation corps requirement			4
SB 375	**Steinberg**	**Transportation planning: travel demand models: preferred growth scenarios: environmental review**	**Watch**		**4**

ATTACHMENT A

State Senate Bills

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

Federal Bills

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

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

Bill Summaries

State Legislation Bill/Author	Summary	Status of Bill	STA Position/ Others' Position
AB 444 (Hancock) **Voter-approved vehicle registration fee for traffic congestion management**	**Authorizes county congestion management agencies in Alameda County and Contra Costa County, with a majority vote of agency's board, to impose annual fee of up to $10 on motor vehicles registered with the county for a traffic congestion management program. Imposition of fee would require voter approval. Transportation improvements that reduce congestion include those that improve signal coordination, travel information systems, intelligent transportation systems, highway operational improvements, and public transit service expansions.**	**07/11/07 SEN Rev & Tax. Amended 06/28/07 to add Solano County**	**Support**
AB 842 Jones **Regional plans: traffic reduction**	**Requires the Transportation Commission to update its guidelines for the preparation of regional transportation plans, including a requirement that each regional transportation plan provide for a 10% reduction in the growth increment of vehicle miles traveled. Requires a specified sum of funds to be made available from a specified account to the Department of Housing and Community Development to fund grants to assist agencies of local governing in the planning and production of infill housing.**	**02/07/08; SEN Com. On Trans. And Housing**	**Watch**
AB 1845 (Duvall) Railroad-highway grade separations.	This bill would state the intent of the Legislature to transfer the responsibility for developing the priority list for the annual $15,000,000 grade separation program from the Public Utilities Commission to the CTC upon completion of the expenditure of the $150,000,000 in Proposition 1B general obligation bond funds that are to be allocated pursuant to the priority list process. Introduced on 1/28/08	1/29/08; ASM RULES	
AB 1904 (Torrico) Transportation: programming of projects	This bill, for purposes of calculation of state highway miles in a county for the county shares formula, would provide that the total number of non-freeway miles in a county shall be calculated so that it is not less than the total number of non-freeway miles that existed in the county on January 1, 2008. Introduced on 2/8/08	2/21/08; ASM TRANS	

State Legislation Bill/Author	Summary	Status of Bill	STA Position/ Others' Position
ACA 10 (Feuer) **55% Voter threshold, special tax for transportation**	**This measure would lower to 55% the voter approval threshold for a city, county, or city and county to impose, extend, or increase any special tax for the purpose of paying the principal, interest, and redemption charges on bonded indebtedness incurred to fund specified transportation infrastructure. This measure would also lower to 55% the voter approval threshold for a city, county, or city and county to incur bonded indebtedness, exceeding in one year the income and revenue provided in that year, that is in the form of general obligation bonds to fund specified transportation infrastructure.**	**02/08/08; May be heard in ASM Com.**	**Support**
SB 286 (Lowenthal) Transportation enhancement funds: conservation corps	Amended 1/17/08 to replace with language relative to federal funds for state transportation enhancement projects. The bill as amended establishes criteria for priority to be given to projects that employ community conservations corps members to construct projects. The bill also authorizes agencies to enter into cooperative agreements with the corps. *Previous support position related to Prop 1B Bond Implementation for Local Streets/Roads.*	01/18/08; ASM APPROP	
SB 375 (Steinberg) **Transportation planning: travel demand models: preferred growth scenarios: environmental review.**	**The California Environmental Quality Act (CEQA) exempts specified activities from its provisions, including a project that is residential on an infill site within an urbanized area, and that meets other specified criteria, including that the project is within 1/2 mile of a major transit stop. This bill requires the California Transportation Commission (CTC) to adopt by April 1, 2008, specific guidelines for travel demand models used in development of regional transportation plans by certain regional transportation planning agencies. It requires the Department of Transportation to assist CTC in preparation of the guidelines, if requested to do so by CTC. It also requires the Air Resources Board to provide each region with greenhouse gas emission reduction targets for 2020 and 2050.**	**01/28/08; Re-referred to ASM APPROP** **Amended 01/28/08**	**Watch**

State Legislation Bill/Author	Summary	Status of Bill	STA Position/ Others' Position
SB 748 (Corbett) **State/Local Partnerships**	**States the purposes of the State-Local Partnership Program to be allocated by the California Transportation Commission (CTC) to eligible transportation projects nominated by transportation agencies. Requires the CTC to adopt program guidelines.**	**08/30/07; ASM APPROP, First hearing cancelled by author**	**Watch**
SB 1093 (Wiggins) **SF Bay Area Water Emergency Transportation Authority**	**Existing law establishes the San Francisco Bay Area Water Emergency Transportation Authority and gives that entity the authority to plan, manage, operate, and coordinate the emergency activities of all water transportation and related facilities within the bay area region, except as specified. Existing law requires that, in certain states of emergency, the authority coordinate emergency activities for all water transportation services in the bay area region in cooperation with certain specified entities. This bill would make technical, non-substantive changes to those provisions. *Amended 4/21/08***	**04/21/08; SEN Approp**	**Watch**

Federal Legislation

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

California Legislature
2007-08 Regular Session Calendar

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

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

February

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

March

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

April

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

May

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

June

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

July

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

August

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

September

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

Important Dates Occurring During Final Recess:

2008

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

2009

Jan. 1	Statutes take effect

110th United States Congress
2008 Second Session Calendar

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

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AMENDED IN SENATE APRIL 21, 2008

AMENDED IN SENATE APRIL 7, 2008

SENATE BILL **No. 1093**

Introduced by Senator Wiggins
(Principal coauthor: Assembly Member Evans)

January 10, 2008

An act to amend Sections 66540.6, 66540.11, 66540.12, 66540.22, 66540.32, and 66540.68 of, and to add Section 66540.315 to, the Government Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 1093, as amended, Wiggins. San Francisco Bay Area Water Emergency Transportation Authority.

Existing law, the San Francisco Bay Area Water Emergency Transportation Response and Disaster Recovery Act, establishes the San Francisco Bay Area Water Emergency Transportation Authority as a local governmental entity of regional government and gives that entity the authority to plan, manage, operate, and coordinate the emergency activities of all water transportation and related facilities within the bay area region, except as specified. Existing law requires the transfer of public transportation ferries and related water transportation services and facilities in the bay area region, as specified, to the authority and requires the authority to adopt a transition plan to facilitate that transfer. Existing law requires that the planning, management, and operation of any existing or planned public transportation ferries and related facilities and services in the bay area region be consolidated under the authority's control.

This bill would make that consolidation subject to the authority's adoption of the transition plan and would prohibit the authority from

compelling operational changes to water transportation services provided by public agencies on or before January 1, 2008, prior to the adoption of that plan. The bill would require the transition plan to include specified information, including, but not limited to, a description of any compensation proposed to be made for the execution of the transfer of ownership of any assets, as specified, and would require that the amount of compensation be mutually agreed upon by the authority and the local agency, as specified. The bill would require that proposed changes to the City of Vallejo's water transportation services be proposed in a specified manner and would require the authority to ensure that the ferry maintenance facility located on Mare Island remains operational and that specified plans for improvement or expansion of that facility are completed. The bill would also authorize the authority to establish a community advisory committee to receive community and passenger recommendations related to consolidation or operational issues affecting existing and proposed water transportation services.

Existing law requires the authority to create and adopt the transition plan on or before January 1, 2009, and an emergency water transportation system management plan on or before July 1, 2009. Under existing law, the authority is required to provide a copy of those plans to each city and county in the bay area region at least 45 days prior to adopting the plans.

This bill would extend the date for the creation and adoption of the transition plan to July 1, 2009. In addition, the bill would require the authority to conduct specified public hearings and provide copies of the plans or plan amendments to specified cities and counties within certain periods of time prior to adopting those plans or amendments.

Existing law provides that the authority is governed by a board of 5 members and requires that each member of the board be a resident of a county in the bay area region.

This bill would require that a ferry terminal collecting at least 40% of the total receipts of the ferry system be represented on the board, as specified.

Existing law requires the board to supervise and regulate every water transportation services facility owned or operated or controlled by the authority, including the establishment of rates and the making and enforcement of schedules, among other things, for or in connection with any transportation facility owned or operated or controlled by the authority.

This bill would require the board to conduct a public hearing at least 60 days prior to adopting changes to rates or schedules and to provide notification of those changes to the public, specified newspapers, and the city where the ferry terminal affected by the changes is located, as specified.

Existing law prohibits the authority from assuming any financial obligations in accepting a transfer other than those associated with the operation of the services and facilities being transferred to it. Existing law also requires the authority to bear reasonable administrative costs incurred by public transportation ferries and related water transportation services related to the transfer of public transportation services to the authority.

This bill would authorize the authority to assume any costs associated with engine repowering, engine overhauling, and dredging, as specified, and would also require the authority to bear the reasonable administrative costs incurred by public transportation ferries and related water transportation services related to the implementation of the San Francisco Bay Area Water Emergency Transportation Response and Disaster Recovery Act.

Existing law requires the authority to assume and be bound by the employment terms and conditions set forth in any collective bargaining agreement or employment contract between the San Francisco Bay Area Water Transit Authority and any labor organization or employee affected by the creation of the authority, as specified.

This bill would also require the authority to assume and be bound by the employment terms and conditions set forth in any collective bargaining agreement or employment contract between any public or private entity whose services the authority directly assumes, and any labor organization or employee affected by the assumption of those services.

The bill would enact other related provisions.

By imposing additional duties on the authority, the bill would impose a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

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

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

1 SECTION 1. Section 66540.6 of the Government Code is
2 amended to read:
3 66540.6. (a) In order to establish and secure emergency
4 activities of all water transportation and related facilities within
5 the bay area region, the authority shall have the authority to operate
6 a comprehensive emergency public water transportation system
7 that includes water transportation services, water transit terminals,
8 and any other transport and facilities supportive of the system for
9 the bay area region, provided that those facilities are consistent
10 with the Bay Plan adopted by the Bay Conservation and
11 Development Commission, as it may be amended from time to
12 time, and that the authority consults in good faith with affected
13 municipalities, counties, and other public agencies that may be
14 affected by a particular facility. The authority shall have authority
15 and control over all public transportation ferries within the bay
16 area region, except those owned and operated by the Golden Gate
17 Bridge, Highway and Transportation District. The planning,
18 management, and operation of any existing or planned public
19 transportation ferries and related facilities and services in the bay
20 area region shall be consolidated under the authority's control,
21 subject to the adoption of the transition plan required by
22 subdivision (b) of Section 66540.32. The authority shall not compel
23 operational changes to water transportation services provided by
24 public agencies on or before January 1, 2008, prior to the adoption
25 of that transition plan.
26 (b) Because of the importance of an orderly development of a
27 comprehensive bay area region emergency water transportation
28 system, the environmental, health, and public safety issues
29 implicated, and the scarce resources available, the authority shall
30 determine the entry within its jurisdiction of any water
31 transportation service or facility that will affect public lands or
32 receive or benefit from the use of federal, state, or local funds,
33 except those owned and operated by the Golden Gate Bridge,
34 Highway and Transportation District.
35 (c) Nothing in this section shall be construed to be in derogation
36 of the existing authority of the California Public Utilities
37 Commission.

SEC. 2. Section 66540.11 of the Government Code is amended to read:

66540.11. (a) All public transportation ferries and related water transportation services and facilities within the bay area region shall be transferred to the authority in accordance with the transition plan required under subdivision (b) of Section 66540.32, except for the services and facilities owned, operated, and provided by the Golden Gate Bridge, Highway and Transportation District.

(b) The authority may accept the transfer of ownership, operation, and management of any other public transportation ferries and related water transportation services and facilities within the bay area region developed or adopted by any general purpose local government or special district that operates or sponsors water transit, including, but not limited to, those water transportation services provided under agreement with a private operator.

(c) All transfers pursuant to subdivision (a) and (b) shall be consistent with the transition plan required under subdivision (b) of Section 66540.32 and shall include, but not be limited to, all of the following:

(1) All real and personal property, including, but not limited to, all terminals, ferries, vehicles or facilities, parking facilities for passengers and employees, and buildings and facilities used to operate, maintain, and manage the water transportation services system.

(2) All personnel currently employed by the water transportation services system, subject to the provisions of Article 5 (commencing with Section 66540.55) of Chapter 5.

(3) All contracts with tenants, concessionaires, leaseholders, and others.

(4) All subsidies for the water transportation services system, other than the direct subsidy the Golden Gate Bridge, Highway and Transportation District currently provides to the water transportation services system it provides.

(5) All financial obligations generated from the operations of the water transportation services system, including, but not limited to, bonded indebtedness and subsidies associated with the public transportation ferry system.

(d) In accepting a transfer, the authority may assume no financial obligations other than the following:

(1) The financial obligations associated with the operation of the services and facilities being transferred to the authority.

(2) The costs, on a pro rata basis, associated with any long-term engine repowering or engine overhauling necessary to keep the vessels being transferred to the authority in working order.

(3) The costs associated with any dredging required prior to the transfer of ferry services to the authority.

(e) Reasonable administrative costs incurred by the other public transportation ferries and related water transportation services and facilities related to the transfer required by this section or the implementation of this title shall be borne by the authority.

SEC. 3. Section 66540.12 of the Government Code is amended to read:

66540.12. (a) The authority shall be governed by a board composed of five members, as follows:

(1) Three members shall be appointed by the Governor, subject to confirmation by the Senate. The Governor shall make the initial appointment of these members of the board within 10 days after the effective date of this title.

(2) One member shall be appointed by the Senate Committee on Rules.

(3) One member shall be appointed by the Speaker of the Assembly.

(b) Each member of the board shall be a resident of a county in the bay area region.

(c) If a ferry terminal collects at least 40 percent of the total receipts of the ferry system under the control of the authority, the city or public agency where that terminal is located shall have a representative ~~on~~ *serve as one of the five members of* the board. *This member shall be appointed by the Governor, subject to confirmation by the Senate, as provided in paragraph (1) of subdivision (a).*

(d) Public officers associated with any area of government, including planning or water, whether elected or appointed, may be appointed to serve contemporaneously as members of the board. No local jurisdiction or agency may have more than one representative on the board of the authority.

(e) The Governor shall designate one member as the chair of the board and one member as the vice chair of the board.

(f) The term of a member of the board shall be six years

(g) Vacancies shall be immediately filled by the appointing power for the unexpired portion of the terms in which they occur.

SEC. 4. Section 66540.22 of the Government Code is amended to read:

66540.22. (a) The board shall supervise and regulate every water transportation services facility owned or operated or controlled by the authority, including the establishment of rates, rentals, charges, and classifications, and the making and enforcement of rules, regulations, contracts, practices, and schedules, for or in connection with any transportation facility owned or operated or controlled by the authority.

(b) If the board proposes to change rates or schedules for or in connection with a facility described in subdivision (a), the board shall conduct a public hearing at least 60 days prior to adopting those changes. The hearing shall be located in the city where the ferry terminal affected by the proposed changes is located and the board shall do all of the following:

(1) Make copies of the proposed changes available to the public on the Internet at least 30 days prior to the public hearing.

(2) Provide written notification of the proposed changes to all major newspapers in the area affected by those changes at least 30 days prior to the public hearing. For purposes of this paragraph, "major newspaper" means a newspaper with a circulation rate of at least 10,000.

(3) Provide written notification of the proposed changes to the city where the ferry terminal affected by those changes is located at least 30 days prior to the public hearing.

SEC. 5. Section 66540.315 is added to the Government Code, to read:

66540.315. The authority may establish a community advisory committee to receive community and passenger recommendations related to consolidation and operational issues affecting existing and proposed water transportation services. The authority shall determine the composition of these committees.

SEC. 6. Section 66540.32 of the Government Code is amended to read:

66540.32. (a) The authority shall create and adopt, on or before July 1, 2009, an emergency water transportation system management plan for water transportation services in the bay area

region in the event that bridges, highways, and other facilities are rendered wholly or significantly inoperable.

(b) (1) The authority shall create and adopt, on or before July 1, 2009, a transition plan to facilitate the transfer of existing public transportation ferry services within the bay area region to the authority pursuant to this title. In the preparation of the transition plan, priority shall be given to ensuring continuity in the programs, services, and activities of existing public transportation ferry services.

(2) The plan required by this subdivision shall include all of the following:

(A) A description of the proposed expansion of ferry services in the bay area region and a description of any proposed changes to the operations of existing ferry services in the bay area region.

(B) An estimate of the costs to provide the services described in subparagraph (A) and available or proposed sources of revenue to meet those costs.

(C) A description of the proposed services, duties, functions, responsibilities, and liabilities of the authority and those of agencies providing or proposed to provide water transportation services.

(D) (i) To the extent the plan includes the transfer of ownership of any assets, including, but not limited to, vessels, personnel, terminals, and parking structures, a description of any compensation proposed to be made for the execution of those transfers.

(ii) For purposes of this subparagraph, the amount of compensation to be made shall be mutually agreed upon by the authority and the local agency. This agreement shall not be implemented until both the authority and the local agency pass a resolution in support of the agreement. The authority and the local agency shall provide notice of the agreement to the public within 30 days of reaching the agreement and shall pass the resolution within 60 days of reaching the agreement. ~~If the authority and the local agency are unable to agree on an amount, the authority shall enter into an agreement with the local agency to arbitrate the controversy.~~

(E) A commitment to leverage or seek funding that supports the completion of existing or planned capital projects, as of January 1, 2008, that further the expansion, efficiency, or effectiveness of the ferry system.

(F) A description of how existing and expanded water transportation services will provide seamless connections to other transit providers in the bay area region, including, but not limited to, a description of how the authority will coordinate with all local agencies to ensure optimal public transportation services that support access to the ferry system for the immediate and surrounding communities.

(3) To the extent the plan required by this subdivision includes proposed changes to water transportation services provided by the City of Vallejo, those changes shall be proposed in a manner consistent with that city's general plan, its downtown and waterfront redevelopment plans, and its development and disposition agreements, including, but not limited to, the construction of the proposed Vallejo Station Joint Development Project, which includes a parking garage and a separate bus transfer facility.

(4) To the extent the plan required by this subdivision includes proposals for ferry maintenance facilities, the authority shall ensure that the existing ferry maintenance facility located on Mare Island remains in operation and that any plans for the improvement or expansion of the facility that have received funds on or before January 1, 2008, are completed.

(c) In developing the plans described in subdivisions (a) and (b), the authority shall cooperate to the fullest extent possible with the Metropolitan Transportation Commission, the State Office of Emergency Services, the Association of Bay Area Governments, and the San Francisco Bay Conservation and Development Commission, and shall, to the fullest extent possible, coordinate its planning with local agencies, including those local agencies that operated, or contracted for the operation of, public water transportation services as of the effective date of this title. To avoid duplication of work, the authority shall make maximum use of data and information available from the planning programs of the Metropolitan Transportation Commission, the State Office of Emergency Services, the Association of Bay Area Governments, the San Francisco Bay Conservation and Development Commission, the cities and counties in the San Francisco Bay area, and other public and private planning agencies. In addition, the authority shall consider both of the following:

(1) The San Francisco Bay Area Water Transit Implementation and Operations Plan adopted by the San Francisco Bay Area Water Transit Authority on July 10, 2003.

(2) Any other plan concerning water transportation within the bay area region developed or adopted by any general purpose local government or special district that operates or sponsors water transit, including, but not limited to, those water transportation services provided under agreement with a private operator.

(d) The authority shall prepare a specific transition plan for any transfer not anticipated by the transition plan required under subdivision (b).

(e) Prior to adopting the plans required by this section, the authority shall do both of the following:

(1) Provide a copy of the plans to each city and county in the bay area region at least 90 days prior to adopting the plans in order to allow those cities or counties to provide comments on the plans to the authority.

(2) Conduct a public hearing at least 60 days prior to adopting the plans in each city where an operational ferry terminal existed on January 1, 2008. For purposes of the public hearing required by this paragraph, the board shall do both of following:

(A) Make copies of the plans available to the public on the Internet at least 30 days prior to the public hearing.

(B) Provide written notification of the plans to all major newspapers in the city where the hearing will occur at least 30 days prior to the public hearing.

(f) Prior to amending any of the plans adopted pursuant to this section, the authority shall do both of the following:

(1) At least 90 days prior to adopting the amendments, provide a copy of the amendments to each city and county affected by the amendments in order to allow those cities and counties to provide comments on the amendments to the authority.

(2) Conduct a public hearing at least 60 days prior to adopting the amendments in each city affected by the amendments. For purposes of the public hearing, the board shall do both of the following:

(A) Make copies of the amendments available to the public on the Internet at least 30 days prior to the public hearing.

(B) Provide written notification of the amendments to all major newspapers in the city where the hearing will occur at least 30 days prior to the public hearing.

(g) For purposes of this section, "major newspaper" means a newspaper with a circulation rate of at least 10,000.

SEC. 7. Section 66540.68 of the Government Code is amended to read:

66540.68. (a) This article does not apply to any employees of the authority in a bargaining unit that is represented by a labor organization, except as to the protection of the rights of those employees that were employees of the San Francisco Bay Area Water Transit Authority as specifically provided in Section 66540.56.

(b) The adoption, terms, and conditions of the retirement systems covering employees of the authority in a bargaining unit represented by a labor organization shall be pursuant to a collective bargaining agreement between that labor organization and the authority. Any such retirement system adopted pursuant to a collective bargaining agreement shall be on a sound actuarial basis. The authority and the labor organization representing the authority's employees in a bargaining unit shall be equally represented in the administration of that retirement system.

(c) (1) The authority shall assume and be bound by the terms and conditions of employment set forth in any collective bargaining agreement or employment contract between the San Francisco Bay Area Water Transit Authority and any labor organization or employee affected by the creation of the authority, as well as the duties, obligations, and liabilities arising from, or relating to, labor obligations imposed by state or federal law upon the San Francisco Bay Area Water Transit Authority.

(2) The authority shall assume and be bound by the terms and conditions of employment set forth in any collective bargaining agreement or employment contract between any entity, whether public or private, whose services the authority directly assumes, and any labor organization or employee affected by the assumption of those services.

SEC. 8. No reimbursement is required by this act pursuant to Section 6 of Article XIIIB of the California Constitution because the only costs that may be incurred by a local agency or school district will be incurred because this act creates a new crime or

1 infraction, eliminates a crime or infraction, or changes the penalty
2 for a crime or infraction, within the meaning of Section 17556 of
3 the Government Code, or changes the definition of a crime within
4 the meaning of Section 6 of Article XIII B of the California
5 Constitution.

O

Solano Transportation Authority

DATE: April 22, 2008
TO: STA TAC
FROM: Daryl Halls, Executive Director
RE: Draft STA Overall Work Plan for Fiscal Year (FY) 2008-09 and FY 2009-10

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

In April 2008, staff provided the STA Board with a status and progress report of the current OWP in preparation for providing a draft OWP for the forthcoming two fiscal years.

Discussion:
Attached is the draft STA OWP for FY 2008-09 and FY 2009-10. This draft OWP contains a total of 40 staff recommended projects, plans and programs/services that would cover the range of current and proposed activities of the STA for the next years.

SUMMARY OF DRAFT OWP
The draft OWP includes a total of 11 projects, 9 plans or studies, and 19 programs or services. Several of these work tasks are a combination of projects, plans and/or programs. The projects are not ranked in terms of relative priority, but all grouped according to one of three of the STA departments responsible for implementing the specified project tasks and categorized as either a plan, project or program. STA serves as the lead agency for the vast majority of these tasks and either serves as co-lead or partners with the California Department of Transportation (Caltrans), the Metropolitan Transportation Commission (MTC) or one or more of our member agencies in the implementation of the remainder.

PROJECTS
The OWP contains a total of 11 projects with the STA serving either in the role of lead agency, co-lead agency or monitoring agency. The STA continues to serve as lead agency for the following projects:

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

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

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

10. SR 12 Jameson Canyon

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

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

PLANS

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

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

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

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

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

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

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

24. Capitol Corridor Rail Stations
31. Baylink/WETA Ferry Support and Operational Funds
32. Solano Express Route Management – 30 & 90
33. Solano Paratransit Management

At the meeting, staff will provide a summary of the draft FY 2008-09 and 2009-10 OWP. This will be agendized as a discussion item at the STA Board meeting of May 14, 2008 with adoption scheduled for the month of June. The TAC will have an opportunity to review and provide comments on the draft OWP at both their April and May TAC meetings. Once adopted, the STA's OWP will guide the development of the STA's budget for FY 2008-09 and FY 2009-10.

Recommendation:
Informational.

Attachment:
A. STA's Overall Work Plan (Priority Projects) for FY 2008-09 and FY 2009-10 (To be provided under separate cover.)

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STA
Solano Transportation Authority

DATE: April 21, 2008
TO: STA TAC
FROM: Janet Adams, Director of Projects
RE: Regional Measure 2 (RM 2) Implementation

Background:
On March 2, 2004, voters passed Regional Measure 2 (RM 2), raising the toll on the seven State-owned bridges in the Bay Area by $1.00. This extra dollar is to fund various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll corridors. The projects are specifically identified in Senate Bill (SB) 916. The Metropolitan Transportation Commission (MTC) manages the RM 2 funding for projects and programs.

Solano County has 4 projects listed in SB 916 that are eligible projects for 2 capital funds, these are:

(5) Vallejo Station. Construct intermodal transportation hub for bus and ferry service, including parking structure, at site of Vallejo's current ferry terminal. Twenty-eight million dollars ($28,000,000). The project sponsor is the City of Vallejo.

(6) Solano County Express Bus Intermodal Facilities. Provide competitive grant fund source, to be administered by BATA. Eligible projects are Curtola Park and Ride, Benicia Intermodal Facility, Fairfield Transportation Center and Vacaville Intermodal Station. Priority to be given to projects that are fully funded, ready for construction, and serving transit service that operates primarily on existing or fully funded high-occupancy vehicle lanes. Twenty million dollars ($20,000,000). The project sponsor is Solano Transportation Authority.

(14) Capital Corridor Improvements in Interstate 80/Interstate 680 Corridor. Fund track and station improvements, including the Suisun Third Main Track and new Fairfield Station. Twenty-five million dollars ($25,000,000). The project sponsor is Capital Corridor Joint Powers Authority and the Solano Transportation Authority.

(17) Regional Express Bus North. Competitive grant program for bus service in Richmond-San Rafael Bridge, Carquinez, Benicia-Martinez and Antioch Bridge corridors. Provide funding for park and ride lots, infrastructure improvements, and rolling stock. Eligible recipients include Golden Gate Bridge Highway and Transportation District, Vallejo Transit, Napa VINE, Fairfield-Suisun Transit, Western Contra Costa Transit Authority, Eastern Contra

Costa Transit Authority, and Central Contra Costa Transit Authority. The Golden Gate Bridge Highway and Transportation District shall receive a minimum of one million six hundred thousand dollars ($1,600,000). Napa VINE shall receive a minimum of two million four hundred thousand dollars ($2,400,000). Twenty million dollars ($20,000,000). The project sponsor is the Metropolitan Transportation Commission.

Attachment A is the Solano County Matrix that lists each project currently funded under each legislative project number. Projects currently programmed under number 6 "Solano County Express Bus Intermodal Facilities" are programmed by the STA Board. These projects currently include Curtola Park-and-Ride Lot, Benicia Intermodal Facility, Fairfield Transportation Center and Vacaville Intermodal Facility. Projects currently programmed under number 17 "Regional Express Bus North" are programmed by MTC with eligible recipients restricted to the ones named in the legislation.

Discussion:
While the RM 2 legislation does not have required implementation deadlines for the projects, MTC is strongly encouraging the project sponsors and recipients to implement the planned projects for the public benefit. MTC staff presented to the Commission the attached power point (Attachment B) on April 9th indicating the need to work with projects recipients, specifically Solano County project sponsors, to implement the planned projects. STA will be working with the Solano County project sponsors over the next several months to develop implementation schedule for each project. It is proposed the STA Board would then assess the status of those projects and prioritize the projects based on the implementation schedule for each project. The prioritization would consider overall countywide benefit of the project, deliverability of the proposed project or phase of the project, recipients commitment to deliver the project and reality of funding for any outstanding funding needs of the project.

Previously, STA staff met with Solano County project sponsors to get an update on the status of the projects, major issues, and schedules for each Phase. Each project recipient will need to update the scope, cost and schedule of each project currently programmed with RM 2 funds by July 2008. Once submitted, STA staff will meet with each project recipient to review and discuss the projects implementation schedule, need for additional funds, and possible sources of addition funds in detail.

Fiscal Impact:
None.

Recommendation:
Informational.

Attachments:
A. Regional Measure 2, Solano County Capital Program Status Matrix
B. MTC April 9, 2008 Power Point on RM 2 Implementation
C. RM 2 Capital Program List
D. Regional Measure 2 Operating and Capital Program – Allocation Summaries (FY 2004-05, FY 2005-06, FY 2006-07 and FY 2007-08)

Regional Measure 2
Solano County Capital Program Status Matrix

last update: 4/24/2008

RM2 Capital Program Project No.	RM2 Funding ($1,000s)	Segment No.	Project Title	Project Sponsor	Implementing Agency	Last IPR Submittal Date	Last MTC Progress Report Submittal Date	Allocation Phase	Estimated Allocation Request w/ RM2 Funds by Phase ($1,000s)	Allocation Amount ($1,000s)	Date of Allocation (Past or Anticipated)	Completion Date	Last Invoice Submittal Date	Project Status/Notes
5	$ 28,000	5	Vallejo Ferry Intermodal Station	Vallejo	Vallejo	N/A	N/A	ENV/PE/PA&ED				Nov-05		Includes Bus Transfer Facility. No allocation requests have been made. NEPA CE approved by FTA; CEQA document certified by City but has been challenged - settlement discussions underway.
								PS&E	$ 561			Dec-08		
								ROW	$ 4,986			Dec-08		
								CON	$ 22,453			Sep-11		
6 ($20,000)	$ 6,000	6.1	Solano County Express Bus Intermodal Facilities - Vallejo Curtola Transit Center	STA	Vallejo	N/A	N/A	ENV/PE/PA&ED	$ 500			Dec-07		See RM 2 project # 17.1 - RFP for conceptual enginering study being drafted - anticipate 9 months to complete. No allocation requests have been made.
								PS&E	$ 1,500			Apr-08		
								ROW				N/A		
								CON	$ 4,000			Sep-11		
	$ 3,000	6.2	Solano County Express Bus Intermodal Facilities - Benicia Intermodal Facility	STA	Fairfield (Benicia)			ENV/PE/PA&ED	$ 100			Jan-07		Siting study required to proceed with project development.
								PS&E						
								ROW						
								CON						
	$ 5,500	6.3	Solano County Express Bus Intermodal Facilities - Fairfield Transportation Center	STA	Fairfield/Suisun Transit	2nd Revised IPR sent to MTC in Aug 2005	Sent to TYLIN for review on Jan 24, 2006	ENV/PE/PA&ED	$ 1,000	$ 1,000	Sep-05	Sep-06	N/A	RFP developed for initial conceptual design and rough cost estimates, professional services contract awarded for $15K, draft deliverable due end of April 2006.
								PS&E	$ 500			Sep-07		
								ROW	N/A	N/A	N/A	N/A		
								CON	$ 6,250		Nov-07	Jun-09		
	$ 5,500	6.4	Solano County Express Bus Intermodal Facilities - Vacaville Intermodal Station	STA	Vacaville	Jul-05	Jan-06	ENV/PE/PA&ED	$ 415	$ 415	Jul-05	Jan-07		Two potencial locations for the VIS. Once a location has been determined, will begin the environmental clearance process. This Project is using the Solano County Express Bus Intermodal Facilites funding first, then will begin to draw from the Express Bus North source. (See Project No. 17.4)
								PS&E	$ 415			Jun-07		
								ROW	$ 3,525			Jun-07		
								CON	$ 2,895			Jun-08		
7	$ 100,000	7.1	Solano North Connector (Abernathy to Grenn Valley Road)	STA	STA	Dec-05		ENV/PE/PA&ED	$ 2,500	$ 2,500	Jan-06	Feb-07		STA selected consultant to complete the East Section design. The final desgin is expected to be completed September 2007. An initial RM2 allocation was made in January 2006 for detailed preliminary engineering.
								PS&E	$ 1,500			Sep-07		
								ROW	$ 3,000			Dec-07		
								CON	$ 13,052			Apr-09		
		7.2	Solano I-80/I-680 Interchange Complex (HOV Lanes from SR12 W to Airbase Parkway)	STA	STA	Dec-05		ENV/PE/PA&ED	$ 6,500	$ 3,475	Jan-06	Feb-07		35% plans have been submitted to Caltrans.
								PS&E	$ 2,500			Feb-08		
								ROW	N/A			N/A		
								CON	$ 70,948			Sep-10		
14 ($25,000)	$ 4,004	14.1	Benicia Siding Extension	CCJPA/STA	Capital Corridor JPA			ENV/PE/PA&ED						
								PS&E						
								ROW						
								CON						
	$ 20,996	14.2	Fairfield/Vacaville Intermodal Rail Station and Track Improvements	CCJPA/STA	Fairfield/Suisun Transit	4th Revised IPR sent to MTC on March 24, 2006		ENV/PE/PA&ED	$ 615	$ 615	May-06	Jun-07		Allocation request send March 24, 2006 for completing the suppl. environ document and Preliminary Engineering. Discussion's with UPRR continue, focus is an agreement on the site plan. Main issue with UPRR is the vertical and horizonta distances from the track to the new Peabody Overcrossing.
								PS&E	$ 2,400		Jun-07	Dec-08		
								ROW	$ 1,300		Jan-07	Jun-07		
								CON	$ 16,681		Jan-09	Dec-10		

ATTACHMENT A

Regional Measure 2
Solano County Capital Program Status Matrix

last update: 4/24/2008

RM2 Capital Program Project No.	RM2 Funding ($1,000s)	Segment No.	Project Title	Project Sponsor	Implementing Agency	Last IPR Submittal Date	Last MTC Progress Report Submittal Date	Allocation Phase	Estimated Allocation Request w/ RM2 Funds by Phase ($1,000s)	Allocation Amount ($1,000s)	Date of Allocation (Past or Anticipated)	Completion Date	Last Invoice Submittal Date	Project Status/Notes
17 ($20,000)	$ 5,750	17.1	Express Bus North - Vallejo Curtola Transit Center	MTC	Vallejo	See Project 6.1 above	See Project 6.1 above	ENV/PE/PA&ED				Dec-07		See RM 2 project 6.1 - RFP for conceptual enginering study being drafted - anticipate 9 months to complete. No allocation requests have been made.
								PS&E				Apr-08		
								ROW				N/A		
								CON	$ 5,750			Sep-11		
	$ 1,250	17.2	Express Bus North - Benicia Park/Industrial I/C Improvements and Park and Ride	MTC	Fairfield/Suisun Transit (Benicia)			ENV/PE/PA&ED						Benicia will get reso from City Council to complete phase 1 (bus stop) project. Fairfield agreed to become Implementing agency, Benicia will execute project. Cost shown are only for Phase 1.
								PS&E	$ 25		Apr-06			
								ROW						
								CON	$ 150		Dec-06			
	$ 2,250	17.3	Express Bus North - Fairfield Transportation Center	MTC	Fairfield/Suisun Transit	See Project 6.3 above	See Project 6.3 above	ENV/PE/PA&ED	N/A	N/A	N/A	N/A		This Project Is using the Solano County Express Bus Intermodal Facilites funding first. Once these monies are used, the project will begin to draw from the Express Bus North source.
								PS&E	N/A	N/A	N/A	N/A		
								ROW	N/A	N/A	N/A	N/A		
								CON	$ 2,250		Nov-07	Jun-09		
	$ 1,750	17.4	Express Bus North - Vacaville Intermodal Station	MTC	Vacaville	See Project 6.4 above	See Project 6.4 above	ENV/PE/PA&ED						Vallejo Is OK with swapping Vacaville's EBNorth funds for SolCoEB funds. Project will first use Solano County Express Bus Intermodal Facilities first, then draw from this source (Project 17.4), all costs have been shown In Project 6.4.
								PS&E						
								ROW						
								CON						

Regional Measure 2: Capital Program Update

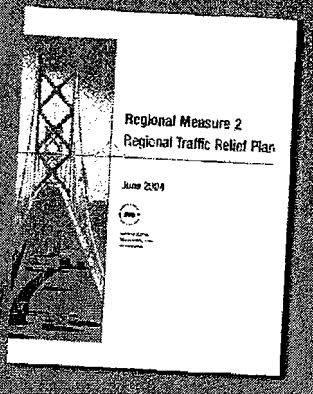
April 9, 2008

Programming and Allocations

METROPOLITAN TRANSPORTATION COMMISSION

Program Overview

- Passed by Voters in March 2004
- Began Allocating July 2004 - capital and operating program
  - Capital Semi-Annual Reporting
  - Operating Annual Reporting
  - 4 years since first allocations



Revenue Update

Revenues	
Actual FY 2004-05	$ 107 million*
Actual FY 2005-06	$ 121 million
Actual FY 2006-07	$ 117 million
1st Half FY 2007-08	$ 58 million
Total Revenues	$ 403 million

FY 2004-05 revenues are lower because:

1) Reimbursement to counties for ballot measure administration costs; and

2) 4-month discount for FasTrak customers.

Capital Program: Allocation Summary

- 37 Projects in Statute, $1.5 billion program
- Allocations through December 2007: $563 million
- Over 1/3 program allocated

Project Phase	No. of Allocations	Amount ($ millions)	Percentage
PA/ED or Study	57	$ 150	27%
Design	21	$ 113	20%
Right-of-way	8	$ 41	7%
Construction	42	$ 259	46%
Total	128	$ 563	100%

Project Progress

Semi-Annual Report Results:

Progress Rating	# of Projects	%
Red	5	14%
Yellow	19	50%
Green	5	14%
Completed	3	8%
Not Allocated	5	14%
Total	37	100%

* Approx 60% of projects are in 'red' or 'yellow' at risk area

Project Progress

Semi-Annual Report Findings:

Project Progress

Projects Completed – Construction/ Procurement:

- Benicia-Martinez Bridge
- I-580 Rapid Transit Corridor Improvements- I-580 Advance TMP Contract
- I-80/I-680/SR12 Interchange - Green Valley Bridge Widening Advance Contract
- AC Transit Bus Procurement on Telegraph/ International Blvd.
- Express Bus South - Bus Procurement
- Safe Route to transit - El Cerrito/Albany Ohlone Greenway Safety Project
- U.S. 101 Greenbrae I/C Corridor and Bike/ Ped Improvements - Sir Francis Drake Widening

Studies:

- Caldecott Tunnel Improvements- Fourth Bore Study
- San Francisco Bay Area Rail Study
- Dumbarton Rail Union City Intermodal Station EIR

Other Project Progress

Projects Nearing Completion –

- Real Time Transit- Hastus Scheduling and Signage at Berkeley BART
- SF MUNI Metro East Maintenance Facility

Projects to Begin Construction

- I-80 HOV lane Solano County
- I-580 Corridor- Construction of a HOV lane
- Express Bus South- Construction of a HOV lane on SR 84 from I-880
- BART Tube Seismic Strengthening- Joint strengthening in San Francisco
- Central Contra Costa BART Crossover
- Real Time Transit- Installation of display units for West CAT
- US 101 Greenbrae I/C Corridor and Bike/Ped Improvements - Cal Park Hill Tunnel

Project Progress

- Unallocated Projects
  - Express Bus North
    - $20 million available for projects in North Bay
    - Work with Solano sponsors over the next year to advance projects
  - Ferry Projects (2)
    - New SF Bay Area Water Emergency Transportation Authority
    - Governing Board being established
    - Continue to follow progress
  - BART/MUNI Connector
    - Need to meet with Sponsor

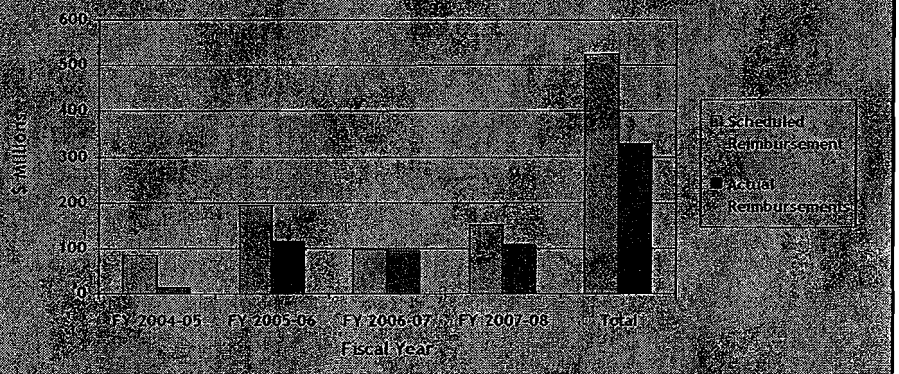
Program Update:

Resolution 3434 Strategic Plan will regionally assess the challenges facing the following RM 2 Projects:

- Oakland Airport Connector
- BART Extension to Warm Springs in Fremont (WSX)
- BART Extension to Eastern Contra Costa County (eBART)
- Rail Extension over Dumbarton Bridge
- Sonoma Marin Area Rail Transit
- Water Emergency Transportation Authority - Ferry Expansion
- Transbay Terminal/Downtown Caltrain Extension
- AC Transit Enhanced Bus/Intel

Capital Program Progress: Reimbursements to Sponsors

Reimbursements Through December 2007:
$329 million (63% of allocated funds)



Top 5 Projects with High Reimbursement

Project	RM 2 Allocations	% of Allocation Reimbursed*
Benicia-Martinez Bridge	$50 million	100%
Transbay Transit Center	$53 million	89%
Muni Metro 3rd Street LRT Extension	$30 million	80%
BART Transbay Tube Seismic Retrofit	$34 million	63%
I-580 Corridor Imprv. In Alameda Co.	$33 million	53%

* Based on the total amount allocated and reimbursed as of December 2007

Top 5 Projects with Slow Reimbursement

- Projects highlighted based on the following:
  1) Over $1 million allocated
  2) Less than 10% of allocation reimbursed
  3) More than 10 months since allocation was approved

Project	Allocations	% Reimb	Months Since Alloc.	Comments
Muni Historic Vehicles Rehab (SF MTA)	$1.1 million	0%	33	Project Scope Change
I-80 HOV Lane in CC Co. (Caltrans)	$5.3 million	0%	23	Earlier Interagency Agreement Delay - Signed 03/07
Caltrain Real-Time Transit Information Project	$2.7 million	0%	22	Procurement Process Delay
TransLink®: Ticket Vending Machine Integration	$2.07 million	1%	29	Payment Milestone forthcoming
I-680 HOV Lane Connector Study (CCTA)	$1 million	0%	25	Interagency Agreement Delay

Program Outlook: Anticipated Allocations

Transbay Transit Center (TBD)
- Final Design
- A&E for Transit Center and Tower
- Right of Way

BART Tube Seismic Project (up to $48 million)
- Construction

I-580 Eastbound HOV Lanes ($9 million)
- Construction to cover TCRP shortfall

Ardenwood Park and Ride Lot ($3 million)

Program Assessment

1. A small number of large projects have been driving the forward progress of the RM 2 program.
2. Reimbursements are accelerating, but still slow.
3. More small projects are in construction or near completion.
4. Mega-projects are facing significant challenges.

Regional Measure 2 - Capital Program Project List
October 3, 2005

Capital Project No.	RM2 Funding ($1,000)	Deliv. Segment No.	Project Description	Sponsor/ Implementing Agency
1	$ 3,000	1	BART/SF MUNI Direct Connection at Embarcadero & Civic Center Stations	BART
2	$ 30,000	2	SF MUNI Metro 3rd Street LRT Extension	SF MUNI
3	$ 10,000	3.1	SF MUNI E-Line - Acquire 11 Historic Streetcars	SF MUNI
		3.2	SF MUNI E-Embarcadero Line Rehab 5 Double ended Vehicles	SF MUNI
4	$ 135,000	4.1	Dumbarton Commuter Rail Service	San Mateo TA, ACCMA, ACTIA
		4.2	Union City Intermodal Station Environmental Impact Report	Union City
5	$ 28,000	5	Vallejo Ferry Intermodal Station	City of Vallejo
6	$ 20,000	6.1	Solano County Express Bus Intermodal Facilities - Vallejo Curtola Transit Center	STA/ City of Vallejo
		6.2	Solano Co. Express Bus Intermodal Facilities - Benicia Intermodal Facility	STA/ City of Benicia
		6.3	Solano Co. Express Bus Intermodal Facilities - Fairfield Transporation Center	STA/ Fairfield/Suisun Transit
		6.4	Solano Co. Express Bus Intermodal Facilities - Vacaville Intermodal Station	STA/ City of Vacaville
7	$ 100,000	7.1	Solano North Connector (Abernathy to Green Valley Road)	STA
		7.2	Solano I-80/I-680 Interchange Complex (HOV Lanes from SR12 W to Airbase Parkway)	STA
8	$ 50,000	8	I-80 EB HOV Lane Extension from Route 4 to Carquinez Bridge	Caltrans
9	$ 16,000	9	Richmond Parkway Park & Ride	AC Transit
10	$ 35,000	10.1	Cal Park Hill Tunnel Rehabilitation and Bikeway	SMART
		10.2	SMART Extension to Larkspur or San Quentin	SMART
11	$ 65,000	11.1	U.S. 101 Greenbrae I/C Corridor Imps. - Sir Francis Drake To Tamalpais	Transportation Authority of Marin
		11.2	Sir Fancis Drake Blvd Widening	Transportation Authority of Marin
		11.3	Cal Park Hill Tunnel Rehabilitation and Bikeway	Transportation Authority of Marin
		11.4	Central Marin Ferry Acces Imps. Phase A - Wornum to Corte Madera	Transportation Authority of Marin
		11.5	Central Marin Ferry Access Imps. Phase B - Corte Madera Ck. and Sir Francis Drake	Transportation Authority of Marin
12	$ 15,000	12.1	Direct HOV lane connector from I-680 to the Pleasant Hill BART - Study	CCCTA
		12.2	Direct HOV lane connector from I-680 to the Pleasant Hill BART	CCTA
13	$ 96,000	13.1	E-BART / Rail Extension to East Contra Costa	BART, CCTA
14	$ 25,000	14.1	Benicia Siding Extension	Capital Corridor JPA
		14.2	Fairfield/Vacaville Intermodal Rail Station and Track Improvements	Fairfield/Suisun Transit
15	$ 25,000	15	Central Contra Costa BART Crossover	BART
16	$ 50,000	16	Benicia-Martinez Bridge: New Span	BATA
17	$ 20,000	17.1	Express Bus North - Vallejo Curtola Transit Center	City of Vallejo
		17.2	Express Bus North - Benicia Park/Industrial I/C Improvements and Park and Ride	City of Benicia
		17.3	Express Bus North - Fairfield Transporation Center	Fairfield/Suisun Transit
		17.4	Express Bus North - Vacaville Intermodal Station	City of Vacaville
		17.5	Express Bus North - Martinez Transit Center	CCCTA
		17.6	Express Bus North - Diablo Valley College Tranist Center	CCCTA
		17.7	Express Bus North - Macdonald Ave. Bus stop amenities	GGT/Richmond
		17.8	Express Bus North - Napa VINE	Napa VINE
		17.9	Express Bus North - GGBH&TD	GGBH&TD
18	$ 22,000	18	TransLink®	BART
19	$ 20,000	19.1	Real-Time Transit: Emery Go Round Signage at MacArthur BART	MTC/City of Emeryville
		19.2	Real-Time Transit: Automatic Vehicle Locator	MTC/ Muni
		19.3	Real-Time Transit: Hastus Scheduling and Signage at Berkeley BART	MTC/ AC Transit
		19.4	Real-Time Transit: Technology Implementation and Signage	MTC/ Westcat
		19.5	Real-Time Transit: AVL and Signage	MTC/ SamTrans
		19.6	Real-Time Transit: Signage at Dublin BART	MTC/ LAVTA
		19.7	Real-Time Transit: Completion of Technology and Signage	MTC/ VTA
		19.8	Real-Time Transit: Radio system and signage	MTC/ GGT
		19.9	Real-Time Transit: Miscellaneous	MTC
20	$ 22,500	20.1	City CarShare	City Car Share
		20.2	Safe Routes to Transit	East Bay Bicycle Coalition, TALC
21	$ 143,000	21	BART Tube Seismic Retrofit	BART
22	$ 150,000	22	Transbay Terminal/Downtown Caltrain Extension	Transbay JPA
23	$ 30,000	23	Oakland Airport Connector	BART, Port of Oakland
24	$ 65,000	24	AC Transit Enhanced Bus - Vehicle Procurement	AC Transit

Regional Measure 2 - Capital Program Project List
October 3, 2005

Capital Project No.	RM2 Funding ($1,000)	Deliv. Segment No.	Project Description	Sponsor/ Implementing Agency
25	$ 12,000	25	Commute Ferry Service for Alameda/Oakland/Harbor Bay	WTA
26	$ 12,000	26	Commute Ferry Service for Berkeley/Albany	WTA
27	$ 12,000	27	Commute Ferry Service for South San Francisco	WTA
28	$ 48,000	28.1	Water Transit Improvements - Environmental Review	WTA
29	$ 22,000	29.1	Express Bus South - Purchase of Rolling Stock	AC Transit
		29.2	Express Bus South - SR 84 WB / Newark Blvd HOV ON-Ramp	Alameda County CMA
		29.3	Express Bus South - SR 84 WB HOV Lane Extension	Alameda County CMA
		29.4	Express Bus South - I-880 NB / Maritime Street HOV On-Ramp	Alameda County CMA
		29.5	Express Bus South - Ardenwood Blvd park and Ride Lot	Alameda County CMA
		29.6	Express Bus South - Reserve	Alameda County CMA
30	$ 10,000	30	I-880 North Safety Improvements	Alameda County CMA
31	$ 95,000	31.1	BART Warm Springs Extension - Grade Separation	City of Fremont
		31.2	BART Warm Springs Extension	BART
32	$ 65,000	32	I-580 (Tri Valley) Rapid Transit Corridor Improvements	Alameda County CMA
33	$ 6,500	33.1	High Speed Rail Ridership Forecast Study	MTC
		33.2	Transit Connectivity Plan	MTC
		33.3	Regional Rail Plan	MTC, Caltrain, BART, CHSRA
34	$ 1,500	34	Integrated Fare Structure Program	TransLink® Consortium
35	$ 5,000	35	Transit Commute Benefits Promotion	MTC
36	$ 50,500	36.1	Caldecott Tunnel Improvements - Fourth Bore	CCTA
		36.2	Caldecott Tunnel Improvements - Transit Study	CCTA
	$ 1,515,000			

RM 2 Operating and Capital Program - Allocation Actions
FY 2004-05 (July to June)

OPERATING PROGRAM

Project No.	Project Description	Project Sponsor	MTC Allocation Approvals Amount	Phase	Date (mo/yr)
1	Golden Gate Express Bus Service over the Richmond Bridge (Route 40)	GGBH&TD	2,100,000	OPER	11/17/04
3	Regional Express Bus North Pool (Carquinez, and Benicia Bridge)	Various			
	Along I-80	*Vallejo*	493,370	OPER	04/27/05
	Routes 30Z/JPX	*WestCat*	142,132	OPER	05/25/05
4	Regional Express Bus South Pool (Bay Bridge, San Mateo, and Dumbarton)	Various			
	Transbay Service	*AC Transit*	167,942	OPER	06/22/05
9	Vallejo Ferry	Vallejo Transit	675,000	OPER	04/27/05
12	AC Transit Enhanced Bus Service: International Blvd and Telegraph Ave.	AC Transit	300,000	OPER	04/27/05
14	WTA System	WTA	3,000,000	OPER	01/26/06

Operating Program SUBTOTAL **6,878,444**

GRAND TOTALS (Allocations to date for Operating and Capital Programs) **249,609,444**

RM 2 Operating and Capital Program - Allocation Actions
FY 2004-05 (July to June)

CAPITAL PROGRAM

Project No.	Project Description	Project Sponsor	MTC Allocation Approvals Amount	Phase	Date (mo/yr)
2	Third Street Light Rail	Muni	30,000,000	Construction	07/28/04
3.1	Historic Streetcar Purchase (E-Embarcadero Line)	Muni	5,710,000	Construction	07/28/04
21	Transbay Tube Seismic Retrofit	BART	11,000,000	Environmental	07/28/04
4.1	Dumbarton Rail Corridor	SMTA	2,787,000	Environmental	09/22/04
4.2	Dumbarton Rail Corridor (Union City Intermodal EIR)	Union City	100,000	Environmental	09/22/04
11.1	U.S. 101 Greenbrae Interchange Improvements	TAM	3,533,000	Environmental	09/22/04
15	Central Contra Costa Crossover Tracks	BART	1,000,000	Environmental	09/22/04
18.1	TransLink®	BART	9,680,000	Environmental	09/22/04
20.1	City CarShare Expansion	City CarShare	750,000	Construction	09/22/04
22	Transbay Terminal/ Caltrain Extension	TJPA	15,495,000	Environmental	09/22/04
24.1	Enhanced Bus Rolling Stock	AC Transit	8,200,000	Construction	09/22/04
28.1	Ferry System Facility Improvements	WTA	7,000,000	Environmental	09/22/04
29.1	Express Bus Rolling Stock	AC Transit	5,300,000	Construction	09/22/04
33.1	Caldecott Tunnel Improvements – Fourth Bore	CCTA	3,000,000	Environmental	09/22/04
29.2	SR 84 WB – Newark Blvd. HOV On-ramp	ACCMA	950,000	Final Design (PS&E	10/27/04
29.3	SR 84 WB –HOV Lane Extension	ACCMA	1,050,000	Final Design (PS&E	10/27/04
29.4	SR 84 WB – Maritime Street HOV On-ramp	ACCMA	975,000	Environmental	10/27/04
30.1	I-880 North Safety Improvements	ACCMA	1,100,000	Environmental	10/27/04
31.1	BART Warm Springs Extension - Fremont Grade Separation	City of Fremont	10,000,000	Construction	10/27/04
32.1	I-580 (Tri Valley) Rapid Transit Corridor Improvements	ACCMA	6,000,000	Environmental	10/27/04
33.1	High Speed Rail Ridership Forecast Study	MTC	2,000,000	Environmental (Plai	10/27/04
22	Transbay Terminal/ Downtown Caltrain Extension	TJPA	16,125,000	Right-of-Way	11/17/04
29.5	Ardenwood Boulevard Park and Ride Lot	ACCMA	150,000	Environmental	11/18/04
9	Richmond Parkway Park and Ride Lot	AC Transit	500,000	Environmental	12/15/04
24	Enhanced Bus (International Blvd./ Telegraph Avenue) – Uptown Transit Center	AC Transit	150,000	Environmental	12/16/04
24	Enhanced Bus (International Blvd./ Telegraph Avenue) – Estudillo Pedestrian Plaza	AC Transit	600,000	Construction	12/17/04
31.2	BART Warm Springs Extension	BART	6,000,000	Right-of-Way	12/18/04
33.2	Transit Connectivity Study	MTC	500,000	Study	12/19/04
33.3	Regional Rail Integration Plan	BART	2,550,000	Study	12/20/04
33.3	Regional Rail Integration Plan	Caltrain	450,000	Study	12/21/04
36.2	Caldecott Tunnel Improvements – SR 24 Transit Study	CCTA	500,000	Study	12/22/04
20.2	Safe Routes to Transit	MTC (TALC/EBBC)	45,000	Environmental	01/16/05
18.2	TransLink® Golden Gate Ferry Terminal Fare Gates	MTC/ GGBHTD	247,000	Design	02/23/05
3.2	E-Line	Muni	4,290,000	Construction	03/23/05
13	eBART	BART	17,650,000	Environmental	06/28/06
13	eBART	BART	1,100,000	ROW- Support	07/27/05
18.3	TransLink® - BART Faregates	MTC	2,039,000	Construction	07/27/05
35	Transit Commute Benefits Promotion Program	MTC	25,000	Environmental	07/27/05
35	Transit Commute Benefits Promotion Program	MTC	50,000	Construction	10/26/05
11.2	Sir Francis Drake Widening	TAM	330,000	Construction	04/27/05
14.1	Benicia Siding Extension	CCJPA	600,000	Environmental	04/27/05
28.2	Water Transit Authority – Spare Vessels	WTA	12,000,000	Construction	04/27/05
9	Richmond Parkway Park and Ride Lot: Interim Capital Improvements	AC Transit	200,000	Construction	05/25/05
16	Benicia-Martinez Bridge: New Span	MTC	50,000,000	Construction	06/22/05
33.1	Regional Rail Plan: High Speed Rail Forecast	MTC	(500,000)	Study	06/22/05
33.3	Regional Rail Plan Study: Rescoped	Caltrain/BART	(1,350,000)	Study	06/22/05
33.3	Regional Rail Plan Study: Rescoped	MTC	2,850,000	Study	06/22/05

Capital Program SUBTOTAL **242,731,000**

GRAND TOTALS (Allocations to date for Operating and Capital Programs) **249,609,444**

RM 2 Operating and Capital Program - Allocation Actions
FY 2005-06 (July to June)

OPERATING PROGRAM

Project No.	Project Description	Project Sponsor	MTC Allocation Approvals Amount	Phase	Date (mo/yr)
1	Golden Gate Express Bus Service over the Richmond Bridge (Route 40)	GGBH&TD	2,131,500	OPER	03/22/06
3	Regional Express Bus North Pool (Carquinez, and Benicia Bridge)	Various			
	Along I-80	*Vallejo*	1,827,000	OPER	02/22/06
	Express Bus Route 300	*ECCTA*	516,232	OPER	11/16/05
	Routes 30ZJPX	*WestCat*	241,980	OPER	11/16/05
	Express Bus Route 72	*GGBH&TD*	146,827	OPER	02/22/06
	Express Bus Route 75	*GGBH&TD*	141,075	OPER	02/22/06
4	Regional Express Bus South Pool (Bay Bridge, San Mateo, and Dumbarton)	Various			
	Transbay Service	*AC Transit*	3,411,968	OPER	10/26/05
	Hercules Transbay Service	*WestCAT*	172,536	OPER	11/16/05
	Transbay Marketing	*AC Transit*	1,260,000	OPER	01/26/06
9	Vallejo Ferry	Vallejo Transit	2,700,000	OPER	02/22/06
10	Owl Bus Service on BART Corridor	Various			
	AC Transit Service	*AC Transit*	1,066,100	OPER	12/21/05
	CCCTA Service	*CCCTA*	154,418	OPER	02/22/06
	Muni Service	*Muni*	117,000	OPER	02/22/06
	LAVTA Service	*LAVTA*	58,000	OPER	05/24/06
	SamTrans Service	*SamTrans*	58,000	OPER	05/24/06
11	MUNI Metro East (Phase 1 - IOS)	Muni	1,914,890	OPER	11/16/05
12	AC Transit Enhanced Bus Service: International Blvd and Telegraph Ave.	AC Transit	2,933,016	OPER	10/26/05
13	TransLink®	Various	5,750,000	OPER	09/21/05
			(2,295,000)	OPER	05/24/06
14	WTA System	WTA	3,000,000	OPER	01/26/06

Operating Program SUBTOTAL **25,305,542**

GRAND TOTALS (Allocations to date for Operating and Capital Programs) **132,007,342**

RM 2 Operating and Capital Program - Allocation Actions
FY 2005-06 (July to June)

CAPITAL PROGRAM

Project No.	Project Description	Project Sponsor	MTC Allocation Approvals Amount	Phase	Date (mo/yr)
3.1	3.1 SF MUNI E-Line - Acquire 11 Historic Streetcars	SF MUNI	3,200,000	CON	12/21/05
3.2	3.2 SF MUNI E-Embarcadero Historic Streetcar Line	SF MUNI	(3,200,000)	CON	12/21/05
6.3	Fairfield Transportation Center	STA/ FS Transit	1,000,000	ENV	09/21/05
6.4	Vacaville Intermodal Station	STA/ Vacaville	415,000	ENV	07/27/05
7.1	Solano North Connector (Abernathy to Green Valley Road)	STA	2,500,000	ENV	01/25/06
7.2	Solano I-80/I-680 Interchange Complex (HOV Lanes from SR12 W to Airbase Parkway)	STA	3,475,000	ENV	01/25/06
			300,000	ENV	01/25/06
8	I-80 EB HOV Lane Extension from Route 4 to Carquinez Bridge	Caltrans	4,650,000	PS&E	01/25/06
			310,000	ROW	01/25/06
10.1	SMART Extension to Larkspur or San Quentin	SMART	1,000,000	PS&E	07/27/05
11.2	Sir Fancis Drake Blvd Widening	Transportation Authority of Marin	270,000	CON	11/02/05
			225,000	CON	01/26/06
11.3	Cal Park Hill Tunnel Rehabilitation and Bikeway	Transportation Authority of Marin	200,000	PS&E	07/27/05
			1,000,000	PS&E	05/24/06
12.1	Direct HOV lane connector from I-680 to the Pleasant Hill BART - Study	CCCTA	1,000,000	ENV	11/16/05
13.1	eBART	BART	100,000	PS&E	05/24/06
13.2	Loveridge Road Flyover	CCTA	2,500,000	PS&E	12/21/05
			(100,000)	PS&E	05/24/06
14.2	Fairfield/Vacaville Intermodal Rail Station and Track Improvements	Fairfield/Suisun Transit	615,000	ENV	05/24/06
15	Central Contra Costa BART Crossover	BART	230,000	ENV	02/01/06
			2,920,000	PS&E	04/26/06
			500,000	ROW	04/26/06
18.3	TransLink®	MTC	20,000	PS&E	02/22/06
18.4	TransLink®	MTC	150,000	PS&E	11/02/05
19.1	Emery-Go-Round Signage	MTC/ City of Emeryville	105,000	CON	10/26/05
19.2	MUNI Real Time Transit	MTC/ MUNI	11,283,000	CON	10/26/05
19.3	AC Transit Hastus Scheduling Software and Real Time Signage	MTC/ AC Transit	927,000	CON	10/26/05
19.4	WestCAT Technology Implementation and Signage	MTC/ WestCAT	551,000	CON	02/22/06
19.5	Caltrain Real Time Transit Information	MTC/ JPB	389,000	PS&E	02/22/06
			2,305,000	CON	02/22/06
20.1	City CarShare	City Car Share	1,000,000	CON	12/21/05
20.3	MacArthur BART Station Bicycle Access Study	City of Oakland	$30,000	ENV	05/24/06
20.4	MacArthur BART Bike Racks	BART	145,200	CON	06/28/06
20.5	MacArthur BART Improvements	Oakland	253,600	CON	06/28/06
20.6	Union Ave/Suisun Train Sta. Enh.	Fairfield	300,000	PS&E/Con	06/28/06
21	BART Tube Seismic Retrofit	BART	12,004,000	ENV	07/27/05
			10,797,000	PS&E	07/27/05
			11,000,000	CON	07/27/05
22	Transbay Terminal/Downtown Caltrain Extension	Transbay JPA	12,875,000	ROW	10/26/05
			2,735,000	ENV	05/24/06
24.2	Enhanced Bus (Telegraph Ave./ International Blvd.): Uptown Transit Center	AC Transit	400,000	PS&E	07/27/05
			5,000	ROW	01/26/06
			3,355,000	CON	01/26/06
			(53,000)	PS&E	01/26/06
24.4	Enhanced Bus (Telegraph Ave./ International Blvd.): Signalization	AC Transit	7,500,000	CON	07/27/05
29.5	Express Bus South - Ardenwood Blvd park and Ride Lot	Alameda County CMA	290,000	PS&E	10/26/05
			1,200,000	ROW	10/26/05
35	Transit Commute Benefits Promotion	MTC	25,000	ENV	03/22/06
36.1	Caldecott Tunnel Improvements - Fourth Bore	CCTA	4,000,000	ENV	01/26/06

Capital Program SUBTOTAL **106,701,800**

GRAND TOTALS (Allocations to date for Operating and Capital Programs) **132,007,342**

RM 2 Operating and Capital Program - Allocation Actions
FY 2006-07 (July to June)

As of June 27, 2007

OPERATING PROGRAM

Project No.	Project Description	Project Sponsor	MTC Allocation Approvals Amount	Phase	Date (mo/yr)
1	Golden Gate Express Bus Service over the Richmond Bridge (Route 40)	GGBH&TD	2,163,473	OPER	03/28/07
3	Regional Express Bus North Pool (Carquinez, and Benicia Bridge)	Various			
	Along I-80	*Vallejo (Fairfield)*	1,380,384	OPER	04/25/07
	Express Bus Route 300	*ECCTA*	523,975	OPER	11/15/06
	Routes 30Z/JPX	*WestCat*	245,610	OPER	11/15/06
	Express Bus Route 72	*GGBH&TD*	149,029	OPER	03/28/07
	Express Bus Route 75	*GGBH&TD*	143,191	OPER	03/28/07
	Rte 980 Martinez/Walnut Creek	*CCCTA*	407,970	OPER	11/15/06
	Rte 40 Pleasant Hill/Walnut Creek	*Fairfield Suisun*	519,616	OPER	04/25/07
4	Regional Express Bus South Pool (Bay Bridge, San Mateo, and Dumbarton)	Various			
	Transbay Service	*AC Transit*	6,150,559	OPER	09/27/06
	Hercules Transbay Service	*WestCAT*	222,950	OPER	12/20/06
	Transbay Marketing	*AC Transit*			
9	Vallejo Ferry	Vallejo Transit	2,700,000	OPER	04/25/07
10	Owl Bus Service on BART Corridor	Various			
	AC Transit Service	*AC Transit*	1,122,117	OPER	10/25/06
	CCCTA Service	*CCCTA*	293,153	OPER	02/28/07
	Muni Service	*Muni*	184,730	OPER	12/20/06
	LAVTA Service	*LAVTA*	100,000	OPER	02/28/07
	SamTrans Service	*SamTrans*	100,000	OPER	04/25/07
11	MUNI Metro East (Phase 1 - IOS)	Muni	2,500,000	OPER	12/20/06
12	AC Transit Enhanced Bus Service: International Blvd and Telegraph Ave.	AC Transit	3,000,000	OPER	09/27/06
13	TransLink®	Various	-	OPER	N/A
14	WTA System	WTA	3,000,000	OPER	07/26/06
	RM 2 Marketing: Special 1 year Pilot Category	MTC	$2,500,000	OPER	09/27/06

Operating Program SUBTOTAL **27,406,757**

GRAND TOTALS (Allocations to date for Operating and Capital Programs) **90,817,814**

RM 2 Operating and Capital Program - Allocation Actions
FY 2006-07 (July to June)
As of June 27, 2007

CAPITAL PROGRAM

Project No.	Project Description	Project Sponsor	MTC Allocation Approvals Amount	Phase	Date (mo/yr)
20.2	TALC Program Oversight - SR2T	MTC/TALC/EBBC	65,000	Environmental	07/26/06
20.7	Albany Ohlone Greenway Safety	Albany	407,000	Construction	07/26/06
20.9	AC TRANSIT Bicycle Parking Plan	AC Transit	100,000	Environmental	07/26/06
28	WTA - Spare Vessels	WTA	5,000,000	Construction	07/26/06
29.5	Ardenwood Park and Ride Lot	ACCMA	150,000	Environmental	07/26/06
32.1	I-580 Eastbound HOV Project	ACCMA	2,800,000	Environmental	07/26/06
32.1	I-580 Eastbound HOV Project	ACCMA	8,700,000	Construction	07/26/06
32.2	I-580 / I-680 Interchange Mod PSR	ACCMA	1,700,000	Environmental	07/26/06
14	Benicia Siding Project	CCJPA	(600,000)	Environmental	07/26/06
21	BART Transbay Tube Seismic	BART	(11,000,000)	Construction	07/26/06
28	WTA Environmental	WTA	(2,000,000)	Environmental	07/26/06
29.2	State Route 84 HOV On-ramp	ACCMA	(911,118)	Final Design	07/26/06
18	CIMS	VTA	726,000	Environmental	09/27/06
20.14	SR2T: Santa Clara Transit Center - Pedestrian/ Bike Crossing	VTA	50,000	Environmental	09/27/06
20.16	SR2T: BART C2 Car Demonstration Project	BART	581,000	Construction	09/27/06
24	AC Transit Uptown Transit Center	AC Transit	900,000	Construction	09/27/06
33.3	Regional Rail Plan	MTC	419,553	Environmental	09/27/06
33.3	Regional Rail Study	BART	(169,553)	Environmental	09/27/06
33.3	Regional Rail Study	Caltrain	(250,000)	Environmental	09/27/06
7.2	I-80 HOV Lanes in Solano County	STA	1,000,000	Preliminary Engineering	10/25/06
29.4	Grand-MacArthur Express Bus	ACCMA/AC Transit	600,000	Final Design	10/25/06
29.4	Grand-MacArthur Express Bus	ACCMA/AC Transit	(175,000)	Environmental	10/25/06
29.5	Ardenwood Park and Ride Lot	ACCMA/AC Transit	210,000	Final Design	10/25/06
29.5	Ardenwood Park and Ride Lot	ACCMA/AC Transit	1,750,000	Right-of-Way	10/25/06
20.12	Improved Bicycle Access to 16th St. BART	Muni	49,000	Environmental	12/20/06
28	South San Francisco Ferry Terminal	WTA	750,000	Preliminary Engineerir	01/24/07
33.1	High Speed Rail Forecast Study	MTC	75,000	Environmental (Study)	01/24/07
33.3	Regional Rail Plan	MTC	(75,000)	Environmental (Study)	01/24/07
22	Transbay Transit Center	TJPA	4,730,000	Preliminary Engineerir	02/28/07
20.1	City CarShare Expansion	City CarShare	750,000	Construction	02/28/07
7.2	I-80 HOV in Solano Co	STA	2,000,000	Construction	03/28/07
7.2	I-80 HOV in Solano Co	STA	4,525,000	Final Design	03/28/07
28	Preliminary Design for South San Francisco Ferry Terminal	WTA	550,000	Environmental	03/28/07
28	Bid preparation for vessel procurement for South San Francisco Ferry	WTA	25,000	Final Design	03/28/07
10.1	Cal Park Hill Tunnel	SMART	600,000	Final Design	04/25/07
10.1	Cal Park Hill Tunnel	SMART	400,000	ROW	04/25/07
27	South San Francisco Vessel Procurement	WTA	275,000	Preliminary Engineerir	04/25/07
18.3	GGT TransLink® Regional Integration	MTC	15,000	Preliminary Engineerir	04/25/07
32.1	I-580 EB HOV	ACCMA	850,000	Environmental	04/25/07
32.1	I-580 EB HOV	ACCMA	3,000,000	Construction	04/26/07
32.2	I-580 WB HOV and I-580/I-680 Interchange Modifications	ACCMA	10,000,000	Environmental	04/25/07
15	Pleasant Hill BART Crossover Tracks	BART	20,350,000	Construction	05/23/07
6.1	Curtola Park and Ride Lot	Vallejo	705,275	Environmental	05/23/07
34	Integrated Fare Structure study	Muni	1,000,000	Study	05/23/07
33.1	HSR Travel Modeling	MTC	300,000	Study	05/23/07
33.3	Regional Rail	MTC	(300,000)	Study	05/23/07
5	Vallejo Station	Vallejo	2,350,268	Preliminary Engineerir	06/27/07
5	Vallejo Station	Vallejo	433,632	ROW	06/27/07

Capital Program SUBTOTAL **63,411,057**

GRAND TOTALS (Allocations to date for Operating and Capital Programs) **90,817,814**

RM 2 Operating and Capital Program - Allocation Actions
FY 2007-08 (July to June)
As of October 30, 2007

OPERATING PROGRAM

Project No.	Project Description	Project Sponsor	MTC Allocation Approvals Amount	Phase	Date (mo/yr)
1	Golden Gate Express Bus Service over the Richmond Bridge (Route 40)	GGBH&TD	$1,646,944	N/A	07/25/07
2	Napa Vine	NCTPA	$25,000	N/A	10/24/07
3	Regional Express Bus North Pool (Carquinez, and Benicia Bridge)	Various			
	Along I-80	*Vallejo (Fairfield)*	$1,997,232	N/A	10/24/07
	Express Bus Route 300	*ECCTA*	$531,835	N/A	07/25/07
	Routes 30Z/JPX	*WestCat*	$249,294	N/A	07/25/07
	Express Bus Route 72	*GGBH&TD*	$151,264	N/A	07/25/07
	Express Bus Route 75	*GGBH&TD*	$145,339	N/A	07/25/07
	Rte 980 Martinez/Walnut Creek	*CCCTA*	$414,090	N/A	07/25/07
	Rte 40 Pleasant Hill/Walnut Creek	*Fairfield Suisun*	$711,035	N/A	09/28/07
4	Regional Express Bus South Pool (Bay Bridge, San Mateo, and Dumbarton)	Various			
	Transbay Service	*AC Transit*	$5,673,243	N/A	09/26/07
	Hercules Transbay Service	*WestCAT*	$226,294	N/A	07/25/07
9	Vallejo Ferry	Vallejo Transit	$651,475	N/A	10/24/07
10	Owl Bus Service on BART Corridor	Various			
	AC Transit Service	*AC Transit*	$1,138,908	N/A	09/26/07
	CCCTA Service	*CCCTA*	$297,550	N/A	07/25/07
	Muni Service	*Muni*	$187,501	N/A	09/28/07
	LAVTA Service	*LAVTA*	$101,500	N/A	07/25/07
	SamTrans Service	*SamTrans*			
11	MUNI Metro East (Phase 1 - IOS)	Muni	$2,500,000	N/A	09/26/07
12	AC Transit Enhanced Bus Service: International Blvd and Telegraph Ave.	AC Transit	$3,000,000	N/A	09/26/07
13	TransLink®	Various			
14	WTA System	WTA	$3,000,000	N/A	06/27/07
	RM 2 Marketing: Special 1 year Pilot Category	MTC	$1,250,000	N/A	06/27/07
	TransLink® Launch - Marketing	MTC	$1,350,000	N/A	06/27/07

Operating Program SUBTOTAL **25,248,504**

GRAND TOTALS (Allocations in FY 07-08 for Operating and Capital Programs) **70,317,504**

RM 2 Operating and Capital Program - Allocation Actions
FY 2007-08 (July to June)

As of October 30, 2007

CAPITAL PROGRAM

Project No.	Project Description	Project Sponsor	MTC Allocation Approvals Amount	Phase	Date (mo/yr)
4.1	Dumbarton Rail	SMCTA	6,270,000	Preliminary Engineering	07/25/07
20.8	El Cerrito Ohlone Greenway Safety Project	City of El Cerrito	400,000	Construction	07/25/07
20.13	Market Street Safety Zone	SFMTA	600,000	Construction	07/25/07
28.1	SSF Ferry Terminal - Oyster Point	WTA	1,200,000	Final Design (PSE)	07/25/07
29.3	SR-84 HOV Lane Extension	ACCMA	6,380,000	Construction	07/25/07
29.4	MacARthur-Grand Signalization	ACCMA/AC	2,115,000	Construction	07/25/07
29.3	SR-84 HOV Lane Extension	ACCMA	(995,000)	Final Design	07/25/07
11.4	Larkspur Ferry Access Improvements	TAM	2,000,000	PE	9/26/2007
18.3	TransLink® - Muni coordination	MTC	290,000	Environmental	9/28/2007
18.5	TransLink® - Muni Faregates	SF MTA	90,000	Environmental	9/28/2007
22	Transbay Terminal	TJPA	1,319,000	Final Design	9/26/2007
32.1	I-580 HOV Eastbound	ACCMA/ Caltrans	500,000	PE (for splitting into 3 segments)	9/28/2007
37	Transit Capital Rehabilitation	BART	24,000,000	Construction	9/26/2007
20.11	Balboa Park Intermodal Connections Study	SFMTA	200,000	Study	10/24/2007
30	I-880 North Safety Improvement	ACCMA	700,000	Environmental	10/24/2007

Capital Program SUBTOTAL **45,069,000**

GRAND TOTALS (Allocations to date for Operating and Capital Programs) **70,317,504**

STA
Solano Transportation Authority

DATE: April 23, 2008
TO: STA TAC
FROM: Janet Adams, Director of Projects
RE: I-80 Construction Schedule: Update

Background:
Highway projects in Solano County are funded from a variety of Federal, State and local fund sources. Maintenance work for highway projects are funded from the State Highway Operations & Protection Program (SHOPP). Most sections of I-80 through Solano County still has the original pavement section that was build in the 1950's. As such, the 40-year pavement life is well past its useful life span. Caltrans is underway with $125 million in rehabilitation projects for I-80 in the county between Vallejo and Vacaville. Construction along the corridor is expected for several years as this work is completed. This rehabilitation work is being coordinated with the I-80 High Occupancy Vehicle (HOV) Lanes which will also begin construction this summer.

Discussion:
The following provides an update for these rehabilitation projects, including scope, cost and schedule for each rehabilitation project that will begin construction in 2008. The public outreach effort is expected to be brought to the STA Board in May.

Tennessee to American Canyon
Project Number 04-0T2404 - In Solano And Napa Counties, in and near Vallejo from 1.1 km East Of Tennessee St Overcrossing to the American Canyon Road Overcrossing American Canyon to I-680. The project is to rehabilitate roadway and construct concrete barriers in the median. Typical cross section for this work is provided for in Attachment A. The rehabilitation work includes 30 millimeter (mm) Open Graded Asphalt Concrete (OGAC) (21,200 tonnes) and 45 mm Rubberized Asphalt Concrete (RAC) (34,600 tonnes).

Engineer's Estimate: $29.8 M
Low Bid: $20.32 M
Contractor: OC Jones & Sons
Begin Construction: 1/07/08
Estimated Completion (paving): 11/08

American Canyon to Green Valley Creek
Project Number 04-2409U4 - In Solano County From American Canyon Rd I/C to Green Valley Creek. The project is to crack & seat existing concrete pavement, overlay roadway and shoulders with 135 mm Asphalt Concrete (AC), replace the metal beam guard rail with concrete barrier Type 60, widen inside shoulders to current standard and widen bridge deck and replace railing. Typical cross section for this work is provided for in Attachment B. The work includes 60 mm AC (61,800 tonnes), 45 mm RAC (38,500 tonnes) and 30 mm OGAC (25,500 tonnes).

Engineer's Estimate: $28 M
Bid Opening: 6/10/08
Begin Construction: 7/08
Estimated Completion (paving): 10/09

North Texas St OC to Leisure Town Rd. OC
Project Number 04-4C1524 - In Solano County in Fairfield and Vacaville from 0.8 Mile West of North Texas St. OC to 0.7 Mile East of Leisure Town Rd. OC. The project is to crack and seat concrete pavement & overlay with 135 mm AC, and correct x-slope to 1.5% and replace 102 approach slabs. Typical cross section for this work is provided for in Attachment C.

Engineer's Estimate: $49.5 M
Low Bid: $37.3 M
Contractor: Ghilotti Brothers
Begin Construction: 5/15/08
Estimated Completion (paving): 10/09

State Route (SR) 12 East to Air Base Parkway
Project Number 04-4C1514 - In Solano County in Fairfield and Vacaville from 0.4 mile W. of Route 12 OC to 0.85 mile east of Air Base Pkwy Rd. OC. The project is to crack and seat concrete pavement & overlay with 135 mm AC, correct roadway x-slope to 1.5% and replace approach slabs.

Engineer's Estimate: $21 M
Bid Opening: 4/09
Begin Construction: 7/09
Estimated Completion (paving): 8/10

The I-80 HOV Lane Project details are as follows:
Red Top Rd. to Airbase Parkway
Project Number 04-0A5314 - In Solano County on Interstate 80 from Red Top Road to 1.4 Km East of Air Base Parkway. The I-80 HOV Lanes Project will add 8.7 miles of new HOV lane in each direction along I-80 from Red Top Road east to Putah Canal. Typical cross section for this work is provided for in Attachment D.

Engineer's Estimate: $45.3 M
Bid Opening: 4/29/08
Begin Construction: 6/08
Estimated Completion (HOV Lanes open): 10/09

Recommendation:
Informational.

Attachment:
A. Typical Cross Section 04-0T2404
B. Typical Cross Section 04-2409U4
C. Typical Cross Section 04-4C1524
D. Typical Cross Section 04-0A5314

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO	TOTAL SHEETS
04	Sol,Nap	80	6.3/13.1	2	280

REGISTERED CIVIL ENGINEER 2-15-07

PLANS APPROVAL DATE 5-29-07

Viet T. Han No. 51541 Exp. 6-30-08 CIVIL STATE OF CALIFORNIA

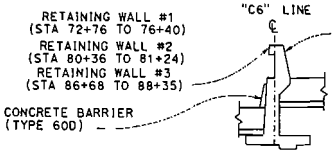
The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

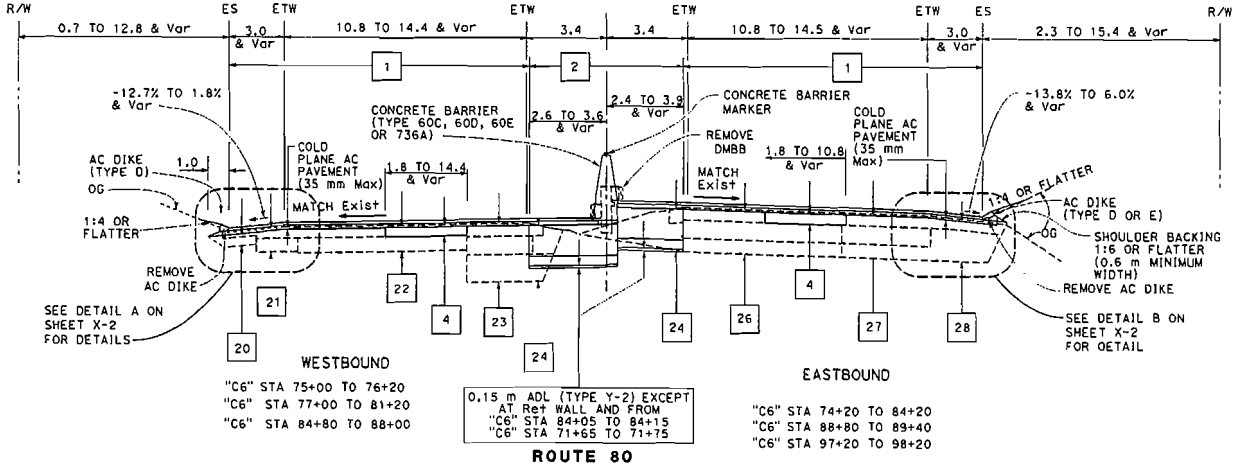
To go to the Caltrans web site go to: http://www.dot.ca.gov

Caltrans Metric

STRUCTURAL SECTION NOTES

1. 30 mm OGAC; 45 mm RAC-G
2. 30 mm OGAC; 45 mm RAC-G; 345 mm AC(TYPE A); 105 mm (CLASS 4 AS)
3. 30 mm OGAC; 45 mm RAC-G } SEE NOTE 5
4. REPLACE AC SURFACING; 150 mm Max AC (TYPE A) } SEE NOTE 6
5. 30 mm OGAC; 45 mm RAC-G; 30 mm AC (TYPE A); 30 mm AC (LEVELING)
6. 30 mm RAC-G
7. 30 mm OGAC; 45 mm RAC-G; 0-300 mm AC (LEVELING)
8. 45 mm RAC-G } SEE NOTE 5
9. 45 mm RAC-G
10. 30 mm OGAC; 45 mm RAC-G; 30 mm AC (TYPE A); PRF; 30 mm AC (LEVELING) } SEE NOTE 7
11. 30 mm OGAC; 45 mm RAC-G; 420 mm AC (TYPE A); 105 mm (CLASS 4 AS)
12. 30 mm AC (TYPE A)
20. Exist 37 mm AC; 101 mm AB
21. Exist 101 mm AC; 152 mm CTB
22. Exist 18 mm OGAC; 101 mm AC; 168 mm PCC
23. Exist 18 mm OGAC; 101 mm AC; 204 mm CTB; 305 mm AS
24. Exist 82-146 mm AC; Var AB; Var AS
25. Exist 146 mm AC; Var AB
26. Exist 18 mm OGAC; 101 mm AC; 204 mm PCC; 152 mm AB
27. Exist 18 mm OGAC; 101 mm AC; 204 mm CTB; 152 mm AS
28. Exist 101 mm AC; 152 mm AS
29. Exist 91 mm AC; 152 mm AB; Var AS
30. Exist 18 mm OGAC; 152 mm AC; 274 mm CTB; 503 mm AS
31. Exist 18 mm OGAC; 101 mm AC; 168 mm PCC
32. Exist 36 mm OGAC; 101 mm AC; 204 mm CTB; 305 mm AS
33. Exist 76 mm AC; Var AB; Var AS
34. Exist 30 mm OGAC; 101 mm AC; 168 mm PCC
35. Exist 45 mm OGAC; 101 mm AC; 204 mm CTB; 305 mm AS
36. Exist 45 mm OGAC; 101 mm AC; 204 mm PCC; 152 mm AB
37. Exist 30 mm OGAC; 128 mm AC; 253 mm CTB; 229 mm AS
38. Exist 128-52 mm AC; 152 mm AB; Var AS
39. Exist 30 mm OGAC; 177 mm AC; 168 mm PCC
40. Exist 30 mm OGAC; 101 mm AC; 204 mm PCC; 152 mm AB
41. Exist 30 mm OGAC; 204 mm AC; 168 mm PCC
42. Exist 30 mm OGAC; 128 mm AC; Var CTB; 168 mm PCC
43. Exist 30 mm OGAC; 128 mm AC; Var CTB; 76 mm AC; 152 mm CTB; 152 mm AB
44. Exist 76 mm AC; Var AB; 76 mm AC; 152 mm CTB; 152 mm AB
45. Exist 30 mm OGAC; 88 mm AC; 76 mm AC Base; 204 mm AB; 405 mm AS
46. Exist 30 mm OGAC; 116 mm AC; 253 mm CTB; 405 mm AS
47. Exist 116-64 mm AC; 152 mm AB; 405 mm AS
48. Exist 183 mm AC; 152 mm AB; Var AS
49. Exist 107 mm AC; 18 mm OGAC; 229 mm PCC; 101 mm CTB; Var AS
50. Exist 183-76 mm AC; 152 mm AB; Var AS
51. Exist 18 mm OGAC; 229 mm PCC; 101 mm CTB; Var AS
52. Exist 107 mm AC; 229 mm PCC; 101 mm CTB; Var AS
53. Exist 204 mm PCC; 101 mm CTB; Var AS
54. Exist 229 mm PCC; 101 mm CTB; Var AS
55. Exist 229 mm PCC; 152 mm CTB; 229 mm AS
56. Exist 91 mm AC; 290 mm CTB; 229 mm AS
57. Exist 116 mm AC (TYPE A); 152 mm AB; 253 mm AS (FOR WESTBOUND OFFRAMP); 107 mm AC (TYPE A); 198 mm AB-2; 320 mm AS-4
58. Exist 52 mm AC (TYPE A); 101 mm AB; Var AS (FOR WESTBOUND OFFRAMP); 61 mm AC (TYPE A); 152 mm AB-2; Var AS
59. Exist 152 mm AC-B; 61 mm ATPB; 168 mm AB-2; 290 mm AS-4
60. Exist 152 mm AC (TYPE A); 244 mm AB-2; 381 mm AS-4
61. Exist 76 mm AC (TYPE A); Var AB-2; 381 mm AS-4
62. Exist 152 mm AC (TYPE A); 320 mm AB-2; 305 mm AS-4
63. Exist 195 mm AC (TYPE A); 204 mm AB-1; 229 mm AS-2; 152 mm AS-3
64. Exist 195-158 mm AC (TYPE A); 204 mm AB-1; 229 mm AS-2; 152 mm AS-3





NOTES:

1. DIMENSIONS OF THE STRUCTURAL SECTIONS ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
2. SUPERELEVATION AS SHOWN OR AS DIRECTED BY THE ENGINEER.
3. FOR LOCATIONS, TYPE, AND LIMITS OF DMBB, CONCRETE BARRIERS AND AC DIKES, SEE LAYOUT SHEETS.
4. USE TYPE F DIKE UNDER MBGR. SEE STANDARD PLAN A77F FOR DIKE POSITIONING DETAILS.
5. USE ON SECTIONS WITH NO COLD PLANING OF AC PAVEMENT.
6. REPLACE AC SURFACING. LOCATIONS ARE SHOWN ON LAYOUT SHEETS AND QUANTITY SHEETS. REPLACE AC SURFACING DEPTHS TO BE THE EXISTING AC THICKNESS BUT NOT TO EXCEED 150 mm MAXIMUM.
7. PRF IS TO BE PLACED ON STRUCTURAL SECTION 10 AND TO EXTEND 600 mm INTO SHOULDERS AND TAPERS.
8. 0.15 m OF ADL (TYPE Y-2) MATERIALS ARE TO BE PLACED BENEATH THE MEDIAN PAVING. EXACT LIMITS TO BE DETERMINED BY THE CONTRACTOR EXCEPT AS INDICATED IN THE TYPICAL CROSS SECTIONS.

LEGEND & ABBREVIATION:

RAC-G	RUBBERIZED ASPHALT CONCRETE (TYPE G)
No.	STRUCTURAL SECTION NUMBER
ADL	AERIALLY DEPOSITED LEAD
▨	COLD PLANE AC PAVEMENT

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

TYPICAL CROSS SECTIONS

NO SCALE

X-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans PROJECT DEVELOPMENT

PROJECT ENGINEER: VIET T. HAN
CALCULATED/DESIGNED BY | CHECKED BY
DATE | REVISED BY | DATE REVISED

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

USERNAME = t_hanviet
DGN FILE = s40+240cc0001.dgn

CU 04279 EA 0T2401

DATE PLOTTED = 04-JUN-2007
TIME PLOTTED = 06:23
LAST REVISION 02-17-07

12/1

ATTACHMENT A

Dist	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Sol	80	12.9/20.8	4	212

REGISTERED CIVIL ENGINEER 9-17-07 DATE

3-10-08
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER Ber-lin Wei No. 49855 Exp. 9-30-08 CIVIL STATE OF CALIFORNIA

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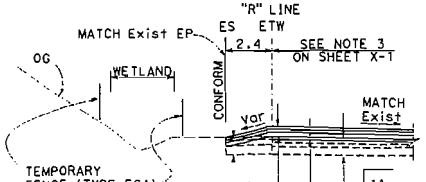
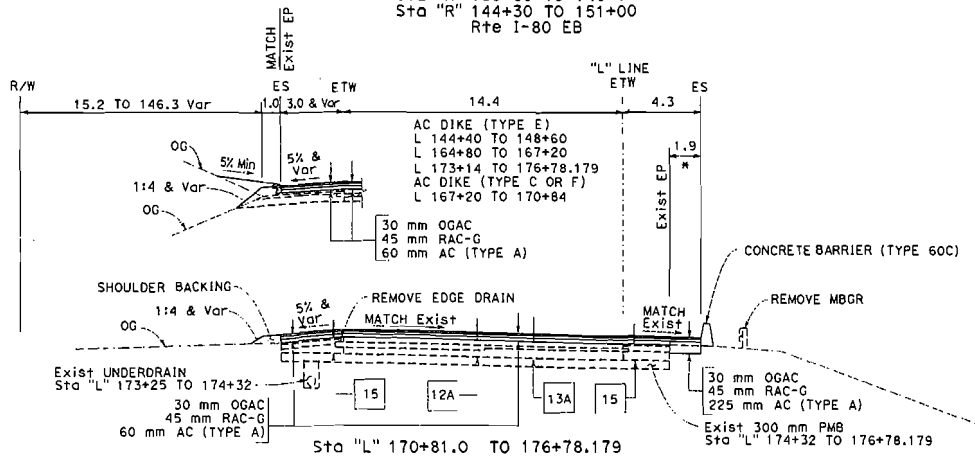
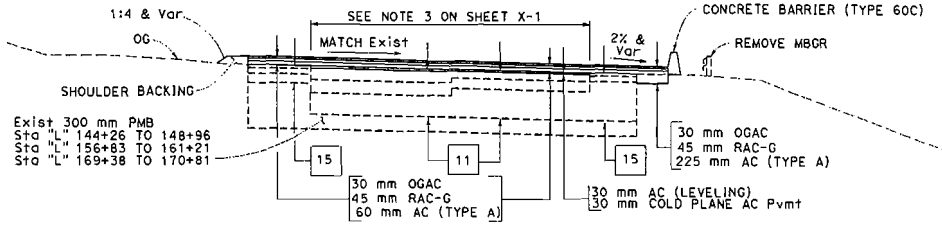
Caltrans Metric



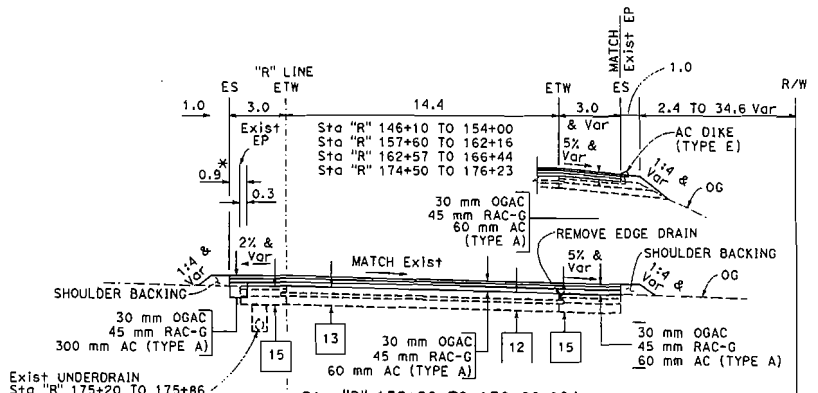
Sta "R" 139+80 TO 140+10
Sta "R" 144+30 TO 151+00
Rte I-80 EB



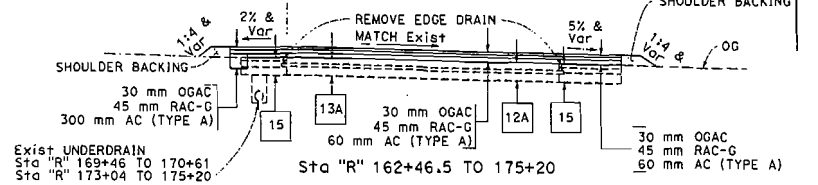
Sta "L" 170+81.0 TO 176+78.179



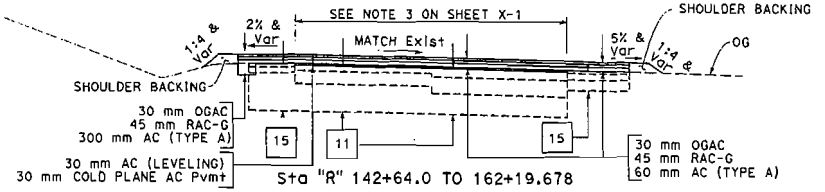
Sta "L" 142+70 TO 162+13.87
Sta "L" 162+71.782 TO 170+81.0
Rte I-80 WB



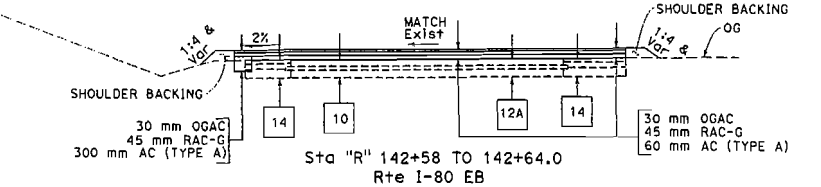
Sta "R" 175+20 TO 176+80.004



Sta "R" 162+46.5 TO 175+20



Sta "R" 142+64.0 TO 162+19.678



Sta "R" 142+58 TO 142+64.0
Rte I-80 EB

Rte I-80 EB

TYPICAL CROSS SECTIONS

NO SCALE

ATTACHMENT 4

X

FOR NOTES, ABBREVIATIONS AND/OR LEGEND, SEE SHEET X-1

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN
FUNCTIONAL SUPERVISOR: GEORGE LO
CALCULATED-DESIGNED BY: HUNG C. HSU
CHECKED BY: BER-LIN WEI
REVISED BY
DATE REVISED

128

BORDER LAST REVISED 3/12/2007

RELATIVE BORDER SCALE IS IN MILLIMETERS 0 20 40 60 80

USERNAME => trmartin
DGN FILE => 42409uca003.dgn

CU 04227

EA 2409U1

LAST REVISED DATE PLOTTED => 13-MAR-2008
10-04-07 TIME PLOTTED => 10:41

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Sol	80	20.1/30.6	2	215

10-23-07
REGISTERED CIVIL ENGINEER DATE

11-26-07
PLANS APPROVAL DATE

Terek Naward No. 66808 Exp. 9-30-08 CIVIL STATE OF CALIFORNIA

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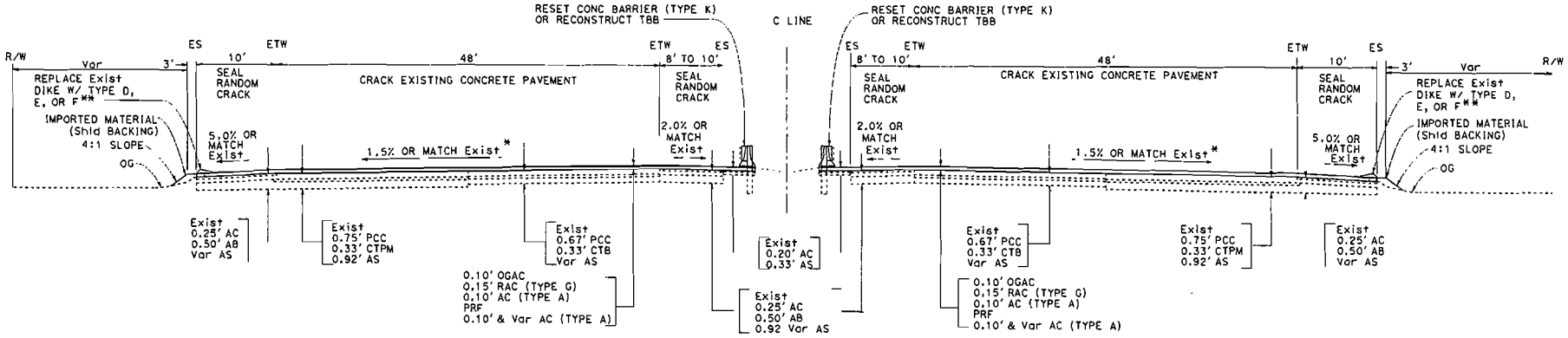
NOTES

1. DIMENSIONS OF THE STRUCTURAL SECTION ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATION.
2. SUPERELEVATION AS SHOWN OR AS DIRECTED BY THE ENGINEER.
3. * FOR CROSS SLOPE CORRECTION LOCATION, SEE PAVEMENT ELEVATION PLAN (SHEET C-3 TO C-14).
4. ** FOR THE LIMIT OF DIKE TYPES, SEE LAYOUT (SHEET L-1 TO L-40).
5. FOR RECONTRUCTING THRIE BEAM BARRIER, THE POSTS TO BE REINSTALLED IN THE SAME LOCATION AS EXISTING.

ABBREVIATIONS

TBB = THRIE BEAM BARRIER
RAC-G = RUBBERIZED ASPHALT CONCRETE (TYPE G)
OGAC = OPEN GRADED ASPHALT CONCRETE
PRF = PAVEMENT REINFORCING FABRIC



WESTBOUND

STA "C" 475+00 TO 540+00
STA "C" 454+49 TO 472+35
STA "C" 423+12 TO 442+47
STA "C" 386+07 TO 418+47
STA "C" 370+89 TO 381+48
STA "C" 312+93 TO 367+51
STA "C" 270+70 TO 310+33
STA "C" 154+71 TO 227+90
STA "C" 106+10 TO 150+29

EASTBOUND

STA "C" 454+96 TO 536+49
STA "C" 448+00 TO 450+77
STA "C" 423+05 TO 442+97
STA "C" 385+72 TO 418+38
STA "C" 370+89 TO 381+15
STA "C" 106+10 TO 146+58

TYPICAL CROSS SECTIONS

NO SCALE

X-1

REVISED BY | DATE REVISED
TEREK NAWARD | RONNIE CHUA
CALCULATED-DESIGNED BY | CHECKED BY
RONNIE CHUA
FUNCTIONAL SUPERVISOR
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans DESIGN

LAST REVISION 10-23-07 | DATE PLOTTED => 30 NOV 2007 | TIME PLOTTED => 5:55

BORDER LAST REVISED 3/1/2007 | RELATIVE BORDER SCALE IS 1 INCHES 0 1 2 3 | USERNAME => trphi | OGN FILE => 4ac152ca00.dgn | CU 04609 | EA 4C1521

ATTACHMENT C

DIST	COUNTY	ROUTE	KILOMETERS POST TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	Sol	80	18.3/32.3	2	537

REGISTERED CIVIL ENGINEER 8/31/07 DATE

12-31-07
PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OF COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.

MARK THOMAS & COMPANY, INC.
+ NOLTE ASSOCIATES, INC.
1243 ALPINE ROAD, SUITE 222
WALNUT CREEK, CA 94596

SOLANO TRANSPORTATION AUTHORITY
ONE HARBOR CENTER, SUITE 130
SUISUN CITY, CA 94585

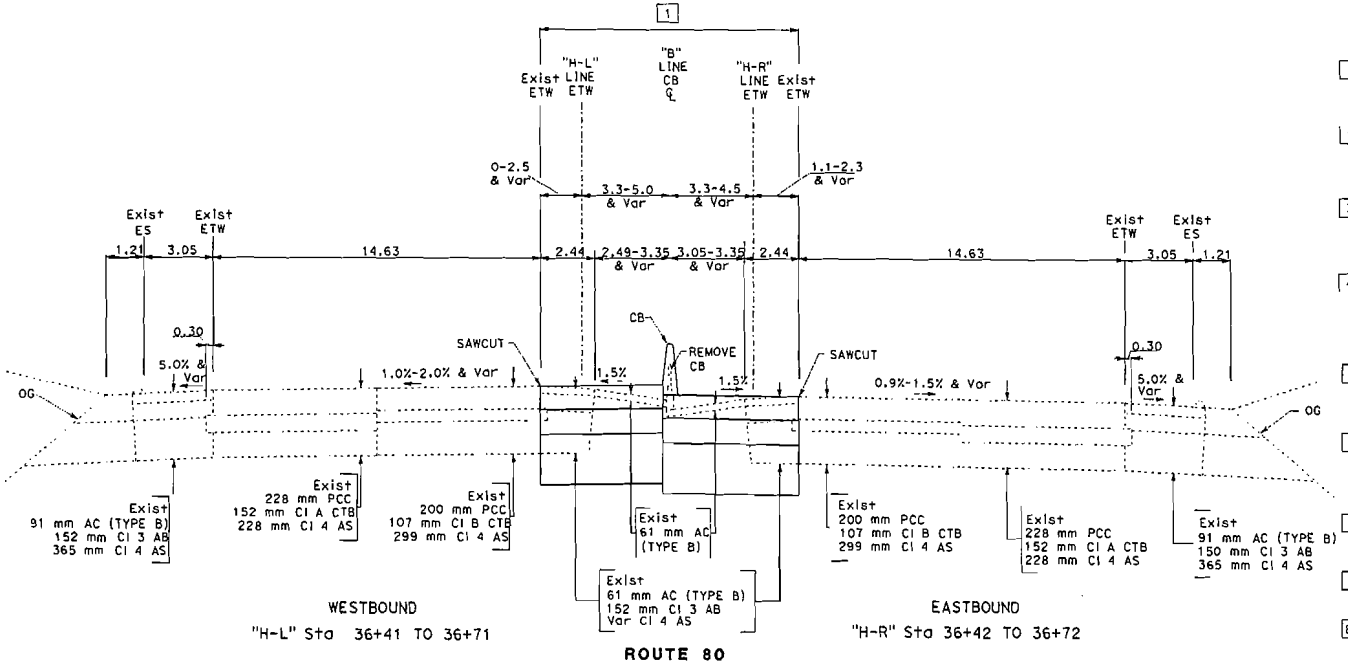
Caltrans Metric

NOTES:

1. DIMENSIONS OF STRUCTURAL SECTIONS ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
2. SUPERELEVATION AS SHOWN OR AS DIRECTED BY THE ENGINEER.
3. FOR LIMITS AND TYPE OF AC DIKE, MBGR AND CONCRETE BARRIER, SEE LAYOUT PLANS.
4. FOR ADDITIONAL INFORMATION ON PAVEMENT CONFORMS, SEE CONSTRUCTION DETAILS.
5. NO OGAC BENEATH CB LOCATIONS.
6. CLASS 3 PERMEABLE MATERIAL SHALL BE COMPLETELY ENCAPSULATED WITH FILTER FABRIC OVERLAP MATERIAL 450 mm AT ALL JOINTS.
7. WHERE EXISTING CTB LAYER EXTENDS INTO EXCAVATION FOR NEW STRUCTURAL SECTION, CTB LAYER SHOULD BE SAWCUT ON A CLEAN VERTICAL LINE PRIOR TO EXCAVATION.

LEGEND & ABBREVIATIONS:

Barr	BARRIER
PM	PERMEABLE MATERIAL
PMS	PLANT MIXED SEAL
LTS	LIME TREATED SUBBASE
[No.]	STRUCTURAL SECTION
(No.)	SHEET SPECIFIC NOTE



TYPICAL STRUCTURAL SECTIONS

1 — 210 mm AC (TYPE A) / 225 mm CI A CTB / 450 mm LTS
2 — 135 mm AC (TYPE A) / 225 mm CI A CTB / 450 mm LTS
3 — 150 mm AC (TYPE A) / 255 mm CI A CTB / 150 mm CI 4 AS / 375 mm CI 3 PM (BLANKET)
4 — 135 mm AC (TYPE A) / 240 mm CI A CTB / 150 mm CI 4 AS / 270 mm (Min) CI 3 PM (BLANKET)
5 — 135 mm AC (TYPE A) / 225 mm CI A CTB / 240 mm CI 4 AS
6 — 30 mm OGAC / 225 mm AC (TYPE A) / 270 mm CI A CTB / 315 mm CI 4 AS
7 — 195 mm AC (TYPE A) / 225 mm CI A CTB / 240 mm CI 4 AS
8 — 30 mm OGAC / 450 mm AC (TYPE A)
8A — 30 mm OGAC / 570 mm AC (TYPE A)
9 — 30 mm OGAC / 305 mm AC (TYPE A) / 75 mm ATPB / 235 mm AC (TYPE A)
10 — 30 mm OGAC / 435 mm AC (TYPE A)
11 — 30 mm OGAC / 210 mm AC (TYPE A) / 165 mm CI A CTB / 240 mm CI 4 AS
12 — 30 mm OGAC / 225 mm AC (TYPE A) / 255 mm CI A CTB / 255 mm CI 4 AS
13 — 135 mm AC (TYPE A) / 165 mm CI A CTB / 240 mm CI 4 AS
14 — 135 mm AC (TYPE A) / 195 mm CI A CTB / 375 mm CI 4 AS
15 — 210 mm AC (TYPE A) / 195 mm CI A CTB / 375 mm CI 4 AS
16 — 150 mm AC (TYPE A) / 270 mm CI A CTB / 450 mm CI 4 AS
17 — 30 mm OGAC / 150 mm AC (TYPE A) / 180 mm CI 4 AS
18 — 405 mm AC (TYPE A)
19 — 30 mm OGAC
20 — 30 mm OGAC / 45 mm AND Var AC (TYPE A)

TYPICAL CROSS SECTIONS

NO SCALE

X-1

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

BORDER LAST REVISED 3/1/2007

RELATIVE BORDER SCALE IS IN MILLIMETERS 0 20 40 60 80

USERNAME => irmilpesi
DGN FILE => 40a531c000.dgn

CU 04264 EA 0A531

LAST REVISION 00-00-00 DATE PLOTTED => 17-JAN-2008 TIME PLOTTED => 15:41

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

CONSULTANT FUNCTIONAL SUPERVISOR: RONI BOUKHALIL
CALCULATED-DESIGNED BY: BRANDON ROCK
CHECKED BY: JOY VILLAFRANCA
REVISED BY
DATE REVISED

130

ATTACHMENT D

Solano Transportation Authority

DATE: April 21, 2008
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Regional Transportation Plan (RTP) Status

Background:
The Metropolitan Transportation Commission (MTC) is in the process of updating its long-range transportation plan – the Regional Transportation Plan (RTP). In March 2008, all of the regional Congestion Management Agencies (CMAs) submitted project lists to MTC. At the same time, MTC has identified a range of regional programs that will compete for available funds. MTC is now in the process of modeling the impacts of some of those projects on future transportation and congestion patterns and access to transportation.

Discussion:
Public Outreach. MTC is holding RTP public workshops in each of the 9 Bay Area counties. The flyer for these meetings is included as Attachment A. The Solano County workshop is scheduled for Wednesday, May 7, from 6 to 8 p.m., and will be held in the County Government Center multi-purpose room at 675 Texas Street.

Trade-Off Discussion. MTC has not released the results of the project and program comparison modeling. However, MTC staff made a presentation to the Planning Committee on April 1, 2008. The handout for that meeting is included as Attachment B. The primary focus of the discussion is on the level of investment in system maintenance. Page 8 of the handout shows three potential maintenance investment options, in comparison to investments in other broad areas. No recommendation is made as to which investment scenario is preferred. The last two pages of the presentation include a series of investment trade-off questions.

Fiscal Impact:
None.

Recommendation:
Informational.

Attachments:
A. MTC Public Outreach Flyer
B. MTC Investment Trade-Off Presentation, dated April 11th
C. STA List of Solano County Priorities

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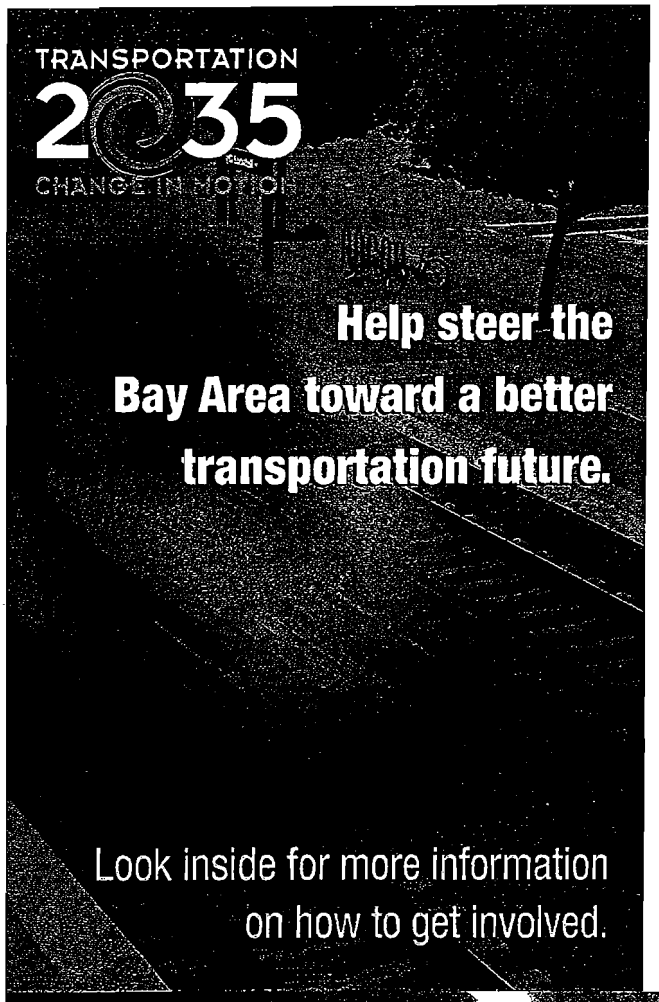
ATTACHMENT A



METROPOLITAN
TRANSPORTATION
COMMISSION

MTC Public Information
Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607

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APR 18 2008

T19 P1**********AUTO**3-DIGIT 945
Daryl Halls
Executive Director
Solano Transportation Authority
1 Harbor Ctr Ste 130
Suisun City CA 94585-2427

Find a Transportation 2035 Workshop in your neighborhood

Tuesday, May 6, 2008
6:30 p.m. to 8:30 p.m.

Sonoma County
Transportation 2035 Workshop
Finley Community Center Auditorium
2060 W. College Ave., Santa Rosa

Wednesday, May 7, 2008
6 p.m. to 8 p.m.

Solano County
Transportation 2035 Workshop
County Government Center
Multi-Purpose Room
675 Texas Street, Fairfield

Thursday, May 8, 2008
6 p.m. to 8 p.m.

Santa Clara County
Transportation 2035 Workshop
Dr. Martin Luther King Library
2nd floor, Room 225
150 E. San Fernando Street, San Jose

Monday, May 12, 2008
6 p.m. to 8 p.m.

Contra Costa County
Transportation 2035 Workshop
Civic Park Community Center
Social Hall
1375 Civic Drive, Walnut Creek

Tuesday, May 13, 2008
6 p.m. to 8 p.m.

San Mateo County
Transportation 2035 Workshop
San Mateo County Government Center
Board of Supervisors Chambers
400 County Center, Redwood City

Wednesday, May 14, 2008
6 p.m. to 8 p.m.

Alameda County
Transportation 2035 Workshop
Joseph P. Bort MetroCenter Auditorium
101 Eighth Street, Oakland

Monday, May 19, 2008
6 p.m. to 8 p.m.

Marin County
Transportation 2035 Workshop
San Rafael Community Center Auditorium
618 B Street, San Rafael

Tuesday, May 20, 2008
6 p.m. to 8 p.m.

Napa County
Transportation 2035 Workshop
Napa City-County Library
Community Meeting Room
580 Coombs Street, Napa

Thursday, May 22, 2008
6 p.m. to 8 p.m.

City and County of San Francisco
Transportation 2035 Workshop
San Francisco State Downtown Campus
Room E673
835 Market Street, San Francisco

TRANSPORTATION 2035 CHANGE IN MOTION

Help steer the Bay Area toward a better transportation future.

Spring brings a new wave of opportunities to help shape the Metropolitan Transportation Commission's **Transportation 2035 Plan**, a work in progress that looks 25 years down the road. With a title of **"Change in Motion,"** the effort signals MTC's commitment to **promoting sustainability and mobility** in the face of continued growth and global warming impacts.

Following extensive outreach in the fall and the submission of hundreds of possible transportation projects, we are now seeking input on the next phase of the plan's development: the trade-offs among various options for investing the region's limited transportation resources. Attend one of the workshops above, and join the discussion.

Please RSVP to info@mtc.ca.gov or 510.817.5981 (or TTY/TDD 510.817.5769). Please leave your name, address, phone number and e-mail, and let us know which workshop you plan to attend.

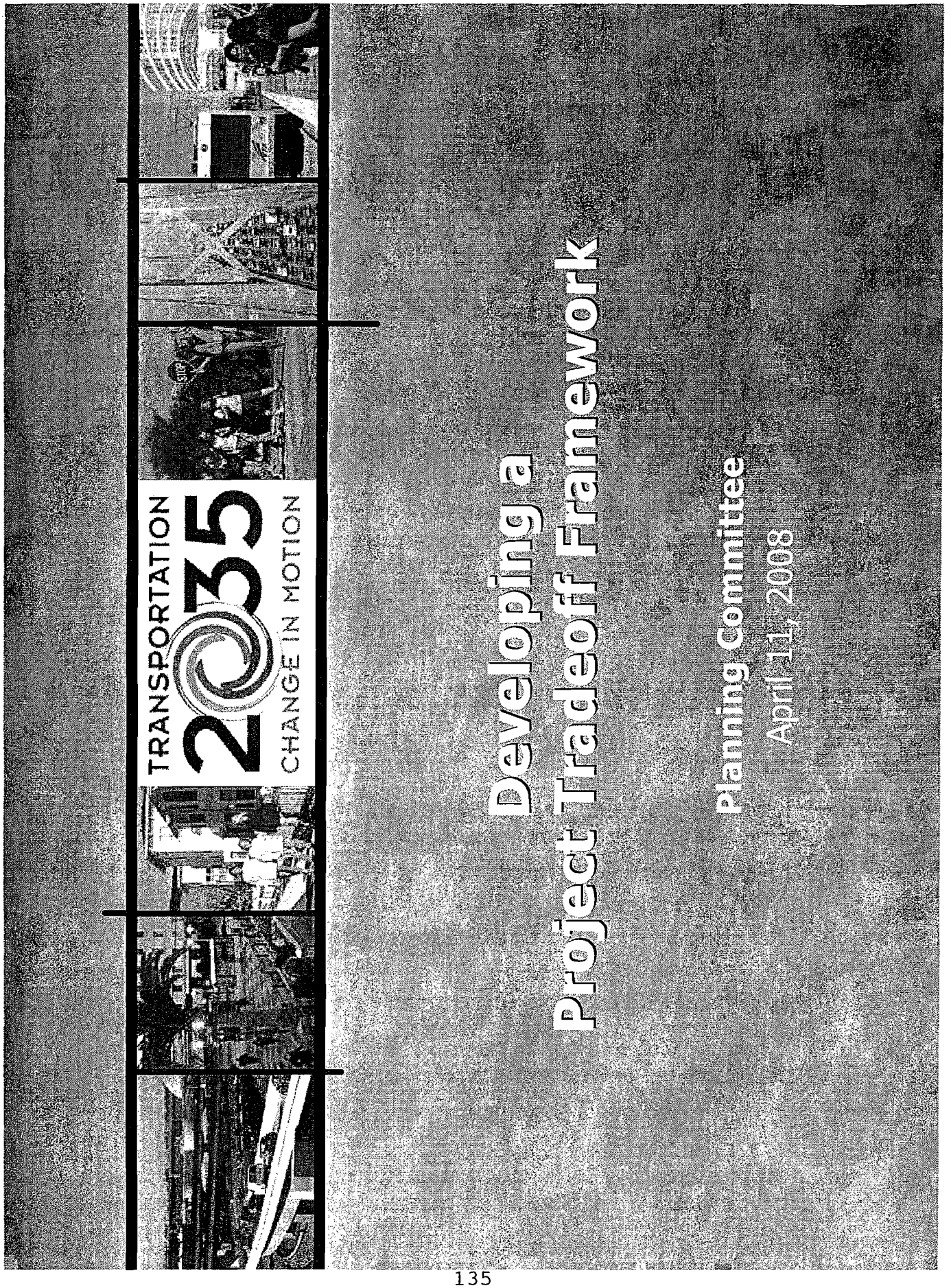
Sign Language Interpreter or Reader: A sign language interpreter or reader will be provided if requested at least three business days in advance (five or more days notice is preferred). Printed materials are available in alternative formats upon request.

Translation Services: Every effort will be made to provide interpreters for non-English speakers if requested at least five business days in advance. Please call MTC at 510.817.5757 (or TTY/TDD 510.817.5769) for more information.

Refreshments will be provided.

METROPOLITAN TRANSPORTATION COMMISSION

For more information or transit directions: www.mtc.ca.gov/T2035

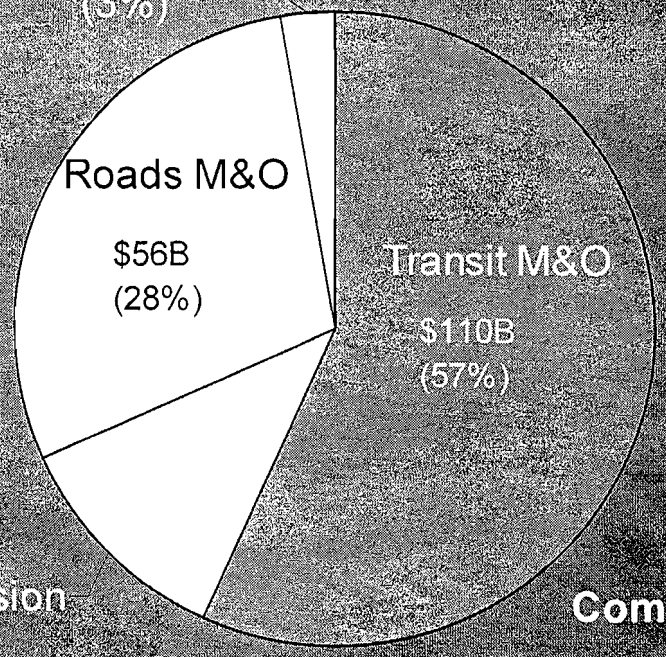

TRANSPORTATION
2035
CHANGE IN MOTION
Developing a
Project Tradeoff Framework
Planning Committee
April 11, 2008

T-2035 Committed vs. Uncommitted Funds

($224 billion total)

T-2035 Committed Funds

($194 billion total)



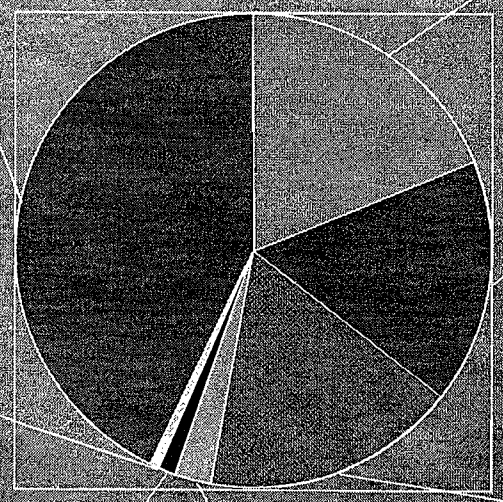
Committed Transit: $132 billion
(69% of total)

Committed Roads/Other: $62 billion
(31% of total)

Uncommitted Regional Discretionary Funds

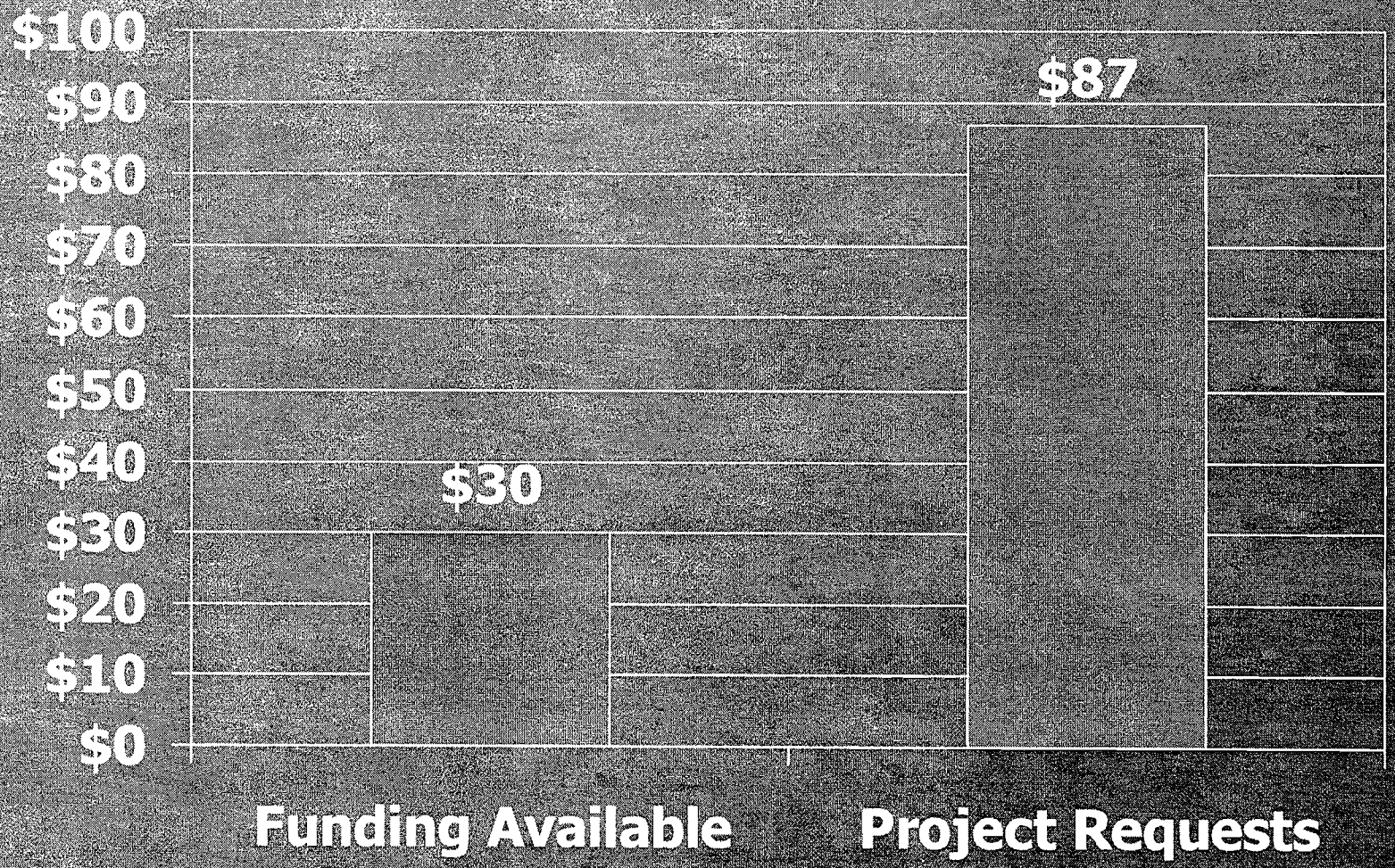
(escalated $ in billions)

$30 billion total



Available Revenues vs. Project Requests

(escalated $ in billions)



Potential Investment Theme Approaches

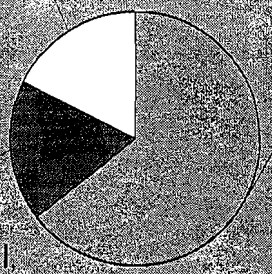
3 E's					Equity
		Environment			
	Economy				
Goals	Maintenance/ Safety/ Security		Reliability/ Efficient Freight	Clean Air/ Climate Protection	Access/ Focused Growth
Themes	Maintenance	Expansion	Technology	Pricing	Climate Protection	Focused Growth

Potential High Priority Projects by Theme

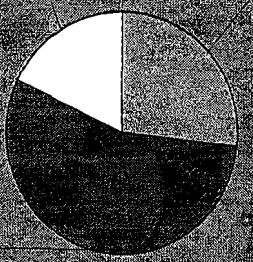
(Illustrative – not an exhaustive listing)

Theme	Maintenance	Expansion	Technology	Pricing	Climate Protection	Focused Growth
Potential Projects	▪ Road/ Transit Maintenance ▪ Road realignment ▪ Complete Streets ▪ Grade Separations	▪ HOV/HOT lane ▪ FPI Strategic Capacity ▪ Interchange Reconstruction ▪ Fwy-to-Fwy Interchanges ▪ Regional Bike Network ▪ Res. 3434 ▪ Other transit expansion	▪ FPI auxiliary lanes ▪ Regional ramp metering & TOS ▪ Smart arterials ▪ Transit efficiency/BRT	▪ HOT Lanes/ toll-funded express bus	▪ Targeted climate protection programs ▪ Transit efficiency ▪ Transit expansion ▪ Non-motorized ▪ Smart arterials	▪ Projects supporting PDAs/Smart Growth areas - Transit - Non-motorized - Local roads ▪ Smart arterials ▪ Road/transit maintenance ▪ TOD/TLC ▪ Lifeline

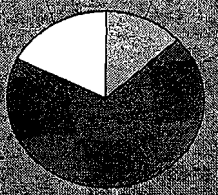
High Maintenance
(escalated $ in billions)



Medium Maintenance
(escalated $ in billions)



Low Maintenance
(escalated $ in billions)



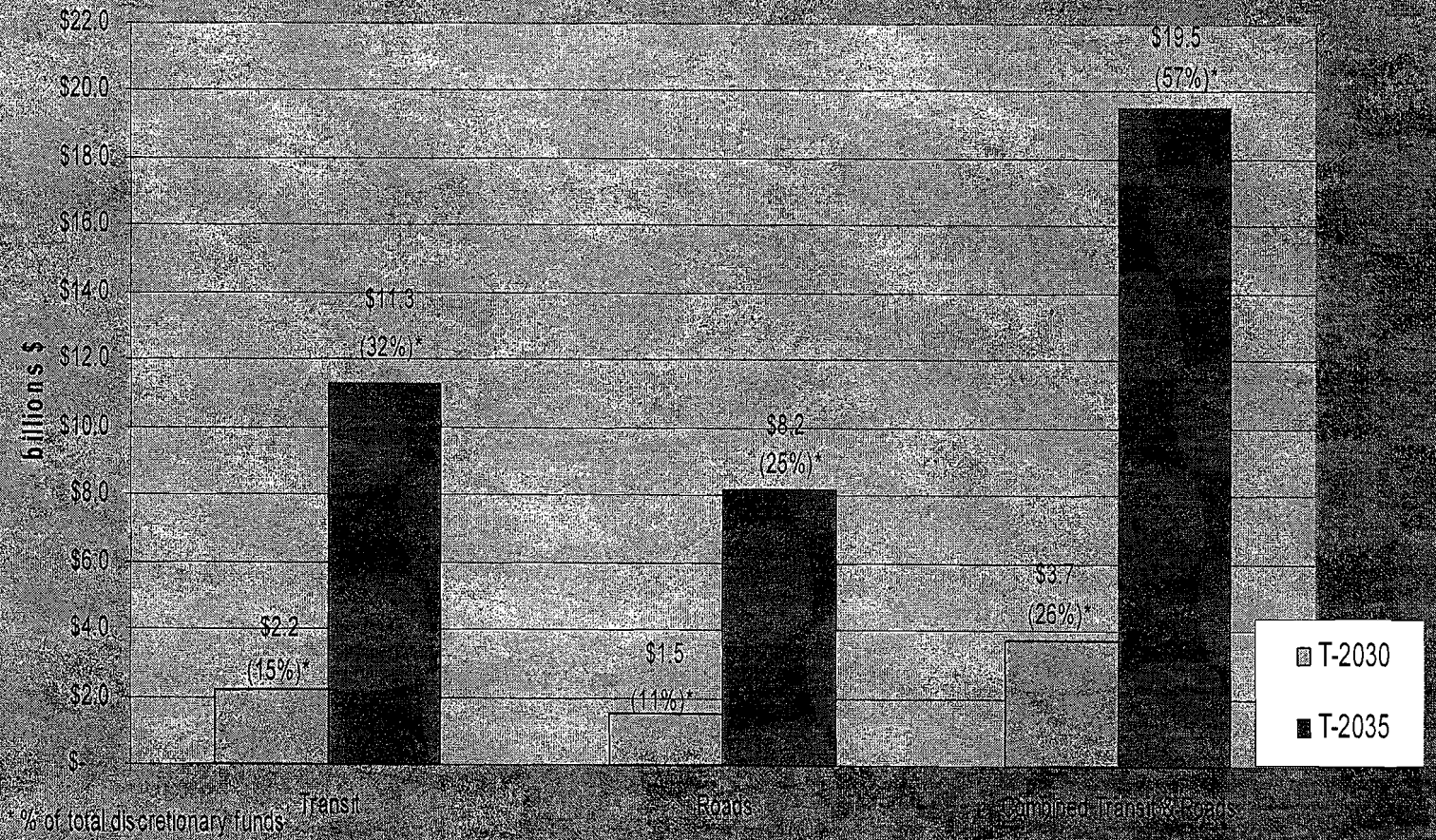
Maintenance Investment Assumptions:

High: Roads- MTS Pavement/non-Pave.
Transit- Score 16+
Signif. RTIP funds used for maint.

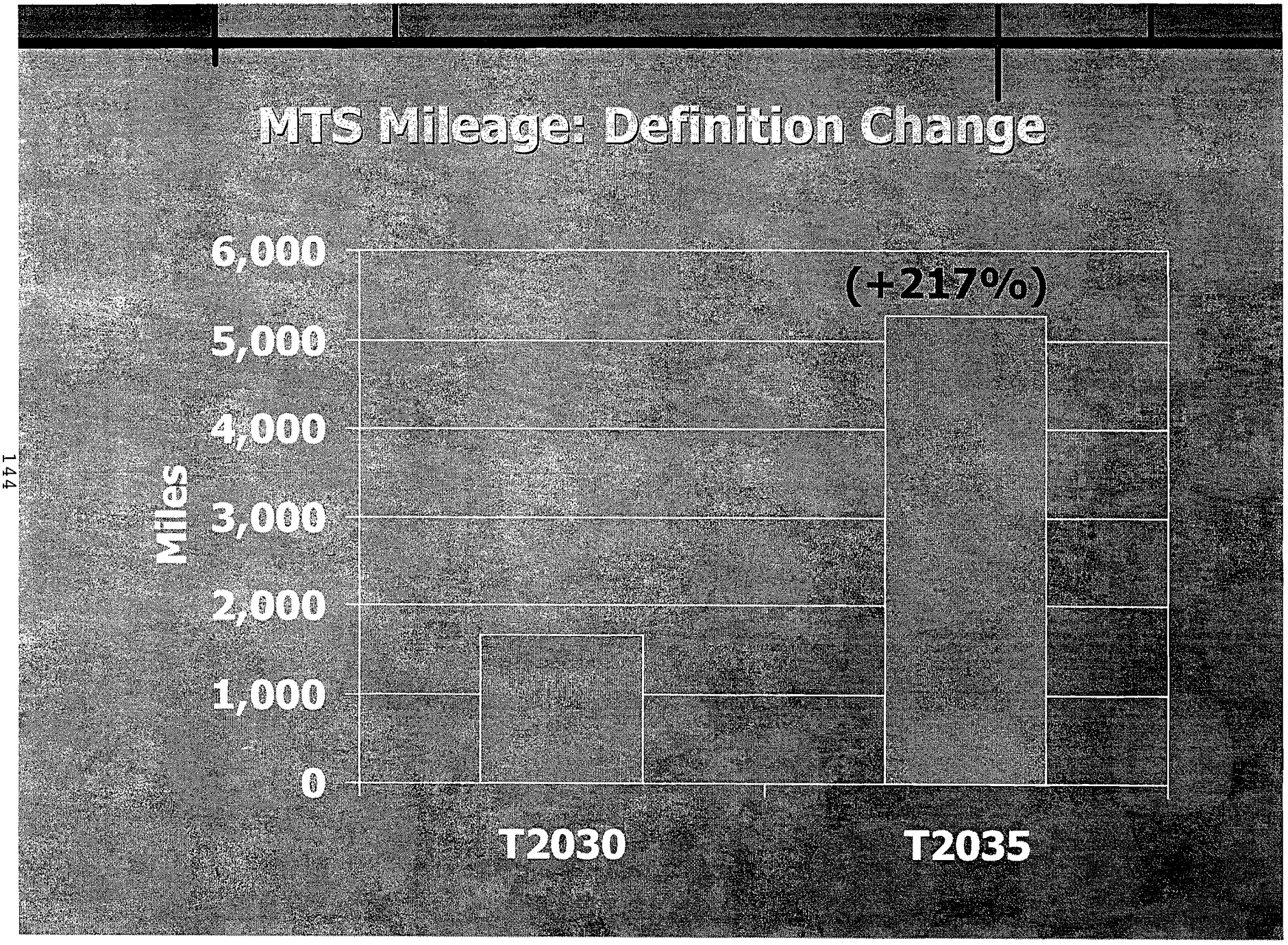
Medium: Roads- MTS Pavement only
Transit- Vehicle Focus
Some RTIP likely needed for maint.

Low: Roads- T-2030 escalated
Transit- Same
No RTIP needed for maint.

T-2030 vs. T-2035 Shortfalls
Transit Score 16+ and
MTS Road Pavement/Non-Pavement
(Escalated $ in billions)



* % of total discretionary funds


MTS Mileage: Definition Change
Miles
6,000
5,000
4,000
3,000
2,000
1,000
0
(+217%)
T2030
T2035

Transportation 2035 Schedule

April	Investment Tradeoff Discussions
May	Review Performance Evaluation Results Discuss Investment Tradeoff Options
June	Preliminary Investment Plan
July	Approve Investment Plan

Investment Tradeoff Questions

Maintenance

- What should be the focus of the region's maintenance commitment?
- Should we invest at the same % as T-2030?

Technology

- Should squeezing more capacity out of our existing system take priority over system expansion?

Expansion

- Should gap closures (HOV, bike, Lifeline) be highest expansion priority?

Investment Tradeoff Questions

Pricing

- What are the priorities for spending net HOT revenues?

Climate Change

- What priority investments should the region advance to address climate protection?

Focused Growth

- Should projects that support PDAs or compact growth be given priority?

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ATTACHMENT C
STA Priorities for RTP Investment Trade-Offs

Maintain the Existing System. The condition of regional and local roadway and transit capital has been allowed to deteriorate. Before any new investments are made, the existing investments must be protected by adequate maintenance and periodic replacement. *Preserve and expand the Pavement Management and Technical Assistance Program and the Streetsaver Program as specific programs that promote maintenance of local streets and roads.*

Local Decisionmaking and Local Implementation. The CMAs and the cities and counties have the best understanding of local needs, and are responsible for implementing programs. The overall theme of the RTP should be set at the regional level, but the implementation should be done on a corridor and local level.

Efficiency Before Expansion. Make moderate investments in more efficient use of the regional transportation system before making initiating major expansions of roadways.

Improve Corridor Mobility. MTC has focused on the maturity of the core urban area freeway system, but the periphery system has room and need to grow. The RTP should allow CMAs to identify and plan for that system expansion before it is needed. This includes rail and water corridors that can take pressure off of road corridors.

Regional Clean Air Strategy. MTC and the Bay Area Air Quality Management District should collaborate with the CMAs and local jurisdictions to develop a clean air strategy. The current partnership between the BAAQMD should be expanded in this endeavor.

Priority Development Areas (PDAs). The PDA process of identifying and helping fund high density transit oriented development should be structured to allow all portions of the region to participate, not just the core inner-Bay communities. Funding for existing programs such as Transportation for Livable Communities should not be diverted to pay for PDAs.

Attainable Milestones. The RTP needs to set out clearly measurable and attainable milestones so that we can measure progress towards long-term goals.

Focus on Goals, Then on Tools. The RTP needs to first identify goals (such as a regional HOV network) and then discuss tools options to attain those goals (generate revenue from HOT lanes to finance the HOV network) as proposed by MTC.

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STA
Solano Transportation Authority

DATE: April 18, 2008
TO: TAC
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Unmet Transit Needs Comments and Responses for Fiscal Year (FY) 2008-09

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

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

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

Discussion:
This year's annual Unmet Transit Needs public hearing for FY 2008-09 was held on December 4, 2007 at the Solano County Administration Center (CSAC) in Fairfield.

MTC summarized the key issues of concern and forwarded them to STA to coordinate a response. These issues of concern were provided at the February 2008 Technical Advisory Committee (TAC) and Consortium meetings. STA staff worked with the affected transit operators to prepare Solano County's draft coordinated response (see Attachment A). STA has submitted this preliminary draft response to MTC for review and comments. MTC is requesting additional information concerning Issue #3 before making any recommendation to their Commission.

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

The additional information requested is listed below:

1. The expense incurred of implementing new technology, adding resource, training, and quality control measures on the following:
    a. New Scheduling Software, Trapeze
    b. Telephone Doctor Program and staff training
    c. Additional position of an Operation Manager (Annual)
    d. Adding an additional van to Saturday Service

2. Definition of on-time performance and how it is measured.

3. Explain how the upgraded phone system has improvement productivity.

4. Explain how Trapeze is improving scheduling, increasing productivity, and on-time performance.

5. Comparison of on-time performance from six months prior to the unmet needs hearing to six month after

6. Analysis of all complaints from six months prior to unmet needs hearing and six months after.

7. STA to contact dialysis center to follow up on comments made at Unmet Needs hearing.

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

Recommendation:
Informational.

Attachments:
A. FY 2008-09 Unmet Transit Needs Issues and Preliminary Draft Responses

FY2008-09
Solano Unmet Transit Needs Response

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

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

Response

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

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

Issue 2: Request for more local service in Benicia

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

Response

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

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

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

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

Response

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

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

The City of Fairfield maintains an on-time service delivery rate of approximately 90% for both services.. The City has been, and continues to be committed to continuing to improve on-time performance by implementing new technology, adding resources, training, and quality control measures. These include:

1. In June 2007, new scheduling software program (Trapeze) was implemented to increase productivity including on-time performance. The replaced software was not providing adequate performance measures. To utilize all of its capabilities, training on the new software scheduling program continued over several months.

2. An upgraded automated phone system was installed November 2007. All dispatchers completed a seven part telephone training course called the Telephone Doctor to elevate customer service. All dispatchers completed the coursework by January 2008.

3. To further evaluate the customer service, a monitoring system went into effect in February 2008 requiring the contractor to include a CD-ROM in their monthly reports with audio files of all the dispatch calls for five days to audit the effectiveness of training and ensure that the passengers are receiving the highest quality customer service.

4. Also, an additional position of an Operation Manager was hired March 2008.

5. One additional Paratransit van was added to service on Saturday that began January 2008.

6. A Geographic Information System (GIS) has been used to an extent as the basis for the ADA mapping and the scheduling software, Trapeze, set up. It is available

to be modified for eventual use in the Automated Vehicle Location (AVL) for computerized trip planning service to further increase productivity.

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

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

Response

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

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

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

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

Response

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

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

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

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

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

Since 1999, Vallejo Transit had been incurring operating deficits due to increasing operating expenses, sporadic rising fuel costs, and the growing disparity between the rate of rising operating costs and transportation revenues. Between June 2006 and June 2007, Vallejo City Council approved two rounds of fare increases, service adjustments, route restructuring, and cuts on the ferry, bus, and taxi scrip programs resulting in over 10% of the transit budget. The increasing cost of operations and the escalating cost of fuel are still adversely and severely impacting Vallejo Transit's present and future budget. Solano College has opened a new satellite college in Vallejo. Presently there is no Vallejo Transit route that directly serves the campus and budgetary constraints have made it

impossible to do so to date. Transportation staff recognizes both the need to provide this community service and the opportunity to reach a larger population of new transit riders. Vallejo Transit staff is presently costing out route adjustments in anticipation of developing creative measures to provide the service within the existing transit and/or college budgets. However, given the alarming rate of increase in the cost of diesel fuel, it is highly unlikely that additional local service can be implemented. New service to Solano Community College/Vallejo campus is also being studied as part of a Vallejo Community Based Transportation Plan that is currently underway and scheduled to be completed by early Summer 2008. If this is identified as a key project priority and if Lifeline funding is secured, service may be able to be implemented. However, without new funding additional service is not expected to be possible.

STA
Solano Transportation Authority

DATE: April 18, 2008
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: State Route (SR) 12 Status Update

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

The overall approach to improving safety on SR 12 is comprised of four (4) elements:
1. Increased Enforcement
2. Legislation
3. Education
4. Engineering

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

Discussion:

1) OTS Grant

The second quarterly meeting of the OTS steering committee was held on April 17, 2008 in Lodi. The Solano and San Joaquin offices of the California Highway Patrol (CHP) report that OTS-funded overtime patrols have written approximately 400 citations on SR 12 in the March 1st through March 31st time period, and that speeds on SR 12 are once again moderating.

The next OTS steering committee meeting is scheduled for June 25th in Rio Vista.

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*

OTS is currently unable to distribute promotional material because of lead-based paint found on some items.

STA staff has distributed Volume 2 of the SR 12 STATUS newsletter and completed 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 low. A third big rig accident was significantly reduced in severity because the barrier prevented the vehicle from crossing into incoming traffic. Caltrans continues to state that they will be able to finish the permitting and right-of-way tasks needed to allow installation of curve correction and shoulder improvements between Lambie Road and Currie Road in 2008. Caltrans has identified approximately 20 properties that may require some right-of-way acquisition. Caltrans has also scheduled pavement repair for the segment of SR 12 between the Suisun City city limits and approximately Scally Road, to deal with pavement deterioration that has occurred over the winter.

The Metropolitan Transportation Commission (MTC) has submitted a Partnership Planning Grant application for SR 12, with STA and the San Joaquin Council of Governments (SJCOG) as the sub-recipients. It is expected a decision will be made in the late summer 2008.

The first meeting for the SR 12 Corridor Advisory Committee is set for the morning of May 22nd. The Corridor Advisory Committee will consist of elected officials representing Solano, Sacramento and San Joaquin counties, and will help guide corridor-wide planning efforts.

The next meeting of the SR 12 Steering Committee is tentatively scheduled for June 12th.

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. Design of the SR 12 Jameson Canyon improvements will be done by STA; construction will be handled by Caltrans.

Fiscal Impact:

None.

Recommendation:

Informational.

STA
Solano Transportation Authority

DATE: April 18, 2008
TO: STA TAC
FROM: Robert Guerrero, Senior Planner
RE: I-80 Smarter Growth Study: I-80 Interregional Summit

Background:
The Metropolitan Transportation Commission (MTC) and the Sacramento Area Council of Governments (SACOG), were successful in obtaining a 2005-06 State Partnership Planning grant for $300,000 to conduct a study entitled: "Smarter Growth Along the I-80 Capitol Corridor." The study would has been developed in partnership with the Solano Transportation Authority, Yolo, Sacramento and Placer Counties, and Caltrans. The major goal of the study is to maximize the effectiveness of transportation investments along the I-80/Capitol Corridor by better understanding and planning for future demand for jobs and housing in a way that minimizes traffic congestion and air pollution and maximizes travel in alternatives to single occupant vehicles.

Key objectives of the "Smarter Growth along the I-80 Capitol Corridor" included:
1. Upgrading the Napa/Solano County Demand Travel Model
2. Modeling 3 different future land use scenarios along the I-80 Capitol Corridor involving more concentrated development
3. Identify implications for interregional transportation investments
4. Lay the foundation for interregional dialogue between the various agencies participating in the study

As previously noted, one of the objectives of the study is to upgrade Solano County Travel Demand Model. MTC and SACOG agreed to commit $70,000 to the STA to upgrade the Solano-Napa Travel Demand Model to include a multi-modal component analysis (i.e. bus, ferry, rail, High Occupancy Vehicles (HOV), bicycle and pedestrian mode choices). STA's model was critical to this analysis given that Solano County resides at the edge of both regions (MTC and SACOG).

Recently, MTC and SACOG sponsored a summit at U.C. Davis to present the study's findings and solicit comments from participants.

Discussion:
The summit, entitled "Sanframento Interregional Summit" was held on Thursday, April 10, 2008. Approximately 140 participants attended, including public officials, members of the public and students, city and county staff, Caltrans, MTC and SACOG. Attachment A is a copy of the summit's agenda.

Key study findings presented were:
- There is minimal interregional planning coordination
- Both regions are pursuing some smart growth type blueprints
- Solano and Yolo counties pursue city-centered growth

- I-80 and the central rail corridor are critical trade corridors with international significance
- MTC's Regional Rail Plan recommends upgrades to Capitol Corridor for Oakland to Sacramento travel time of 92 minutes
- Each of the three models provide different travel forecasts
- The superregional models stop at their respective regional boundaries
- Each model has a minimal ability to forecast goods movement
- Very few existing travel models can accurately factor in variations in land use

The studies initial recommendations were also presented in separate categories: 1) interregional planning 2) interregional modeling and 3) interregional investments.

Interregional Planning Recommendations:

- Each region should factor each other's future growth forecasts
- An ongoing technical committee and Memorandum of Understanding (MOU) should be established based on the partnership created as part of this effort
- Both regions should improve coordination of blueprint planning

Interregional Modeling Recommendations:

- Include external zones to existing regional models
- Include goods movement modeling capabilities to travel models
- Prioritize upgrades to transportation models that can better incorporate impacts from land use changes

Interregional Investments Recommendations:

- Both regions should coordinate with each other's Regional Transportation Plan (RTP) investments
- Rail and bus investments between the two regions should be supported by transit oriented development
- Both the I-80 freeway and the Capitol Corridor need significant future investment

As part of the summit, attendees participated in breakout sessions to discuss the recommendations in each category. Comments received from the breakout sessions were noted and will be considered in the final draft of the study.

Lastly, to close out the summit, a panel of elected officials discussed the notion of a San Francisco and Sacramento being a mega region in terms of planning and financial impacts and benefits. The panel also discussed the need to strengthen interregional partnership and planning. The panel included Supervisor Jim Spering and Mayor Harry Price from Solano County and Mayor Christopher Cabaldon and Mayor Pro Tem Ruth Asmundson from Yolo County. One major question that the panelists continued to tackle throughout their discussions was how to proceed in terms of next steps. Each of them supported the idea of creating a mega region type technical advisory committee with MOU's on the roles and responsibilities of the participating agencies. The panelists acknowledged that their challenge as public officials will be to convey the study's findings and recommendations to their colleagues and advocate the need for regional decision making. However, they all agreed that the formation of another layer of policy makers or government body to implement the studies goals would not be helpful at this time.

MTC's and SACOG's superregional model was calibrated to have specific land use, growth and traffic assumptions within Solano County that in affect satisfied assumptions for the entire Bay Area and Sacramento region. While this met the needs for both superregional models, it would never capture the true traffic details within Solano County. With the upgrade of STA's model, MTC and SACOG could compared their current superregional models to it and analyze three specific land use scenarios.

The first land use scenario included faster growth at the edge of both the Sacramento and Bay Area Regions. The second land use scenario included faster growth in the core of both regions. The third land use scenario included faster growth in the core of both regions with a focus on infill development.

The study is nearly complete. MTC and SACOG will develop a draft document of the study by late May/early June to circulate for comments. STA staff will provide the STA Technical Advisory Committee copies of the draft document for their review when it is available. The goal is to complete the study by late summer of 2008.

Fiscal Impact:
None.

Recommendation:
Informational.

Attachments:
A. Sanframento Interregional Summit Agenda

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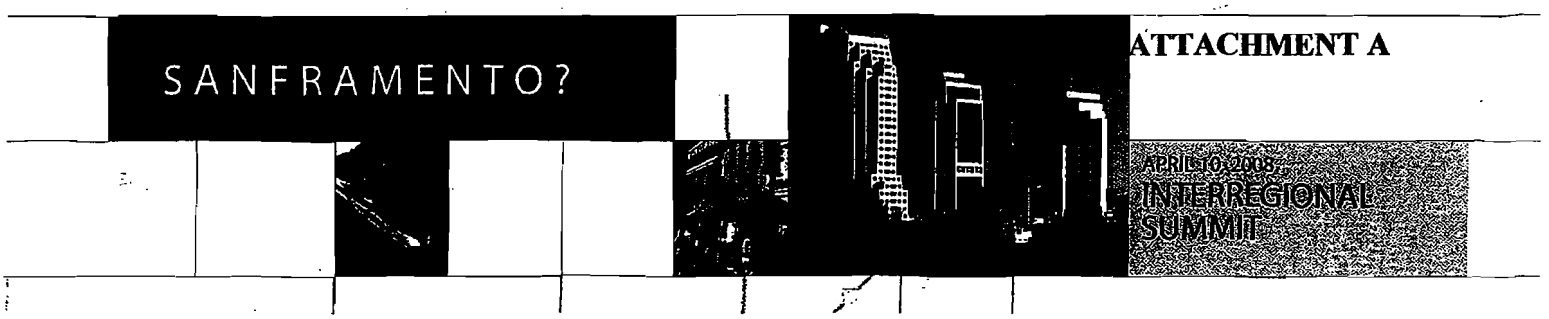

AGENDA

PLANNING FOR THE BAY AREA/SACRAMENTO MEGAREGION:

Coordinating Transportation Modeling, Planning and Investments Along the I-80/Capitol Corridor

U.C. Davis Campus – Activities and Recreation Center

Thursday April 10th, 2008

9am – 1pm

9 a.m. **Welcome**
- Professor Jonathan London, U.C. Davis
- Pat Weston, Chief of the Office of Advance System Planning, California Department of Transportation (Caltrans)
- Bruce Riordan, facilitator, Elmwood Consulting

9:15 a.m. **Sanframento? The Emerging Northern California Megaregion**
- Gabriel Metcalf, Executive Director, SPUR

10 a.m. **Preliminary Results from the I-80/ Capitol Corridor Study**
- Current state of interregional planning along corridor
- Current state of interregional modeling along corridor
- Implications for transportation investments along corridor

10:30 a.m. **Breakout Groups**
- Interregional Travel & Land Use Models
- Interregional Planning & Construction
- Interregional Transportation & infrastructure Investment

11:20 a.m. **Report Backs from Breakout Groups**

11:45 a.m. **Break** (pick up box lunches)

Noon – 1 p.m. **Strengthening Interregional Planning and Partnerships**
- Supervisor Jim Spering, Solano County
- Mayor Christopher Cabaldon, City of West Sacramento
- Mayor Pro Tem Ruth Asmundson, City of Davis
- Mayor Harry Price, City of Fairfield

1 p.m. **Adjourn**

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STA
Solano Transportation Authority

DATE: April 21, 2008
TO: STA TAC
FROM: Sam Shelton, Assistant Project Manager
RE: Project Delivery Update

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

Discussion:
There are 4 project delivery reminders for the TAC this month:

1. FY 2007-08 STP/CMAQ Federal Obligation Plan current projects in the 2007 TIP:

Projects in FY 2007-08 Federal Obligation Plan			
Agency	**TIP ID**	**Project**	**Status/Deadlines**
Solano County	**SOL050024**	Vacaville - Dixon Bike Route Phase II and III	$127,000 for CON **E76 request sent**
Rio Vista	**SOL050052**	Rio Vista – 2nd St. Rehabilitation	$77,000 for CON, **E76 received**
Vacaville	**SOL050059**	Nob Hill Bike Path	$300,000 for ENV **E76 request sent**
Vacaville	**SOL050060**	Alternative Fuels Program	$200,000 for CON **E76 request sent**
Vacaville	**SOL070026**	Ulatis Creek Bike Path (Ulatis to Leisure Town)	$37,000 for ENV **E76 received**
Vacaville	**SOL070029**	Ulatis Creek Bike Path (Alison to I-80)	$169,000 for ENV **E76 received**
Vacaville	**SOL070028**	Downtown Creekwalk	$75,000 for ENV **Advance request approved by MTC**
Vallejo	**SOL010027**	Vallejo – Lemon St. Rehabilitation	$25,000 for PE in FY 07-08. **E76 received**

2. Change in FY 2008/09 STP/CMAQ Federal Funding Obligation Request and Receive Deadlines:
   MTC is proposing to move up the federal funding obligation request deadline from March 1, 2009 to February 1, 2009 and the receive deadline from May 31, 2009 to April 30, 2009. This is in response to Caltrans moving up their Obligation Authority (OA) release date from June 1 to May 1. With leftover OA becoming available

sooner, MTC wants bay area projects ready to obligate.

The MTC PDWG reviewed MTC Staff's proposal on April 21st and recommended that the March 1st deadline remain the same but thought that Caltrans should be able to meet the April 30th deadline to supply project sponsors with E76s. Caltrans Local Assistance staff was not present at the meeting, but will be consulted at the next MTC PDWG meeting about this topic.

Project managers will need to revise their project schedules to meet these new deadlines, if they change. The STA PDWG will discuss if their projects will be able to meet either the February 1, 2009 deadline to request an E76 or the April 30, 2009 deadline to receive an E76. Please bring copies of the project schedules for these projects to the PDWG meeting (i.e., an STA project delivery sheet is preferred).

Projects in FY STP/CMAQ 2008-09 Federal Obligation Plan
Submit E76 Request by February/March 1, 2009; receive E76 by April 30, 2009
$7.86M in Federal funding

Agency	TIP ID	Project	Status/Deadlines
Benicia	**Pending**	State Park Road Bridge	$1.67 M for CON Full funding required for TIP amendment. Currently in ENV phase.
Fairfield	**SOL070027**	W. Texas St. Gateway Project Phase I & II	$85,000 for CON Currently in ENV.
Fairfield/ Solano County	**SOL070012**	"Cordelia Hill Sky Valley Enhancement Project" (McGary Road)	$640,000 for CON Full funding required for TIP amendment. Currently in ENV/PE phase.
Solano County	**SOL050024**	Vacaville - Dixon Bike Route Phase II and III	$337,000 for CON Phase II obligated.
Vacaville	**SOL070028**	Downtown Creekwalk	$53,000 for PS&E $694,000 for CON
Vacaville	**SOL050013**	Vacaville Intermodal Station	$3,128,000 for CON to be listed in the 2009 TIP.
Vallejo	**SOL010027**	Vallejo – Lemon St. Rehabilitation	$672,000 for CON. Currently in PS&E.
Vallejo	**SOL050048**	Downtown Vallejo Pedestrian Enh. - Phase I	$580,000 for CON. Currently in ENV.

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

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

Currently listed Inactive Projects Review Period: 10/1/07 - 12/31/07			
Agency	Project	Unexpended Funds	Status
Vallejo	Intersection of SR 29 and Carolina Street, Install Signal	$24,771.00	To be deobligated at the request of Vallejo. Project is complete.
Projects that will become inactive by March 2008			
Vallejo	Downtown Vallejo Square Pedestrian Enhancements, Landscape	$582,302	Last billed 01/26/2007. Reimbursement request sent mid-February for ENV.
Projects that will become inactive by June 2008			
Fairfield	Hilborn Rd. From Waterman Blvd. To Martin Rd. , Road Rehabilitation	$714,593	Construction Date, 04/26/07. Waiting for encroachment permit.
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 Ulatis 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

4. Federal Energy Bill changes CMAQ funding local match policy
On February 13, 2008, FHWA issued guidelines for CMAQ funding, stating that CMAQ funded projects could be funded as much as 100% CMAQ funded, but not less than 80% CMAQ funded. After lobbying by multiple agencies nationwide, FHWA changed their guidelines on April 7, 2008, removing the 80% minimum but leaving the 100% federal obligation allowance.

5. 2009 TIP Public Comments due May 1, 2008
The federally required Transportation Improvement Program (TIP) is a comprehensive listing of Bay Area surface transportation projects that receive federal

funds or are subject to a federally required action, or are regionally significant. Last month, MTC released a draft 2009 TIP for public comments, which are due May 1st.

STA Staff will circulate a draft summary of comments for the Solano Project Delivery Working Group (Solano PDWG) to review prior to submission to MTC.

6. Disadvantaged Business Enterprise (DBE) Transition from Race-Neutral to Race-Conscious
After working things out with FHWA, Caltrans is awaiting US Dept. of Transportation approval of Caltrans' program goal and use of UDBEs (Under-utilized Disadvantaged Business Enterprises) in calculating agency Annual Anticipated DBE Participation Levels (AADPLs).

Once approved, Caltrans will likely announce the conversion, and:

a. There will be a 90-day transition period following the announcement of a return to Race-Conscious.
b. Contracts with full approval of their E-76s during this transition time, may remain Race-Neutral. All contracts that haven't achieved this milestone must establish contract goals and have Race-Conscious specifications.
c. After the transition period, agencies will continue with their previously established AADPLs for FY 2007-08. Agencies will determine their goals on individual contracts, for the remainder of this Federal Fiscal year ending September 30, 2008.

Next year's (FFY 2008-09) AADPL calculation, due June 1st, will probably be Race-Conscious and may involve slightly different calculations of "UDBEs", rather than just DBEs. Caltrans and the STA will work with local agencies on the June 1st Deadline ("don't worry about getting it in by June 1st"). Caltrans also recommends against working on the FFY 08-09 AADPL calculation (form 9-B) until Caltrans converts to Race-Conscious and creates new guidelines and forms.

Fiscal Impact:
None.

Recommendation:
Informational.

STA
Solano Transportation Authority

DATE: April 15, 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
Federal Safe Routes to School (SRTS) Program	Joyce Parks, California Department of Transportation (Caltrans) (916) 653-6920	**RFP Expected April 2008 (tentative)**
Elderly and Disabled Specialized Transit Program (FTA 5310)*	Cindy Chiaverini, Caltrans (916) 654-6990	**May 16, 2008**
Job Access and Reverse Commute (JARC) Program (FTA 5316)*	Bill Walker, Caltrans (916) 654-8222	**June 2, 2008 (tentative)**
New Freedom Program (FTA 5317)*	Bill Walker, Caltrans (916) 654-8222	**June 2, 2008 (tentative)**
Non-Urbanized Area Intercity Bus Program (FTA 5316)*	Dan Mundy, Caltrans (916) 657-4587	**August 29, 2008**

* New funding opportunity

Solano Transportation Authority

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) 399-3214 swoo@sta-snci.com

Solano Transportation Authority

FUNDING OPPORTUNITY

Elderly and Disabled Specialized Transit Program (FTA 5310)

Applications Due May 16, 2008

TO: STA TAC
FROM: Sara Woo, Planning Assistant

This summary of the Elderly and Disabled Specialized Transit 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:	Private non-profit corporations and some public agencies
Program Description:	The Program provides capital grants for providing safe, efficient, and coordinated transportation services for elderly individuals and individuals with disabilities for whom public transportation is otherwise unavailable, insufficient, or inappropriate
Funding Available:	$12.1 million available statewide
Eligible Projects:	Replacement vehicles, service expansion vehicles, and transportation operation support equipment.
Further Details:	http://www.dot.ca.gov/hq/MassTrans/5310.html
Program Contact Person:	Cindy Chiaverini, Branch Chief, (916) 654-6990 Cindy_Chiaverini@dot.ca.gov
STA Contact Person:	Liz Niedziela, STA Transit Program Manager/Analyst, (707) 424-6075 eniedziela@sta-snci.com

Solano Transportation Authority

FUNDING OPPORTUNITY

Job Access and Reverse Commute (JARC) Program FY 2007-09 (FTA 5316)

Applications Due June 2, 2008 (tentative)

TO: STA TAC
FROM: Sara Woo, Planning Assistant

This summary of the Job Access and Reverse Commute (JARC) Program (FTA 5316) is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors:	Cities and transit operators.
Program Description:	The Job Access and Reverse Commute (JARC) Program provides funding for projects designed to transport welfare recipients and eligible low-income individuals to and from employment and employment-related activities.
Funding Available:	$5.6 million for small-urbanized projects; $2.7 million for rural projects The maximum grant amount per project is $200,000. Minimum local match requirements are 20 percent for capital projects and 50 percent for operations projects.
Eligible Projects:	Operating: • Late night/weekend service • Guaranteed ride home service • Shuttle service • Expanded fixed-route public transit routes • Demand-responsive service • Ridesharing/carpooling activities • Voucher programs Capital: • Intelligent Transportation Systems (ITS) • Promotion of operating activities • Vehicles • Mobility management activities
Further Details:	http://www.dot.ca.gov/hq/MassTrans/5316.html
Program Contact Person:	Bill Walker, Federal Transit Grants Program Representative (Caltrans), (916) 654-9986 bill_walker_jr@dot.ca.gov
STA Contact Person:	Liz Niedziela, STA Transit Program Manager/Analyst, (707) 424-6075 eniedziela@sta-snci.com

Solano Transportation Authority

FUNDING OPPORTUNITY

New Freedom Program FY 2007-09 (FTA 5317)

Applications Due June 2, 2008

TO: STA TAC
FROM: Sara Woo, Planning Assistant

This summary of the New Freedom Program (FTA 5317) is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Cities and transit operators.

Program Description: The New Freedom Program provides funding to assist transit operators and public agencies to provide new transportation services for individuals with disabilities, above and beyond the minimum required by the Americans with Disabilities Act of 1990.

Funding Available: $3.2 million for small-urbanized projects;
$1.3 million for rural projects

The maximum grant amount per project $125,000. Minimum local match requirements are 20 percent for capital projects and 50 percent for operations projects.

Eligible Projects:

Operating:
- Expansion of hours for paratransit service
- Enhancement of services
- Voucher programs
- Volunteer driver programs

Capital:
- Acquisition of accessibility equipment beyond ADA requirements
- Purchasing accessible vehicles to support taxi, vanpooling, and/or ridesharing programs
- Mobility management activities

Examples:
- AC Transit: Paratransit Inventory – $144,000
- City of Benicia: Taxi Scrip Program Extension – $15,000
- Contra Costa County Transportation Authority: Comprehensive Mobility Options Inventory – $35,000

Further Details: http://www.dot.ca.gov/hq/MassTrans/5317.html

Program Contact Person: Bill Walker, Federal Transit Grants Program Representative (Caltrans), (916) 654-9986
bill_walker_jr@dot.ca.gov

STA Contact Person: Liz Niedziela, STA Transit Program Manager/Analyst, (707) 424-6075
eniedziela@sta-173.com

Solano Transportation Authority

FUNDING OPPORTUNITY

Non-Urbanized Area Intercity Bus Program (FTA 5311(f))

Applications Due June 2, 2008

TO: STA TAC
FROM: Sara Woo, Planning Assistant

This summary of the Non-Urbanized Area Intercity Bus Program (FTA 5311(f)) is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors:	Public agencies, private for profit organizations, private non-profit organizations, and tribal governments
Program Description:	The federal grant program provides funding for public transit in non-urbanized areas with a population fewer than 50,000 as designated by the Bureau of the Census.
Funding Available:	Approximately $2.9 million
Eligible Projects:	Operating, capital, and/or planning projects Examples: • **Operating**: costs/expenses, marketing activities • **Capital**: accessible vans and buses, infrastructure (shelters, benches, signage, technology (i.e. transit related ITS systems such as smart cards); equipment (communication, computer hardware and software); feasibility/planning studies
Further Details:	http://www.dot.ca.gov/hq/MassTrans/5311.html
Program Contact Person:	Dan Mundy, Branch Chief (Caltrans), (916) 657-4587 Dan_Mundy@dot.ca.gov
STA Contact Person:	Liz Niedziela, STA Transit Program Manager/Analyst, (707) 424-6075 eniedziela@sta-snci.com

Solano Transportation Authority

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

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

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

BOARD MEMBERS PRESENT:

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

ACTION – NON FINANCIAL ITEMS

A. I-80 Eastbound Cordelia Truck Scales Relocation Project – Proposition 1B Trade Corridor Improvement Fund

Recommendation:
Authorize the Executive Director to:

1. Issue a Request for Proposals to retain a consultant firm/team to provide final design services for the I-80 EB Cordelia Truck Scales Relocation Project; and
2. To enter into an agreement with the selected consultant firm/team for an amount not to exceed $13,000,000.

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

ACTION – NON FINANCIAL

A. Regional Transportation Plan (RTP) T-2035 Policy Priorities

Recommendation:

Authorize the Executive Director to:

1. Adopt the principles as specified in Attachment A for guiding STA's input and discussion of MTC's RTP Investment Trade Offs; and
2. Authorize the STA Chair to forward a letter to MTC requesting preservation of the Pavement Management and Technical Assistance Program (PTAP) and StreetSaver Programs.

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

B. Postponement of Initiation of SolanoExpress Route 70 Service

Recommendation:

Approve the following:

1. Postpone the initiation of the operation of SolanoExpress Route 70 for FY 2007-08;
2. Authorize the Executive Director to develop a funding plan to offset any costs to Vallejo Transit for costs incurred in FY 2007-08 due to developing implementation of Route 70; and
3. Direct staff to ***develop a plan to implement*** Route 70 and I-780 corridor transit service prior to adoption of the FY 2008-09 Intercity Transit Funding and RM 2 funding agreements.

On a motion by Vice Chair Spering, and a second by Board Member Price, the STA Board unanimously approved the recommendation as amended shown abovr in ***bold italics***.

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 G. Board Member Price abstained from the vote.

A. STA Board Meeting Minutes of March 12, 2008

Recommendation:

Approve STA Board Meeting Minutes of March 12, 2008.

B. Review TAC Draft Minutes for the Meeting of March 26, 2008

Recommendation:

Receive and file.

C. Additional Geographic Information System (GIS) Funding for the I-80/I-680/I-780 Corridors Highway Operations Implementation Study

Recommendation:

Authorize the Executive Director to execute a consultant contract for an amount not to exceed $312,346 for the I-80/I-680/I-780 Corridors Highway Operations Implementation Study.

D. Comprehensive Transportation Plan (CTP) Update
Recommendation:
Adopt the updated Draft CTP Update Schedule as shown on Attachment A.

E. Bicycle Advisory Committee (BAC)/Pedestrian Advisory Committee (PAC) Letter Opposing the Proposed Benicia State Recreation Area Closure
Recommendation:
Approve authorizing the STA Board Chair to forward a letter to the Governor opposing the proposed Benicia State Recreation Area closure.

F. MTC 2008 Transportation Awards Nomination for Solano Countywide Safe Routes to School Plan
Recommendation:
Approve authorizing the Executive Director to submit a MTC 2008 Transportation Awards nomination from the STA Board for the Solano Countywide Safe Routes to School Plan.

G. Fiscal Year (FY) 2008-09 Transportation Fund for Clean Air (TFCA) 40% Program Manager Funds Allocation
Recommendation:
Approve the following:
1. FY 2008-09 TFCA 40% Program Manager allocation of $116,262.83 for the Solano County Safe Routes to School Program; and
2. Resolution No. 2008-02 confirming the approved TFCA 40% Program Manager Funds for FY 2008-09.

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

A. MTC Report:
MTC Commissioner and STA Board Vice Chair Spering announced that he and Mayor and Board Member Harry Price will be attending the Interregional Summit tomorrow at UC Davis. He encouraged other Board members to attend. He also introduced Rod McMillan with the Bay Area Toll Authority (BATA).

B. Caltrans Report:
Sid Pawar, Caltrans' District 4 Project Manager provided a construction status report on the Benicia Martinez Bridge Retrofit Project.

C. STA Report:
1. STA Pedestrian Advisory Committee (PAC) presentated by Sara Woo
2. Federal Legislative Update presented by Jayne Bauer.
3. SR 12 Jameson Canyon Project presented by Janet Adams
4. California High Speed Rail Status Report presented by Robert Macaulay

INFORMATIONAL ITEMS

A. **STA Prioritiy Projects/Status of Overall Work Plan for Fiscal Year (FY 2007-08 and FY 2008-09)**
Daryl Halls provided a status report of STA's Priority Projects of Overall Work Plan (OWP) for FY 2007-08 in preparation for developing an update for FY 2008-09 and FY 2009-10.

NO DISCUSSION

B. **Highway Projects Status Report:**
   1.) **I-80/I-680/SR 12 Interchange**
   2.) **I-80 EB Cordelia Truck Scales Relocation**
   3.) **North Connector**
   4.) **I-80 HOV Lanes: Red Top Road to Air Base Parkway**
   5.) **I-80 HOV/Turner Overcrossing**
   6.) **Jepson Parkway**
   7.) **State Route 12 (Jameson Canyon)**
   8.) **State Route 12 East SHOPP Projects**
   9.) **I-80 SHOPP Rehabilitation Projects**

C. **Bike to Work Week May 12-16, 2008**

D. **California High Speed Rail Status Report**

E. **Regional Smart Growth Projects**

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

G. **Legislative Update**

H. **Local Transportation Development Act (TDA) and Members Contribution for Fiscal Year (FY) 2008-09**

I. **Project Delivery Update**

J. **STA Pedestrian Advisory Committee Update**

K. **Funding Opportunities Summary**

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

ADJOURNMENT

The STA Board meeting was adjourned at 8:00 p.m. The next regular meeting of the STA Board is scheduled for **Wednesday, May 14, 2008 6:00 p.m., Suisun City Hall Council Chambers.**

STA
Solano Transportation Authority

DATE: April 21, 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

ATTACHMENT A

Solano Transportation Authority

STA BOARD AND ADVISORY COMMITTEE MEETING SCHEDULE CALENDAR YEAR 2008

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Wed., January 2	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., January 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., January 10	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Thurs., January 17	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Fri., January 18	12 noon	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Confirmed
Wed., January 30	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., February 7	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., February 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., February 27	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., March 6	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., March 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Fri., March 14	12 noon	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Confirmed
Thurs., March 20	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Wed., March 26	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., April 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., April 30	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., May 1	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., May 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., May 15	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Fri., May 16	12 noon	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Confirmed
Wed., May 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., June 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., June 25	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., July 3	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Thurs., July 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., July 17	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Fri., July 18	12:30 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Confirmed
July 30 (No Meeting)	SUMMER RECESS	Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A
August 13 (No Meeting)	SUMMER RECESS	STA Board Meeting	N/A	N/A
Wed., August 27	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., September 4	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., September 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs. September 18	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Thurs., September 19	12:30 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Confirmed
Wed., September 24	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., October 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., October 29	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., November 6	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., November 12	6:00 p.m.	STA's 11th Annual Awards	TBD – Rio Vista	TBD
Thurs., November 14	12:30 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Confirmed
Thurs., November 20	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Wed., November 26	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., December 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., December 31	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Tentative
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Tentative

SUMMARY:

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