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, May 28, 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 April 30, 2008 *Recommendation: Approve minutes of April 30, 2008.* **Pg. 1**	Johanna Masiclat
B. Fiscal Year (FY) 2008-09 Transportation Development Act (TDA) Matrix Status *Recommendation: Forward a recommendation to the STA Board to approve the TDA matrix for Fiscal Year (FY) 2008-09 as specified in Attachment A.* **Pg. 7**	Elizabeth Richards

TAC MEMBERS

Dan Schiada	Royce Cunningham	Gene Cortright	Vacant	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. Unmet Transit Needs Comments and Responses for Fiscal Year (FY) 2008-09 — Liz Niedziela

Recommendation:

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

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

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D. Intercity Transit Funding (ITF) Year-End Reconciliation Procedure — Elizabeth Richards, Nancy Whelan

Recommendation:

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

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

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

Recommendation:

Forward a recommendation to the STA Board to accept the Green Valley Creek Bridge Widening project as complete.

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

Recommendation:

Forward a recommendation to the STA Board supporting the YSAQMD Clean Air Funds Committee for FY 2008-09 as specified in Attachment A.

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

Recommendation:

Forward a recommendation to the STA Board to approve the STA Overall Work Plan for FY 2008-09 and FY 2009-10 as specified in Attachment A.

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H. SolanoExpress Routes (Rts.) 30/90 Management Agreement — Elizabeth Richards

Recommendation:
Forward a recommendation to the STA Board to authorize the Executive Director to enter into an agreement with the City of Fairfield to manage SolanoExpress Rts. 30 and 90 in FY 2008-09 and FY 2009-10.
Pg. 55

VI. ACTION FINANCIAL ITEMS

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

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

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

(1:45 – 1:50 p.m.)
Pg. 57

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

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

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

(1:50 – 2:00 p.m.)
Pg. 63

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

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

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

2. *Authorize Vallejo Transit to claim $1,217,465 in FY 2008-09 RM 2 Transit Operating funds for operations of SolanoExpress Routes 70, 80, and 8.*

(2:00 – 2:05 p.m.)
Pg. 69

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

Recommendation:
Forward a recommendation to the STA Board to approve the allocation of STAF for Fiscal Year (FY) 2008-09 as specified in Attachment A.
(2:05 – 2:15 p.m.)
Pg. 73

E. STA SR2S Pilot Engineering Program Grants — Sam Shelton

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

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

(2:15 – 2:20 p.m.)
Pg. 75

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

Recommendation:
Forward a recommendation to the STA Board to authorize the Executive Director to program up to $100,000 of Transportation Enhancements (TE) funding as a 10% match to a potential $1,000,000 grant request for the Safe Routes to School Program.
(2:20 – 2:25 p.m.)
Pg. 95

VII. ACTION NON-FINANCIAL ITEMS

A. Legislative Update — Jayne Bauer

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

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

(2:25 – 2:35 p.m.)
Pg. 103

B. 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.
(2:35 – 2:45 p.m.)
Pg. 149

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

Recommendation:
Forward a recommendation to the STA Board to adopt the 2030 Napa-Solano Travel Demand Model Phase 2.
(2:45 – 2:55 p.m.)
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D. Solano Bicycle and Pedestrian Program (SBPP) Subcommittee — Robert Guerrero

Recommendation:
Appoint two TAC members or representatives of the TAC to work with the SBPP Subcommittee to provide recommendations on a revised SBPP program based on projected revenues.
(2:55 – 3:00 p.m.)
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VIII. INFORMATIONAL ITEMS

A. Regional Transportation Plan (RTP) T2035 Policy Priorities — Robert Macaulay

Informational
(3:00 – 3:05 p.m.)
Pg. 195

B. Status of Comprehensive Transportation Plan (CTP) — Robert Macaulay
Informational
(3:05 – 3:10 p.m.)
Pg. 209

C. Jepson Parkway Project Update — Janet Adams
Informational
(3:10 – 3:15 p.m.)
Pg. 211

D. I-80 Eastbound (EB) Cordelia Truck Scales Relocation Project Update — Janet Adams
Informational
(3:15 – 3:20 p.m.)
Pg. 217

NO DISCUSSION NECESSARY

E. State Route (SR) 12 Status Update — Robert Macaulay
Informational
Pg. 227

F. Community Based Transportation Plan (CBTP) — Liz Niedziela
Informational
Pg. 229

G. Project Delivery Update — Sam Shelton
Informational
Pg. 235

H. Funding Opportunities — Sara Woo
Informational
Pg. 241

I. STA Board Highlights May 14, 2008 — Johanna Masiclat
Informational
Pg. 249

J. STA Board and Advisory Committee Meeting Schedule for 2008 — Johanna Masiclat
Informational
Pg. 257

IX. ADJOURNMENT

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, June 25, 2008.**

TECHNICAL ADVISORY COMMITTEE
Minutes for the meeting of
April 30, 2008

I. CALL TO ORDER

The regular meeting of the Technical Advisory Committee (TAC) was called to order at approximately 1:35 p.m. in the Solano Transportation Authority's Conference Room.

Present:

TAC Members Present:	Dan Schiada	City of Benicia
	Kevin Daughton	City of Fairfield
	Dan Kasperson	City of Suisun City
	Dale Pfeiffer	City of Vacaville
	Gary Leach	City of Vallejo
	Paul Wiese	County of Solano
STA Staff Present:	Daryl Halls	STA
	Robert Macaulay	STA
	Janet Adams	STA
	Liz Niedziela	STA
	Jayne Bauer	STA
	Robert Guerrero	STA
	Sam Shelton	STA
	Sara Woo	STA
	Johanna Masiclat	STA
Others Present: *(In Alphabetical Order)*		
	Ed Huestis	City of Vacaville
	Jeff Knowles	City of Vacaville
	Wayne Lewis	City of Fairfield
	Alysa Majer	City of Suisun City
	Ron Moresco	City of Vacaville
	Matt Tuggle	County of Solano

II. APPROVAL OF THE AGENDA

On a motion by Paul Wiese, and a second by Dale Pfeiffer, the STA TAC unanimously approved the agenda.

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: None presented.

MTC: None presented.

STA: Janet Adams announced that the bids were 45% under engineer's estimate at $26 million for the I-80 HOV Lanes Project.

V. CONSENT CALENDAR

On a motion by Dan Schiada, and a second by Paul Wiese, the STA TAC approved Consent Calendar Item A and D. At the request of Solano County's Paul Wiese, Items C and D were pulled for discussion.

A. Minutes of the TAC Meeting of March 26, 2008

Recommendation:
Approve minutes of March 26, 2008.

B. Napa-Solano Traffic Demand Model – Land Use Assumptions

TAC member Paul Weiss noted that the model land uses are based upon ABAG's Projection 2003 (the year the current model was initiated) while ABAG consistency is measured against Projections 2005, resulting in different base years; and, that ABAG and STA use different assumptions about future city limits. As a result, the job growth numbers for unincorporated Solano County are substantially different between ABAG and the Model, even though the aggregate numbers for county and the 7 cities are within the 1% conformance requirement.

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.

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

C. Routes of Regional Significance Revised Criteria

Paul Wiese requested STA staff provide additional information regarding the recommendation to include the Solano Congestion Management Program (CMP) System as part of the Routes of Regional Significance Criteria. Robert Guerrero and Robert Macaulay provided an explanation regarding the nexus between the CMP System and the Routes of Regional Significance.

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.

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

D. Sacramento/San Joaquin Delta Transportation Issues Letter

Recommendation:

Forward a recommendation to the STA Board to authorize the STA Chair to 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.

I. ACTION – NON FINANCIAL ITEMS

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

Janet Adams reviewed the final environmental process for the North Connector project. She stated that a mitigation monitoring and reporting plan has been prepared and included in the Final EIR. She recommended the STA Board conduct a public hearing and consider certification of the Final EIR for the North Connector Project.

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.

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

B. Final Project Technical Report for the North Connector Project

Janet Adams reviewed the engineering report that provides the preliminary design information for the North Connector Project. She stated that as part of the project development process, the STA Board is required to approve the project, which is accomplished through the approval of the Project Technical Report. She cited that once the STA Board considers certification of the FEIR, the STA Board would then consider approving the Project Technical Report and North Connector Project at its May Board Meeting.

Recommendation:

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

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

C. I-80 Freeway Performance Initiative (FPI)

Janet Adams presented the draft I-80 Mitigations Strategies Report from MTC. She noted 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.

By consensus, the STA TAC tabled this item until the next meeting in May following discussion and questions regarding the report.

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

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

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.

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

E. Transit Facilities of Regional Significance Criteria

Robert Macaulay outlined the criteria recommended for identifying Transit Facilities of Regional Significance. He stated that facilities 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.

At an earlier meeting, the Consortium modified criteria no. 3.b to read as follows:

3. Bus stations providing all of the following services:
   a. Routes to destinations outside Solano County or between two or more cities in Solano County
   b. Peak hour headways of ~~*less than 1 hour*~~ ***1 hour or less***

Based on input, the STA TAC recommended to modify criteria no. 4 to read as follows:

4. Maintenance ***and parking*** facilities ~~*for busses*~~ providing services identified in ***1, 2, and*** 3 above.

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.

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

F. Fiscal Year (FY) 2008-09 Transportation Funds for Clean Air (TFCA) Regional Fund Submittal

Robert Guerrero discussed potential project submittals for this year's BAAQMD Regional TFCA Funds. He listed the two options staff considered were the Solano Safe Routes to School Program and a Transportation Climate Control Implementation Plan.

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.

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

G. Legislative Update

Jayne Bauer provided an update on state and federal legislation pertaining to transportation related issues. She cited staff's recommendation for a position of support with amendments for Senate Bill (SB) 1093. She also highlighted the Federal Lobbying trip to Washington, D.C. on March 31 – April 3, 2008.

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

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

VIII. INFORMATION ITEMS

DISCUSSION

A. STA Priority Projects/Status of Overall Work Plan for FY 2008-09 and FY 2009-10

Daryl Halls provided a status report of STA's Priority Projects of Overall Work Plan (OWP) for FY 2008-09 and FY 2009-10 in preparation for developing the FY 2008-09 and FY 2009-10 2-Year Budget.

B. Regional Measure 2 (RM 2) Implementation

Janet Adams highlighted four (4) Solano County projects listed in Senate Bill (SB) 916 that are eligible projects for capital funds. STA will be working with sponsors to develop an implementation plan over the next three (3) months.

C. I-80 Construction Schedule Update

Janet Adams provided an update for I-80 rehabilitation.

D. Regional Transportation Plan (RTP) Status

Robert Macaulay reported on the development of the RTP. He reported that MTC is holding RTP workshops in each of the nine (9) Bay Area counties. The Solano County Workshop will be on May 7, 2008 with STA staff making a presentation. Daryl encouraged all TAC members to participate in the workshop. He also stated that MTC has not release the results of the project and program comparison modeling, however, MTC made a presentation to the Planning Committee on April 1, 2008.

NO DISCUSSION

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

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

G. **I-80 Smarter Growth Study: I-80 Interregional Summit**
Informational

H. **Project Delivery Update**
Informational

I. **Funding Opportunities**
Informational

J. **STA Board Highlights –April 9, 2008**
Informational

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

IX. ADJOURNMENT

The meeting was adjourned at 3:35 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, May 28, 2008.**

STA
Solano Transportation Authority

DATE: May 19, 2008
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Fiscal Year (FY) 2008-09 Transportation Development Act (TDA) Matrix Status

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

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

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

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

Much of this draft matrix is driven by the parallel effort of the Intercity Transit Funding group which is developing a cost-sharing agreement for intercity routes and Solano Paratransit cost-sharing (see separate reports). Solano Paratransit is managed by the STA, operated by Fairfield/Suisun Transit, and funded by five local jurisdictions.

An updated version of the TDA matrix if modified, will be brought to the TAC and Consortium when concurrence is reached on the Intercity Transit Funding agreement prior to the meetings. See separate report for the status of that effort. Further updates will be forwarded as each jurisdiction prepares their claims.

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

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

Attachment:

A. Draft 3 of Solano TDA Article 4/8 Matrix for FY 2008-09

052008 V3

FY 2008-09

AGENCY	TDA Est from MTC	Projected Carryover	Available for Allocation (1)	Paratransit: Demnd Resp & Misc.	Paratransit: Local Paratransit	Paratransit: Solano Paratransit	Paratransit: Subtotal	Local Service: Benicia Breeze	Local Service: Dixon Readi-Ride	Local Service: F-S Transit	Local Service: Rio Vista Delta Breeze	Local Service: Vacaville City Coach	Local Service: Vallejo Transit	Intercity: [redacted]	Intercity: [redacted]	Intercity: [redacted]	Intercity: Vcv Rt. 70	Intercity: Vcv Rt. 80	Intercity: Vlt Rt. 80	Intercity: [redacted]	Intercity: Subtotal	STA Planning	Transit Capital	Streets & Roads	Total	Balance
	02/27/08	02/27/08	FY 08-09	(2)		(3)		(4)			(4a)		(5)	(6)			(8)					(9)	(10)	(11)		
Benicia	1,030,887	-13,963	1,016,924																			$ 29,078		0	$ 29,078	987,846
Dixon	651,561	-2,538	649,022				0														$ -	$ 19,137		0	$ 19,137	629,885
[redacted]	3,893,006	1,396,983	5,289,989				0														$ -	$ 113,039		0	$ 113,039	5,176,950
Rio Vista	288,889	92,922	381,811				0														$ -	$ 8,438			$ 8,438	373,373
Suisun	1,033,250	-7,175	1,026,076				0														$ -	$ 129,573		400,000	$ 129,573	896,503
Vacaville	3,563,163	906,276	4,469,439	[redacted]	[redacted]	[redacted]	[redacted]					594,009									$ -	$ 102,245	1,976,094	0	$ 2,960,816	1,508,623
Vallejo	4,484,004	-317,296	4,166,708				0														$ -	$ 128,780		0	$ 128,780	4,037,928
Solano County	743,180	7,127	750,308				0														$ -	$ 21,134			$ 21,134	729,172
Total	15,687,940	2,062,336	17,750,275	31,174	258,294	$ -	[redacted]	0	0	0	0	594,009	0	$ -	$ -	$ -	$ -	$ -	$ -	0	0	$ 451,425	$ 1,975,094	$ 100,000	$ 3,409,995	14,340,[illegible]

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

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

Please note an enlarged and colored version of this attachment has been provided to the Consortium Members.

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STA
Solano Transportation Authority

DATE: May 19, 2008
TO: STA 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 (4) out of eight (8) jurisdictions use TDA funds for streets and roads (Rio Vista, Suisun City, Vacaville and the County of Solano). In FY 2008-09, three jurisdictions plan to continue to use TDA funds for streets and roads purposes (Rio Vista, Suisun City, and the County of Solano). Suisun City is scheduled to phase out of this process beginning in FY 2009-10. Annually, the Metropolitan Transportation Commission (MTC), the state designated RTPA for the Bay Area, holds a public hearing in the fall to begin the process to determine if there are any transit needs not being reasonably met in Solano County. Based on comments raised at the hearing and written comments received, MTC staff then selects pertinent comments for Solano County's local jurisdictions for response. The STA coordinates with the transit operators who prepare responses specific to their operation.

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

Discussion:
This year's annual Unmet Transit Needs public hearing for FY 2008-09 was held on December 4, 2007 at the Solano County Administration Center (CSAC) in Fairfield. MTC summarized the key issues of concern and forwarded them to STA to coordinate a response. 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. STA has submitted this preliminary draft response to MTC for review and comments. MTC requested additional information regarding Issue #3 (Concerns about Dial A Ride Transit (DART)/Solano Paratransit service including: late pick-ups, early pick-ups, long trips, shortened dialysis treatments) before making any recommendation to their Commission. The STA staff worked with Fairfield/Suisun Transit to address the request for additional information. (See Attachment A).

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

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

Recommendation:
Recommendation the STA Board approve the following:

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

Attachments:

A. MTC Feb. 8, 2008 letter re: FY2008-09 Unmet Transit Needs
B. FY 2008-09 Unmet Transit Needs Issues and Responses (to be provided under separate cover).

ATTACHMENT A

METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
TEL 510.817.5700
TTY/TDD 510.817.5769
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February 8, 2008

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SOLANO TRANSPORTATION AUTHORITY

Bill Dodd, Chair
Napa County and Cities

Scott Haggerty, Vice Chair
Alameda County

Tom Ammiano
City and County of San Francisco

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

Tom Bates
Cities of Alameda County

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Dave Cortese
Association of Bay Area Governments

Dorene M. Giacopini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Anne W. Halsted
San Francisco Bay Conservation and Development Commission

Steve Kinsey
Marin County and Cities

Sue Lempert
Cities of San Mateo County

Jon Rubin
San Francisco Mayor's Appointee

Bijan Sartipi
State Business, Transportation and Housing Agency

James P. Spering
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Adrienne J. Tissier
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Amy Worth
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Ken Yeager
Santa Clara County

Steve Heminger
Executive Director

Ann Flemer
Deputy Executive Director, Operations

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

Therese W. McMillan
Deputy Executive Director, Policy

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

Dear Mr. Halls:

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

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

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

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

Preliminary Issues

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

2 – Request for more local service in Benicia

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

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

5 – Request for more local service in Fairfield/Suisun

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

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

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

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

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

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

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

Sincerely,

Alix A. Bockelman
Director, Program & Allocations Section

Enclosures

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

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

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DATE: May 20, 2008
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Ridershare Services
Nancy Whelan, Nancy Whelan Consulting
RE: Intercity Transit Funding (ITF) Agreement Year-End Reconciliation Procedure

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

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

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

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

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

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

Year-End Reconciliation

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

PROPOSED YEAR-END RECONCILIATION PROCEDURES

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

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

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

Applying the procedure developed for FY 2007-08 to the FY 2006-07 agreement results in overpayments and underpayments that will be due in the FY 2008-09 agreement. If approved by the STA Board, subsidy calculations for FY 2008-09 will include the adjustments for the FY 2006-07 reconciliation.

Fiscal Impact:
None.

Recommendation:
Recommend the STA Board approve the following:

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

Attachment:

A. FY 2006-07 Intercity Transit Funding Reconciliation Summary

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SOLANO TRANSPORTATION AUTHORITY
RECONCILIATION OF FY 06-07 SUBSIDIES BY JURISDICTION
SUMMARY OF BALANCES DUE

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

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

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

Notes:

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

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STA
Solano Transportation Authority

DATE: May 20, 2008
TO: STA TAC
FROM: Janet Adams, Director of Projects
RE: Accept Green Valley Bridge Widening Project as Complete

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

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

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

Green Valley Bridge Widening Project

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

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

Recommendation:
Forward a recommendation to the STA Board to accept the Green Valley Creek Bridge Widening project as complete.

STA
Solano Transportation Authority

DATE: May 16, 2008
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Yolo Solano Air Quality Management District Clean Air Funds Committee Recommendation for Fiscal Year (FY) 2008-09

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

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

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

The Committee recommended that the following projects receive funding:

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

A summary of the projects and funding is provided in Attachment A.

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

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

Recommendation:
Forward a recommendation to the STA Board supporting the YSAQMD Clean Air Funds Committee for FY 2008-09 as specified in Attachment A.

Attachment:

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

Solano County YSAQMD Clean Air Fund Application Committee
Recommended Funding

FY2008-09

ATTACHMENT A

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

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STA
Solano Transportation Authority

DATE: May 20, 2008
TO: STA TAC
FROM: Daryl Halls, Executive Director
RE: Approval of STA Overall Work Plan for Fiscal Year (FY) 2008-09 and FY 2009-10

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

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

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

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

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

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

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

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

10. SR 12 Jameson Canyon

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

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

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

PLANS

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

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

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

PROGRAMS

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

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

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

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

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

Once adopted, the STA OWP will guide the development of the STA's budget for FY 2008-09 and FY 2009-10.

Recommendation:

Forward a recommendation to the STA Board to approve the STA Overall Work Plan for FY 2008-09 and FY 2009-10 as specified in Attachment A.

Attachment:

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

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Solano Transportation Authority

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

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

ATTACHMENT A

Solano Transportation Authority

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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DATE: May 20, 2008
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: SolanoExpress Routes (Rts.) 30/90 Management Agreement

Background:
Fairfield/Suisun Transit (FST) has been operating Rt. 30 under an agreement with the Solano Transportation Authority (STA) and on behalf of the Cities of Dixon, Vacaville, and Solano County since 2000. This arrangement began when Rt. 30 was transferred by STA from Yolobus to FST. The STA also spearheaded the last major modification of Rt. 30 with its extension to Sacramento. The Sacramento service was added in response to comments received through the Unmet Transit Needs process. The STA was the lead on marketing and customer service when Rt. 30 was extended to Sacramento and has handled subsequent special marketing efforts. Steady ridership growth has been experienced on Rt. 30.

With the transfer of Rt. 90 from Vallejo Transit to Fairfield/Suisun Transit (FST) in FY 2006-07, the STA was requested by Fairfield/Suisun Transit to provide management oversight of Rt. 90, specifically to develop a funding plan and secure adequate funding for this service.

Route 30 operates five roundtrips, Monday-Friday, between Fairfield and Sacramento with stops in Vacaville, Dixon, and Davis. It is the only bus route that connects Solano County to Sacramento. Rt. 90 operates between Suisun City/Amtrak, Fairfield, and El Cerrito del Norte BART Station during peak and non-peak periods Monday through Friday. As it is the only all-day express bus route from central Solano County into Contra Costa county and the BART system, it is a key route

Prior to FY 2007-08, both Rt. 30 and 90 were funded by Transportation Development Act (TDA) funds from Fairfield, Suisun City, Vacaville, Dixon, and the County of Solano. Over the years, the STA has successfully secured other funds for these routes. This includes Transportation Funds for Clean Air (TFCA) from the Bay Area Air Quality Management District, Clean Air Funds from the Yolo Solano Air Quality Management District, and State Transit Assistance Funds. Rt. 90 is also a recipient of Regional Measure 2 (RM2) funds. In FY 2007-08, both routes are funded by all eight local jurisdictions in accordance with the FY 2007-08 Intercity Transit Funding agreement.

Discussion:
As the countywide transportation agency for Solano County, the STA is focused on intercity and regional transit connections. The countywide Intercity Funding Agreement has been developed to stabilize the funding and service levels of significant intercity bus routes. The STA's role in the management of Rt. 30 and 90 provides an additional level of commitment to stabilize these critical routes that benefit multiple local jurisdictions. In that role, major service changes and/or fare changes would be reviewed and approved by the STA Board after staff level review by not only the STA, but also by the jurisdictions affected.

Currently, FST provides monthly ridership and other statistics to the STA on these routes. The STA has summarized the Rt. 30 performance and presented them to the Consortium annually. With STA's oversight, this would continue for both Rt. 30 and Rt. 90.

Recommendation:
Forward a recommendation to the STA Board to authorize the Executive Director to enter into an agreement with the City of Fairfield to manage SolanoExpress Rts. 30 and 90 in FY 2008-09 and FY 2009-10.

Solano Transportation Authority

DATE: May 20, 2008
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Funding and Implementation Plan for SolanoExpress Route (Rt.) 70 Service

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

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

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

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

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

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

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

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

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

Discussion:

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

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

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

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

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

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

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

Attachments:

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

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Proposed Funding Plan for SolanoExpress Rt. 70

FY2008-09

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

ATTACHMENT B

Preliminary SolanoExpress Rt. 70 Service Plan

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

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

- Limited stops:
  3 stops in Vallejo (Baylink Ferry Terminal, Curtola PNR, York/Marin)
  2 stops in Benicia
  Pleasant Hill BART
  Walnut Creek BART.

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

DATE: May 19, 2008
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Fiscal Year (FY) 2008-09 Intercity Transit Funding (ITF) Agreement Status

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

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

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

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

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

for Lifeline funding. At that point, Rio Vista decided not to participate in this agreement for FY 2008-09 as Rio Vista receives no direct intercity transit service by any of the routes in the ITF Agreement. Rio Vista contributed $9,000 to this agreement in the current fiscal year. A revised scenario reflecting this is in circulation for concurrence along with the net impact to each jurisdiction once reconciliation is also applied. For the majority of local jurisdictions, their share was reduced as compared to FY 2007-08. An update of the responses will be provided at the TAC and Consortium.

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

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

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

Attachments:

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

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

	FY 07-08 Agreement[2]	Baseline[3]	Change Compared To FY 07-08	With Rt 30 Service Additions[4]	Change Compared to FY 07-08	With RM-2 Reallocation	Change Compared To FY 07-08	With Rt 30 Svc Add'n & RM-2 Reallocation[4]	Change Compared To FY 07-08	Without Rio Vista Participation[5]	Change Compared To FY 07-08	With Benicia Rt 75 No Rt 70	Change Compared to FY 07-08	Benicia Operates Rt 70[6]	Change Compared to FY 07-08
Benicia	$356,822	$419,850	$63,028	$425,032	$68,209	$308,953	-$47,869	$314,136	-$42,686	$420,922	$64,099	$338,747	-$18,075	$338,748	-$18,075
Dixon	$99,983	$81,705	-$18,278	$104,027	$4,044	$79,370	-$20,613	$101,637	$1,654	$82,370	-$17,613	$80,049	-$19,934	$80,049	-$19,934
Fairfield	$944,699	$879,704	-$64,995	$846,479	-$98,220	$860,138	-$84,561	$826,970	-$117,729	$884,888	-$60,011	$866,229	-$78,470	$866,229	-$78,470
Rio Vista	$16,031	$17,601	$1,569	$17,182	$1,151	$16,627	$596	$16,210	$178	$0	-$16,031	$16,898	$867	$16,898	$867
Suisun City	$239,814	$225,643	-$14,171	$210,763	-$29,051	$220,540	-$19,273	$205,591	-$34,123	$226,952	-$12,862	$222,125	-$17,689	$222,125	-$17,689
Vacaville	$582,821	$556,581	-$26,240	$547,923	-$34,898	$542,658	-$40,163	$534,007	-$48,814	$560,443	-$22,378	$546,609	-$36,212	$546,609	-$36,212
Vallejo	$1,404,991	$1,614,502	$209,511	$1,620,272	$215,281	$1,517,299	$112,308	$1,523,028	$118,037	$1,620,211	$215,221	$1,544,467	$139,476	$1,544,467	$139,476
County of Solano	$130,000	$133,900	$3,900	$133,900	$3,900	$133,900	$3,900	$133,900	$3,900	$133,900	$3,900	$133,900	$3,900	$133,900	$3,900
Total	$3,775,161	$3,929,486	$154,325	$3,905,578	$130,417	$3,679,486	-$95,675	$3,655,578	-$119,583	$3,929,486	$154,325	$3,749,023	-$26,138	$3,749,024	-$26,138

Notes:

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

ATTACHMENT A

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

	FY 07-08 Agreement[2]	No RV, With Rt 30 Svc Add'n & RM-2 Reallocation & Lifeline for Rt 85 at $250K	Change Compared To FY 07-08	No RV, With Rt 30 Svc Add'n & RM-2 Reallocation & Lifeline for Rt 85 at $125K	Change Compared To FY 07-08
Benicia	$356,822	$315,133	-$41,689	$318,653	-$38,170
Dixon	$99,983	$102,252	$2,269	$104,879	$4,896
Fairfield	$944,699	$831,461	-$113,238	$873,728	-$70,971
Rio Vista	$16,031	$0	-$16,031	$0	-$16,031
Suisun City	$239,814	$206,871	-$32,943	$217,678	-$22,136
Vacaville	$582,821	$537,552	-$45,269	$548,086	-$34,735
Vallejo	$1,404,991	$1,528,409	$123,418	$1,583,654	$178,663
County of Solano	$130,000	$133,900	$3,900	$133,900	$3,900
Total	**$3,775,161**	**$3,655,578**	**-$119,583**	**$3,780,578**	**$5,417**

Notes:

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

Description of Recommended Option

- 20% of subsidy requirement based on population share
- 80% of subsidy requirement based on ridership by residence
- County of Solano share is based on its population share taken "off the top" (before subsidy sharing formula) and is capped at $133,900
- Ridership by residence source: Solano Transportation Authority Intercity Lines Ridership Survey Study, Quantum Market Research, Inc., February 5, 2007, and individual line frequency reports.
- Population data source: State of California, Department of Finance, *E-4 Population Estimates for Cities, Counties and the State, 2001-2007, with 2000 Benchmark. Sacramento, California, May 2007.*
- Rio Vista is not participating in Solano Express cost sharing in FY 08-09
- Route 30 service additions (above FY 07-08 service levels) included
- RM-2 funds allocated per FY 07-08 agreement, except RM-2 funds are maximized on Rt 70 and minimized on Rt 85
- Lifeline funds of $125,000 or $250,000 are assumed to be available for Rt 85

ATTACHMENT B

SOLANO TRANSPORTATION AUTHORITY
FY 08-09 SOLANO EXPRESS COST SHARING

Summary of FY 2008-09 Cost Sharing with FY 2006-07 Reconciliation

[illegible] FY 2008-09 Proposed Baseline Subsidy Via Fixed Route Assistance, 1% 2% Allocation, SR2R [illegible] Funds at $125,000

	Route 70		Route 20		Route 30		Route 40		Route 80		Route 85		Route 90		Total
	FY 06-07 Recon	FY 08-09 Formula	FY 06-07 Recon	FY 08-09 Formula	FY 06-07 Recon	FY 08-09 Formula	FY 06-07 Recon	FY 08-09 Formula	FY 06-07 Recon	FY 08-09 Formula	FY 06-07 Recon	FY 08-09 Formula	FY 06-07 Recon	FY 08-09 Formula	Due FY 08-09
Benicia	0	219,865	0	3,397	0	18,504	-10,929	5,178	0	46,248	0	20,150	0	5,311	307,724
Dixon	0	4,229	0	2,147	-11,856	59,243	0	6,215	0	11,089	0	16,123	0	5,832	93,023
Fairfield	0	33,239	0	65,511	0	96,563	0	71,865	0	126,397	-3,942	265,981	0	214,393	869,786
Rio Vista	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Suisun City	0	8,699	0	12,185	0	13,808	0	28,849	0	31,254	0	68,048	0	54,836	217,678
Vacaville	0	25,121	-5,168	140,522	-12,393	85,748	-37,700	90,058	0	70,212	0	63,604	0	72,821	492,825
Vallejo	0	184,503	0	17,702	0	37,901	0	13,164	0	962,002	0	344,043	0	24,339	1,583,654
Balance of County	-3,204	17,465	-323	8,866	-6,443	11,448	-1,626	7,899	0	45,795	-251	28,564	2,320	13,862	124,173
Check Total		493,121	0	250,331	0	323,213	0	223,028	0	1,292,988	0	806,493	0	391,394	3,780,578

FY 08-09 Formula Calculation	FY 06-07 Reconciliation MOE Claims Not Used	FY 08-09 Net Due FY 08-09
-10,929	0	296,795
-11,856	-6,000	75,167
-3,942	0	865,844
0	0	0
0	0	217,678
-55,261	-170,000	267,564
0	-30,000	1,553,654
-9,727	0	114,446
-91,715	-206,000	3,482,863

ATTACHMENT C

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Solano Transportation Authority

DATE: May 19, 2008
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Regional Measure (RM 2) Bridge Toll Transit Operating Funding

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

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

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

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

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

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

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

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

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

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

Attachments:

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

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

Operating Plan

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

ATTACHMENT A

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

Operating Plan

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

ATTACHMENT B

STA
Solano Transportation Authority

DATE: May 21, 2008
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Allocation of State Transit Assistance Funds (STAF for Fiscal Year (FY) 2008-09

The staff report will be provided under separate cover.

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STA
Solano Transportation Authority

DATE: May 20, 2008
TO: STA TAC
FROM: Sam Shelton, Assistant Project Manager
RE: STA SR2S Pilot Engineering Program Grants

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

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

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

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

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

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

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

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

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

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

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

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

STA SR2S Pilot Engineering Program Process

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

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

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

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

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

Discussion:

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

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

TOTAL REQUESTED FUNDING: $607,000

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

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

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

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

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

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

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

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

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

Recommendation:

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

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

Attachments:

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

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

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

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

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

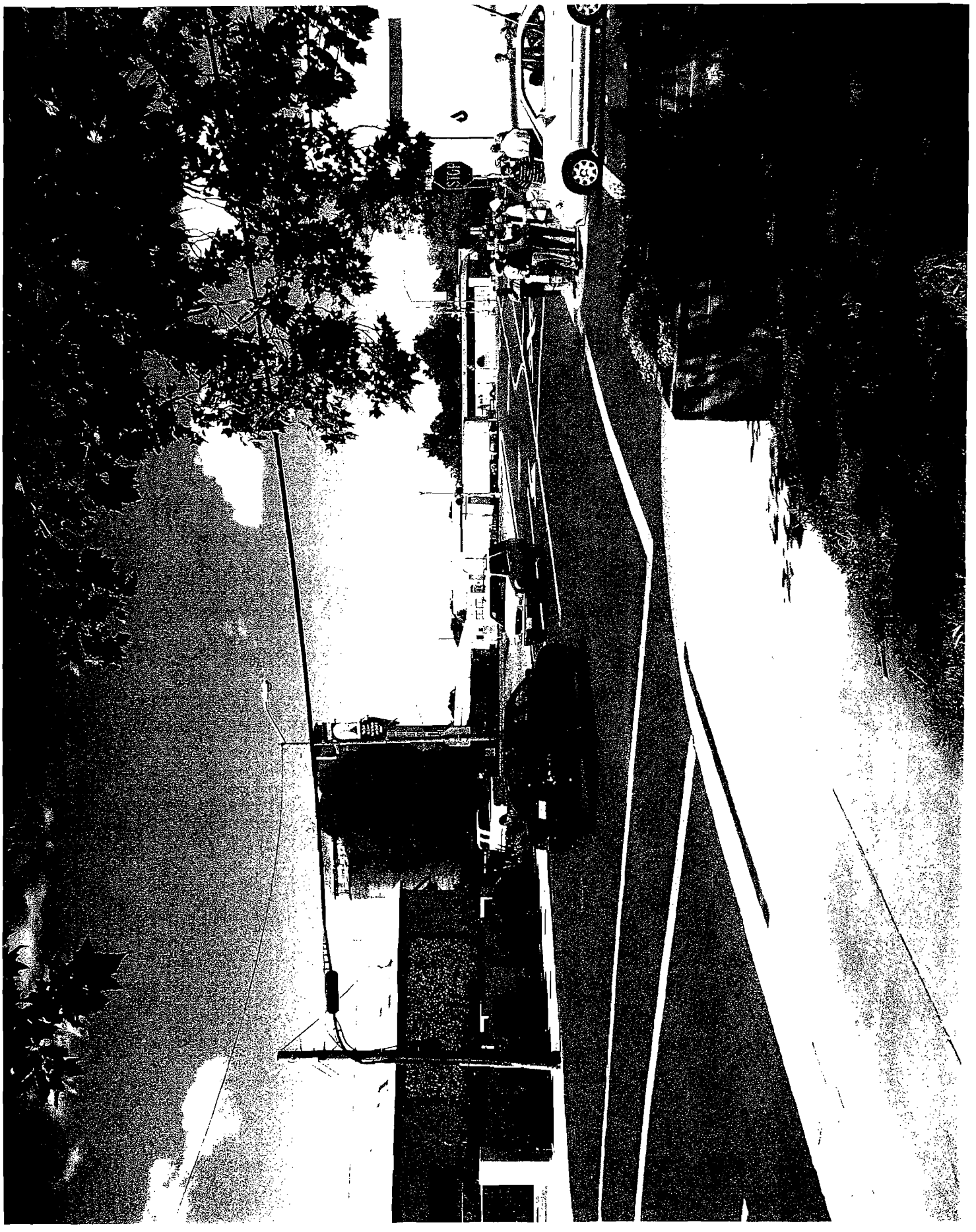
Contact Information:

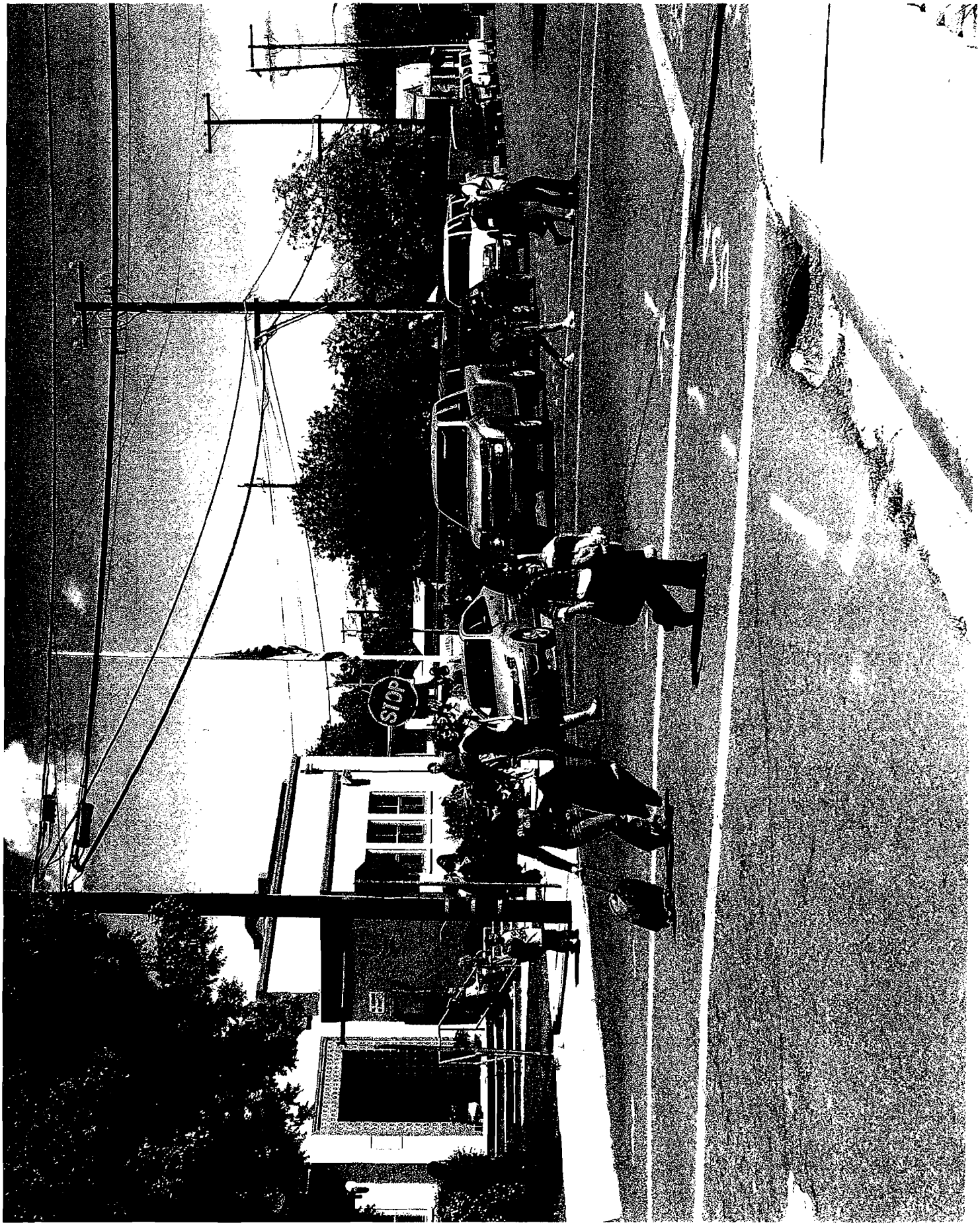
5	Project Manager Name	Jason Riley, Associate Engineer	Staff in charge of building the project
6	Mailing Address	600 East A Street, Dixon, CA 95620	
7	Phone	(707)678-7030	
8	Email	jriley@ci.dixon.ca.us	
9	Supervisor Name	Royce Cunningham, City Engineer	Supervisor in charge of the project manager
10	Mailing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

Specific Safe Routes to School Questions:

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

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

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

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

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

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

Contact Information:

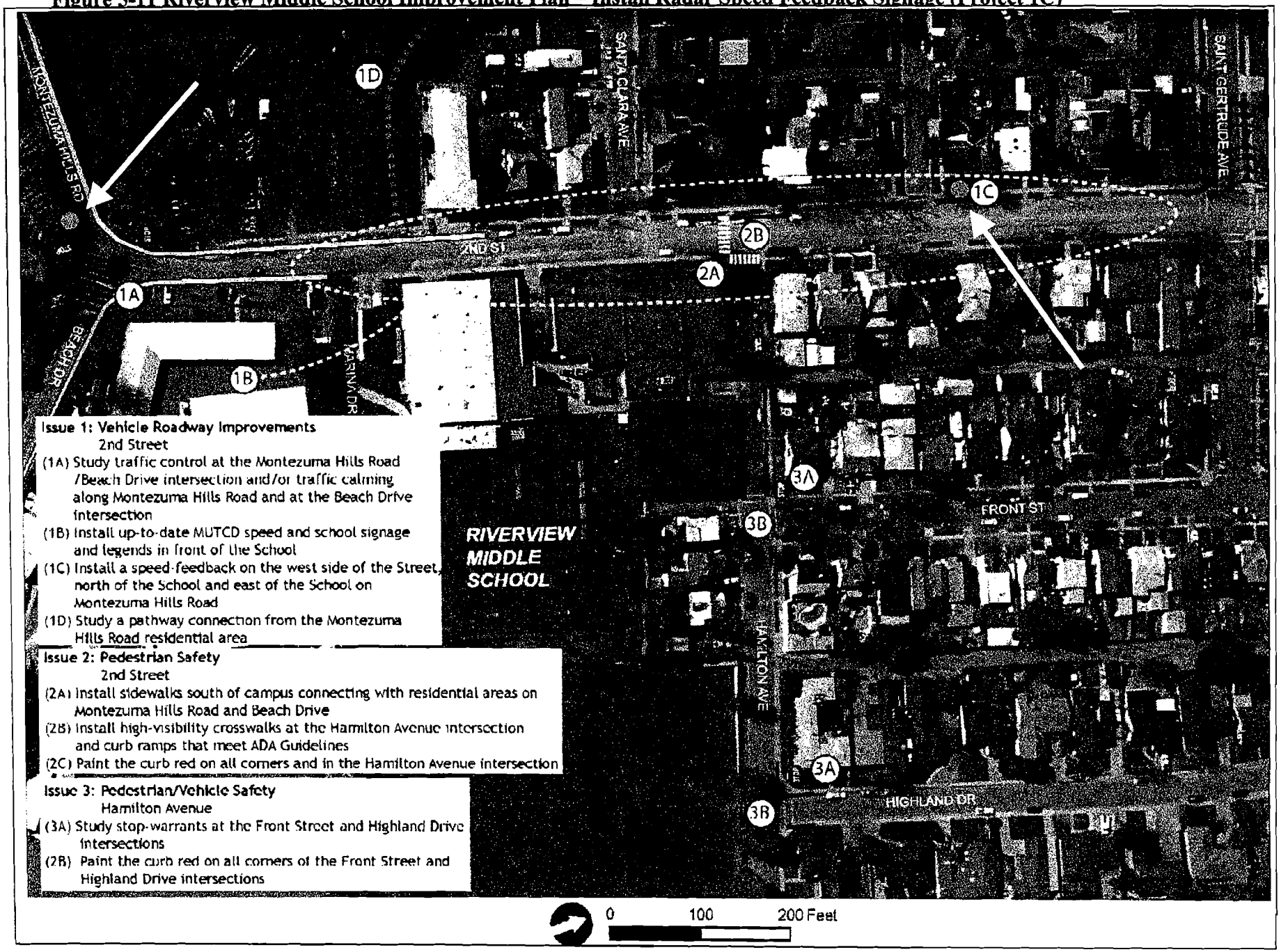
5	Project Manger Name	Hector De La Rosa	Staff in charge of building the project
6	Mailing Address	1 Main St, Rio Vista, CA 94571	
7	Phone	707-374-6451	
8	Email	hdelarosa@ci.rio-vista.ca.us	
9	Supervisor Name	Hector De La Rosa	Supervisor in charge of the project manager
10	Mailing Address	1 Main St, Rio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

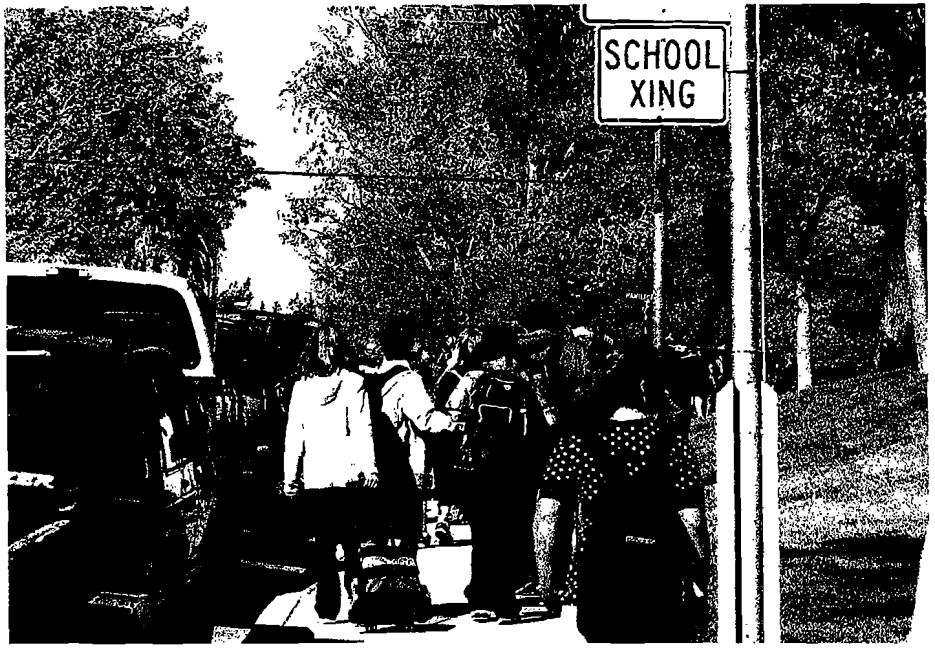
Specific Safe Routes to School Questions:

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

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

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

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RESTAURANT

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STOP

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

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

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

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

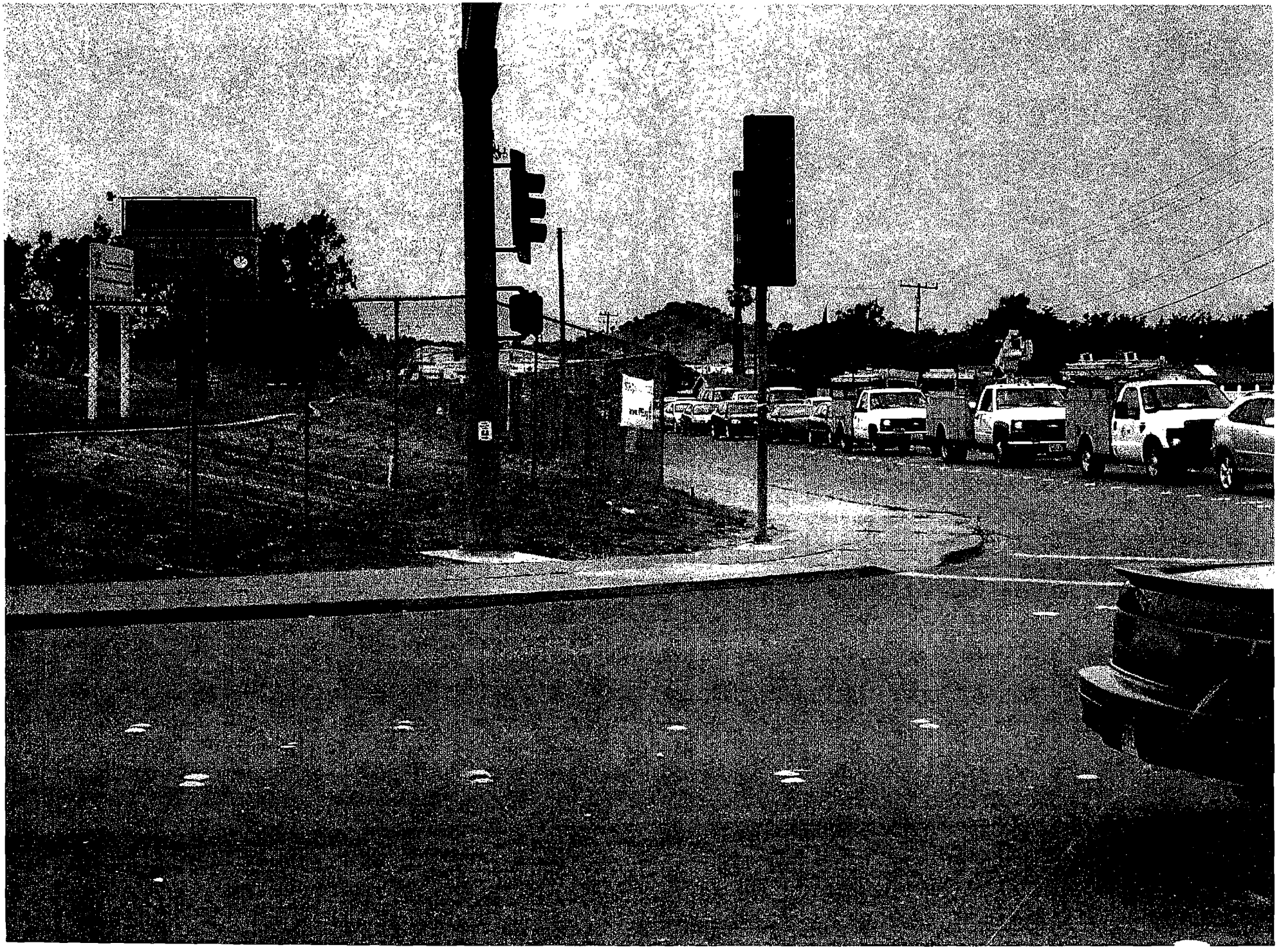
Contact Information:

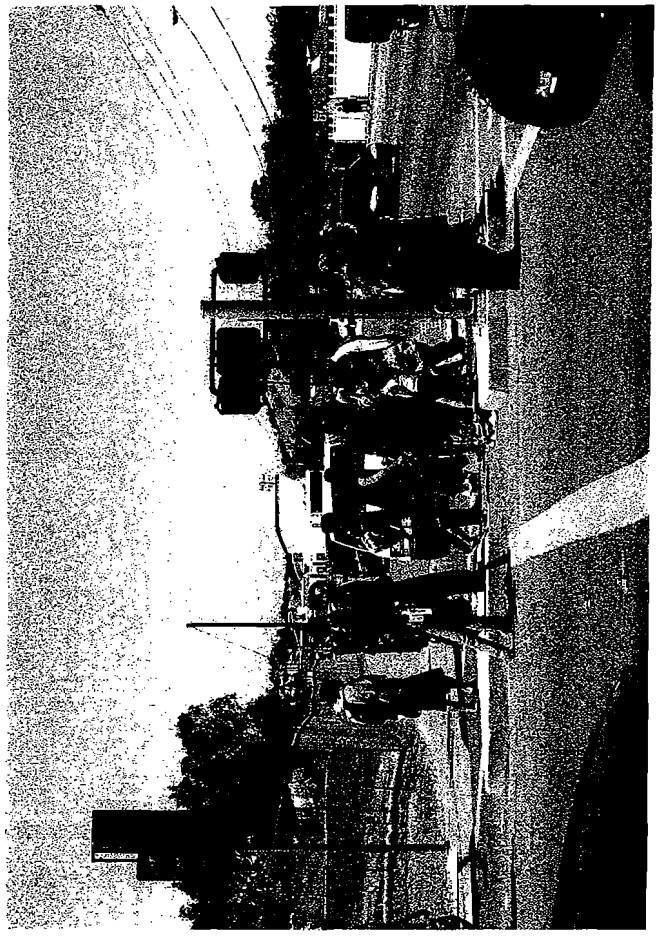
5	Project Manger Name	Jeff Knowles & Leigh Coop	Staff in charge of building the project
6	Mailing Address		
7	Phone	JK=(707) 449-5170, LC=(916)-213-8825	
8	Email	jknowles@cityofvacaville.com', leighc@vacavilleusd.org	
9	Supervisor Name		Supervisor in charge of the project manager
10	Mailing Address	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

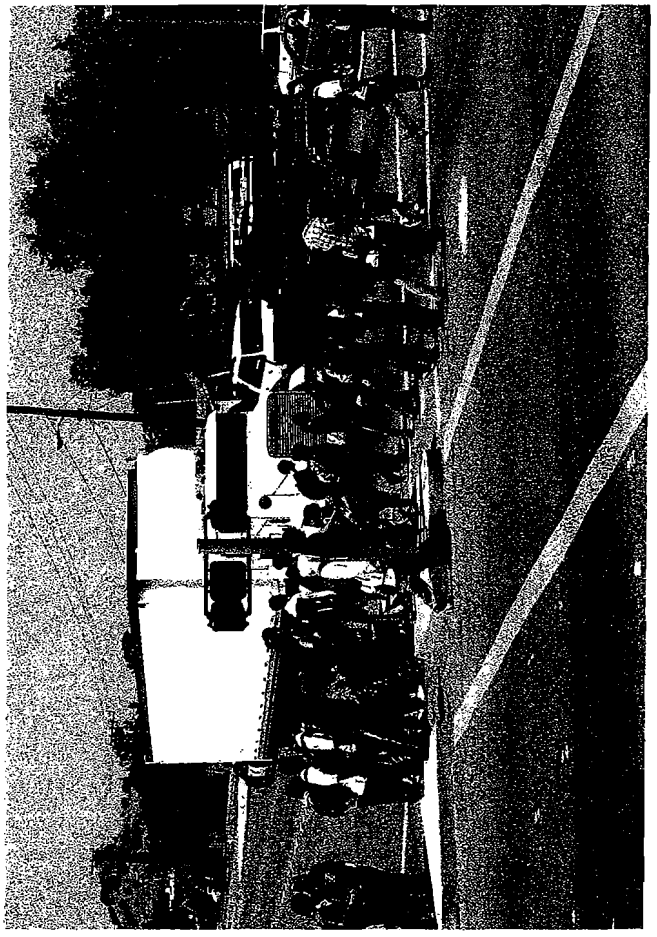
Specific Safe Routes to School Questions:

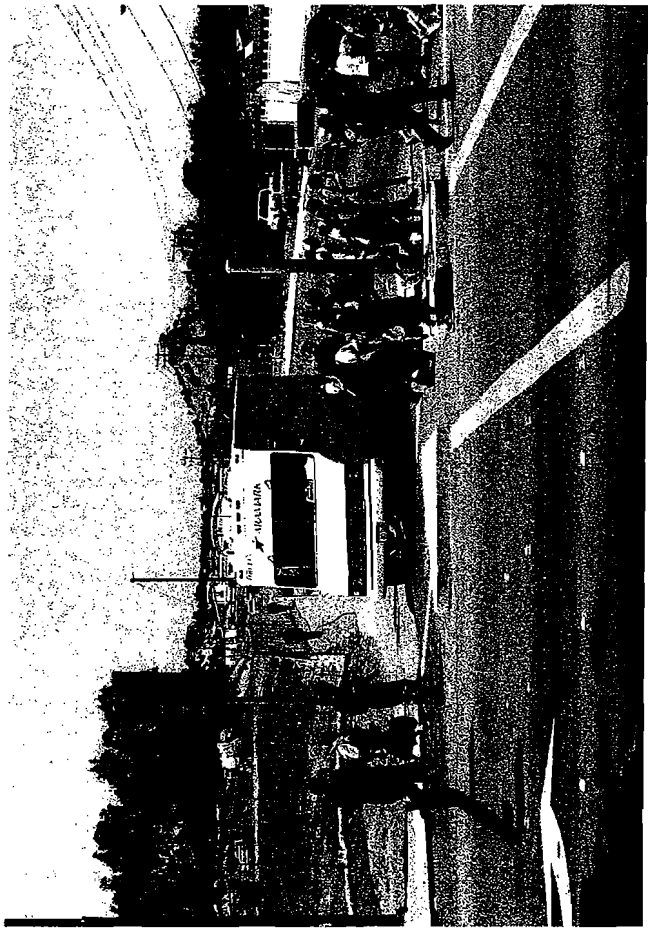
18	How does your project promote a safe alternative to an automobile trip to school?	This project will either build a larger pedestrian waiting area on the NW corner of Peabody & Marshall and/or remove/expand the porkshop island at the right turn pocket. This project promotes walking to Will C. Wood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

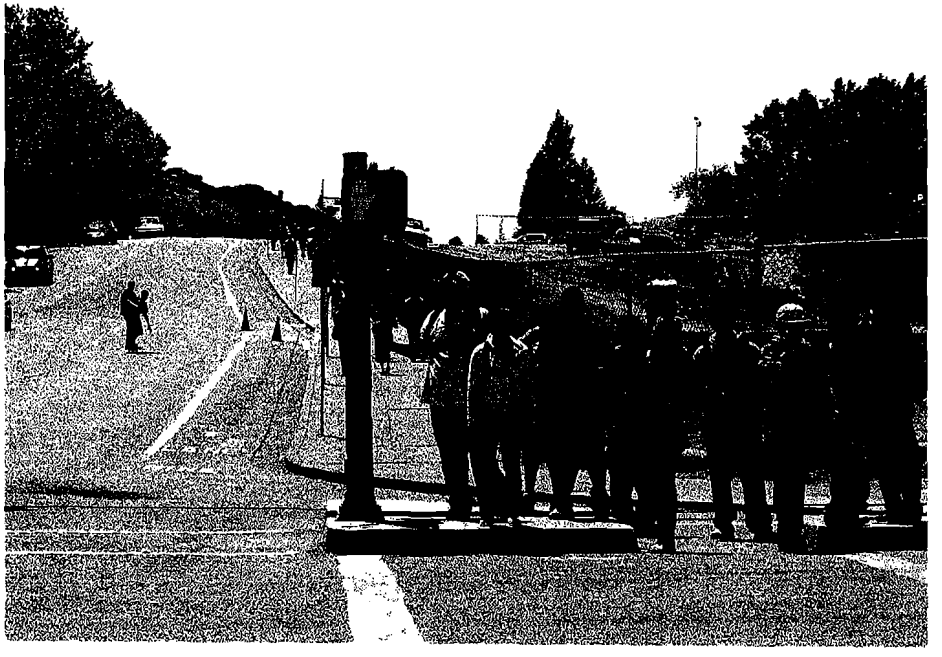
25	Name of School(s) assisted by project	Will C. Wood High School	Items #25 and #26 are used in air quality calculations. It is assumed that well executed SR2S projects can decrease driving to school by at least 20%.
26	Number of students attending	2100 students	











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

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

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

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

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

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

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

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

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

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

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

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

Attachments:

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

APPENDIX A

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

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

BASIC ELIGIBILITY

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

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

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

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

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

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

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

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

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

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

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

Transportation Enhancement (TE) Program

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

What is the Transportation Enhancement (TE) program?

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

What makes a project eligible for Transportation Enhancement Funds?

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

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

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

How does the application process work?

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

How can I get more information?

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

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

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2008 STIP STAFF RECOMMENDATION - COUNTY SHARE

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

($1,000's)

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

Solano

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

ATTACHMENT C

101

2008 STIP STAFF RECOMMENDATION - COUNTY SHARE

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

($1,000's)

Solano

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

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

102

DATE: May 19, 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
Several noteworthy state bills are working their way through the legislature. The following is a brief summary of four bills for which staff recommends taking a support position. The corresponding STA legislative priority/platform is indicated for each bill. The most recent amended versions and analyses are attached for further information.

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

AB 1904 (Torrico), Transportation: Programming of Projects
Requires the California Transportation Commission (CTC) to establish guidelines for a process to enable a county, or the regional transportation planning agency on behalf of the county, to exchange funds apportioned to the county under the state transportation improvement program for federal funds in order to fund a project with GARVEE bonds. This bill is being watched by CSAC and by the LCC; MTC has no position.
STA Legislative Platform #V.8 Funding: Seek a fair share for Solano County of any federal funding made available for transportation programs and projects.

AB 2971 (DeSaulnier), The Fair Share for Safety bill
Would create the Fair Share for Safety program. Caltrans would be required to conduct an annual analysis for fatality rates of all modes of travel, and to apportion federal transportation safety funds, in a manner that is proportionate to the rate of fatalities for each mode of travel. California Pedestrian Advisory Committee (CalPED) will be asked to take action on endorsement of these bills and recommend that Caltrans, California Department of Public Health

(CDPH), California Highway Patrol (CHP), and other departments also support passage of the state and national legislation. This bill is being watched by CSAC and by the LCC; MTC has no position.

STA Legislative Priority #1: Monitor and support, as appropriate, legislative proposals to increase funding for transportation infrastructure in Solano County.

Federal Update

Under the leadership of Governor Arnold Schwarzenegger, the California Business, Transportation and Housing Agency, and the California Department of Transportation, stakeholders from across California have united on a basic set of principles that our delegation in Washington, DC will be asked to adopt in the upcoming debate on the future of this nation's transportation policies. Attachment J is the working draft of this document. Staff recommends forwarding these principles to the STA Board for their support of this effort.

Recommendation:

Forward a recommendation to the STA Board to approve the specified position on the following items:

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

Attachments:

A. STA Legislative Matrix
B. AB 1845 (Duvall), Amended April 16, 2008
C. AB 1845 (Duvall), Bill Analysis May 12, 2008
D. AB 1904 (Torrico), Amended April 14, 2008
E. AB 1904 (Torrico), Bill Analysis April 22, 2008
F. AB 2971 (DeSaulnier), Amended March 24, 2008
G. AB 2971 (DeSaulnier), Bill Analysis April 29, 2008
H. California Consensus Principles on Federal Transportation Authorization 2008

LEGISLATIVE MATRIX

2007-2008 State and Federal Legislative Session

May 22, 2008

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Index

State Assembly Bills

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

ATTACHMENT A

State Senate Bills

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

Federal Bills

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

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

Bill Summaries

State Legislation Bill/Author	Summary	Status of Bill	STA Position/ Others' Position
AB 444 (Hancock) **Voter-approved vehicle registration fee for traffic congestion management**	**Authorizes county congestion management agencies in Alameda County and Contra Costa County, with a majority vote of agency's board, to impose annual fee of up to $10 on motor vehicles registered with the county for a traffic congestion management program. Imposition of fee would require voter approval. Transportation improvements that reduce congestion include those that improve signal coordination, travel information systems, intelligent transportation systems, highway operational improvements, and public transit service expansions.**	**07/11/07 SEN Rev & Tax. Amended 06/28/07 to add Solano County**	**Support**
AB 842 Jones **Regional plans: traffic reduction**	**Requires the Transportation Commission to update its guidelines for the preparation of regional transportation plans, including a requirement that each regional transportation plan provide for a 10% reduction in the growth increment of vehicle miles traveled. Requires a specified sum of funds to be made available from a specified account to the Department of Housing and Community Development to fund grants to assist agencies of local governing in the planning and production of infill housing.**	**02/07/08; SEN Com. On Trans. And Housing**	**Watch**
AB 1845 (Duvall) Railroad-highway grade separations.	This bill would state the intent of the Legislature to transfer the responsibility for developing the priority list for the annual $15,000,000 grade separation program from the Public Utilities Commission to the CTC upon completion of the expenditure of the $150,000,000 in Proposition 1B general obligation bond funds that are to be allocated pursuant to the priority list process. Amended on 4/16/08	05/22/08; ASM Third Reading	Watch: CSAC, LCC

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

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

State Legislation Bill/Author	Summary	Status of Bill	STA Position/ Others' Position
SB 748 (Corbett) **State/Local Partnerships**	**States the purposes of the State-Local Partnership Program to be allocated by the California Transportation Commission (CTC) to eligible transportation projects nominated by transportation agencies. Requires the CTC to adopt program guidelines.**	**08/30/07; ASM APPROP, First hearing cancelled by author**	**Watch** Support: CSAC, LCC, MTC
SB 1093 (Wiggins) **SF Bay Area Water Emergency Transportation Authority**	**Existing law establishes the San Francisco Bay Area Water Emergency Transportation Authority and gives that entity the authority to plan, manage, operate, and coordinate the emergency activities of all water transportation and related facilities within the bay area region, except as specified. Existing law requires that, in certain states of emergency, the authority coordinate emergency activities for all water transportation services in the bay area region in cooperation with certain specified entities. This bill would make technical, non-substantive changes to those provisions. *Amended 4/21/08***	**05/22/08; SEN APPROP hearing set**	**Support with amendments**
SB 1507 (Oropeza)	**Would prohibit the construction or expansion of a state highway within a quarter mile of a school boundary, including repair and rehabilitation work, with specified exceptions. *Amended 4/21/08***	**05/22/07; SEN APPROP hearing set**	**Oppose**

Federal Legislation

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

California Legislature
2007-08 Regular Session Calendar

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

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

February

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

March

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

April

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

May

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

June

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

July

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

August

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

September

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

Important Dates Occurring During Final Recess:

2008

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

2009

Jan. 1	Statutes take effect

110th United States Congress
2008 Second Session Calendar

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

AMENDED IN ASSEMBLY APRIL 16, 2008

AMENDED IN ASSEMBLY APRIL 3, 2008

CALIFORNIA LEGISLATURE—2007–08 REGULAR SESSION

ASSEMBLY BILL No. 1845

Introduced by Assembly Members Duvall and Horton
(Coauthor: Assembly Member Garrick)

January 28, 2008

~~An act to amend Section 2453 of, to repeal Sections 191, 2104.1, and 2107.6 of, and to repeal and add Section 190 of, the Streets and~~ *An act to amend and repeal Sections 190, 191, 2104.1, and 2107.6 of, to add and repeal Section 2462 of, and to repeal Chapter 10 (commencing with Section 2450) of Division 3 of, the Streets and* Highways Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 1845, as amended, Duvall. Highway-railroad grade separations.

Existing law provides for the Department of Transportation to include $15,000,000 in its annual proposed budget for highway-railroad grade separation projects. Existing law requires the Public Utilities Commission to establish an annual priority list for expenditure of these funds, which are allocated to specific projects by the California Transportation Commission. Existing law, pursuant to Proposition 1B, approved by the voters at the November 7, 2006 general election, provides for the allocation of $250,000,000 in general obligation bond funds to grade separation projects. It requires $150,000,000 of these funds to be available pursuant to the above-described priority list process, with certain exceptions, and the remaining $100,000,000 to be

available for allocation by the California Transportation Commission to projects that are not part of that process.

This bill would ~~repeal~~ *make inoperative* the requirement for the department to include $15,000,000 in its annual budget for highway-railroad grade separation projects~~. The bill would authorize projects for highway-railroad grade separations to compete for funding through the state transportation improvement program process~~ *on the date that the Director of Transportation notifies the Secretary of State that all funds made available for grade separation projects by the above-referenced bond act have been fully allocated and expended, and all required expenditure reports have been completed, and would repeal these provisions on January 1 of the year commencing thereafter.* The bill would ~~make conforming changes to~~ *make inoperative and repeal* various other *related* provisions. *The bill would also require notification of certain legislative committees in that regard, and would provide for the reversion of any unallocated State Highway Account funds budgeted for grade separations to that account.*

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

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

1 *SECTION 1. Section 190 of the Streets and Highways Code is*
2 *amended to read:*
3 190. *(a)* Each annual proposed budget prepared pursuant to
4 Section 165 shall include the sum of fifteen million dollars
5 ($15,000,000), which sum may include federal funds available for
6 grade separation projects, for allocations to grade separation
7 projects, in accordance with Chapter 10 (commencing with Section
8 2450) of Division 3. The funds included for such purposes pursuant
9 to this section each fiscal year, or by any other provision of law,
10 shall be available for allocation and expenditure without regard to
11 fiscal years.
12 *(b) This section shall be inoperative upon the notification by*
13 *the Director of Transportation to the Secretary of State that the*
14 *funds made available to grade separation projects by the Highway*
15 *Safety, Traffic Reduction, Air Quality, and Port Security Bond Act*
16 *of 2006 pursuant to subdivision (j) of Section 8879.23 of the*
17 *Government Code have been fully allocated and expended, and*
18 *all required expenditure reports have been completed, and shall*

be repealed on January 1 of the year commencing after that date. A copy of that notification shall also be provided to the budget and transportation committees of the Legislature. Any funds appropriated pursuant to this section and remaining unallocated on the date this section becomes inoperative shall revert to the State Highway Account at that time.

SEC. 2. Section 191 of the Streets and Highways Code is amended to read:

191. *(a)* Prior to each July 15, the department shall prepare and forward to the Controller a report identifying the amounts to be deducted from the allocations under Sections 2104 and 2107 as provided in Sections 2104.1 and 2107.6. The amounts shall be a proration of five million dollars ($5,000,000), less the federal subventions for grade separation projects included in allocations made pursuant to Chapter 10 (commencing with Section 2450) of Division 3 in the preceding fiscal year in excess of three million dollars ($3,000,000). The proration shall be based on the ratio that grade separation allocations to cities, and grade separation allocations to counties, bears to the total allocations in the preceding fiscal year.

(b) This section shall be inoperative upon the notification by the Director of Transportation to the Secretary of State that the funds made available to grade separation projects by the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 pursuant to subdivision (j) of Section 8879.23 of the Government Code have been fully allocated and expended, and all required expenditure reports have been completed, and shall be repealed on January 1 of the year commencing after that date. A copy of that notification shall also be provided to the budget and transportation committees of the Legislature.

SEC. 3. Section 2104.1 of the Streets and Highways Code is amended to read:

2104.1. *(a)* The Controller shall deduct annually, from the amount apportioned pursuant to Section 2104, the amount identified as applicable to counties in the report submitted in the preceding fiscal year pursuant to Section 191, and shall transfer the amount to the State Highway Account.

(b) This section shall be inoperative upon the notification by the Director of Transportation to the Secretary of State that the funds made available to grade separation projects by the Highway

Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 pursuant to subdivision (j) of Section 8879.23 of the Government Code have been fully allocated and expended, and all required expenditure reports have been completed, and shall be repealed on January 1 of the year commencing after that date. A copy of that notification shall also be provided to the budget and transportation committees of the Legislature.

SEC. 4. Section 2107.6 of the Streets and Highways Code is amended to read:

2107.6. *(a)* The Controller shall deduct annually, from the amount apportioned pursuant to Section 2107, the amount identified as applicable to cities in the report submitted in the preceding fiscal year pursuant to Section 191, and shall transfer the amount to the State Highway Account.

(b) This section shall be inoperative upon the notification by the Director of Transportation to the Secretary of State that the funds made available to grade separation projects by the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 pursuant to subdivision (j) of Section 8879.23 of the Government Code have been fully allocated and expended, and all required expenditure reports have been completed, and shall be repealed on January 1 of the year commencing after that date. A copy of that notification shall also be provided to the budget and transportation committees of the Legislature.

SEC. 5. Section 2462 is added to the Streets and Highways Code, to read:

2462. This chapter shall be inoperative upon the notification by the Director of Transportation to the Secretary of State that the funds made available to grade separation projects by the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 pursuant to subdivision (j) of Section 8879.23 of the Government Code have been fully allocated and expended, and all required expenditure reports have been completed, and shall be repealed on January 1 of the year commencing after that date. A copy of that notification shall also be provided to the budget and transportation committees of the Legislature.

~~SECTION 1. Section 190 of the Streets and Highways Code is repealed.~~

~~SEC. 2. Section 190 is added to the Streets and Highways Code, to read:~~

~~190. Projects for highway-railroad grade separations may compete for funding through the state transportation improvement program process pursuant to Chapter 2 (commencing with Section 14520) of Division 3 of Title 2 of the Government Code. Federal funds available for grade separation projects may be allocated to those projects.~~

~~SEC. 3. Section 191 of the Streets and Highways Code is repealed.~~

~~SEC. 4. Section 2104.1 of the Streets and Highways Code is repealed.~~

~~SEC. 5. Section 2107.6 of the Streets and Highways Code is repealed.~~

~~SEC. 6. Section 2453 of the Streets and Highways Code is amended to read:~~

~~2453. From any funds that may be set aside for expenditure pursuant to this chapter, the California Transportation Commission shall make allocations for projects contained in the latest priority list established pursuant to Section 2452. Those allocations shall be made for preconstruction costs and construction costs. Where allocations are made to a local agency, the requirements of Sections 2456 and 2457 shall first be met.~~

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ASSEMBLY THIRD READING
AB 1845 (Duvall)
As Amended April 16, 2008
Majority vote

TRANSPORTATION	8-2	APPROPRIATIONS	15-1
Ayes:	DeSaulnier, Duvall, Horton, Houston, Huff, Karnette, Portantino, Ruskin	Ayes:	Leno, Walters, Caballero, Davis, DeSaulnier, Emmerson, Furutani, Huffman, Karnette, Berg, La Malfa, Mullin, Nakanishi, Sharon Runner, Solorio
Nays:	Carter, Galgiani	Nays:	Ma

SUMMARY : Eliminates the California railroad-highway at-grade separation project Section 190 program (Program). Specifically, this bill :

1)Repeals provisions related to implementation of the Program.

2)Discontinues the California Department of Transportation's (Caltrans) automatic $15 million annual transfer of State Highway Account funds (SHA) to the Program.

3)Eliminates Caltrans' reporting to the State Controller's Office (Controller) of allocations of Program funds to cities and counties.

4)Eliminates the requirement of Controller to deduct the amount of the allocations to local entities from the Program for adjustments into the SHA.

5)Establishes that the above four sections be repealed on January 1 following the date of the notice, to the Legislature, by Caltrans indicating that all funds from Proposition 1B have been allocated and expended. Provides that any unexpended Section 190 funds upon the date of repeal

are to be transferred back into the SHA.

EXISTING LAW :

1) Establishes the Program that is jointly administered by the California Public Utilities Commission (PUC) and Caltrans. PUC is responsible for regulating activities involving railroad crossings in California. Caltrans manages state highways that intersect rail lines. Cities and counties are responsible for the local streets and roads that intersect with rail lines.

2) Requires Caltrans to include $15 million in its annual budget to finance the construction of grade separation projects.

3) Requires PUC to establish a list of the most urgently needed grade separation funding priorities throughout the state. PUC uses a two-year process to develop the priority list. The same priority list is basically used over a two-year period that is revised at the beginning of the second year to eliminate projects that already have been funded. During the second year, the process for developing a new list is started that will take effect in the following year.

4) Requires the California Transportation Commission (CTC) to make allocations for projects contained on the priority list developed by PUC. CTC has delegated this responsibility to Caltrans which administers and manages the railroad grade separation project upon the receipt of Program fund allocation. Allocations are to be made for pre-construction and construction costs.

5) Under Proposition 1B, authorizes $250 million to be available to Caltrans upon appropriation by the Legislature for completion of high-priority grade separation projects and railroad crossings safety improvements. Projects selected would be subject to the existing Program guidelines, except that a dollar-for-dollar match is required and the Program maximum project cost limitation would not apply. Of the $250 million, $100 million of these bond funds are authorized for projects that are not subject to Program guidelines but are subject to the consultation and coordination with the California High-Speed Rail Authority.

□

6)Authorizes local and regional transportation planning agencies to determine local priorities and make recommendations for funding projects, including railroad/highway at-grade separation projects from the State Transportation Improvement Program.

7)Requires Caltrans' reporting to Controller of allocations of Program funds to cities and counties.

8)Requires, based upon information provided by Caltrans, Controller to deduct the amount of the allocations to local entities from the Program for adjustments into the SHA.

FISCAL EFFECT : According to the Assembly Appropriations Committee, substantial savings, $15 million annually starting in a future fiscal year, resulting from elimination of the statutory $15 million earmark for grade separation projects. The timing of this savings depends on how quickly Proposition 1B proceeds earmarked for grade separation projects are allocated and spent by the local agencies receiving allocations. Spending every dollar of the Proposition 1B earmark for grade separation projects could take several years.

COMMENTS : Purpose of this bill: According to the author, "After reviewing the Bureau of State Audits' report on the grade separation program, it became obvious that our current way of doing business is unacceptable. For this reason I introduced this bill to implement changes recommended in the audit that will eliminate an inefficient system and ultimately make grade separation projects competitive with all programs in the state, drawing from a feasible pot of money."

Background: A grade separation is defined in current law as a structure that separates a vehicular roadway from railroad tracks (grade separation projects affecting light-rail public transit systems are not allowable program expenditures). The Program was established in 1957 for purposes of addressing the increased number of serious and fatal traffic collisions between vehicles and rail cars. One method used to address this hazard is to eliminate dangerous at-grade crossings by separating the railway and roadway so they no longer intersect. Only railways owned by railroad corporations qualify for improvements funded by the Program.

□

Data from PUC indicates that there are more than 7,700 at-grade crossings in California. According to the Federal Railroad Administration, 167 accidents occurred near at-grade crossings in the state during 2006.

The process for funding grade separation projects requires PUC to review requests for funding. PUC then establishes a list of priority projects throughout the state that would have an immediate impact on public safety. Based upon the list, funds are allocated by Caltrans to local entities applying for funding. However, a lower ranking project can receive Program funding if the local agency applicant sponsoring a higher ranking project does not apply for the state funds. Only the top ranked project on the Program priority list is eligible to receive an allocation of $15 million; all other projects are limited to a $5 million per year allocation. In order to receive Program funding at 80% of total project construction costs, both the applicant and the affected railroad corporation must provide a 10% match. There is currently a Program funding cap of $20 million.

The 2007-2008 PUC priority list of projects to be funded from the Program includes 71 projects. The average cost for a grade separation project is approximately $26 million. According to the Rail Operations and Safety Branch of PUC, it can cost anywhere from $7 million to $40 million to build a structure over a rail line so that cars don't have to drive on the tracks.

Proposition 1B: Proposition 1B, the bond measure approved by the California voters in November 2006, provides $250 million from the Highway-Railroad Crossing Safety Account to improve railroad crossing safety. The bond measure provides $150 million for allocation under existing Program guidelines, however, there is no cap limit on project allocation and each project requires a 50% match (current Program requires a 20% local/railroad match). Also, $100 million is authorized subject to consultation and coordination with the High-Speed Rail Authority.

California State Auditor: The Joint Legislative Audit Committee, the Bureau of State Audits released a September 2007 audit report concerning the funding and approval process for the Program jointly administered by PUC and Caltrans. The report

□

recommends that "In light of local agencies' limited participation in the Program, the Legislature should reconsider its intent for the program and the extent to which it wishes to continue assisting local agencies with their grade separation projects. Among possible courses of action, the Legislature could:

1)Discontinue the Program after the proceeds from the bond measure approved in November 2006 have been allocated and require local agencies to compete with a broader range of projects for funding available to them through other programs such as the STIP.

2)Continue the Program and increase the annual budget of $15 million and allocation limits per project because it desires to continue providing a specific source of funding focused on grade separation projects."

Analysis Prepared by : Ed Imai / TRANS. / (916) 319-2093

FN: 0004610

AMENDED IN ASSEMBLY APRIL 14, 2008

AMENDED IN ASSEMBLY APRIL 1, 2008

CALIFORNIA LEGISLATURE—2007–08 REGULAR SESSION

ASSEMBLY BILL No. 1904

Introduced by Assembly Member Torrico

February 7, 2008

An act to amend *Section 14553.2 of the Government Code, and to amend* Section 188.8 of~~, and to add Section 182.10 to,~~ the Streets and Highways Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 1904, as amended, Torrico. Transportation: programming of projects.

Existing law provides for the state to issue tax-exempt anticipation notes backed by annual federal appropriations for federally funded transportation projects, which are known as "GARVEE bonds." Existing law requires the California Transportation Commission to establish guidelines to implement these provisions and identify projects that are eligible for funding.

This bill would also require the commission to establish guidelines for a process to enable a county, or the regional transportation planning agency on behalf of the county, to exchange funds apportioned to the county under the state transportation improvement program for federal funds in order to fund a project with GARVEE bonds.

Existing law requires the California Transportation Commission to program interregional and regional transportation capital improvement projects through the State Transportation Improvement Program process, consistent with estimated available funding. Existing law requires

regional improvement projects nominated by regional agencies to be programmed by the commission pursuant to certain formulas, known as the north-south split and county shares. Existing law provides for county shares to be calculated based 75% on the population of a county and 25% on the total state highway miles in a county.

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 state highway miles in a county shall be calculated so that it is not less than the total number of state highway miles that existed in the county on January 1, 2008. The bill would also require the commission, along with other transportation related entities to, develop guidelines establishing a process for a regional transportation planning agency or a countywide transportation planning agency to exchange specified state transportation funds apportioned to a county for specified federal transportation funds. The bill would declare the intent of the Legislature in this regard.

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

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

1 ~~SECTION 1. Section 182.10 is added to the Streets and~~
2 ~~Highways Code, to read:~~
3 ~~182.10. (a) It is the intent of the Legislature to promote the~~
4 ~~timely delivery of projects by providing flexibility in the use of~~
5 ~~state and federal funds in a manner that accelerates the delivery~~
6 ~~of transportation projects. The ability to exchange state funds for~~
7 ~~federal funds may enhance that flexibility by enabling local~~
8 ~~agencies to utilize tax-exempt anticipation notes backed by annual~~
9 ~~federal appropriations.~~
10 ~~(b) The commission, in cooperation with the department,~~
11 ~~regional transportation planning agencies, and countywide~~
12 ~~transportation planning agencies, shall develop guidelines and~~
13 ~~procedures to implement this section and shall hold a public hearing~~
14 ~~on the guidelines.~~
15 ~~(c) The guidelines shall establish a process for a regional~~
16 ~~transportation planning agency or a countywide transportation~~
17 ~~planning agency to exchange funds apportioned pursuant to Section~~
18 ~~188.8 to a county for federal transportation funds for the purpose~~

~~of funding a project pursuant to Section 14553 of the Government Code.~~

SECTION 1. Section 14553.2 of the Government Code is amended to read:

14553.2. The commission, in cooperation with the department and regional transportation planning agencies, shall establish guidelines for eligibility for funding allocations under this chapter. The guidelines shall be nondiscriminatory and shall be designed to allow as many counties as possible to establish eligibility for funding allocations under this chapter, regardless of the population or geographic location of the county. *The guidelines shall also establish a process for a county, or the regional transportation planning agency on behalf of the county, to exchange funds apportioned to the county pursuant to Section 188.8 for federal transportation funds for the purpose of funding a project pursuant to this chapter.*

SEC. 2. Section 188.8 of the Streets and Highways Code is amended to read:

188.8. (a) From the funds programmed pursuant to Section 188 for regional improvement projects, the commission shall approve programs and program amendments, so that funding is distributed to each county of County Group No. 1 and in each county of County Group No. 2 during the county share periods commencing July 1, 1997, and ending June 30, 2004, and each period of four years thereafter. The amount shall be computed as follows:

(1) The commission shall compute, for the county share periods all of the money to be expended for regional improvement projects in County Groups Nos. 1 and 2, respectively, as provided in Section 188.

(2) From the amount computed for County Group No. 1 in paragraph (1) for the county share periods the commission shall determine the amount of programming for each county in the group based on a formula that is based 75 percent on the population of the county to the total population of County Group No. 1 and 25 percent on state highway miles in the county to the total state highway miles in County Group No. 1.

(3) From the amount computed for County Group No. 2 in paragraph (1) for the county share periods the commission shall determine the amount of programming for each county in the group

1 based on a formula that is based 75 percent on the population of
2 the county to the total population of County Group No. 2 and 25
3 percent on state highway miles in the county to the total state
4 highway miles in County Group No. 2.
5 (b) Notwithstanding subdivision (a), that portion of the county
6 population and state highway mileage in El Dorado and Placer
7 Counties that is included within the jurisdiction of the Tahoe
8 Regional Planning Agency shall be counted separately toward the
9 area under the jurisdiction of the Tahoe Regional Transportation
10 Agency and may not be included in El Dorado and Placer Counties.
11 The commission shall approve programs, program amendments,
12 and fund reservations for the area under the jurisdiction of the
13 Tahoe Regional Transportation Agency that shall be calculated
14 using the formula described in paragraph (2) of subdivision (a).
15 (c) A transportation planning agency designated pursuant to
16 Section 29532 of the Government Code, or a county transportation
17 commission created by Division 12 (commencing with Section
18 130000) of the Public Utilities Code, may adopt a resolution to
19 pool its county share programming with any county or counties
20 adopting similar resolutions to consolidate its county shares for
21 two consecutive county share periods into a single share covering
22 both periods. A multicounty transportation planning agency with
23 a population of less than three million may also adopt a resolution
24 to pool the share of any county or counties within its region. The
25 resolution shall provide for pooling the county share programming
26 in any of the pooling counties for the new single share period and
27 shall be submitted to the commission not later than May 1
28 immediately preceding the commencement of the county share
29 period.
30 (d) For the purposes of this section, funds programmed shall
31 include the following costs pursuant to subdivision (b) of Section
32 14529 of the Government Code:
33 (1) The amounts programmed or budgeted for both components
34 of project development in the original programmed year.
35 (2) The amount programmed for right-of-way in the year
36 programmed in the most recent state transportation improvement
37 program. If the final estimate is greater than 120 percent or less
38 than 80 percent of the amount originally programmed, the amount
39 shall be adjusted for final expenditure estimates at the time of
40 right-of-way certification.

(3) The engineer's final estimate of project costs, including construction engineering, presented to the commission for approval pursuant to Section 14533 of the Government Code in the year programmed in the most recent state transportation improvement program. If the construction contract award amount is less than 80 percent of the engineer's final estimate, excluding construction engineering, the department shall notify the commission and the commission may adjust its project allocation accordingly.

(4) Project costs shown in the program, as amended, where project allocations have not yet been approved by the commission, escalated to the date of scheduled project delivery.

(e) Project costs may not be changed to reflect any of the following:

(1) Differences that are within 20 percent of the amount programmed for actual project development cost.

(2) Actual right-of-way purchase costs.

(3) Construction contract award amounts, except when those amounts are less than 80 percent of the engineer's final estimate, excluding construction engineering, and the commission has adjusted the project construction allocation.

(4) Changes in construction expenditures, except for supplemental project allocations made by the commission.

(f) For the purposes of this section, the population in each county is that determined by the last preceding federal census, or a subsequent census validated by the Population Research Unit of the Department of Finance, at the beginning of each county share period.

(g) For the purposes of this section, "state highway miles" means the miles of state highways open to vehicular traffic at the beginning of each county share period. However, in making the calculation of state highway miles in a county, the total number of state highway miles in a county shall not be less than the total number of state highway miles that existed in the county on January 1, 2008.

(h) It is the intent of the Legislature that there is to be flexibility in programming under this section and Section 188 so that, while ensuring that each county will receive an equitable share of state transportation improvement program funding, the types of projects selected and the programs from which they are funded may vary from county to county.

(i) Commencing with the four-year period commencing on July 1, 2004, individual county share shortfalls and surpluses at the end of each four-year period, if any, shall be carried forward and credited or debited to the following four years.

(j) The commission, with the consent of the department, may consider programming projects in the state transportation improvement program in a county with a population of not more than 1,000,000 at a level higher or lower than the county share, when the regional agency either asks to reserve part or all of the county's share until a future programming year, to build up a larger share for a higher cost project, or asks to advance an amount of the share, in an amount not to exceed 200 percent of the county's current share, for a larger project, to be deducted from shares for future programming years. After consulting with the department, the commission may adjust the level of programming in the regional program in the affected region against the level of interregional programming in the improvement program to accomplish the reservation or advancement, for the current state transportation improvement program. The commission shall keep track of any resulting shortfalls or surpluses in county shares.

(k) Notwithstanding subdivision (a), in a region defined by Section 66502 of the Government Code, the transportation planning agency may adopt a resolution to pool the county share of any county or counties within the region, if each county receives no less than 85 percent and not more than 115 percent of its county share for a single county share period and 100 percent of its county share over two consecutive county share periods. The resolution shall be submitted to the commission not later than May 1, immediately preceding the commencement of the county share period.

(*l*) Federal funds used for federal demonstration projects that use federal obligational authority otherwise available for other projects shall be subtracted from the county share of the county where the project is located.

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Date of Hearing: April 23, 2008

ASSEMBLY COMMITTEE ON APPROPRIATIONS
Mark Leno, Chair

AB 1904 (Torrico) - As Amended: April 14, 2008

Policy Committee: Transportation
Vote: 9-5

Urgency: No State Mandated Local Program: No Reimbursable:

SUMMARY

This bill establishes a process by which a county or regional transportation agency can fund a project using bonds backed by future federal transportation allocations (popularly known as GARVEE bonds) and modifies a formula used to calculate a county's share of available State Transportation Improvement Program (STIP) funds. Specifically, this bill:

1) Requires the California Transportation Commission (CTC) to establish guidelines that allow a county to use federal transportation funds, instead of its STIP allocation, to allow county projects to be funded using Grant Anticipation Revenue Vehicles (GARVEE) bonds backed by these federal funds.

2) Specifies, when the CTC calculates a county's share of STIP funding based on population and total state highway miles in that county, that the minimum state highway miles in a county is that which existed on January 1, 2008.

FISCAL EFFECT

1) Potentially substantial reallocation of federal transportation funding, in the millions of dollars annually starting in 2008-09, from the state to county or regional transportation agencies. (Federal Transportation Funds.)

2) Potentially moderate long-term reallocation of STIP funds, up to hundreds of thousands of dollars annually starting in 2013-14, to counties in which significant segments of state highway have been relinquished by the California Transportation Commission (CTC) to the county. (State Highway

Account.)

COMMENTS

1)Rationale . This bill is intended to achieve two distinct goals: increased use of GARVEE bond funding to accelerate local transportation projects and establishing a minimum value for one of the factors determining a county's share of STIP fund allocations. The author contends that counties are largely precluded from using GARVEE bond financing since most federal transportation funding is used by the state and not included in transportation funding allocations to local agencies. The author also contends that cities and counties that request the CTC to relinquish portions of state highways located in their jurisdictions should be protected from the negative impact highway relinquishments have on the county STIP share calculation.

2)GARVEE Bond Use . Rather than wait for annual federal transportation funding to be allocated, California is authorized to issue GARVEE bonds in anticipation of such funding. These bonds, backed by the future federal transportation allocations, accelerate transportation projects funded using GARVEE bond proceeds instead of waiting for cash. Because STIP allocations to local and regional transportation agencies no longer include federal transportation funds, the opportunities for local or regional use of GARVEE are limited. This bill requires the CTC to establish guidelines by which STIP allocations can be traded for federal transportation funds by a county, so that the county can fund transportation projects using the GARVEE bond process.

3)STIP Allocation Formula . STIP funds are allocated 25% for interregional transportation improvements and 75% for regional transportation improvements. Of the 75% share for regional transportation improvements, 40% is allocated to northern California counties and 60% is allocated to southern California counties. Individual county shares of STIP funds for regional projects are calculated based 75% on county population and 25% on state highway miles in a county compared to the total state highway miles in the northern or southern county group. The number of state highway miles is updated every four years, with the next update due June 30, 2008.

This bill, by placing a floor on the number of state highway miles that exists in any particular county, seeks to protect

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those counties that are the recipients of state highway relinquishments from being negatively affected when it comes time to calculate their share of county STIP allocations.

For example, a county contains 300 miles of state highways on January 1, 2008, and that figure is used in the calculation of the county's STIP share for regional transportation improvements on June 30, 2008. If, from 2008-2011, total state highway miles in that county is reduced by 50 miles through relinquishments, the next STIP share calculation for that county in 2012 will still use 300 miles of state highway instead of the actual 250 miles. This formula modification will result in a higher STIP allocation for that county, and slightly lower allocations for the other counties in the northern or southern group.

Analysis Prepared by : Steve Archibald / APPR. / (916) 319-2081

AMENDED IN ASSEMBLY MARCH 24, 2008

CALIFORNIA LEGISLATURE—2007–08 REGULAR SESSION

ASSEMBLY BILL No. 2971

Introduced by Assembly Member DeSaulnier

February 22, 2008

An act to amend Section 66484 of, *and to add Section 14054 to,* the Government Code, relating to ~~land use~~ *transportation facilities.*

LEGISLATIVE COUNSEL'S DIGEST

AB 2971, as amended, DeSaulnier. Fees: construction of bridges and major ~~thoroughfares.~~ *thoroughfares: fatality rates.*

(1) Existing law specifies the various powers and duties of the Department of Transportation relative to transportation planning and implementation of transportation projects and services.

This bill would create the Fair Share for Safety program. The department would be required to conduct an annual analysis for fatality rates of all modes of travel, as specified, and to apportion federal transportation safety funds, as specified, in a manner that is proportionate to the rate of fatalities for each mode of travel.

~~The~~

(2) The Subdivision Map Act authorizes a local agency to require the payment of a fee as a condition of approval of a final map or as a condition of issuing a building permit for purposes of defraying the actual or estimated cost of constructing bridges or major thoroughfares if specified conditions are met. The fees collected are deposited in a planned bridge or major thoroughfare fund.

This bill would authorize a local agency to require the payment of a fee, as specified, as a condition of issuing a building permit for purposes of defraying the actual or estimated cost of constructing other

transportation facilities, including pedestrian, bicycle, transit, and traffic-calming facilities, if specified conditions are met. The fees collected would be deposited in a multimodal fund.

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

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

1 *SECTION 1. Section 14054 is added to the Government Code,*
2 *to read:*
3 *14054. (a) The Legislature finds and declares the following:*
4 *(1) In the state there are two primary sources of dedicated*
5 *statewide pedestrian or bicycle transportation funding that*
6 *currently exist: the Bicycle Transportation Account (BTA), funded*
7 *at seven million two hundred thousand dollars ($7,200,000) a*
8 *year, and Safe Routes to School (SRS), funded at twenty-four*
9 *million two hundred fifty thousand dollars ($24,250,000) a year.*
10 *(2) The funding contained in the BTA and SRS represents less*
11 *than one-half of one percent of the state's overall transportation*
12 *dollars.*
13 *(3)The state's traffic fatalities in 2005 totaled 4,304 out of the*
14 *nation's 43,443 fatalities, just under 10 percent of the nation's*
15 *total which is proportionate to the state's proportion of the nation's*
16 *population. By contrast, bicycle and pedestrian fatality rates are*
17 *more than 50 percent higher than the national average.*
18 *(4) According to crash data from the state, more than 20 percent*
19 *of all traffic fatalities in the state involve bicyclists and pedestrians.*
20 *(5) An imbalance exists between the number of pedestrian- and*
21 *bicycle-related fatalities and the amount of funding allocated to*
22 *address these types of fatalities.*
23 *(6) The department has prepared a Strategic Highway Safety*
24 *Implementation Plan (SHSIP) and a Safety Needs Action Plan*
25 *(SNAP) as a condition of the federal Safe, Accountable, Flexible,*
26 *Efficient Transportation Equity Act-A Legacy for Users of 2005*
27 *(P.L. 109-059; SAFETEA-LU) funding.*
28 *(7) The SHSIP and SNAP are reflective of SAFETEA-LU*
29 *objectives that safety become a funding decision criterion for the*
30 *distribution of funds.*
31 *(b) (1) The Fair Share for Safety program is hereby established.*

(2) The department shall conduct an annual analysis for fatality rates of all modes of travel pursuant to the SHSIP, and shall apportion federal transportation safety funds allocated to the state through SAFETEA-LU in a manner that is proportionate to the rate of fatalities for each mode of travel.

~~SECTION 1.~~

SEC. 2. Section 66484 of the Government Code is amended to read:

66484. (a) A local ordinance may require the payment of a fee as a condition of approval of a final map or as a condition of issuing a building permit for purposes of defraying the actual or estimated cost of constructing bridges over waterways, railways, freeways, and canyons, constructing major thoroughfares, or constructing other transportation facilities, including pedestrian, bicycle, transit, and traffic-calming facilities. The ordinance may require payment of fees pursuant to this section if all of the following requirements are satisfied:

(1) The ordinance refers to the circulation element of the general plan and, in the case of bridges, to the transportation or flood control provisions thereof that identify railways, freeways, streams, or canyons for which bridge crossings are required on the general plan or local roads, in the case of major thoroughfares, to the provisions of the circulation element that identify those major thoroughfares whose primary purpose is to carry through traffic and provide a network connecting to the state highway system, and in the case of other transportation facilities, to the provisions of the circulation element that identify those pedestrian, bicycle, transit, and traffic-calming facilities that are required to minimize the use of automobiles and minimize the traffic impacts of new development on existing roads, if the circulation element, transportation or flood control provisions have been adopted by the local agency 30 days prior to the filing of a map or application for a building permit.

(2) The ordinance provides that there will be a public hearing held by the governing body for each area benefitted. Notice shall be given pursuant to Section 65091 and shall include preliminary information related to the boundaries of the area of benefit, estimated cost, and the method of fee apportionment. The area of benefit may include land or improvements in addition to the land

or improvements that are the subject of any map or building permit application considered at the proceedings.

(3) The ordinance provides that at the public hearing, the boundaries of the area of benefit, the costs, whether actual or estimated, and a fair method of allocation of costs to the area of benefit and fee apportionment are established. The method of fee apportionment, in the case of major thoroughfares, shall not provide for higher fees on land that abuts the proposed improvement except where the abutting property is provided direct usable access to the major thoroughfare. A description of the boundaries of the area of benefit, the costs, whether actual or estimated, and the method of fee apportionment established at the hearing shall be incorporated in a resolution of the governing body, a certified copy of which shall be recorded by the governing body conducting the hearing with the recorder of the county in which the area of benefit is located. The apportioned fees shall be applicable to all property within the area of benefit and shall be payable as a condition of approval of a final map or as a condition of issuing a building permit for the property or portions of the property. Where the area of benefit includes lands not subject to the payment of fees pursuant to this section, the governing agency shall make provision for payment of the share of improvement costs apportioned to those lands from other sources.

(4) The ordinance provides that payment of fees shall not be required unless the major thoroughfares and other transportation facilities are in addition to, or a reconstruction of, any existing major thoroughfares, pedestrian facilities, bicycle facilities, transit facilities, or traffic-calming devices serving the area at the time of the adoption of the boundaries of the area of benefit.

(5) The ordinance provides that payment of fees shall not be required unless the planned bridge facility is an original bridge serving the area or an addition to any existing bridge facility serving the area at the time of the adoption of the boundaries of the area of benefit. The fees shall not be expended to reimburse the cost of existing bridge facility construction.

(6) The ordinance provides that if, within the time when protests may be filed under the provisions of the ordinance, there is a written protest, filed with the clerk of the legislative body, by the owners of more than one-half of the area of the property to be benefitted by the improvement, and sufficient protests are not

withdrawn so as to reduce the area represented to less than one-half of that to be benefitted, then the proposed proceedings shall be abandoned, and the legislative body shall not, for one year from the filing of that written protest, commence or carry on any proceedings for the same improvement or acquisition under the provisions of this section.

(b) Any protest may be withdrawn by the owner protesting, in writing, at any time prior to the conclusion of a public hearing held pursuant to the ordinance.

(c) If any majority protest is directed against only a portion of the improvement then all further proceedings under the provisions of this section to construct that portion of the improvement so protested against shall be barred for a period of one year, but the legislative body may commence new proceedings not including any part of the improvement or acquisition so protested against. Nothing in this section prohibits a legislative body, within that one-year period, from commencing and carrying on new proceedings for the construction of a portion of the improvement so protested against if it finds, by the affirmative vote of four-fifths of its members, that the owners of more than one-half of the area of the property to be benefitted are in favor of going forward with that portion of the improvement or acquisition.

(d) Nothing in this section precludes the processing and recordation of maps in accordance with other provisions of this division if the proceedings are abandoned.

(e) Fees paid pursuant to an ordinance adopted pursuant to this section shall be deposited in a planned bridge facility or major thoroughfare fund. Fees paid pursuant to an ordinance adopted pursuant to this section for pedestrian, bicycle, transit, and traffic-calming facilities shall be deposited in a multimodal fund. A fund shall be established for each planned bridge facility project or each planned major thoroughfare project. If the benefit area is one in which more than one bridge is required to be constructed, a fund may be so established covering all of the bridge projects in the benefit area. Money in the fund shall be expended solely for the construction or reimbursement for construction of the improvement serving the area to be benefitted and from which the fees comprising the fund were collected, or to reimburse the local agency for the cost of constructing the improvement.

(f) An ordinance adopted pursuant to this section may provide for the acceptance of considerations in lieu of the payment of fees.

(g) A local agency imposing fees pursuant to this section may advance money from its general fund or road fund to pay the cost of constructing the improvements and may reimburse the general fund or road fund for any advances from planned bridge facility or major thoroughfares funds or multimodal funds established to finance the construction of those improvements.

(h) A local agency imposing fees pursuant to this section may incur an interest-bearing indebtedness for the construction of bridge facilities, major thoroughfares, or other transportation facilities, as set forth in subdivision (a). However, the sole security for repayment of that indebtedness shall be moneys in planned bridge facility or major thoroughfares funds or multimodal funds.

(i) The term "construction" as used in this section includes design, acquisition of right-of-way, administration of construction contracts, and actual construction.

(j) The term "construction," as used in this section, with respect to the unincorporated area of San Diego County only, includes design, acquisition of rights-of-way, and actual construction, including, but not limited to, all direct and indirect environmental, engineering, accounting, legal, administration of construction contracts, and other services necessary therefor. The term "construction," with respect to the unincorporated area of San Diego County only, also includes reasonable administrative expenses, not exceeding three hundred thousand dollars ($300,000) in any calendar year after January 1, 1986, as adjusted annually for any increase or decrease in the Consumer Price Index of the Bureau of Labor Statistics of the United States Department of Labor for all Urban Consumers, San Diego, California (1967 = 100), as published by the United States Department of Commerce for the purpose of constructing bridges and major thoroughfares. "Administrative expenses" means those office, personnel, and other customary and normal expenses associated with the direct management and administration of the agency, but not including costs of construction.

1 (k) Nothing in this section precludes a county or city from
2 providing funds for the construction of bridge facilities or major
3 thoroughfares to defray costs not allocated to the area of benefit.

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ATTACHMENT G

Date of Hearing: April 30, 2008

ASSEMBLY COMMITTEE ON APPROPRIATIONS
Mark Leno, Chair

AB 2971 (DeSaulnier) - As Amended: March 24, 2008

Policy Committee: Local GovernmentVote:5-1
Transportation 8-4

Urgency: No State Mandated Local Program: No Reimbursable:

SUMMARY

This bill makes changes related to bicycle and pedestrian safety funding. Specifically, the bill:

1)Requires the Department of Transportation to conduct an annual analysis of fatality rates of all modes of travel, and apportion federal transportation safety funds in proportion to fatality rates for each mode of travel.

2)Authorizes local agencies to collect fees for the issuance of building permits and approval of final maps to cover the cost of constructing pedestrian, bicycle, transit, and traffic-calming facilities.

FISCAL EFFECT

1)Although Caltrans already collects some fatality data, the analyses required by the bill would likely result in minor additional costs.

2)About $100 million in safety funds would be subject to the allocation formulas specified in this bill. The redistribution would result in potentially significant increases in funding for projects involving bicycle and pedestrian safety, and less for other safety projects.

3)Potential fee-supported increases in local spending on bicycle, transit, and traffic-calming facilities.

COMMENTS

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1)Background . Federal law requires Caltrans to develop the statewide Strategic Highway Safety Implementation Plan (SHSIP) to identify key safety needs of the state and strategies to address these needs. It also directs states to use federal dollars for hazard eliminations in a strategic manner, directing funds to their best and highest use.

California's annual appropriation for its SHSIP is about $100 million, which is divided equally between state and local governments. Existing state law also directs Caltrans to administer a "Safe Routes to School" competitive grant program for bicycle and pedestrian safety and traffic calming projects. Funding for the SR2S program is about $20 million annually. The proportional funding requirements of this bill would apply to the $100 million SHSIP funds. However, it is not clear whether the provisions would apply to the SR2S program.

Existing law authorizes local governments to levy a fee for approval of a final map or building permit for the purposes of defraying costs of constructing bridges or major thoroughfares.

2)Rationale . The bill is intended to direct more funding toward bicycle and pedestrian safety, and assist in underwriting projects that reduce greenhouse gas emissions. The author cites statistics indicating that California experiences a slightly below-average overall traffic fatality rate compared to the nation, but a significantly above-average fatality rate related to pedestrians and bicycles, suggesting a need to reprioritize safety funding.

As regards local fees, the author asserts that, due to public concerns about greenhouse gas emissions, Contra Costa county is attempting to secure additional funding for transportation facilities that can help encourage more walking, bicycling, and transit use. The author indicates that allowing map and building permit fees to be directed toward bicycle, pedestrian, and transit facilities would support the county's public policy goals.

3)Issue . The bill would allocate safety funding strictly in proportion to fatality rates for each mode of travel. A key question is whether a simple and inflexible formula approach

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is superior to a process that bases allocation so fatality rates as well as a number of other metrics.

Analysis Prepared by : Brad Williams / APPR. / (916) 319-2081

WORKING DRAFT

California Consensus on Federal Transportation Authorization 2008

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

1. Ensure the financial integrity of the Highway and Transit Trust Funds

The financial integrity of the transportation trust fund is at a crossroads. Current user fees are not keeping pace with needs or even the authorized levels in current law. In the long-term, the per-gallon fees now charged on current fuels will not provide the revenue or stability needed, especially as new fuels enter the marketplace. This authorization will need to stabilize the existing revenue system and prepare the way for the transition to new methods of funding our nation's transportation infrastructure.

- Maintain the basic principle of a user-based, pay-as-you-go system.
- Continue the budgetary protections for the Highway Trust Fund and General Fund supplementation of the Mass Transportation Account.
- Assure a federal funding commitment that supports a program size based on an objective analysis of national needs, which will likely require additional revenue.
- To diversify and augment trust fund resources, authorize states to implement innovative funding mechanisms such as tolling, variable pricing, carbon offset banks, freight user fees, and alternatives to the per-gallon gasoline tax that are accepted by the public, and fully dedicated to transportation.
- Minimize the number and the dollar amount of earmarks, reserving them only for those projects in approved transportation plans and programs.

2. Rebuild and maintain transportation infrastructure in a good state of repair.

Conditions on California's surface transportation systems are deteriorating while demand is increasing. This is adversely affecting the operational efficiency of our key transportation assets, hindering mobility, commerce, quality of life and the environment.

- Give top priority to preservation and maintenance of the existing system of roads, highways, bridges and transit.
- Continue the historic needs-based nature of the federal transit capital replacement programs.

3. Establish goods movement, as a national economic priority.

Interstate commerce is the historic cornerstone defining the federal role in transportation. The efficient movement of goods, across state and international boundaries increases the nation's ability to remain globally competitive and generate jobs.

- Create a new federal program and funding sources dedicated to relieving growing congestion at America's global gateways that are now acting as trade barriers and creating environmental hot spots.
- Ensure state and local flexibility in project selection.
- Recognize that some states have made a substantial investment of their own funds in nationally significant goods movement projects and support their investments by granting them priority for federal funding to bridge the gap between need and local resources.
- Include adequate funding to mitigate the environmental and community impacts associated with goods movement.

4. Enhance mobility through congestion relief within and between metropolitan areas.

California is home to the six of the 25 most congested metropolitan areas in the nation. These mega-regions represent a large majority of the population affected by travel delay and exposure to air pollutants.

- Increase funding for enhanced capacity for all modes aimed at reducing congestion and promoting mobility in the most congested areas.
- Provide increased state flexibility to implement performance-based infrastructure projects and public-private partnerships, including interstate tolling and innovative finance programs.
- Consolidate federal programs by combining existing programs using needs and performance-based criteria.
- Expand project eligibility within programs and increase flexibility among programs.

5. Strengthen the federal commitment to safety and security, particularly with respect to rural roads and access.

California recognizes that traffic safety involves saving lives, reducing injuries and optimizing the uninterrupted flow of traffic on the state's roadways. California has completed a comprehensive Strategic Highway Safety Plan.

- Increase funding for safety projects aimed at reducing fatalities, especially on the secondary highway system where fatality rates are the highest.
- Support behavioral safety programs – speed, occupant restraint, driving under the influence of alcohol or drugs, road-sharing, etc. -- through enforcement and education.
- Address licensing, driver improvement, and adjudication issues and their impact on traffic safety.
- Assess and integrate emerging traffic safety technologies, including improved data collection systems.
- Fund a national program to provide security on our nation's transportation systems, including public transit.

6. Strengthen comprehensive environmental stewardship.

Environmental mitigation is part of every transportation project and program. The federal role is to provide the tools that will help mitigate future impacts and to cope with changes to our environment.

- Integrate consideration of climate change and joint land use-transportation linkages into the planning process.
- Provide funding for planning and implementation of measures that have the potential to reduce emissions and improve health such as new vehicle technologies, alternative fuels, clean transit vehicles, transit-oriented development and increased bicycle and pedestrian travel.
- Provide funding to mitigate the air, water and other environmental impacts of transportation projects.

7. Streamline Project Delivery

Extended processing time for environmental clearances, federal permits and reviews, etc. add to the cost of projects. Given constrained resources, it is all the more critical that these clearances and reviews be kept to the minimum possible consistent with good stewardship of natural resources.

- Increase opportunities for state stewardship through delegation programs for NEPA, air quality conformity, transit projects, etc.
- Increase state flexibility for using at-risk design and design-build.
- Ensure that federal project oversight is commensurate to the amount of federal funding.
- Require federal permitting agencies to engage actively and collaboratively in project development and approval.
- Integrate planning, project development, review, permitting, and environmental processes to reduce delay.

STA
Solano Transportation Authority

DATE: May 20, 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 designed to improve the operations, safety, and management of the Bay Area's freeway system. The purpose of the FPI is to develop a comprehensive strategic plan to guide the next generation of freeway investment along the nine county Bay Area's major corridors. The goals and objectives are to:

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

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

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

Discussion:
The I-80 corridor in Solano County is one of the first corridors being studied for 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.).

At the April 30, 2008 Technical Advisory Committee (TAC) meeting, several questions were raised regarding projects that may not have been included in the Mitigation Strategies Report. These included:

- I-80/I-780 Interchange Improvements
- I-80/I-505 Weave Project
- I-80 East and Westbound Cordelia Truck Scales

In response, MTC has provided these comments to the STA staff:

<u>I-80/I-780 Interchange</u>
The 2004 MIS recommendation for this project was based on expected traffic and delay approaching I-80 on I-780. Not on I-80 where the FPI study was focused. In addition, no I-80 bottlenecks, as a result of the Interchange itself were identified in either the FPI or the 2004 MIS study.

<u>I-80/I-505 Weave</u>
It is thought that there were 2 Project Study Reports (PSRs) prepared by Caltrans at separate times for this proposed project. A Caltrans District 10 PSR was completed around 1990 and the second PSR was completed later by Caltrans District 4. The traffic studies as part of the District 4 later PSR were completed in 2000-2001, the results were similar to those from the FPI analysis. In either case, this project does not represent a critical need in terms of operational benefit. Delays can, be attributed to bottlenecks developing when traffic demand for a segment of freeway exceeds the capacity of that segment. Excess vehicles are stored in queue (congestion) and those vehicles experience delay approaching the bottleneck. Neither the older forecast model (2025 Solano-Napa Traffic Demand Model), on which the District 4 PSR (and later the 2004 MIS) study was based, nor the new forecast model (2030 Solano-Napa Traffic Demand Model), used for the FPI study, predict that future year traffic in this area will be high enough to result in any significant bottlenecks developing on I-80. Consequently, MTC didn't make a project recommendation in the area. Although the MIS identified weaving as an issue in this area, it did not rise to a significant level based on projected traffic, lane configuration, weave

distance, etc. In addition, the proposed alternatives to address the weaving only provided marginal, if any, benefits.

I-80 East and Westbound Cordelia Truck Scales
MTC is supportive of adding another bullet (or 2) to the Report, but believe that it is really part of a larger, overall strategy to improve weaving and merging conditions between 680 and 12 East (Long Term Package E, Bullet #2) on I-80. STA staff will request MTC add the Truck Scales reference to the report.

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

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

Attachment:
A. I-80 Mitigation Strategies Report

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Metropolitan Transportation Commission

Solano 80 Corridor

Congestion Mitigation Strategies

Prepared by: PBS&J
For: Metropolitan Transportation Commission
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 aftemoons. 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

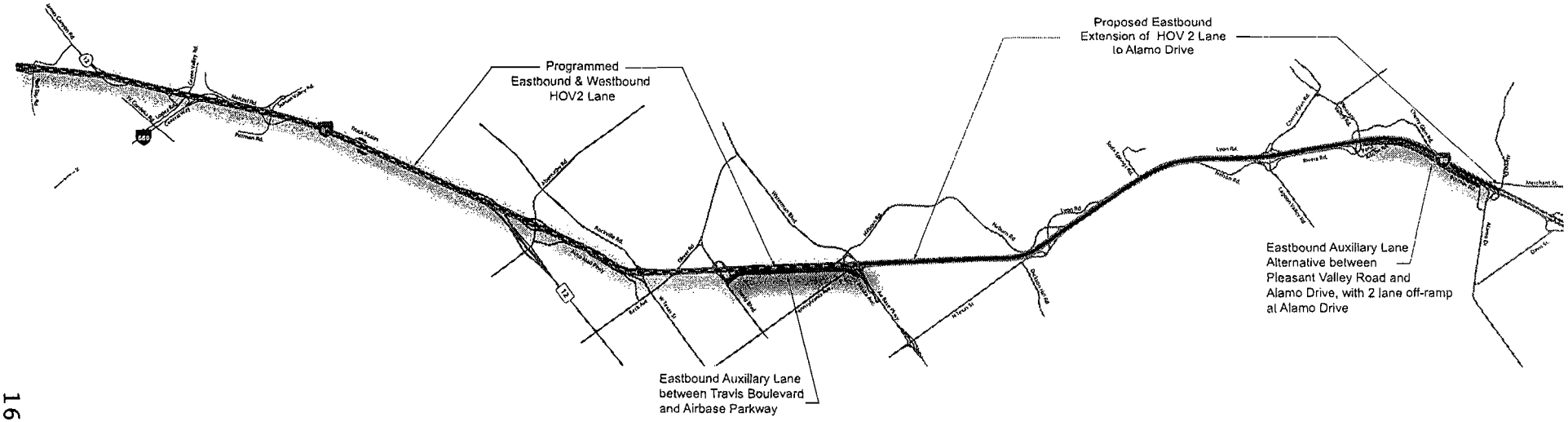
As mentioned previously and shown on Exhibit C-2, the existing and programmed deployments of ITS technologies are in the Vallejo and Fairfield areas. In order to develop a strategy for future ITS deployments, accidents were evaluated and higher accident locations, such as from SR 29 to SR 37 and from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

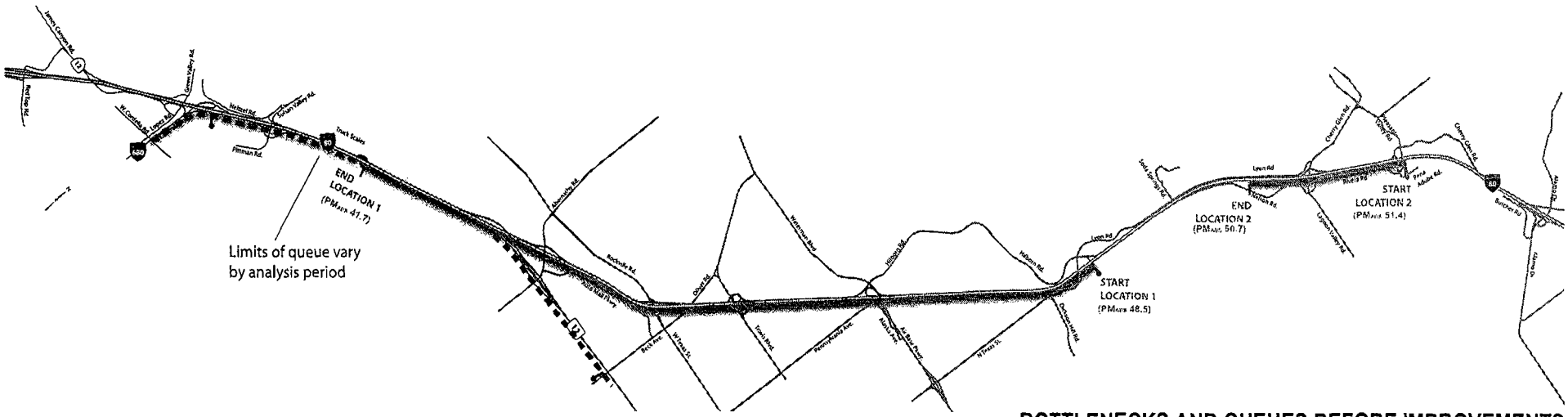
In the short term:

- **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

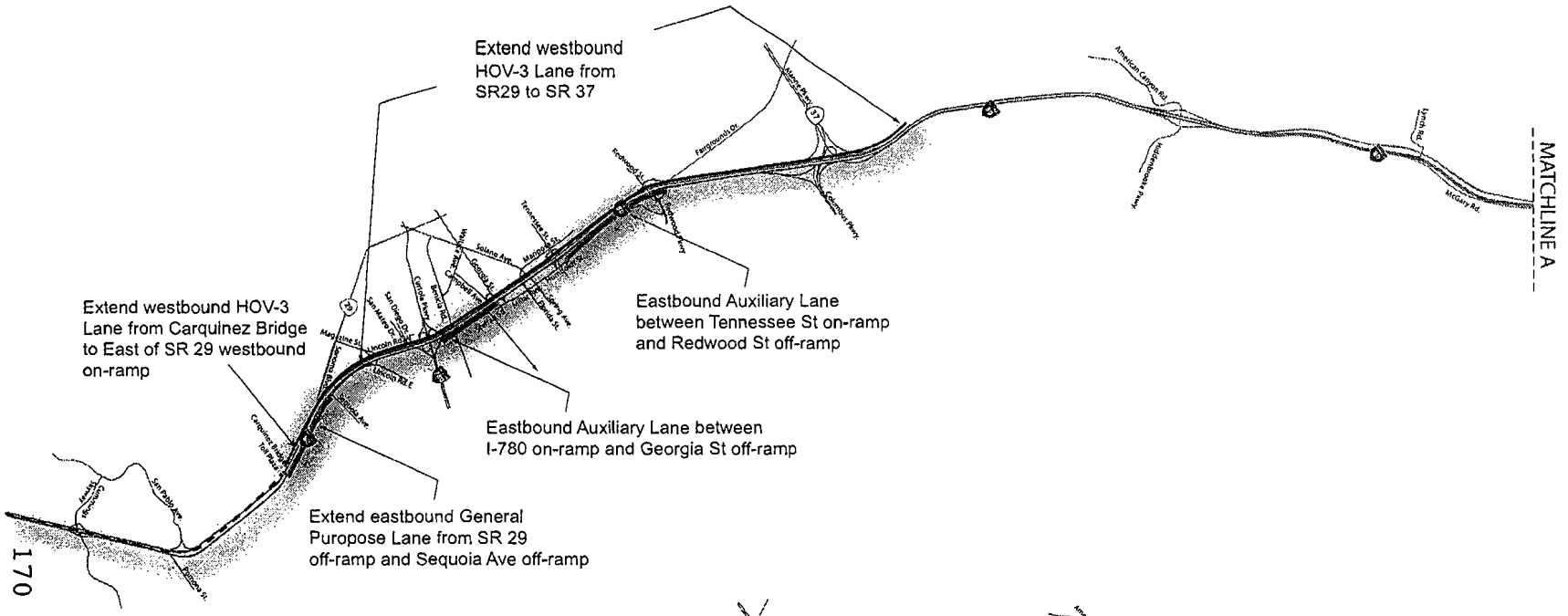


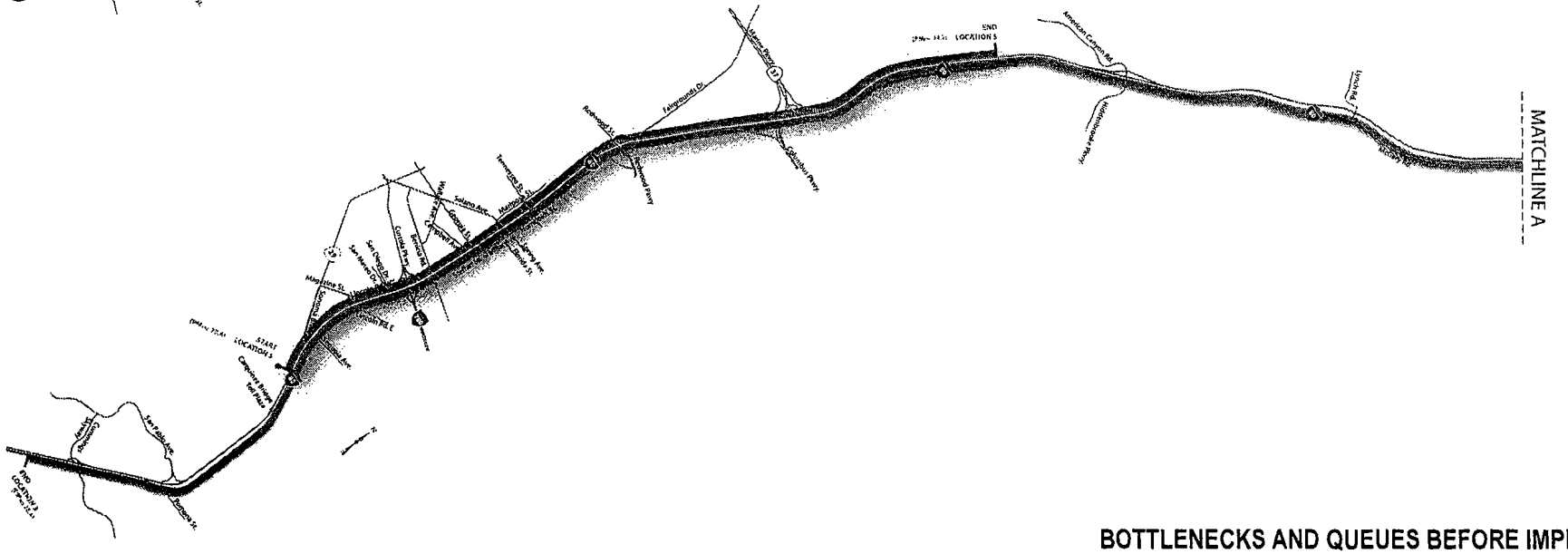


BOTTLENECKS AND QUEUES BEFORE IMPROVEMENTS

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

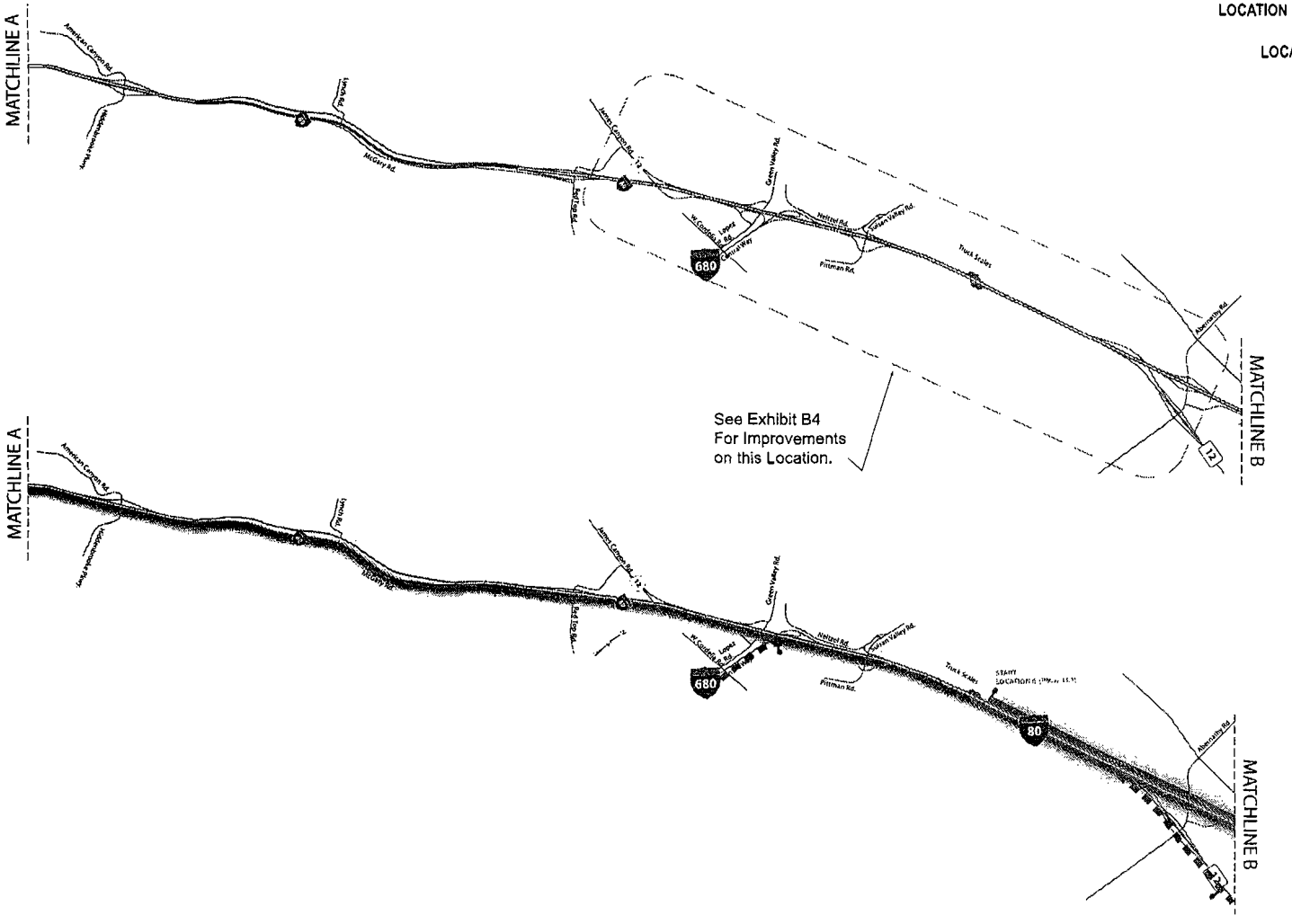




BOTTLENECKS AND QUEUES BEFORE IMPROVEMENTS

EXHIBIT B2: 2030 MITIGATION STRATEGIES

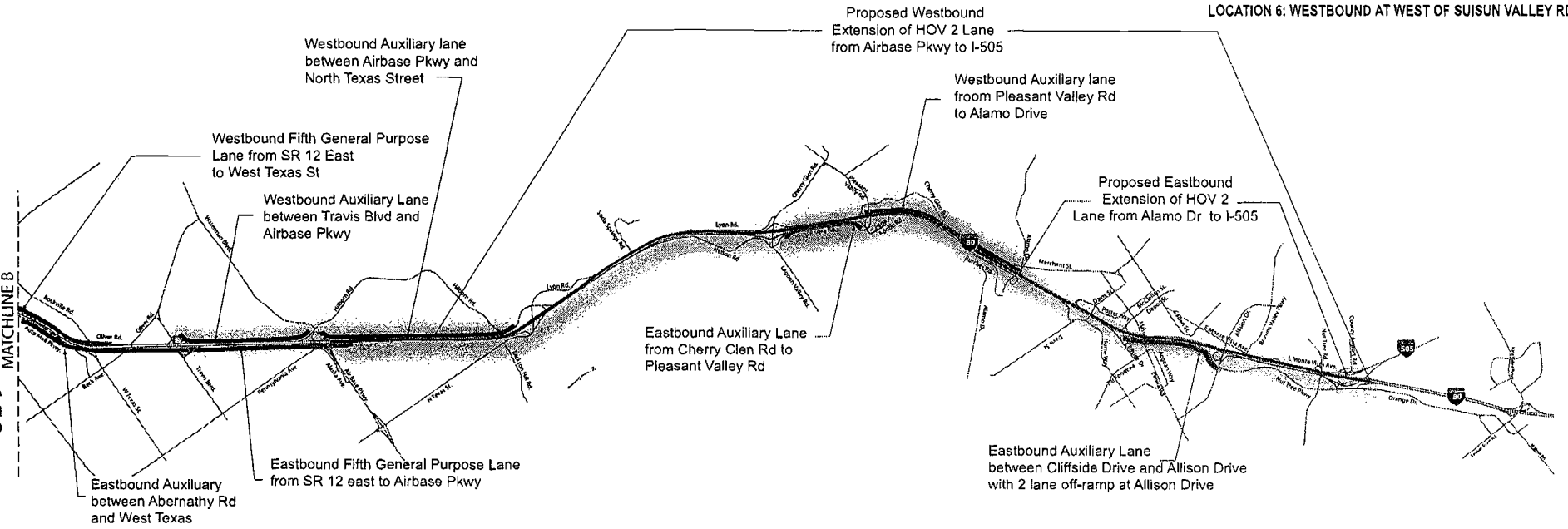
LOCATION 3: EASTBOUND AT PLEASANT VALLEY ROAD ON-RAMP
LOCATION 5: WESTBOUND AT SR 29 ON-RAMP
LOCATION 6: WESTBOUND AT WEST OF SUISUN VALLEY RD

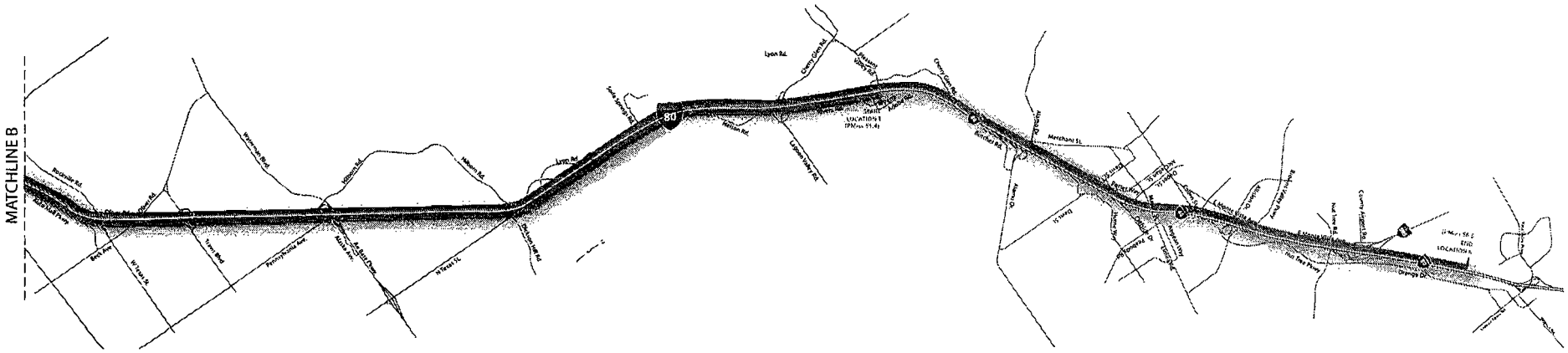


BOTTLENECKS AND QUEUES BEFORE IMPROVEMENTS

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

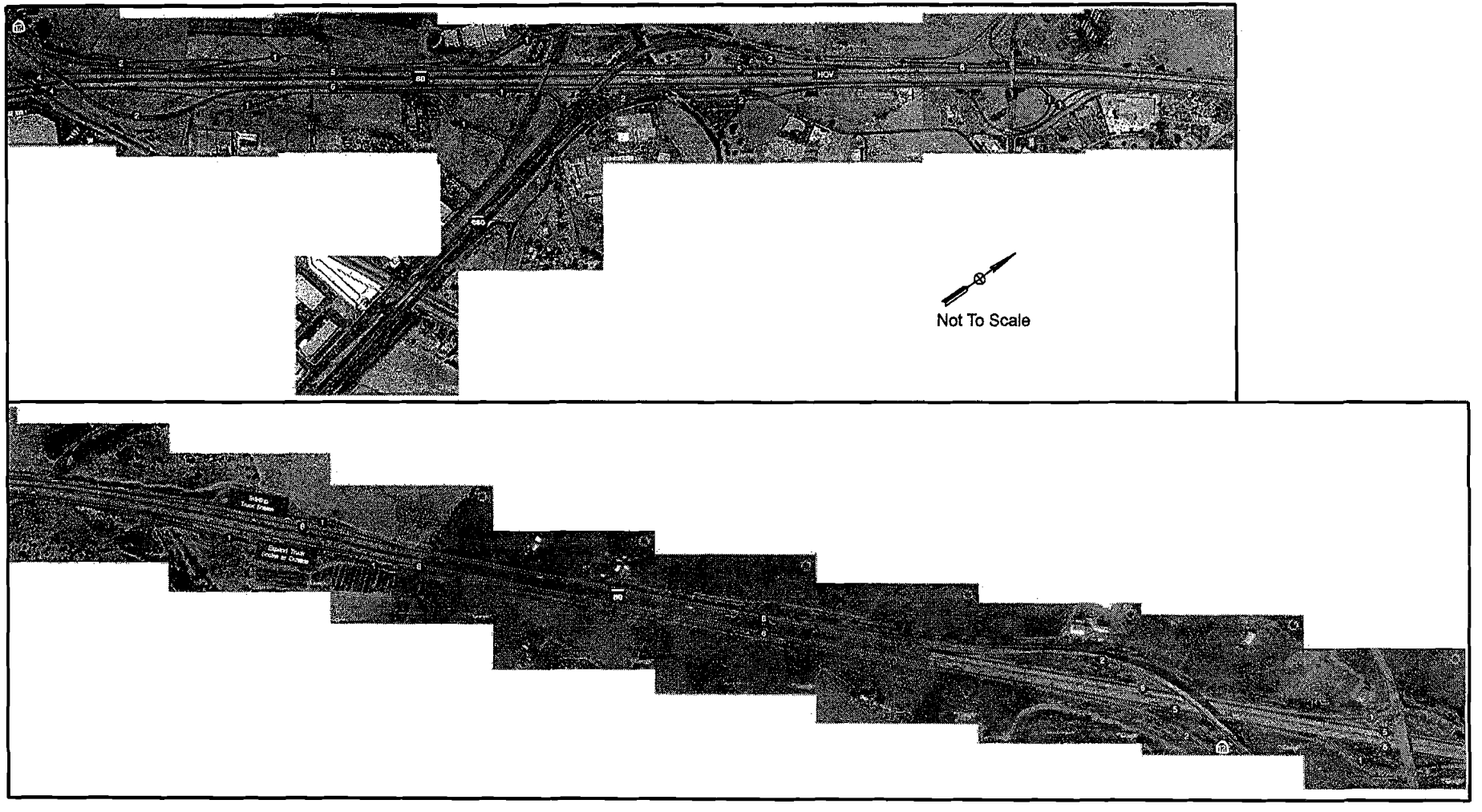




BOTTLENECKS AND QUEUES BEFORE IMPROVEMENTS

EXHIBIT B4: 2030 MITIGATION STRATEGIES

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



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STA
Solano Transportation Authority

DATE: May 16, 2008
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: 2030 Napa-Solano Travel Demand Model Phase 2 Adoption

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

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

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

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

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

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

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

The Modeling TAC is scheduled to meet on May 22, 2008, to review the status and use of the model so far. The Modeling GAC will hear reports from agencies and consultants that have used the preliminary model. Based upon the results of that discussion, the Modeling TAC can either recommend the model be adopted by the STA and NCTPA Boards, or be further modified before adoption. Based upon early feedback from model users, it is anticipated that he Modeling TAC will recommend the model be adopted.

Fiscal Impact:
None

Recommendation:
Forward a recommendation to the STA Board to adopt the2030 Napa-Solano Travel Demand Model Phase 2.

Attachments"

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

Table

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

							AM Peak Hour					PM Peak Hour				
	Screenline	Dir	Street	Leg	of	Location	Counts	Base Model	Model Future 2030	Growth	% Growth	Counts	Base Model	Model Future 2030	Growth	% Growth
C 1	Southeast Gateway	EB	I-80 (Alameda-Solano Co Line)	east	of	Carquinez Bridge	2,631	1,967	2,948	982	50%	5,566	4,585	8,458	3,872	84%
C 1	Southeast Gateway	NB	I-680 (Contra Costa-Solano Co Line)	at		Benicia Bridge	2,486	2,548	6,310	3,762	148%	4,128	4,629	6,898	2,269	49%
C 1	Southeast Gateway	WB	SR 12 (Sacramento-Solano Co Line)	east	of	Jct Rte 84 North	747	605	1,217	611	101%	727	260	1,202	942	362%
C 1	Southeast Gateway	In	Subtotals				5,864	5,120	10,475	5,355	105%	10,421	9,475	16,558	7,083	75%
C 1	Southeast Gateway	WB	I-80 (Alameda-Solano Co Line)	at		Carquinez Bridge	6,908	6,652	9,088	2,435	37%	3,016	2,673	5,451	2,778	81%
C 1	Southeast Gateway	SB	I-680 (Contra Costa-Solano Co Line)	at		Benicia Bridge	5,189	5,688	7,968	2,281	40%	3,245	2,954	5,334	2,380	64%
C 1	Southeast Gateway	EB	SR 12 (Sacramento-Solano Co Line)	east	of	Jct Rte 84 North	599	301	1,038	737	245%	891	505	1,356	851	52%
															0	
C 1	Southeast Gateway	Out	Subtotals				12,696	12,641	18,094	5,453	43%	7,152	6,132	12,141	6,009	98%
C 2	West Gateway	EB	SR 37 (Sonoma-Solano Co Line)	east	of	Walnut Ave (Mare Island)	979	843	1,502	658	78%	1,558	1,666	2,452	786	47%
C 2	West Gateway	EB	Petrified Forest Rd (Sonoma-Napa Co Line)	at		Sonoma-Napa Co Line	172	277	582	305	110%	308	436	834	398	91%
C 2	West Gateway	EB	SR 12-121 (Sonoma-Napa Co Line)	west	of	Old Sonoma Rd	1,184	1,376	1,740	364	26%	1,236	1,319	2,057	738	56%
C 2	West Gateway	EB	SR 128 (Sonoma-Napa Co Line)	east	of	Franz Valley Rd (Kellogg)	66	278	875	598	215%	94	120	692	572	476%
C 2	West Gateway	SB	SR 29 (Lake-Napa Co Line)	south	of	Lake-Napa Co Line	418	244	109	-135	-55%	195	92	198	106	114%
C 2	West Gateway	In	Subtotals				2,819	3,017	4,808	1,791	59%	3,391	3,634	6,233	2,599	72%
C 2	West Gateway	WB	SR 37 (Sonoma-Solano Co Line)	east	of	Walnut Ave (Mare Island)	1,567	1,636	2,093	457	28%	904	980	1,220	240	25%
C 2	West Gateway	WB	Petrified Forest Rd (Sonoma-Napa Co Line)	at		Sonoma-Napa Co Line	364	461	756	295	64%	428	195	571	376	193%
C 2	West Gateway	WB	SR 12-121 (Sonoma-Napa Co Line)	west	of	Old Sonoma Rd	1,188	1,203	2,008	805	67%	1,344	1,133	1,656	524	46%
C 2	West Gateway	WB	SR 128 (Sonoma-Napa Co Line)	east	of	Franz Valley Rd (Kellogg)	70	102	805	702	686%	98	250	722	472	188%
C 2	West Gateway	NB	SR 29 (Lake-Napa Co Line)	south	of	Lake-Napa Co Line	58	98	173	74	76%	631	215	159	-56	-26%
C 2	West Gateway	Out	Subtotals				3,247	3,500	5,834	2,334	67%	3,405	2,774	4,329	1,555	56%
C 3	North Gateway	WB	SR 128 (Yolo-Solano Co Line)	east	of	Jct Rte 121 South	33	97	121	24	25%	36	73	589	516	704%
C 3	North Gateway	SB	Pleasants Valley Rd (Yolo-Solano Co Line)				17	12	70	58	481%	44	6	6	0	0%
C 3	North Gateway	SB	Road 89/Winters Rd (Yolo-Solano Co Line)				181	20	342	322	1619%	220	36	21	-15	-42%
C 3	North Gateway	SB	I-505 (Yolo-Solano Co Line)	north	of	Allendale Rd Interchange	551	438	1,777	1,339	306%	558	271	1,352	1,081	399%
C 3	North Gateway	SB	Stevenson Bridge Rd (Yolo-Solano Co Line)				23	1	1	-1	-50%	37	2	2	0	0%
C 3	North Gateway	SB	Pedrick Rd-Road 98 (Yolo-Solano Co Line)				170	47	43	-3	-7%	160	54	77	22	41%
C 3	North Gateway	SB	SR 113 (Yolo-Solano Co Line)	north	of	I-80 (near Davis)	1,510	1,760	2,433	673	38%	1,340	1,713	2,973	1,260	74%
C 3	North Gateway	WB	I-80 (Yolo-Solano Co Line)			Solano-Yolo Co Line	3,890	3,690	3,596	-94	-3%	4,340	4,620	6,712	2,092	45%
C 3	North Gateway	SB	SR 84 (Yolo-Solano Co Line)	at		Solano-Yolo Co Line	19	3	153	150	4307%	23	8	338	331	4331%
C 3	North Gateway	In	Subtotals				6,394	6,068	8,535	2,467	41%	6,758	6,786	12,070	5,286	78%
C 3	North Gateway	EB	SR 128 (Yolo-Solano Co Line)	east	of	Jct Rte 121 South	29	97	977	880	911%	48	103	313	210	204%
C 3	North Gateway	NB	Pleasants Valley Rd (Yolo-Solano Co Line)				29	5	36	31	619%	41	22	22	0	0%
C 3	North Gateway	NB	Road 89/Winters Rd (Yolo-Solano Co Line)				143	38	381	344	916%	263	27	341	315	1182%
C 3	North Gateway	NB	I-505 (Yolo-Solano Co Line)	north	of	Allendale Rd Interchange	628	255	1,101	847	332%	703	476	1,493	1,017	213%
C 3	North Gateway	SB	Stevenson Bridge Rd (Yolo-Solano Co Line)				29	3	4	1	23%	31	14	14	0	0%
C 3	North Gateway	NB	Pedrick Rd-Road 98 (Yolo-Solano Co Line)				136	55	63	8	14%	187	47	61	14	29%
C 3	North Gateway	NB	SR 113 (Yolo-Solano Co Line)	north	of	I-80 (near Davis)	1,470	1,631	2,706	1,075	66%	1,440	1,913	2,767	854	45%
C 3	North Gateway	EB	I-80 (Yolo-Solano Co Line)			Solano-Yolo Co Line	4,300	4,465	6,613	2,148	48%	4,220	3,698	4,612	914	25%
C 3	North Gateway	NB	SR 84 (Yolo-Solano Co Line)	at		Solano-Yolo Co Line	18	8	232	223	2720%	20	4	275	271	6394%
C 3	North Gateway	Out	Subtotals				6,782	6,556	12,113	5,557	85%	6,953	6,305	9,899	3,594	57%

Table

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

							AM Peak Hour					PM Peak Hour				
	Screenline	Dir	Street	Leg	of	Location	Counts	Base Model	Model Future 2030	Growth	% Growth	Counts	Base Model	Model Future 2030	Growth	% Growth
C 4	Napa-Solano County Li	NB	SR 29			Solano-Napa Co Line	1,405	1,515	1,700	185	12%	1,293	2,067	2,264	197	10%
C 4	Napa-Solano County Li	WB	American Canyon Rd	at		American Canyon City Limits	430	163	256	94	58%	320	161	632	472	293%
C 4	Napa-Solano County Li	WB	SR 12	west	of	Solano-Napa Co Line	1,348	1,584	2,543	960	61%	1,056	992	1,753	761	77%
C 4	Napa-Solano County Li	NB	Suisun Valley Rd			Solano-Napa Co Line	73	46	50	4	9%	128	130	462	332	255%
C 4	**Napa-Solano County I**	**Np**	**Subtotals**				**3,256**	**3,307**	**4,550**	**1,243**	**38%**	**2,797**	**3,350**	**5,112**	**1,762**	**53%**
C 4	Napa-Solano County Li	SB	SR 29			Solano-Napa Co Line	1,195	1,715	2,703	988	58%	1,617	1,358	1,722	364	27%
C 4	Napa-Solano County Li	EB	American Canyon Rd	at		American Canyon City Limits	247	228	497	270	118%	392	144	550	406	283%
C 4	Napa-Solano County Li	EB	SR 12	west	of	Solano-Napa Co Line	918	1,231	2,194	963	78%	1,383	1,431	2,701	1,270	89%
C 4	Napa-Solano County Li	SB	Suisun Valley Rd			Solano-Napa Co Line	73	202	531	329	163%	128	55	99	44	80%
C 4	**Napa-Solano County I**	**Sol**	**Subtotals**				**2,433**	**3,376**	**5,926**	**2,550**	**76%**	**3,520**	**2,988**	**5,072**	**2,084**	**70%**
S 1	Vallejo east-west	NB	Wilson Av	north	of	Tennessee St	290	456	748	292	64%	318	890	761	-129	-14%
S 1	Vallejo east-west	NB	Sacramento St	north	of	Tennessee St	290	215	280	65	30%	318	435	972	537	123%
S 1	Vallejo east-west	NB	Sonoma Blvd (SR 29)	north	of	Tennessee St	387	999	1,603	604	60%	562	1,809	1,878	69	4%
S 1	Vallejo east-west	NB	Broadway	north	of	Tennessee St	679	543	640	97	18%	821	932	1,518	586	63%
S 1	Vallejo east-west	NB	Tuolumne St	north	of	Tennessee St	540	278	503	225	81%	526	667	876	209	31%
S 1	Vallejo east-west	EB	I-80	north	of	Tennessee St	3,817	4,290	4,455	165	4%	5,696	5,318	5,882	564	11%
S 1	Vallejo east-west	NB	Oakwood Av	north	of	Tennessee St	384	249	404	155	62%	292	347	804	457	132%
S 1	Vallejo east-west	NB	Columbus Pkwy	north	of	Tennessee St	294	371	1,011	641	173%	241	553	1,052	498	90%
S 1	**Vallejo east-west**	**NB**	**Subtotals**				**6,681**	**7,401**	**9,644**	**2,243**	**30%**	**8,774**	**10,951**	**13,743**	**2,792**	**25%**
S 1	Vallejo east-west	SB	Wilson Av	north	of	Tennessee St	302	585	868	283	48%	306	698	816	118	17%
S 1	Vallejo east-west	SB	Sacramento St	north	of	Tennessee St	302	141	646	505	358%	306	221	481	260	118%
S 1	Vallejo east-west	SB	Sonoma Blvd (SR 29)	north	of	Tennessee St	390	1,598	1,868	270	17%	576	1,067	1,819	752	70%
S 1	Vallejo east-west	SB	Broadway	north	of	Tennessee St	634	221	1,284	1,063	481%	828	565	990	425	75%
S 1	Vallejo east-west	SB	Tuolumne St	north	of	Tennessee St	471	470	716	246	52%	664	368	651	283	77%
S 1	Vallejo east-west	WB	I-80	north	of	Tennessee St	4,187	5,580	6,128	548	10%	4,163	4,700	5,659	959	20%
S 1	Vallejo east-west	SB	Oakwood Av	north	of	Tennessee St	292	444	665	222	50%	324	340	770	430	126%
S 1	Vallejo east-west	SB	Columbus Pkwy	north	of	Tennessee St	291	585	939	353	60%	194	424	1,324	901	213%
S 1	**Vallejo east-west**	**SB**	**Subtotals**				**6,869**	**9,623**	**13,114**	**3,490**	**36%**	**7,361**	**8,383**	**12,510**	**4,128**	**49%**
S 2	Vallejo I-80	SB	Sonoma Blvd (SR 29)	north	of	I-80	340	1,064	1,761	697	65%	212	220	1,306	1,086	493%
S 2	Vallejo I-80	EB	Magazine St	west	of	6th St	297	193	233	39	20%	273	225	232	7	3%
S 2	Vallejo I-80	EB	Curtola Pkwy	west	of	Lemon St	523	1,607	1,929	322	20%	780	1,839	1,858	20	1%
S 2	Vallejo I-80	EB	Benicia Rd	east	of	Lemon St	269	118	399	282	240%	287	291	805	514	177%
S 2	Vallejo I-80	EB	Georgia St	west	of	14th St	348	294	367	74	25%	441	669	580	-89	-13%
S 2	Vallejo I-80	EB	Solano Ave	west	of	Phelan Ave	226	132	206	75	57%	328	336	516	180	53%
S 2	Vallejo I-80	EB	Tennessee St	west	of	Mariposa St	677	784	976	192	24%	906	1,370	1,400	30	2%
S 2	Vallejo I-80	EB	Redwood Pkwy	west	of	Fairgrounds Dr	707	1,093	1,645	552	50%	1,050	1,879	1,913	35	2%
S 2	Vallejo I-80	EB	SR 37	west	of	I-80	2,675	3,027	3,173	146	5%	3,313	3,626	4,798	1,172	32%
S 2	**Vallejo I-80**	**EB**	**Subtotals**				**6,062**	**8,311**	**10,890**	**2,379**	**29%**	**7,590**	**10,455**	**13,409**	**2,954**	**28%**
S 2	Vallejo I-80	NB	Sonoma Blvd (SR 29)	north	of	I-80	182	342	872	530	155%	426	866	1,656	790	91%
S 2	Vallejo I-80	WB	Magazine St	west	of	6th St	229	216	320	103	48%	251	277	349	73	26%
S 2	Vallejo I-80	WB	Curtola Pkwy	west	of	Lemon St	679	1,229	1,745	516	42%	563	1,567	1,798	231	15%
S 2	Vallejo I-80	WB	Benicia Rd	east	of	Lemon St	320	260	885	625	241%	280	248	576	329	133%
S 2	Vallejo I-80	WB	Georgia St	west	of	14th St	419	323	425	101	31%	384	305	442	136	45%
S 2	Vallejo I-80	WB	Solano Ave	west	of	Phelan Ave	341	513	517	4	1%	289	388	529	141	36%
S 2	Vallejo I-80	WB	Tennessee St	west	of	Mariposa St	907	964	1,129	165	17%	818	1,011	1,110	99	10%
S 2	Vallejo I-80	WB	Redwood Pkwy	west	of	Fairgrounds Dr	882	1,836	1,872	36	2%	1,218	1,570	1,743	173	11%
S 2	Vallejo I-80	WB	SR 37	west	of	I-80	2,527	3,002	3,631	629	21%	2,941	2,329	2,723	393	17%
S 2	**Vallejo I-80**	**WB**	**Subtotals**				**6,486**	**8,685**	**11,394**	**2,709**	**31%**	**7,170**	**8,561**	**10,927**	**2,365**	**28%**

Table

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

							AM Peak Hour					PM Peak Hour				
	Screenline	Dir	Street	Leg	of	Location	Counts	Base Model	Model Future 2030	Growth	% Growth	Counts	Base Model	Model Future 2030	Growth	% Growth
S 3	Napa-Solano Ridge	EB	I-780	west	of	Military West (Benecia)	2,717	3,838	4,364	526	14%	2,810	3,205	4,252	1,047	33%
S 3	Napa-Solano Ridge	EB	Lake Herman Rd	east	of	Columbus Pkwy	320	353	670	318	90%	138	55	331	276	506%
S 3	Napa-Solano Ridge	EB	I-80 (north)	east	of	American Canyon Rd	2,726	2,396	3,842	1,445	60%	4,548	4,977	7,975	2,998	60%
S 3	Napa-Solano Ridge	EB	SR 12	west	of	Solano-Napa Co Line	918	1,231	2,194	963	78%	1,383	1,431	2,701	1,270	89%
S 3	**Napa-Solano Ridge**	**EB**	**Subtotals**				**6,681**	**7,819**	**11,070**	**3,252**	**42%**	**8,879**	**9,668**	**15,259**	**5,591**	**58%**
S 3	Napa-Solano Ridge	WB	I-780	west	of	Military West (Benecia)	2,338	2,830	4,387	1,557	55%	2,297	3,980	4,368	388	10%
S 3	Napa-Solano Ridge	WB	Lake Herman Rd	east	of	Columbus Pkwy	247	8	113	105	1327%	298	276	679	402	146%
S 3	Napa-Solano Ridge	WB	I-80 (north)	east	of	American Canyon Rd	3,911	5,637	7,226	1,589	28%	2,967	3,078	5,677	2,599	84%
S 3	Napa-Solano Ridge	WB	SR 12	west	of	Solano-Napa Co Line	1,348	1,584	2,543	960	61%	1,056	992	1,753	761	77%
S 3	**Napa-Solano Ridge**	**WB**	**Subtotals**				**7,844**	**10,058**	**14,269**	**4,211**	**42%**	**6,618**	**8,325**	**12,476**	**4,151**	**50%**
S 4	South of AmerCnyn-Co	NB	SR 29			Solano-Napa Co Line	1,405	1,713	1,700	-13	-1%	1,293	1,895	2,713	818	43%
S 4	South of AmerCnyn-Co	EB	I-80 (south)	north	of	SR 37	2,655	2,217	3,444	1,227	55%	4,239	4,883	8,181	3,298	68%
S 4	South of AmerCnyn-Co	NB	I-680	north	of	Marshview Rd	1,461	1,108	2,571	1,463	132%	2,729	3,051	3,932	881	29%
S 4	**South of AmerCnyn-C**	**EB**	**Subtotals**				**5,521**	**5,038**	**7,715**	**2,677**	**53%**	**8,261**	**9,829**	**14,826**	**4,997**	**51%**
S 4	South of AmerCnyn-Co	SB	SR 29			Solano-Napa Co Line	1,195	2,300	2,703	403	18%	1,617	1,094	2,060	966	88%
S 4	South of AmerCnyn-Co	WB	I-80 (south)	north	of	SR 37	3,809	5,538	7,516	1,978	36%	2,765	2,952	5,383	2,431	82%
S 4	South of AmerCnyn-Co	SB	I-680	north	of	Marshview Rd	3,221	3,194	3,980	786	25%	1,657	1,378	2,730	1,351	98%
S 4	**South of AmerCnyn-C**	**WB**	**Subtotals**				**8,225**	**11,032**	**14,200**	**3,168**	**29%**	**6,039**	**5,425**	**10,173**	**4,748**	**88%**
S 5	Fairfield-Cordelia	EB	Rockville Rd	east	of	Suisun Valley Rd	307	279	417	138	49%	615	438	476	38	9%
S 5	Fairfield-Cordelia	EB	North Connector	east	of	Suisun Valley Rd	-	-	720	NA	NA	-	-	1,855	NA	NA
S 5	Fairfield-Cordelia	EB	I-80	east	of	Suisun Valley Rd	5,060	4,461	6,618	2,157	48%	8,030	8,471	12,126	3,656	43%
S 5	Fairfield-Cordelia	EB	Cordelia Rd	west	of	Hale Ranch Rd	60	154	173	19	12%	781	777	474	-303	-39%
S 5	**Fairfield-Cordelia**	**EB**	**Subtotals**				**5,427**	**4,894**	**7,927**	**3,034**	**62%**	**9,426**	**9,685**	**14,932**	**5,247**	**54%**
S 5	Fairfield-Cordelia	WB	Rockville Rd	east	of	Suisun Valley Rd	822	514	258	-256	-50%	323	211	355	144	68%
S 5	Fairfield-Cordelia	WB	North Connector	east	of	Suisun Valley Rd	-	-	1,741	NA	NA	-	-	456	NA	NA
S 5	Fairfield-Cordelia	WB	I-80	east	of	Suisun Valley Rd	8,070	9,962	11,091	1,128	11%	6,150	4,973	8,170	3,197	64%
S 5	Fairfield-Cordelia	WB	Cordelia Rd	west	of	Hale Ranch Rd	171	420	770	350	83%	100	18	261	243	1345%
S 5	**Fairfield-Cordelia**	**WB**	**Subtotals**				**9,063**	**10,897**	**13,860**	**2,963**	**27%**	**6,573**	**5,202**	**9,241**	**4,040**	**78%**
S 6	Fairfield I-80	EB	SR 12	west	of	Beck Ave (Leg A)	1,017	614	1,492	879	143%	1,819	2,268	4,449	2,180	96%
S 6	Fairfield I-80	EB	W Texas St	east	of	I-80 (#101)	1,229	548	1,024	475	87%	1,336	1,083	1,750	667	62%
S 6	Fairfield I-80	EB	Travis Blvd	east	of	I-80 (#84)	886	1,122	1,271	149	13%	1,712	1,694	1,570	-124	-7%
S 6	Fairfield I-80	EB	Air Base Pkwy	east	of	I-80 (#53)	1,746	1,891	2,461	570	30%	2,158	2,999	3,000	1	0%
S 6	Fairfield I-80	SB	N Texas St	east	of	I-80 (#40)	802	768	913	146	19%	1,184	1,216	1,325	109	9%
S 6	**Fairfield I-80**	**EB**	**Subtotals**				**5,680**	**4,943**	**7,162**	**2,219**	**45%**	**8,209**	**9,260**	**12,093**	**2,833**	**31%**
S 6	Fairfield I-80	WB	SR 12	west	of	Beck Ave (Leg A)	1,405	3,142	4,777	1,634	52%	877	858	2,286	1,428	166%
S 6	Fairfield I-80	WB	W Texas St	east	of	I-80 (#101)	405	345	716	371	107%	572	483	610	127	26%
S 6	Fairfield I-80	WB	Travis Blvd	east	of	I-80 (#84)	737	1,193	1,773	581	49%	1,850	1,659	1,578	-81	-5%
S 6	Fairfield I-80	WB	Air Base Pkwy	east	of	I-80 (#53)	1,454	2,192	2,416	224	10%	1,661	1,875	1,993	118	6%
S 6	Fairfield I-80	NB	N Texas St	east	of	I-80 (#40)	1,029	1,145	1,023	-122	-11%	859	1,081	1,325	244	23%
S 6	**Fairfield I-80**	**WB**	**Subtotals**				**5,030**	**8,018**	**10,705**	**2,687**	**34%**	**5,819**	**5,956**	**7,792**	**1,836**	**31%**

Table

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

							AM Peak Hour					PM Peak Hour				
	Screenline	Dir	Street	Leg	of	Location	Counts	Base Model	Model Future 2030	Growth	% Growth	Counts	Base Model	Model Future 2030	Growth	% Growth
S 7	Fairfield-Suisun City	EB	Cordelia St	east	of	Pennsylvania Ave	85	3	29	26	895%	131	77	244	167	217%
S 7	Fairfield-Suisun City	EB	SR 12	east	of	Pennsylvania Ave	1,279	864	1,719	856	99%	2,443	3,015	3,924	909	30%
S 7	Fairfield-Suisun City	SB	Sunset Ave	south	of	Travis Blvd (#16)	897	959	987	28	3%	1,182	1,026	1,199	174	17%
S 7	Fairfield-Suisun City	EB	E Tabor Ave	east	of	Tolenas Ave (#7)	333	257	355	98	38%	352	388	574	186	48%
S 7	Fairfield-Suisun City	EB	Air Base Pkwy	west	of	RR tracks (#8)	568	1,160	1,848	688	59%	2,000	1,336	2,059	724	54%
S 7	Fairfield-Suisun City	SB	Peabody Rd	north	of	Cement Hill Rd	1,436	903	1,585	682	75%	599	952	1,457	505	53%
S 7	**Fairfield-Suisun City**	**EB**	**Subtotals**				**4,598**	**4,146**	**6,523**	**2,378**	**57%**	**6,707**	**6,793**	**9,457**	**2,664**	**39%**
S 7	Fairfield-Suisun City	WB	Cordelia St	east	of	Pennsylvania Ave	166	170	280	110	65%	84	52	45	-7	-13%
S 7	Fairfield-Suisun City	WB	SR 12	east	of	Pennsylvania Ave	2,133	2,869	3,748	880	31%	1,359	1,283	2,373	1,089	85%
S 7	Fairfield-Suisun City	NB	Sunset Ave	south	of	Travis Blvd (#16)	716	986	1,092	106	11%	892	1,006	999	-7	-1%
S 7	Fairfield-Suisun City	WB	E Tabor Ave	east	of	Tolenas Ave (#7)	245	365	558	194	53%	400	355	418	64	18%
S 7	Fairfield-Suisun City	WB	Air Base Pkwy	west	of	RR tracks (#8)	1,097	1,227	1,994	767	62%	671	1,429	2,020	591	41%
S 7	Fairfield-Suisun City	NB	Peabody Rd	north	of	Cement Hill Rd	823	748	1,277	529	71%	1,190	1,127	1,859	731	65%
S 7	**Fairfield-Suisun City**	**WB**	**Subtotals**				**5,180**	**6,364**	**8,949**	**2,585**	**41%**	**4,596**	**5,252**	**7,714**	**2,462**	**47%**
S 8	Suisun City west	EB	SR 12	east	of	Scandia Rd	413	187	776	589	315%	609	416	1,327	911	219%
S 8	**Suisun City west**	**EB**	**Subtotals**				**413**	**187**	**776**	**589**	**315%**	**609**	**416**	**1,327**	**911**	**219%**
S 8	Suisun City west	WB	SR 12	east	of	Scandia Rd	485	538	1,202	664	123%	510	171	924	753	439%
S 8	**Suisun City west**	**WB**	**Subtotals**				**485**	**538**	**1,202**	**664**	**123%**	**510**	**171**	**924**	**753**	**439%**
S 9	Fairfield-Vacaville	EB	I-80	east	of	Pleasants Valley	4,150	4,438	6,006	1,567	35%	6,930	6,368	7,905	1,537	24%
S 9	Fairfield-Vacaville	NB	Peabody Rd	north	of	Cement Hill Rd	823	748	1,277	529	71%	1,190	1,127	1,859	731	65%
S 9	Fairfield-Vacaville	NB	Vanden Rd	south	of	Leisure Town Rd	195	117	117	0	0%	646	107	994	886	826%
S 9	Fairfield-Vacaville	NB	SR 113	north	of	SR 12	155	94	570	476	508%	219	44	223	179	408%
S 9	**Fairfield-Vacaville**	**NB**	**Subtotals**				**5,323**	**5,397**	**7,969**	**2,572**	**48%**	**8,985**	**7,647**	**10,980**	**3,333**	**44%**
S 9	Fairfield-Vacaville	WB	I-80	east	of	Pleasants Valley	6,390	6,661	7,314	653	10%	4,800	5,003	7,287	2,284	46%
S 9	Fairfield-Vacaville	SB	Peabody Rd	north	of	Cement Hill Rd	1,436	903	1,585	682	75%	599	952	1,457	505	53%
S 9	Fairfield-Vacaville	SB	Vanden Rd	south	of	Leisure Town Rd	601	246	246	0	0%	215	85	512	427	502%
S 9	Fairfield-Vacaville	SB	SR 113	north	of	SR 12	147	52	178	126	241%	176	74	684	610	830%
S 9	**Fairfield-Vacaville**	**SB**	**Subtotals**				**8,574**	**7,862**	**9,322**	**1,460**	**19%**	**5,790**	**6,113**	**9,939**	**3,826**	**63%**
S 10	Vacaville I-80	SB	Alamo Dr	north	of	Marshall Rd	124	482	394	-88	-18%	776	810	568	-242	-30%
S 10	Vacaville I-80	SB	Davis St	south	of	Bella Vista Rd	336	167	182	14	9%	561	386	434	49	13%
S 10	Vacaville I-80	EB	Mason St-Elmira Rd	west	of	Peabody Rd	611	970	1,232	262	27%	1,219	1,746	1,757	11	1%
S 10	Vacaville I-80	SB	Allison Dr	east	of	I-80	697	427	591	164	38%	1,120	1,113	1,140	27	2%
S 10	Vacaville I-80	SB	Nut Tree Rd	north	of	Burton Dr	140	300	453	152	51%	279	1,023	1,238	215	21%
S 10	Vacaville I-80	SB	Leisure Town Rd	north	of	Orange Dr	572	330	925	594	180%	928	900	1,992	1,092	121%
S 10	**Vacaville I-80**	**SB**	**Subtotals**				**2,480**	**2,677**	**3,776**	**1,099**	**41%**	**4,883**	**5,977**	**7,130**	**1,153**	**19%**
S 10	Vacaville I-80	NB	Alamo Dr	south	of	Marshall Rd	1,130	1,599	1,434	-165	-10%	927	1,099	1,162	63	6%
S 10	Vacaville I-80	NB	Davis St	south	of	Bella Vista Rd	487	444	507	63	14%	411	222	239	17	8%
S 10	Vacaville I-80	WB	Mason St-Elmira Rd	east	of	Peabody Rd	949	1,447	1,226	-222	-15%	887	1,115	982	-133	-12%
S 10	Vacaville I-80	NB	Allison Dr	east	of	I-80	758	594	749	155	26%	1,562	551	584	33	6%
S 10	Vacaville I-80	NB	Nut Tree Rd	south	of	Burton Dr	375	871	1,401	530	61%	402	688	891	203	30%
S 10	Vacaville I-80	NB	Leisure Town Rd	south	of	Orange Dr	550	547	1,419	872	159%	424	372	987	615	165%
S 10	**Vacaville I-80**	**NB**	**Subtotals**				**4,249**	**5,502**	**6,735**	**1,233**	**22%**	**4,613**	**4,047**	**4,846**	**799**	**20%**

Table

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

							AM Peak Hour					PM Peak Hour				
	Screenline	Dir	Street	Leg	of	Location	Counts	Base Model	Model Future 2030	Growth	% Growth	Counts	Base Model	Model Future 2030	Growth	% Growth
S 11	Vacaville-Dixon	NB	Pleasants Valley Rd	north	of	Vaca Valley Pkwy	41	6	18	11	172%	108	26	51	25	98%
S 11	Vacaville-Dixon	NB	I-505	south	of	Midway Rd	616	773	1,630	857	111%	871	1,069	2,160	1,092	102%
S 11	Vacaville-Dixon	EB	I-80	east	of	Leisure Town Rd	3,430	4,108	5,824	1,716	42%	3,760	3,365	4,861	1,496	44%
S 11	Vacaville-Dixon	NB	Batavia Rd	south	of	Dixon City Limits	27	16	12	-4	-25%	40	8	11	3	44%
S 11	Vacaville-Dixon	NB	Pitt School Rd	south	of	Dixon City Limits	16	37	12	-26	-69%	32	42	8	-35	-82%
S 11	Vacaville-Dixon	NB	SR 113	south	of	Dixon City Limits	96	107	107	0	0%	189	0	171	171	0%
S 11	**Vacaville-Dixon**	**NB**	**Subtotals**				**4,226**	**5,048**	**7,603**	**2,555**	**51%**	**4,980**	**4,510**	**7,262**	**2,752**	**61%**
S 11	Vacaville-Dixon	SB	Pleasants Valley Rd	north	of	Vaca Valley Pkwy	67	16	74	58	354%	35	10	10	1	7%
S 11	Vacaville-Dixon	SB	I-505	south	of	Midway Rd	712	821	1,863	1,042	127%	633	911	1,671	760	83%
S 11	Vacaville-Dixon	WB	I-80	east	of	Leisure Town Rd	3,310	3,281	3,739	457	14%	3,390	4,234	6,031	1,797	42%
S 11	Vacaville-Dixon	SB	Batavia Rd	south	of	Dixon City Limits	41	6	11	6	96%	42	14	14	0	-2%
S 11	Vacaville-Dixon	SB	Pitt School Rd	south	of	Dixon City Limits	31	36	7	-29	-82%	36	40	12	-28	-70%
S 11	Vacaville-Dixon	SB	SR 113	south	of	Dixon City Limits	83	60	119	59	99%	52	99	642	543	547%
S 11	**Vacaville-Dixon**	**SB**	**Subtotals**				**4,244**	**4,220**	**5,812**	**1,592**	**38%**	**4,188**	**5,309**	**8,381**	**3,072**	**58%**
S 12	Dixon I-80	EB	Dixon Ave	east	of	Gateway Dr	404	336	533	196	58%	67	440	1,004	564	128%
S 12	Dixon I-80	SB	Pitt School Rd	north	of	Market Ln	250	165	177	12	7%	504	333	446	114	34%
S 12	Dixon I-80	SB	SR 113	south	of	I-80	469	460	353	-107	-23%	660	467	841	374	80%
S 12	**Dixon I-80**	**SB**	**Subtotals**				**1,123**	**961**	**1,063**	**101**	**11%**	**1,231**	**1,240**	**2,291**	**1,052**	**85%**
S 12	Dixon I-80	WB	Dixon Ave	east	of	Gateway Dr	251	363	924	561	154%	30	479	690	211	44%
S 12	Dixon I-80	NB	Pitt School Rd	north	of	Market Ln	409	261	386	125	48%	318	263	240	-23	-9%
S 12	Dixon I-80	NB	SR 113	south	of	I-80	630	475	908	432	91%	606	480	455	-25	-5%
S 12	**Dixon I-80**	**NB**	**Subtotals**				**1,290**	**1,100**	**2,218**	**1,119**	**102%**	**954**	**1,223**	**1,385**	**162**	**13%**
N 1	American Canyon	EB	American Canyon Rd	at		American Canyon City Limits	247	228	497	270	118%	392	144	550	406	283%
N 1	American Canyon	EB	Jameson Canyon Rd (SR 12)	west	of	Solano-Napa Co Line	918	1,240	2,205	965	78%	1,383	1,436	2,707	1,271	89%
N 1	**American Canyon**	**EB**	**Subtotals**				**1,165**	**1,468**	**2,702**	**1,235**	**84%**	**1,775**	**1,580**	**3,257**	**1,678**	**106%**
N 1	American Canyon	WB	American Canyon Rd	at		American Canyon City Limits	430	163	256	94	58%	320	161	632	472	293%
N 1	American Canyon	WB	Jameson Canyon Rd (SR 12)	east	of	Solano-Napa Co Line	1,348	1,590	2,554	963	61%	1,056	999	1,763	764	76%
N 1	**American Canyon**	**WB**	**Subtotals**				**1,778**	**1,753**	**2,810**	**1,057**	**60%**	**1,376**	**1,160**	**2,395**	**1,236**	**107%**
N 2	Napa River	EB	SR 12-29	west	of	Jct Rte 221 (Napa-Vallejo Hwy)	1,885	2,575	5,081	2,506	97%	1,730	1,366	2,744	1,377	101%
N 2	Napa River	EB	Imola Ave (SR 121)	west	of	Jct Rte 221 (Napa-Vallejo Hwy)	744	1,014	2,242	1,228	121%	929	480	667	187	39%
N 2	Napa River	SB	Soscol Ave	north	of	Silverado Tr	760	1,421	1,956	535	38%	1,080	729	1,138	409	56%
N 2	Napa River	EB	3rd St	east	of	Soscol Ave	471	325	790	465	143%	684	284	507	223	78%
N 2	Napa River	EB	1st St	west	of	Silverado Tr	205	114	232	117	103%	195	195	217	22	11%
N 2	Napa River	EB	Lincoln Ave	west	of	Silverado Tr	583	285	589	305	107%	445	368	506	137	37%
N 2	Napa River	EB	Trancas St	west	of	Soscol Ave	827	171	401	230	134%	1,264	224	483	259	116%
N 2	**Napa River**	**EB**	**Subtotals**				**5,475**	**5,906**	**11,291**	**5,385**	**91%**	**6,327**	**3,646**	**6,261**	**2,615**	**72%**
N 2	Napa River	WB	SR 12-29	west	of	Jct Rte 221 (Napa-Vallejo Hwy)	1,491	1,295	2,519	1,223	94%	1,868	2,487	4,760	2,273	91%
N 2	Napa River	WB	Imola Ave (SR 121)	west	of	Jct Rte 221 (Napa-Vallejo Hwy)	763	529	491	-37	-7%	1,056	719	1,922	1,203	167%
N 2	Napa River	NB	Soscol Ave	south	of	Silverado Tr	1,382	699	892	193	28%	1,802	1,029	1,745	716	70%
N 2	Napa River	WB	3rd St	east	of	Soscol Ave	301	328	674	346	105%	359	199	610	412	207%
N 2	Napa River	WB	1st St	west	of	Silverado Tr	133	256	309	53	21%	320	128	180	51	40%
N 2	Napa River	WB	Lincoln Ave	west	of	Silverado Tr	379	367	506	139	38%	731	223	463	240	107%
N 2	Napa River	WB	Trancas St	west	of	Soscol Ave	914	354	463	109	31%	975	189	409	220	116%
N 2	**Napa River**	**WB**	**Subtotals**				**5,363**	**3,829**	**5,854**	**2,026**	**53%**	**7,111**	**4,975**	**10,088**	**5,113**	**103%**

Table

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

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

Table

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

							AM Peak Hour					PM Peak Hour				
	Screenline	Dir	Street	Leg	of	Location	Counts	Base Model	Model Future 2030	Growth	% Growth	Counts	Base Model	Model Future 2030	Growth	% Growth
C 1	Southeast Gateway	EB	I-80 (Alameda-Solano Co Line)	east	of	Carquinez Bridge	2,631	1,967	2,948	982	50%	5,566	4,585	8,458	3,872	84%
C 1	Southeast Gateway	NB	I-680 (Contra Costa-Solano Co Line)	at		Benicia Bridge	2,486	2,548	6,310	3,762	148%	4,128	4,629	6,898	2,269	49%
C 1	Southeast Gateway	WB	SR 12 (Sacramento-Solano Co Line)	east	of	Jct Rte 84 North	747	605	1,217	611	101%	727	260	1,202	942	362%
C 1	Southeast Gateway	In	Subtotals				5,864	5,120	10,475	5,355	105%	10,421	9,475	16,558	7,083	75%
C 1	Southeast Gateway	WB	I-80 (Alameda-Solano Co Line)	at		Carquinez Bridge	6,908	6,652	9,088	2,435	37%	3,016	2,673	5,451	2,778	81%
C 1	Southeast Gateway	SB	I-680 (Contra Costa-Solano Co Line)	at		Benicia Bridge	5,189	5,688	7,966	2,281	40%	3,245	2,954	5,334	2,380	64%
C 1	Southeast Gateway	EB	SR 12 (Sacramento-Solano Co Line)	east	of	Jct Rte 84 North	599	301	1,038	737	245%	891	505	1,356	851	52%
															0	
C 1	Southeast Gateway	Out	Subtotals				12,696	12,641	18,094	5,453	43%	7,152	6,132	12,141	6,009	98%
C 2	West Gateway	EB	SR 37 (Sonoma-Solano Co Line)	east	of	Walnut Ave (Mare Island)	979	843	1,502	658	78%	1,558	1,666	2,452	786	47%
C 2	West Gateway	EB	Petrified Forest Rd (Sonoma-Napa Co Line)	at		Sonoma-Napa Co Line	172	277	582	305	110%	308	436	834	398	91%
C 2	West Gateway	EB	SR 12-121 (Sonoma-Napa Co Line)	west	of	Old Sonoma Rd	1,184	1,376	1,740	364	26%	1,236	1,319	2,057	738	56%
C 2	West Gateway	EB	SR 128 (Sonoma-Napa Co Line)	east	of	Franz Valley Rd (Kellogg)	66	278	875	598	215%	94	120	692	572	476%
C 2	West Gateway	SB	SR 29 (Lake-Napa Co Line)	south	of	Lake-Napa Co Line	418	244	109	-135	-55%	195	92	198	106	114%
C 2	West Gateway	In	Subtotals				2,819	3,017	4,808	1,791	59%	3,391	3,634	6,233	2,599	72%
C 2	West Gateway	WB	SR 37 (Sonoma-Solano Co Line)	east	of	Walnut Ave (Mare Island)	1,567	1,636	2,093	457	28%	904	980	1,220	240	25%
C 2	West Gateway	WB	Petrified Forest Rd (Sonoma-Napa Co Line)	at		Sonoma-Napa Co Line	364	461	756	295	64%	428	195	571	376	193%
C 2	West Gateway	WB	SR 12-121 (Sonoma-Napa Co Line)	west	of	Old Sonoma Rd	1,188	1,203	2,008	805	67%	1,344	1,133	1,656	524	46%
C 2	West Gateway	WB	SR 128 (Sonoma-Napa Co Line)	east	of	Franz Valley Rd (Kellogg)	70	102	805	702	686%	98	250	722	472	188%
C 2	West Gateway	NB	SR 29 (Lake-Napa Co Line)	south	of	Lake-Napa Co Line	58	98	173	74	76%	631	215	159	-56	-26%
C 2	West Gateway	Out	Subtotals				3,247	3,500	5,834	2,334	67%	3,405	2,774	4,329	1,555	56%
C 3	North Gateway	WB	SR 128 (Yolo-Solano Co Line)	east	of	Jct Rte 121 South	33	97	121	24	25%	36	73	589	516	704%
C 3	North Gateway	SB	Pleasants Valley Rd (Yolo-Solano Co Line)				17	12	70	58	481%	44	6	6	0	0%
C 3	North Gateway	SB	Road 89/Winters Rd (Yolo-Solano Co Line)				181	20	342	322	1619%	220	36	21	-15	-42%
C 3	North Gateway	SB	I-505 (Yolo-Solano Co Line)	north	of	Allendale Rd Interchange	551	438	1,777	1,339	306%	558	271	1,352	1,081	399%
C 3	North Gateway	SB	Stevenson Bridge Rd (Yolo-Solano Co Line)				23	1	1	-1	-50%	37	2	2	0	0%
C 3	North Gateway	SB	Pedrick Rd-Road 98 (Yolo-Solano Co Line)				170	47	43	-3	-7%	160	54	77	22	41%
C 3	North Gateway	SB	SR 113 (Yolo-Solano Co Line)	north	of	I-80 (near Davis)	1,510	1,760	2,433	673	38%	1,340	1,713	2,973	1,260	74%
C 3	North Gateway	WB	I-80 (Yolo-Solano Co Line)			Solano-Yolo Co Line	3,890	3,690	3,596	-94	-3%	4,340	4,620	6,712	2,092	45%
C 3	North Gateway	SB	SR 84 (Yolo-Solano Co Line)	at		Solano-Yolo Co Line	19	3	153	150	4307%	23	8	338	331	4331%
C 3	North Gateway	In	Subtotals				6,394	6,068	8,535	2,467	41%	6,758	6,785	12,070	5,286	78%
C 3	North Gateway	EB	SR 128 (Yolo-Solano Co Line)	east	of	Jct Rte 121 South	29	97	977	880	911%	48	103	313	210	204%
C 3	North Gateway	NB	Pleasants Valley Rd (Yolo-Solano Co Line)				29	5	36	31	619%	41	22	22	0	0%
C 3	North Gateway	NB	Road 89/Winters Rd (Yolo-Solano Co Line)				143	38	381	344	916%	263	27	341	315	1182%
C 3	North Gateway	NB	I-505 (Yolo-Solano Co Line)	north	of	Allendale Rd Interchange	628	255	1,101	847	332%	703	476	1,493	1,017	213%
C 3	North Gateway	SB	Stevenson Bridge Rd (Yolo-Solano Co Line)				29	3	4	1	23%	31	14	14	0	0%
C 3	North Gateway	NB	Pedrick Rd-Road 98 (Yolo-Solano Co Line)				136	55	63	8	14%	187	47	61	14	29%
C 3	North Gateway	NB	SR 113 (Yolo-Solano Co Line)	north	of	I-80 (near Davis)	1,470	1,631	2,706	1,075	66%	1,440	1,913	2,767	854	45%
C 3	North Gateway	EB	I-80 (Yolo-Solano Co Line)			Solano-Yolo Co Line	4,300	4,465	6,613	2,148	48%	4,220	3,698	4,612	914	25%
C 3	North Gateway	NB	SR 84 (Yolo-Solano Co Line)	at		Solano-Yolo Co Line	18	8	232	223	2720%	20	4	275	271	6394%
C 3	North Gateway	Out	Subtotals				6,782	6,556	12,113	5,557	85%	6,953	6,305	9,899	3,594	57%

Table

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

							AM Peak Hour					PM Peak Hour				
	Screenline	Dir	Street	Leg	of	Location	Counts	Base Model	Model Future 2030	Growth	% Growth	Counts	Base Model	Model Future 2030	Growth	% Growth
C 4	Napa-Solano County Li	NB	SR 29			Solano-Napa Co Line	1,405	1,515	1,700	185	12%	1,293	2,067	2,264	197	10%
C 4	Napa-Solano County Li	WB	American Canyon Rd	at		American Canyon City Limits	430	163	256	94	58%	320	161	632	472	293%
C 4	Napa-Solano County Li	WB	SR 12	west	of	Solano-Napa Co Line	1,348	1,584	2,543	960	61%	1,056	992	1,753	761	77%
C 4	Napa-Solano County Li	NB	Suisun Valley Rd			Solano-Napa Co Line	73	46	50	4	9%	128	130	462	332	255%
C 4	**Napa-Solano County I**	**Np**	**Subtotals**				**3,256**	**3,307**	**4,550**	**1,243**	**38%**	**2,797**	**3,350**	**5,112**	**1,762**	**53%**
C 4	Napa-Solano County Li	SB	SR 29			Solano-Napa Co Line	1,195	1,715	2,703	988	58%	1,617	1,358	1,722	364	27%
C 4	Napa-Solano County Li	EB	American Canyon Rd	at		American Canyon City Limits	247	228	497	270	118%	392	144	550	406	283%
C 4	Napa-Solano County Li	EB	SR 12	west	of	Solano-Napa Co Line	918	1,231	2,194	963	78%	1,383	1,431	2,701	1,270	89%
C 4	Napa-Solano County Li	SB	Suisun Valley Rd			Solano-Napa Co Line	73	202	531	329	163%	128	55	99	44	80%
C 4	**Napa-Solano County I**	**Sol**	**Subtotals**				**2,433**	**3,376**	**5,926**	**2,550**	**76%**	**3,520**	**2,988**	**5,072**	**2,084**	**70%**
S 1	Vallejo east-west	NB	Wilson Av	north	of	Tennessee St	290	456	748	292	64%	318	890	761	-129	-14%
S 1	Vallejo east-west	NB	Sacramento St	north	of	Tennessee St	290	215	280	65	30%	318	435	972	537	123%
S 1	Vallejo east-west	NB	Sonoma Blvd (SR 29)	north	of	Tennessee St	387	999	1,603	604	60%	562	1,809	1,878	69	4%
S 1	Vallejo east-west	NB	Broadway	north	of	Tennessee St	679	543	640	97	18%	821	932	1,518	586	63%
S 1	Vallejo east-west	NB	Tuolumne St	north	of	Tennessee St	540	278	503	225	81%	526	667	876	209	31%
S 1	Vallejo east-west	EB	I-80	north	of	Tennessee St	3,817	4,290	4,455	165	4%	5,696	5,318	5,882	564	11%
S 1	Vallejo east-west	NB	Oakwood Av	north	of	Tennessee St	384	249	404	155	62%	292	347	804	457	132%
S 1	Vallejo east-west	NB	Columbus Pkwy	north	of	Tennessee St	294	371	1,011	641	173%	241	553	1,052	498	90%
S 1	**Vallejo east-west**	**NB**	**Subtotals**				**6,681**	**7,401**	**9,644**	**2,243**	**30%**	**8,774**	**10,951**	**13,743**	**2,792**	**25%**
S 1	Vallejo east-west	SB	Wilson Av	north	of	Tennessee St	302	585	868	283	48%	306	698	816	118	17%
S 1	Vallejo east-west	SB	Sacramento St	north	of	Tennessee St	302	141	646	505	358%	306	221	481	260	118%
S 1	Vallejo east-west	SB	Sonoma Blvd (SR 29)	north	of	Tennessee St	390	1,598	1,868	270	17%	576	1,067	1,819	752	70%
S 1	Vallejo east-west	SB	Broadway	north	of	Tennessee St	634	221	1,284	1,063	481%	828	565	990	425	75%
S 1	Vallejo east-west	SB	Tuolumne St	north	of	Tennessee St	471	470	716	246	52%	664	368	651	283	77%
S 1	Vallejo east-west	WB	I-80	north	of	Tennessee St	4,187	5,580	6,128	548	10%	4,163	4,700	5,659	959	20%
S 1	Vallejo east-west	SB	Oakwood Av	north	of	Tennessee St	292	444	665	222	50%	324	340	770	430	126%
S 1	Vallejo east-west	SB	Columbus Pkwy	north	of	Tennessee St	291	585	939	353	60%	194	424	1,324	901	213%
S 1	**Vallejo east-west**	**SB**	**Subtotals**				**6,869**	**9,623**	**13,114**	**3,490**	**36%**	**7,361**	**8,383**	**12,510**	**4,128**	**49%**
S 2	Vallejo I-80	SB	Sonoma Blvd (SR 29)	north	of	I-80	340	1,064	1,761	697	65%	212	220	1,306	1,086	493%
S 2	Vallejo I-80	EB	Magazine St	west	of	6th St	297	193	233	39	20%	273	225	232	7	3%
S 2	Vallejo I-80	EB	Curtola Pkwy	west	of	Lemon St	523	1,607	1,929	322	20%	780	1,839	1,858	20	1%
S 2	Vallejo I-80	EB	Benicia Rd	east	of	Lemon St	269	118	399	282	240%	287	291	805	514	177%
S 2	Vallejo I-80	EB	Georgia St	west	of	14th St	348	294	367	74	25%	441	669	580	-89	-13%
S 2	Vallejo I-80	EB	Solano Ave	west	of	Phelan Ave	226	132	206	75	57%	328	336	516	180	53%
S 2	Vallejo I-80	EB	Tennessee St	west	of	Mariposa St	677	784	976	192	24%	906	1,370	1,400	30	2%
S 2	Vallejo I-80	EB	Redwood Pkwy	west	of	Fairgrounds Dr	707	1,093	1,645	552	50%	1,050	1,879	1,913	35	2%
S 2	Vallejo I-80	EB	SR 37	west	of	I-80	2,675	3,027	3,173	146	5%	3,313	3,626	4,798	1,172	32%
S 2	**Vallejo I-80**	**EB**	**Subtotals**				**6,062**	**8,311**	**10,690**	**2,379**	**29%**	**7,590**	**10,455**	**13,409**	**2,954**	**28%**
S 2	Vallejo I-80	NB	Sonoma Blvd (SR 29)	north	of	I-80	182	342	872	530	155%	426	866	1,656	790	91%
S 2	Vallejo I-80	WB	Magazine St	west	of	6th St	229	216	320	103	48%	251	277	349	73	26%
S 2	Vallejo I-80	WB	Curtola Pkwy	west	of	Lemon St	679	1,229	1,745	516	42%	563	1,567	1,798	231	15%
S 2	Vallejo I-80	WB	Benicia Rd	east	of	Lemon St	320	260	885	625	241%	280	248	576	329	133%
S 2	Vallejo I-80	WB	Georgia St	west	of	14th St	419	323	425	101	31%	384	305	442	136	45%
S 2	Vallejo I-80	WB	Solano Ave	west	of	Phelan Ave	341	513	517	4	1%	289	388	529	141	36%
S 2	Vallejo I-80	WB	Tennessee St	west	of	Mariposa St	907	964	1,129	165	17%	818	1,011	1,110	99	10%
S 2	Vallejo I-80	WB	Redwood Pkwy	west	of	Fairgrounds Dr	882	1,836	1,872	36	2%	1,218	1,570	1,743	173	11%
S 2	Vallejo I-80	WB	SR 37	west	of	I-80	2,527	3,002	3,631	629	21%	2,941	2,329	2,723	393	17%
S 2	**Vallejo I-80**	**WB**	**Subtotals**				**6,486**	**8,685**	**11,394**	**2,709**	**31%**	**7,170**	**8,561**	**10,927**	**2,365**	**28%**

Table

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

								AM Peak Hour					PM Peak Hour				
	Screenline	Dir	Street	Leg	of	Location	Counts	Base Model	Model Future 2030	Growth	% Growth	Counts	Base Model	Model Future 2030	Growth	% Growth
S 3	Napa-Solano Ridge	EB	I-780	west	of	Military West (Benecia)	2,717	3,838	4,364	526	14%	2,810	3,205	4,252	1,047	33%
S 3	Napa-Solano Ridge	EB	Lake Herman Rd	east	of	Columbus Pkwy	320	353	670	318	90%	138	55	331	276	506%
S 3	Napa-Solano Ridge	EB	I-80 (north)	east	of	American Canyon Rd	2,726	2,396	3,842	1,445	60%	4,548	4,977	7,975	2,998	60%
S 3	Napa-Solano Ridge	EB	SR 12	west	of	Solano-Napa Co Line	918	1,231	2,194	963	78%	1,383	1,431	2,701	1,270	89%
S 3	**Napa-Solano Ridge**	**EB**	**Subtotals**				**6,681**	**7,819**	**11,070**	**3,252**	**42%**	**8,879**	**9,668**	**15,259**	**5,591**	**58%**
S 3	Napa-Solano Ridge	WB	I-780	west	of	Military West (Benecia)	2,338	2,830	4,387	1,557	55%	2,297	3,980	4,368	388	10%
S 3	Napa-Solano Ridge	WB	Lake Herman Rd	east	of	Columbus Pkwy	247	8	113	105	1327%	298	276	679	402	146%
S 3	Napa-Solano Ridge	WB	I-80 (north)	east	of	American Canyon Rd	3,911	5,637	7,226	1,589	28%	2,967	3,078	5,677	2,599	84%
S 3	Napa-Solano Ridge	WB	SR 12	west	of	Solano-Napa Co Line	1,348	1,584	2,543	960	61%	1,056	992	1,753	761	77%
S 3	**Napa-Solano Ridge**	**WB**	**Subtotals**				**7,844**	**10,058**	**14,269**	**4,211**	**42%**	**6,618**	**8,325**	**12,476**	**4,151**	**50%**
S 4	South of AmerCnyn-Co	NB	SR 29			Solano-Napa Co Line	1,405	1,713	1,700	-13	-1%	1,293	1,895	2,713	818	43%
S 4	South of AmerCnyn-Co	EB	I-80 (south)	north	of	SR 37	2,655	2,217	3,444	1,227	55%	4,239	4,883	8,181	3,298	68%
S 4	South of AmerCnyn-Co	NB	I-680	north	of	Marshview Rd	1,461	1,108	2,571	1,463	132%	2,729	3,051	3,932	881	29%
S 4	**South of AmerCnyn-C**	**EB**	**Subtotals**				**5,521**	**5,038**	**7,715**	**2,677**	**53%**	**8,261**	**9,829**	**14,826**	**4,997**	**51%**
S 4	South of AmerCnyn-Co	SB	SR 29			Solano-Napa Co Line	1,195	2,300	2,703	403	18%	1,617	1,094	2,060	966	88%
S 4	South of AmerCnyn-Co	WB	I-80 (south)	north	of	SR 37	3,809	5,538	7,516	1,978	36%	2,765	2,962	5,383	2,431	82%
S 4	South of AmerCnyn-Co	SB	I-680	north	of	Marshview Rd	3,221	3,194	3,980	786	25%	1,657	1,378	2,730	1,351	98%
S 4	**South of AmerCnyn-C**	**WB**	**Subtotals**				**8,225**	**11,032**	**14,200**	**3,168**	**29%**	**6,039**	**5,425**	**10,173**	**4,748**	**88%**
S 5	Fairfield-Cordelia	EB	Rockville Rd	east	of	Suisun Valley Rd	307	279	417	138	49%	615	438	476	38	9%
S 5	Fairfield-Cordelia	EB	North Connector	east	of	Suisun Valley Rd	-	-	720	NA	NA	-	-	1,855	NA	NA
S 5	Fairfield-Cordelia	EB	I-80	east	of	Suisun Valley Rd	5,060	4,461	6,618	2,157	48%	8,030	8,471	12,126	3,656	43%
S 5	Fairfield-Cordelia	EB	Cordelia Rd	west	of	Hale Ranch Rd	60	154	173	19	12%	781	777	474	-303	-39%
S 5	**Fairfield-Cordelia**	**EB**	**Subtotals**				**5,427**	**4,894**	**7,927**	**3,034**	**62%**	**9,426**	**9,685**	**14,932**	**5,247**	**54%**
S 5	Fairfield-Cordelia	WB	Rockville Rd	east	of	Suisun Valley Rd	822	514	258	-256	-50%	323	211	355	144	68%
S 5	Fairfield-Cordelia	WB	North Connector	east	of	Suisun Valley Rd	-	-	1,741	NA	NA	-	-	456	NA	NA
S 5	Fairfield-Cordelia	WB	I-80	east	of	Suisun Valley Rd	8,070	9,962	11,091	1,128	11%	6,150	4,973	8,170	3,197	64%
S 5	Fairfield-Cordelia	WB	Cordelia Rd	west	of	Hale Ranch Rd	171	420	770	350	83%	100	18	261	243	1345%
S 5	**Fairfield-Cordelia**	**WB**	**Subtotals**				**9,063**	**10,897**	**13,860**	**2,963**	**27%**	**6,573**	**5,202**	**9,241**	**4,040**	**78%**
S 6	Fairfield I-80	EB	SR 12	west	of	Beck Ave (Leg A)	1,017	614	1,492	879	143%	1,819	2,268	4,449	2,180	96%
S 6	Fairfield I-80	EB	W Texas St	east	of	I-80 (#101)	1,229	548	1,024	475	87%	1,336	1,083	1,750	667	62%
S 6	Fairfield I-80	EB	Travis Blvd	east	of	I-80 (#84)	886	1,122	1,271	149	13%	1,712	1,694	1,570	-124	-7%
S 6	Fairfield I-80	EB	Air Base Pkwy	east	of	I-80 (#53)	1,746	1,891	2,461	570	30%	2,158	2,999	3,000	1	0%
S 6	Fairfield I-80	SB	N Texas St	east	of	I-80 (#40)	802	768	913	146	19%	1,184	1,216	1,325	109	9%
S 6	**Fairfield I-80**	**EB**	**Subtotals**				**5,680**	**4,943**	**7,162**	**2,219**	**45%**	**8,209**	**9,260**	**12,093**	**2,833**	**31%**
S 6	Fairfield I-80	WB	SR 12	west	of	Beck Ave (Leg A)	1,405	3,142	4,777	1,634	52%	877	858	2,286	1,428	166%
S 6	Fairfield I-80	WB	W Texas St	east	of	I-80 (#101)	405	345	716	371	107%	572	483	610	127	26%
S 6	Fairfield I-80	WB	Travis Blvd	east	of	I-80 (#84)	737	1,193	1,773	581	49%	1,850	1,659	1,578	-81	-5%
S 6	Fairfield I-80	WB	Air Base Pkwy	east	of	I-80 (#53)	1,454	2,192	2,416	224	10%	1,661	1,875	1,993	118	6%
S 6	Fairfield I-80	NB	N Texas St	east	of	I-80 (#40)	1,029	1,145	1,023	-122	-11%	859	1,081	1,325	244	23%
S 6	**Fairfield I-80**	**WB**	**Subtotals**				**5,030**	**8,018**	**10,705**	**2,687**	**34%**	**5,819**	**5,956**	**7,792**	**1,836**	**31%**

Table

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

								AM Peak Hour					PM Peak Hour				
	Screenline	Dir	Street	Leg	of	Location	Counts	Base Model	Model Future 2030	Growth	% Growth	Counts	Base Model	Model Future 2030	Growth	% Growth
S 7	Fairfield-Suisun City	EB	Cordelia St	east	of	Pennsylvania Ave	85	3	29	26	895%	131	77	244	167	217%
S 7	Fairfield-Suisun City	EB	SR 12	east	of	Pennsylvania Ave	1,279	864	1,719	856	99%	2,443	3,015	3,924	909	30%
S 7	Fairfield-Suisun City	SB	Sunset Ave	south	of	Travis Blvd (#16)	897	959	987	28	3%	1,182	1,026	1,199	174	17%
S 7	Fairfield-Suisun City	EB	E Tabor Ave	east	of	Tolenas Ave (#7)	333	257	355	98	38%	352	388	574	186	48%
S 7	Fairfield-Suisun City	EB	Air Base Pkwy	west	of	RR tracks (#8)	568	1,160	1,848	688	59%	2,000	1,336	2,059	724	54%
S 7	Fairfield-Suisun City	SB	Peabody Rd	north	of	Cement Hill Rd	1,436	903	1,585	682	75%	599	952	1,457	505	53%
S 7	**Fairfield-Suisun City**	**EB**	**Subtotals**				**4,598**	**4,146**	**6,523**	**2,378**	**57%**	**6,707**	**6,793**	**9,457**	**2,664**	**39%**
S 7	Fairfield-Suisun City	WB	Cordelia St	east	of	Pennsylvania Ave	166	170	280	110	65%	84	52	45	-7	-13%
S 7	Fairfield-Suisun City	WB	SR 12	east	of	Pennsylvania Ave	2,133	2,869	3,748	880	31%	1,359	1,283	2,373	1,089	85%
S 7	Fairfield-Suisun City	NB	Sunset Ave	south	of	Travis Blvd (#16)	716	986	1,092	106	11%	892	1,006	999	-7	-1%
S 7	Fairfield-Suisun City	WB	E Tabor Ave	east	of	Tolenas Ave (#7)	245	365	558	194	53%	400	355	418	64	18%
S 7	Fairfield-Suisun City	WB	Air Base Pkwy	west	of	RR tracks (#8)	1,097	1,227	1,994	767	62%	671	1,429	2,020	591	41%
S 7	Fairfield-Suisun City	NB	Peabody Rd	north	of	Cement Hill Rd	823	748	1,277	529	71%	1,190	1,127	1,859	731	65%
S 7	**Fairfield-Suisun City**	**WB**	**Subtotals**				**5,180**	**6,364**	**8,949**	**2,585**	**41%**	**4,596**	**5,252**	**7,714**	**2,462**	**47%**
S 8	Suisun City west	EB	SR 12	east	of	Scandia Rd	413	187	776	589	315%	609	416	1,327	911	219%
S 8	**Suisun City west**	**EB**	**Subtotals**				**413**	**187**	**776**	**589**	**315%**	**609**	**416**	**1,327**	**911**	**219%**
S 8	Suisun City west	WB	SR 12	east	of	Scandia Rd	485	538	1,202	664	123%	510	171	924	753	439%
S 8	**Suisun City west**	**WB**	**Subtotals**				**485**	**538**	**1,202**	**664**	**123%**	**510**	**171**	**924**	**753**	**439%**
S 9	Fairfield-Vacaville	EB	I-80	east	of	Pleasants Valley	4,150	4,438	6,006	1,567	35%	6,930	6,368	7,905	1,537	24%
S 9	Fairfield-Vacaville	NB	Peabody Rd	north	of	Cement Hill Rd	823	748	1,277	529	71%	1,190	1,127	1,859	731	65%
S 9	Fairfield-Vacaville	NB	Vanden Rd	south	of	Leisure Town Rd	195	117	117	0	0%	646	107	994	886	826%
S 9	Fairfield-Vacaville	NB	SR 113	north	of	SR 12	155	94	670	476	508%	219	44	223	179	408%
S 9	**Fairfield-Vacaville**	**NB**	**Subtotals**				**5,323**	**5,397**	**7,969**	**2,572**	**48%**	**8,985**	**7,647**	**10,980**	**3,333**	**44%**
S 9	Fairfield-Vacaville	WB	I-80	east	of	Pleasants Valley	6,390	6,661	7,314	653	10%	4,800	5,003	7,287	2,284	46%
S 9	Fairfield-Vacaville	SB	Peabody Rd	north	of	Cement Hill Rd	1,436	903	1,585	682	75%	599	952	1,457	505	53%
S 9	Fairfield-Vacaville	SB	Vanden Rd	south	of	Leisure Town Rd	601	246	246	0	0%	215	85	512	427	502%
S 9	Fairfield-Vacaville	SB	SR 113	north	of	SR 12	147	52	178	126	241%	176	74	684	610	830%
S 9	**Fairfield-Vacaville**	**SB**	**Subtotals**				**8,574**	**7,862**	**9,322**	**1,460**	**19%**	**5,790**	**6,113**	**9,939**	**3,826**	**63%**
S 10	Vacaville I-80	SB	Alamo Dr	north	of	Marshall Rd	124	482	394	-88	-18%	776	810	568	-242	-30%
S 10	Vacaville I-80	SB	Davis St	south	of	Bella Vista Rd	336	167	182	14	9%	561	386	434	49	13%
S 10	Vacaville I-80	EB	Mason St-Elmira Rd	west	of	Peabody Rd	611	970	1,232	262	27%	1,219	1,746	1,757	11	1%
S 10	Vacaville I-80	SB	Allison Dr	east	of	I-80	697	427	591	164	38%	1,120	1,113	1,140	27	2%
S 10	Vacaville I-80	SB	Nut Tree Rd	north	of	Burton Dr	140	300	453	152	51%	279	1,023	1,238	215	21%
S 10	Vacaville I-80	SB	Leisure Town Rd	north	of	Orange Dr	572	330	925	594	180%	928	900	1,992	1,092	121%
S 10	**Vacaville I-80**	**SB**	**Subtotals**				**2,480**	**2,677**	**3,776**	**1,099**	**41%**	**4,883**	**5,977**	**7,130**	**1,153**	**19%**
S 10	Vacaville I-80	NB	Alamo Dr	south	of	Marshall Rd	1,130	1,599	1,434	-165	-10%	927	1,099	1,162	63	6%
S 10	Vacaville I-80	NB	Davis St	south	of	Bella Vista Rd	487	444	507	63	14%	411	222	239	17	8%
S 10	Vacaville I-80	WB	Mason St-Elmira Rd	east	of	Peabody Rd	949	1,447	1,226	-222	-15%	887	1,115	982	-133	-12%
S 10	Vacaville I-80	NB	Allison Dr	east	of	I-80	758	594	749	155	26%	1,562	551	584	33	6%
S 10	Vacaville I-80	NB	Nut Tree Rd	south	of	Burton Dr	375	871	1,401	530	61%	402	688	891	203	30%
S 10	Vacaville I-80	NB	Leisure Town Rd	south	of	Orange Dr	550	547	1,419	872	159%	424	372	987	615	165%
S 10	**Vacaville I-80**	**NB**	**Subtotals**				**4,249**	**5,502**	**6,735**	**1,233**	**22%**	**4,613**	**4,047**	**4,846**	**799**	**20%**

Table

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

							AM Peak Hour					PM Peak Hour				
	Screenline	Dir	Street	Leg	of	Location	Counts	Base Model	Model Future 2030	Growth	% Growth	Counts	Base Model	Model Future 2030	Growth	% Growth
S 11	Vacaville-Dixon	NB	Pleasants Valley Rd	north	of	Vaca Valley Pkwy	41	6	18	11	172%	108	26	51	25	98%
S 11	Vacaville-Dixon	NB	I-505	south	of	Midway Rd	616	773	1,630	857	111%	871	1,069	2,160	1,092	102%
S 11	Vacaville-Dixon	EB	I-80	east	of	Leisure Town Rd	3,430	4,108	5,824	1,716	42%	3,760	3,365	4,861	1,496	44%
S 11	Vacaville-Dixon	NB	Batavia Rd	south	of	Dixon City Limits	27	16	12	-4	-25%	40	8	11	3	44%
S 11	Vacaville-Dixon	NB	Pitt School Rd	south	of	Dixon City Limits	16	37	12	-26	-69%	32	42	8	-35	-82%
S 11	Vacaville-Dixon	NB	SR 113	south	of	Dixon City Limits	96	107	107	0	0%	169	0	171	171	0%
S 11	**Vacaville-Dixon**	**NB**	**Subtotals**				**4,226**	**5,048**	**7,603**	**2,555**	**51%**	**4,980**	**4,510**	**7,262**	**2,752**	**61%**
S 11	Vacaville-Dixon	SB	Pleasants Valley Rd	north	of	Vaca Valley Pkwy	67	16	74	58	354%	35	10	10	1	7%
S 11	Vacaville-Dixon	SB	I-505	south	of	Midway Rd	712	821	1,863	1,042	127%	633	911	1,671	760	83%
S 11	Vacaville-Dixon	WB	I-80	east	of	Leisure Town Rd	3,310	3,281	3,739	457	14%	3,390	4,234	6,031	1,797	42%
S 11	Vacaville-Dixon	SB	Batavia Rd	south	of	Dixon City Limits	41	6	11	6	96%	42	14	14	0	-2%
S 11	Vacaville-Dixon	SB	Pitt School Rd	south	of	Dixon City Limits	31	36	7	-29	-82%	36	40	12	-28	-70%
S 11	Vacaville-Dixon	SB	SR 113	south	of	Dixon City Limits	83	60	119	59	99%	52	99	642	543	547%
S 11	**Vacaville-Dixon**	**SB**	**Subtotals**				**4,244**	**4,220**	**5,812**	**1,592**	**38%**	**4,188**	**5,309**	**8,381**	**3,072**	**58%**
S 12	Dixon I-80	EB	Dixon Ave	east	of	Gateway Dr	404	336	533	196	58%	67	440	1,004	564	128%
S 12	Dixon I-80	SB	Pitt School Rd	north	of	Market Ln	250	165	177	12	7%	504	333	446	114	34%
S 12	Dixon I-80	SB	SR 113	south	of	I-80	469	460	353	-107	-23%	660	467	841	374	80%
S 12	**Dixon I-80**	**SB**	**Subtotals**				**1,123**	**961**	**1,063**	**101**	**11%**	**1,231**	**1,240**	**2,291**	**1,052**	**85%**
S 12	Dixon I-80	WB	Dixon Ave	east	of	Gateway Dr	251	363	924	561	154%	30	479	690	211	44%
S 12	Dixon I-80	NB	Pitt School Rd	north	of	Market Ln	409	261	386	125	48%	318	263	240	-23	-9%
S 12	Dixon I-80	NB	SR 113	south	of	I-80	630	475	908	432	91%	606	480	455	-25	-5%
S 12	**Dixon I-80**	**NB**	**Subtotals**				**1,290**	**1,100**	**2,218**	**1,119**	**102%**	**954**	**1,223**	**1,385**	**162**	**13%**
N 1	American Canyon	EB	American Canyon Rd	at		American Canyon City Limits	247	228	497	270	118%	392	144	550	406	283%
N 1	American Canyon	EB	Jameson Canyon Rd (SR 12)	west	of	Solano-Napa Co Line	918	1,240	2,205	965	78%	1,383	1,436	2,707	1,271	89%
N 1	**American Canyon**	**EB**	**Subtotals**				**1,165**	**1,468**	**2,702**	**1,235**	**84%**	**1,775**	**1,580**	**3,257**	**1,678**	**106%**
N 1	American Canyon	WB	American Canyon Rd	at		American Canyon City Limits	430	163	256	94	58%	320	161	632	472	293%
N 1	American Canyon	WB	Jameson Canyon Rd (SR 12)	east	of	Solano-Napa Co Line	1,348	1,590	2,554	963	61%	1,056	999	1,763	764	76%
N 1	**American Canyon**	**WB**	**Subtotals**				**1,778**	**1,753**	**2,810**	**1,057**	**60%**	**1,376**	**1,160**	**2,395**	**1,236**	**107%**
N 2	Napa River	EB	SR 12-29	west	of	Jct Rte 221 (Napa-Vallejo Hwy)	1,885	2,575	5,081	2,506	97%	1,730	1,366	2,744	1,377	101%
N 2	Napa River	EB	Imola Ave (SR 121)	west	of	Jct Rte 221 (Napa-Vallejo Hwy)	744	1,014	2,242	1,228	121%	929	480	667	187	39%
N 2	Napa River	SB	Soscol Ave	north	of	Silverado Tr	760	1,421	1,956	535	38%	1,080	729	1,138	409	56%
N 2	Napa River	EB	3rd St	east	of	Soscol Ave	471	325	790	465	143%	684	284	507	223	78%
N 2	Napa River	EB	1st St	west	of	Silverado Tr	205	114	232	117	103%	195	195	217	22	11%
N 2	Napa River	EB	Lincoln Ave	west	of	Silverado Tr	583	285	589	305	107%	445	368	506	137	37%
N 2	Napa River	EB	Trancas St	west	of	Soscol Ave	827	171	401	230	134%	1,264	224	483	259	116%
N 2	**Napa River**	**EB**	**Subtotals**				**5,475**	**5,906**	**11,291**	**5,385**	**91%**	**6,327**	**3,646**	**5,261**	**2,615**	**72%**
N 2	Napa River	WB	SR 12-29	west	of	Jct Rte 221 (Napa-Vallejo Hwy)	1,491	1,295	2,519	1,223	94%	1,868	2,487	4,760	2,273	91%
N 2	Napa River	WB	Imola Ave (SR 121)	west	of	Jct Rte 221 (Napa-Vallejo Hwy)	763	529	491	-37	-7%	1,056	719	1,922	1,203	167%
N 2	Napa River	NB	Soscol Ave	south	of	Silverado Tr	1,382	699	892	193	28%	1,802	1,029	1,745	716	70%
N 2	Napa River	WB	3rd St	east	of	Soscol Ave	301	328	674	346	105%	359	199	610	412	207%
N 2	Napa River	WB	1st St	west	of	Silverado Tr	133	256	309	53	21%	320	128	180	51	40%
N 2	Napa River	WB	Lincoln Ave	west	of	Silverado Tr	379	367	506	139	38%	731	223	463	240	107%
N 2	Napa River	WB	Trancas St	west	of	Soscol Ave	914	354	463	109	31%	975	189	409	220	116%
N 2	**Napa River**	**WB**	**Subtotals**				**5,363**	**3,829**	**5,854**	**2,026**	**53%**	**7,111**	**4,975**	**10,088**	**5,113**	**103%**

Table

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

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

STA
Solano Transportation Authority

DATE: May 19, 2008
TO: STA TAC
FROM: Robert Guerrero, Senior Planner
RE: Solano Bicycle and Pedestrian Program (SBPP) Subcommittee

Background:
In September 2006, the Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) adopted a 3-year Solano Bicycle Pedestrian Program (SBPP) to help them recommend funding to the STA Board each fiscal year. The SBPP Program is a combination of local and federal funding sources used to fund priority bicycle and pedestrian projects in Solano County. The three SBPP funding sources include:

- Transportation Development Act Article 3 (Total: $1,173,458)
  - FY 2006-07 ($302,000)
  - FY 2007-08 ($415,458)
  - FY 2008-09 ($456,000- estimated)

- Metropolitan Transportation Commission's (MTC) Regional Bicycle/Pedestrian Program (Total: $1,396,000)
  - FY 2006-07 ($0)
  - FY 2007-08 ($73,000)
  - FY 2008-09 ($1,323,000)

- Eastern Solano Congestion Mitigation Air Quality Improvement Program (ECMAQ) (Total: $971,640)
  - FY 2006-07 ($0)
  - FY 2007-08 ($465,640)
  - FY 2008-09 ($506,000)

As indicated, a total of approximately $3.55 million of combined funding for Fiscal Year (FY) 2006-07, 2007-08, and 2008-09 is dedicated to the SBPP (see Attachment A). The STA BAC and PAC reviewed, prioritized and recommended all projects funded by the SBPP Program.

Transportation Development Act (TDA) Article 3 funds
Solano County receives an average of $391,000 on an annual basis for bicycle and pedestrian projects from TDA Article 3 funding. TDA funding is generated by a 1/4 cent tax on retail sales collected in California's 58 counties. Two percent (2%) of the TDA funding generated, called Article 3, is returned to each county from which it was generated for bicycle and pedestrian projects. MTC administers this funding for each of the nine Bay Area counties with assistance from each of the county congestion management agencies (e.g. Solano Transportation Authority). The STA submits approved bicycle and pedestrian projects for this fund source after the STA BAC and PAC reviews and recommends them. These funds are generated locally and do not require a local match.

Generally, project sponsors prefer TDA Article 3 funding since it doesn't require substantial administration to process the grant funding, unlike Federal or State funding sources. Project sponsors also prefer to use TDA Article 3 funding as a source of local match for Federal and State funding rather than their own general funds. City and County funding are more difficult to secure specifically for bicycle and pedestrian projects.

MTC Regional Bicycle/Pedestrian Program Funds

In 2004, MTC committed to fund $200 million of Congestion Mitigation Air Quality (CMAQ) Improvement Program for bicycle and pedestrian projects over the next 25 years. CMAQ is Federal transportation funding and is provided to the State of California to fund clean air type projects, including but not limited to bicycle and pedestrian projects. CMAQ can also be used to fund transit-related capital improvements, education and alternative fuel incentive programs. In addition to the Regional Bicycle/Pedestrian Program, MTC uses CMAQ funding for other regional programs, including the Transportation for Livable Communities program.

The State provides CMAQ funding to Regional Transportation Planning Agencies (RTPA) such as MTC and the Sacramento Area Council of Governments (SACOG) to administer projects within their respective air basins. The total amount of CMAQ apportioned to each agency is related to the total population and the air quality within each air basin.

Since CMAQ is a Federal fund source, project sponsors have to go through an extended administrative process to spend the funding. In summary, each project must have a local match of at least 11.5% committed to the project and must coordinate with Caltrans and MTC to ensure the project is eligible and ready to implement upon receipt of the funding. Caltrans and MTC are mandated to review the project for complete documents and permits related to environmental impacts and mitigation, design, and right of way acquisition. In addition, the project sponsor must demonstrate that the project is fully funded (generally projects have multiple funding sources, particularly large costly projects). This process can take anywhere from 6 months to 2 years due to the review and approval coordination by the project sponsor, STA, Caltrans and MTC. This process can be further extended when additional agencies need to be involved.

CMAQ funding is directly related to the Federal Transportation Bill which is approved every six years. Funding allocations are made in 3 cycles of 2 years. The current CMAQ allocation began with Cycle 1 in FY 2003-04 and FY 2004-05. Cycle 2 occurred in FY 2005-06 and FY 2006-07 followed by Cycle 3 in FY 2007-08 and FY 2008-09.

A total of $32 million was made available by MTC for the first four years of the Regional Bicycle Pedestrian Program with $8 million made available on a competitive basis Bay Area wide for the first two years. The remaining $24 million was divided amongst each of the nine-Bay Area Counties through a population share formula. Solano County received $1.395 million for fiscal years FY 2007-08 and FY 2008-09. SACOG provides CMAQ funding for projects and programs located in eastern Solano County; therefore, only bicycle and pedestrian projects located in the western portion of Solano County were eligible for Solano County's portion of MTC's Bicycle Pedestrian Program. SACOG's CMAQ contribution is discussed further in the following section.

Eastern Solano Congestion Mitigation Air Quality (ECMAQ) Improvement Program
Solano County is divided by two air basins: the Sacramento Valley Air Basin and the San Francisco Air Basin. As discussed previously, CMAQ funding is provided by the State to SACOG and MTC for clean air projects. Since Solano County is located in two air basins, the County receives CMAQ funding from both SACOG and MTC; however MTC as the RTPA for Solano County, administers the CMAQ funding from SACOG for Solano County. To distinguish CMAQ funding available from SACOG and MTC, the STA associated the term Eastern Solano Congestion Mitigation Air Quality (ECMAQ) Improvement Program with CMAQ funds available through SACOG. All eligible projects and requirements for ECMAQ funds are the same as CMAQ funding. The STA uses ECMAQ funding for projects related to transit, ridesharing, bicycle and pedestrian and alternative fuel incentives.

Discussion:
At this point, MTC has not committed to an estimate of available Regional Bike and Pedestrian Program funding beyond FY 2008-09. There are two major reasons for this:

1. MTC is currently updating the Regional Transportation Plan (T2035) and is evaluating current commitments as well as reprioritizing their regional programs (including the Regional Bicycle Pedestrian Program). As a result, the regional programs may have different emphasis areas or priorities based on an evaluation/success of each program in prior years and on comments received from the public, transportation agencies, and other government municipalities. MTC anticipates the T-2035 to be completed by February 2009.
2. The Regional Bike and Pedestrian Program is funded with Federal CMAQ funding. The current Federal Transportation Bill expires in FY 2008-09. A new transportation bill is expected in FY 2009-10; however, there are no definitive CMAQ estimates at this time.

MTC and SACOG have not provided an estimate for ECMAQ as well due to reason #2 above. Based on recent discussions with MTC staff, there is a good chance that the Regional Bicycle Pedestrian Program and ECMAQ estimates will not be release until February/March 2009 at the earliest. As a result, there is also a likelihood that CMAQ and ECMAQ funding will not be available for new projects until FY 2010-11 or later.

Although the STA does not have an estimate for the Regional Bicycle Pedestrian Program and ECMAQ, the STA can continue to approve projects for TDA Article 3 funding which is available annually.

At the May 15, 2008 PAC meeting, members and participants discussed the following key questions regarding the future of the SBPP Program:

1. Given that bike and pedestrian funding may be limited to TDA Article 3 funds for the next year or two, would it be appropriate to issue another call for projects for a relatively small amount of funding?
2. The current SBPP 3-Year Plan has several unfunded priority projects. Should future funds be committed to the projects already identified?
3. Current priority projects identified in the 3-Year Plan do not fully fund the project for completion. This leaves project sponsors responsible for obtaining additional funding that may or may not occur. If additional funds aren't obtained, the funding approved through the SBPP program may be in jeopardy. Should the PAC and BAC concentrate future SBPP funding to fully fund bike and ped projects?

4. MTC staff is currently considering revising the Regional Bicycle Pedestrian Program to not allow funding for pedestrian projects. If all of the future funding for this program is focused on bicycle projects should the STA consider using a larger percentage of TDA Article 3 funds specifically for pedestrian projects?

The PAC had a long discussion with STA staff and it was clear that additional time is needed to determine the best approach for the future administration of the SBPP program. STA staff is recommending that a subcommittee with two members of the PAC, BAC, and TAC would be the most efficient approach to work out the details of future cycles of the program. The subcommittee will meet sometime in August 2008 after the BAC has an opportunity to discuss these core issues as well.

Based on discussions with the subcommittee, STA staff will develop recommendations to revise the SBPP program for the PAC, BAC, and TAC to consider recommending to the Board by December 2008.

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

Attachment:
A. Solano Bicycle Pedestrian Program 3-Year Plan

ATTACHMENT A

Current Solano Bicycle Pedestrian Program (SBPP) 3-Year Plan

Mode Application	Priority BAC	Priority PAC	Sponsor	Project	Request	Funding Sources TDA	MTC	ECMAQ	TOTAL SBPP
FY 2006/07					$275,000.00	$302,000.00	$0.00	$0.00	302,000.00
Ped		2.3	Fairfield	Union Avenue Corridor, Phase II	$100,000.00	$25,000.00			**$25,000.00**
Ped		1.2	Fairfield	West Texas Street Gateway Project, Phase I & II	$50,000.00	$50,000.00			**$50,000.00**
Bike	2.5		Solano County	Abernathy Road Bridge	$100,000.00	$50,000.00			**$50,000.00**
Bike	1.1	1.6	Solano County	McGary Road Regional Bike Path	$25,000.00	$25,000.00			**$25,000.00**
Bike	1.4		Solano County	Vacaville-Dixon Bikeway, Phase I	$300,000.00	$152,000.00			**$152,000.00**
Bike	2.4		Suisun City	Bike Lane Striping Along Railroad Ave, Phase I	$60,000.00				**$0.00**
					Remaining	$0.00	$0.00	$0.00	**$0.00**
FY 2007/08					$4,235,000.00	$415,458.00	$73,000.00	$464,640.00	$953,098.00
Both	1.3	1.1	Benicia	State Park Road Bridge Project	$800,000				**$0.00**
Ped		1.7	Fairfield	Linear Park (Dover Ave to Claybank Rd)	$400,000				**$0.00**
Bike	1.1	1.6	Fairfield	McGary Road Regional Bike Path	$175,000				**$0.00**
Ped		1.2	Fairfield	West Texas Street Gateway Project, Phase I & II	$250,000		$73,000		**$73,000**
Bike	2.3		Solano County	Suisun Valley Road Bridge	$110,000	$110,000			**$110,000**
Bike	1.4		Solano County	Vacaville-Dixon Bikeway, Phase II	$1,000,000	$215,458		$127,542	**$343,000**
Bike	2.4		Suisun City	Bike Lane Striping Along Railroad Ave, Phase II	$90,000				**$0.00**
Ped		2.2	Suisun City	Marina Blvd Sidewalk Gap Closure	$110,000				**$0.00**
Both	1.2	1.5	Vacaville	Nob Hill Bike Path	$300,000			$300,000	**$300,000**
Both	2.1	2.4	Vacaville	Ulatis Creek Bike Path (Ulatis to Leisure Town)	$1,000,000	$90,000		$37,098	**$127,098**
					Remaining	$0.00	$0.00	$0.00	$0.00
FY 2008/09					$5,700,000.00	$456,000.00	$1,323,000.00	$506,000.00	$2,285,000.00
Both	1.3	1.1	Benicia	State Park Road Bridge Project	$1,000,000.00	$271,000.00	$671,000.00		**$942,000.00**
Ped	1.6	1.7	Fairfield	Linear Park (Dover Ave to Claybank Rd)	$50,000.00				**$0.00**
Bike	1.1	1.6	Fairfield	McGary Road Regional Bike Path	$650,000.00	$185,000.00	$640,000.00		**$825,000.00**
Ped		1.2	Fairfield	West Texas Street Gateway Project, Phase I & II	$300,000.00		$12,000.00		**$12,000.00**
Both	1.5	1.4	Solano County	Old Town Cordelia Improvements	$500,000.00				**$0.00**
Bike	1.4		Solano County	Vacaville-Dixon Bikeway, Phase III	$1,000,000.00			$337,000.00	**$337,000.00**
Both	1.7	2.1	Suisun City	McCoy Creek Trail, Phase II	$200,000.00				**$0.00**
Both	2.1	2.4	Vacaville	Ulatis Creek Bike Path (Allison to I-80)	$1,200,000.00			$169,000.00	**$169,000.00**
Both	2.2	1.3	Vallejo	Vallejo Station Pedestrian & Bicycle Links	$800,000.00				**$0.00**
					Remaining	$0.00	$0.00	$0.00	**$0.00**

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STA
Solano Transportation Authority

DATE: May 19, 2008
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Regional Transportation Plan (RTP) T2035 Policy Priorities

Background:
The Metropolitan Transportation Commission (MTC) is in the process of updating its long-range transportation plan – the Regional Transportation Plan (RTP). MTC has set four broad themes to be addressed in the RTP process. Those themes, and supporting ideas, are summarized below.

1. Link Transportation and Land Use (Bay Area FOCUS)
    A. Higher Density
    B. Adjacent to Public Transit
    C. Mix of Residential, Employment, Shopping, School and Recreational
2. Define a regional role in Climate Change
    A. How can the Transportation share of Carbon Dioxide emissions be reduced
3. Implement Transportation Network Pricing
    A. Paying to drive a single occupant vehicle into a congested area
4. Improve Transportation Equity
    A. Making sure the poor have access to transportation and jobs

STA staff and several of the Bay Area Congestion Management Agencies (CMAs) have recommended MTC address additional issues in the RTP update, specifically:
1. Corridor Mobility and Safety (I-80 & SR 12)
2. Senior and Disabled Transportation
3. Mobility and Safety for our Children (Safe Routes to Schools)
4. Preserve the System (maintenance of local streets and roads and transit capital replacement)
5. Local flexibility and recognition that each County has distinctive and somewhat different transportation needs

One of the major tasks of the RTP update process is to identify projects that may help advance the goals of the RTP. MTC staff has recently completed a call for projects from transit operators and congestion management agencies, and is analyzing the potential of those projects to meet regional performance goals. In addition, MTC staff has identified seven regional projects, including Transportation for Livable Communities, Lifeline and Regional Rail Right-of-Way, that will also be evaluated. The total cost for these regional projects is approximately $7 billion in 2007 dollars.

The RTP goals MTC has identified are:

- Reduce Congestion (20% below 2007 levels)
- Reduce Vehicle Miles Traveled (10% per capita below 2007 levels)
- Reduce Air Emissions
    - pm10 – 24% below 2007 levels
    - CO2 – 40% below 1990 levels
- Improve Affordability (10% reduction in combined transportation and housing costs for low income households)

The STA Board has adopted guidelines to be used by STA staff in discussion investment tradeoffs with MTC. Those guidelines are included as Attachment A.

Discussion:
MTC held meetings in each of the 9 Bay Area counties to discuss investment trade-offs. The Solano County meeting was on the evening of May 7 at the Solano County offices in downtown Fairfield. MTC made a video presentation, and then asked the attendees to answer a series of value and investment questions. Results were tabulated using an electronic voting system. After voting, participants were asked to volunteer why they voted a particular way. The MTC presentation and the results of the voting are included as Attachment B.

MTC is still processing the results of its quantitative and qualitative assessment of RTP projects and regional programs, and is integrating the results of the regional meetings. An initial recommendation of projects is expected in early June.

Fiscal Impact:
None.

Recommendation:
Informational.

Attachment:

A. STA Investment Tradeoff Guidelines
B. MTC Presentation and Voting Results

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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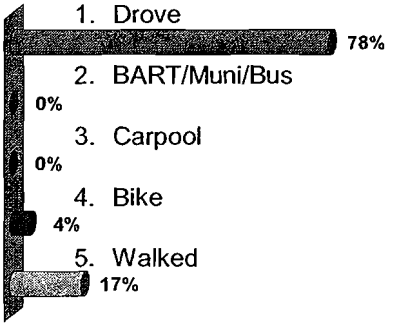
May Public Workshops

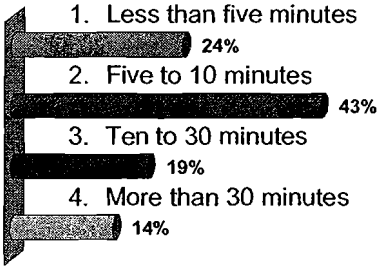
Solano County, May 7

Let's learn about YOU

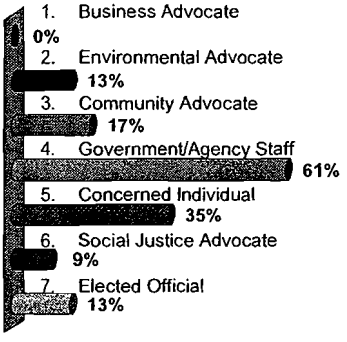
How did you get here this evening?



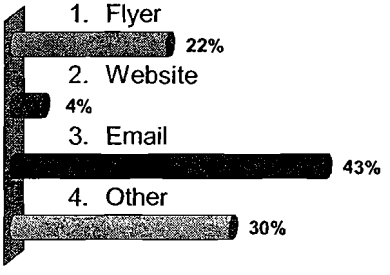
How long did it take you to get here?



How would you describe yourself?

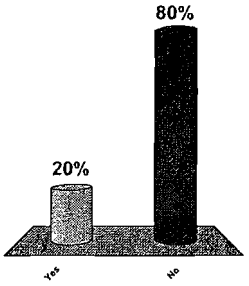


How did you hear about tonight's meeting?



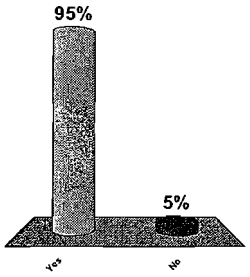
Do you use public transportation regularly? (one to two times a week)

1. Yes
2. No



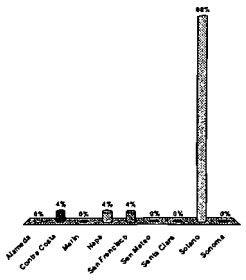
Have you attended a public meeting or workshop on Bay Area transportation in the past?

1. Yes
2. No



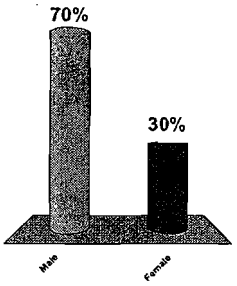
What County do you live in?

1. Alameda
2. Contra Costa
3. Marin
4. Napa
5. San Francisco
6. San Mateo
7. Santa Clara
8. Solano
9. Sonoma



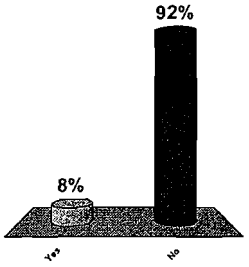
What is your gender?

1. Male
2. Female



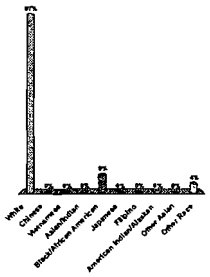
Are you Hispanic/Latino?

1. Yes
2. No



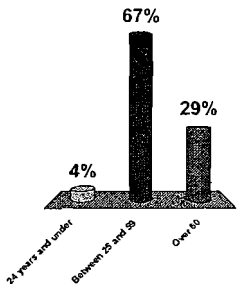
How do you identify yourself (click all that apply)

1. White
2. Chinese
3. Vietnamese
4. Asian/Indian
5. Black/African American
6. Japanese
7. Filipino
8. American Indian/Alaskan
9. Other Asian
10. Other Race



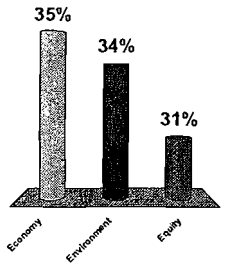
What is your age?

1. 24 years and under
2. Between 25 and 59
3. Over 60



How would you rank these three goals?

1. Economy
2. Environment
3. Equity

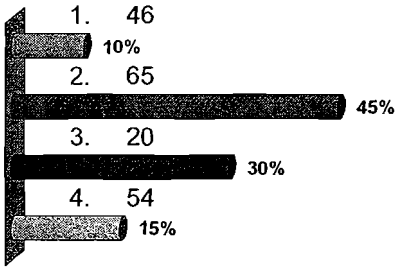


Maintenance

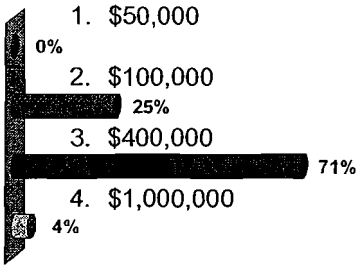
The Maintenance Challenge

On a scale of 0 to 100, the Bay Area's average pavement condition index is 64. What do you think the index is for Solano County?

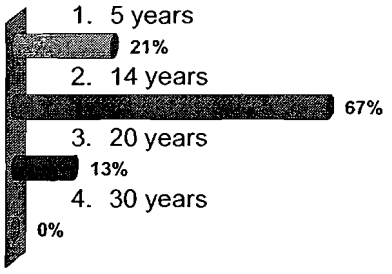
What is Solano County's PCI today?



How much does the average bus cost?

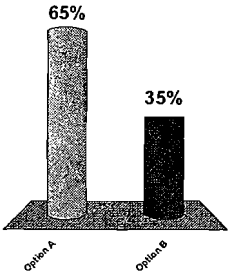


How long before the average bus has to be replaced?



Which of the following strategies should be a higher priority

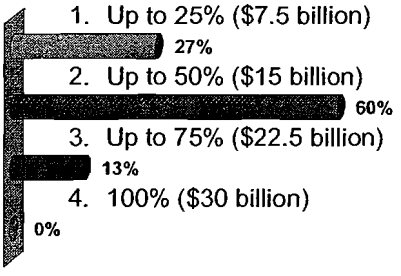
1. Option A: making investments to maintain the existing system of roads, and the existing bus, rail and ferry services in the region
2. Option B: making investments to build new roads and add more bus, rail and ferry services in the region



How much for maintenance?

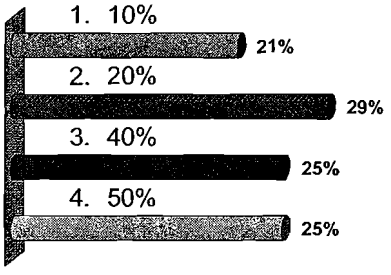
How much of our $30 billion budget should we spend on maintaining our local streets and roads, transit systems and state highways, keeping in mind this sets the stage for how much will be available for other investment categories?

How much of our $30M should be spent on maintenance?



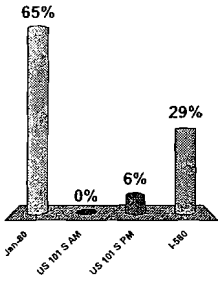
Congestion Relief

What percentage of the daily congestion is attributable to accidents and other unpredictable incidents?



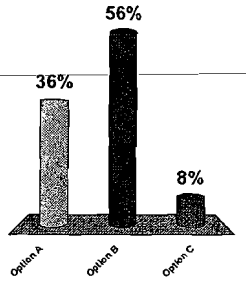
Which Bay Area freeway had the most congestion during commute hours in 2007?

1. **I-80 Westbound AM** (Alameda/Contra Costa Counties: State Route 4 to Bay Bridge metering lights)
2. **U.S. 101 Southbound AM** (Marin County: Rowland Ave. to Lincoln Ave)
3. **U.S. 101 Southbound PM** (Santa Clara County: Great America Parkway to north of 13th Street)
4. **I-580 Westbound AM** (Alameda County: I-205 to Hacienda Drive)



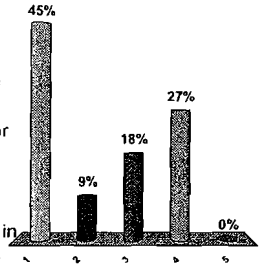
Which of these should be a higher investment priority for the region's transportation system?

1. Option A: Investing in the highway system to relieve traffic congestion.
2. Option B: Investing in public transit options including rail and buses to provide alternatives to driving.
3. Option C: Investing in walking paths and bicycle lanes to provide alternatives to driving.



What do you think is the best way to share the road with trucks?

1. Keep trucks out of the peak commuter hours
2. Allow smaller trucks to use carpool lanes during congested periods for a fee
3. Encourage more cargo deliveries be made by rail or ferries
4. Build exclusive truck lanes supported by trucking fees
5. Provide more truck parking in commercial business areas



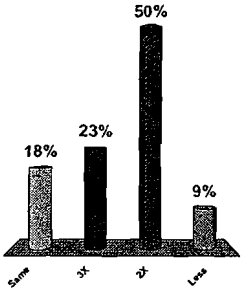
Focused Growth

Focused Growth

Do Bay Area residents who live within a half-mile of public transit use it for their commutes more or less than the average Bay Area resident?

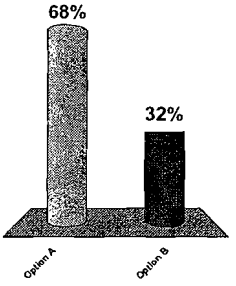
Use of transit?

1. Doesn't matter where you live, usage is the same
2. They use transit three times as much
3. They use transit twice as much
4. They actually use transit less



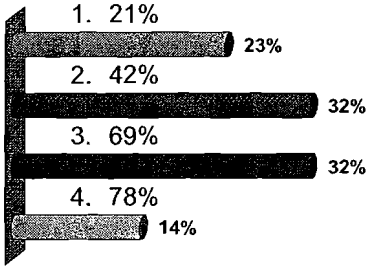
Which of these should be a higher investment priority?

1. Option A: Providing more transportation funds to communities that are planning to build more housing along BART and other public transit lines
2. Option B: Providing transportation funds evenly to communities regardless of where they are planning to build homes

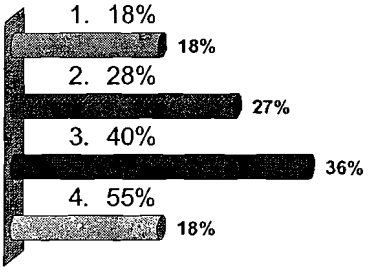


Access

What percentage of low-income households (those earning less than $25,000 annually) own a car?



What percentage of Solano County transit riders are low-income (< $25,000 annually)?

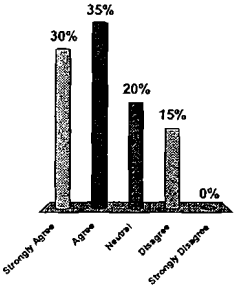


Transit Fares

Transit fare discounts are currently given to youth, seniors, and the disabled. In addition to these subsidies, do you think there should be a subsidy for low-income transit riders?

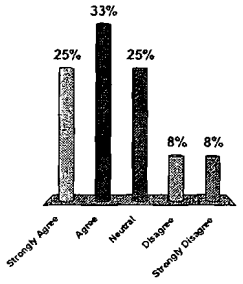
There should be a subsidy for low income riders.

1. Strongly Agree
2. Agree
3. Neutral
4. Disagree
5. Strongly Disagree



I favor basing all transit fare subsidies on income rather than age or disability.

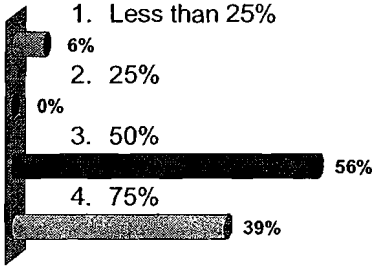
1. Strongly Agree
2. Agree
3. Neutral
4. Disagree
5. Strongly Disagree



Emissions Reduction

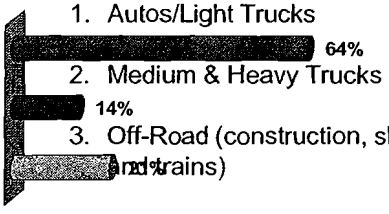
What percentage of the CO2 emissions in the Bay Area is attributable to the transportation sector?

1. Less than 25%
2. 25%
3. 50%
4. 75%



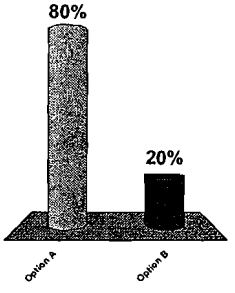
Within the transportation sector, which source contributes the most CO2 emissions?

1. Autos/Light Trucks
2. Medium & Heavy Trucks
3. Off-Road (construction, ships and trains)



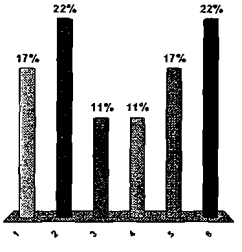
Which of these should be the higher investment priority?

1. Option A: Focusing on reducing tailpipe emissions and encouraging alternatives to driving
2. Option B: Improving our ability to drive more easily around the Bay Area



Which programs do you think are most effective to reduce the amount of CO2 emissions?

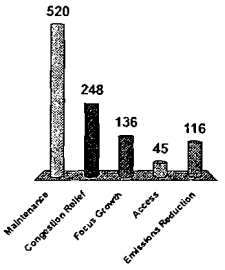
1. Subsidize purchase of newer/cleaner vehicles
2. Provide more/cheaper public transit
3. Develop regional awareness campaign to encourage people to reduce fossil fuel use
4. Build more bike paths and sidewalks
5. Funding incentives to cities to allow more development near transit
6. Support local traffic signal timing coordination



Investment Tradeoffs

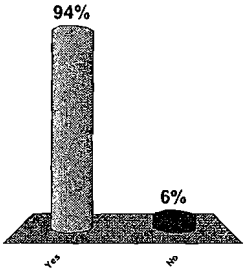
You have $10 – Click each number once for each dollar you want to spend.

1. Maintenance
2. Congestion Relief
3. Focus Growth
4. Access
5. Emissions Reduction



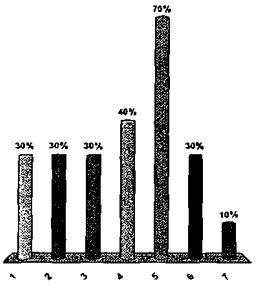
Now that we've done the budget, would you favor pursuing new revenues to increase the budget?

1. Yes
2. No



Which of the following new revenue sources would you support? (Multiple answers OK)

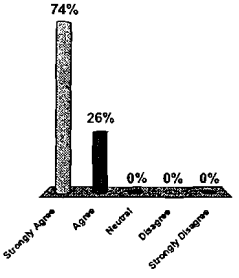
1. Regional gas fee
2. Higher bridge toll
3. Road tolls
4. Vehicle registration fees
5. County transportation sales taxes
6. Other new revenues
7. No new fees or increases



Brief Evaluation of Tonight's Meeting

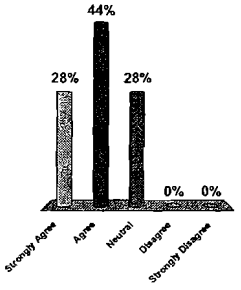
I had the opportunity to provide comments.

1. Strongly Agree
2. Agree
3. Neutral
4. Disagree
5. Strongly Disagree



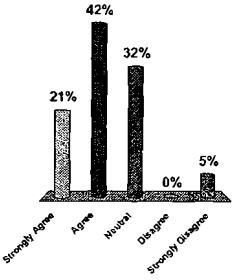
I found the meeting useful and informative.

1. Strongly Agree
2. Agree
3. Neutral
4. Disagree
5. Strongly Disagree



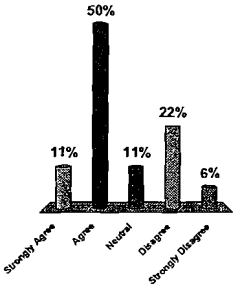
I gained a better understanding of other people's perspectives.

1. Strongly Agree
2. Agree
3. Neutral
4. Disagree
5. Strongly Disagree



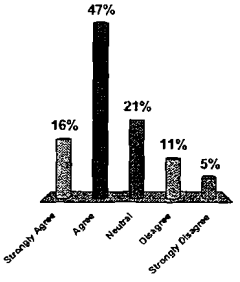
The information presented was clear and had an appropriate level of detail.

1. Strongly Agree
2. Agree
3. Neutral
4. Disagree
5. Strongly Disagree



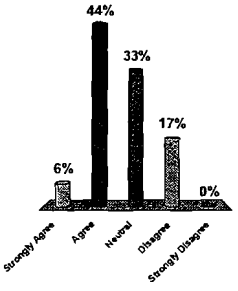
A quality discussion of key issues took place.

1. Strongly Agree
2. Agree
3. Neutral
4. Disagree
5. Strongly Disagree



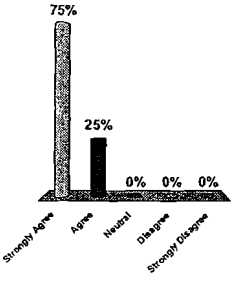
I learned more about transportation planning in the Bay Area by participating tonight.

1. Strongly Agree
2. Agree
3. Neutral
4. Disagree
5. Strongly Disagree



There were no barriers (language or other) that prevented me from participating.

1. Strongly Agree
2. Agree
3. Neutral
4. Disagree
5. Strongly Disagree



Questions? Comments?

www.mtc.ca.gov/T2035
(510) 817-5757

STA
Solano Transportation Authority

DATE: May 16, 2008
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Status of Comprehensive Transportation Plan (CTP)

Background:
The STA Board has initiated an update of the Solano Comprehensive Transportation Plan (CTP). An overall purpose statement and goals have been adopted and membership on three steering committees has been appointed. The three STA Committees are Alternative Modes, Arterials, Highways and Freeways and Transit.

Discussion:
The first CTP Committee – Transit – met on May 19, 2008. The meetings for Arterials, Highways and Freeways and Alternative Modes are being scheduled for mid-June.

The STA Board has approved the list of subsidiary studies, as reviewed and recommended by the Technical Advisory Committee (TAC) and Solano Express Intercity Transit Consortium on April 30. There are 12 studies to be updated as part of the CTP update process. STA staff is now preparing a cost and funding list for these studies. A complete study schedule, including costs and schedule, will be provided to the TAC as soon as it is completed.

Fiscal Impact:
None.

Recommendation:
Informational.

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STA
Solano Transportation Authority

DATE: May 20, 2008
TO: STA TAC
FROM: Janet Adams, Director of Projects
RE: Jepson Parkway Project Update

Background:
The Jepson Parkway Project is named for Willis Linn Jepson, born August 19, 1867, in Little Oak, near Vacaville. Jepson was considered one of America's greatest regional botanists and the principal interpreter of California flora. A passionate conservationist, Jepson founded the California Botanical Society. During his fruitful career, he wrote more than 200 scientific papers and eight books, including *Flora of Western Middle California* (1901), *Silva of California* (1910), and *A Manual of the Flowering Plants of California* (1923–1925). This manual, familiarly known as the "Jepson Manual," is the outstanding work on regional flora produced in this country.

The Jepson Parkway Concept Plan was completed in 2000 by the Solano Transportation Authority (STA) in partnership with the City of Fairfield, the City of Suisun City, the City of Vacaville and Solano County. The Concept Plan provided a comprehensive, innovative, and coordinated strategy for developing a multi-modal corridor; linking land use and transportation to support the use of alternative travel modes, and protecting existing and future residential neighborhoods. The 12-mile Jepson Parkway projectwill improve intra-county mobility for Solano County residents and provide traffic relief for I-80. The Jepson Parkway Project would upgrade and link a series of existing local two- and four-lane roadways (as well as construct an extension of an existing roadway under one alternative) to provide a four- to six-lane north-south travel route for residents who face increasing congestion when traveling between jurisdictions in central Solano County. Roadways proposed for improvements in the corridor could include Peabody Road, Leisure Town Road, Vanden Road, Cement Hill Road, Huntington Drive, Air Base Parkway, and/or Walters Road, including a possible extension of Walters Road north of its existing terminus. The project also includes safety improvements such as the provision of roadway medians, traffic signals, shoulders, separate turn lanes, railroad grade separations and separate bike lanes

The Jepson Parkway project is divided into 10 segments for design and construction purposes. Five (5) construction projects within the Jepson Parkway project have been completed: The extension of Leisure Town Road from Alamo to Vanden (Vacaville/County); The relocation of the Vanden/Peabody intersection (Fairfield); improvements to Leisure Town Road bridges (Vacaville); and, The Walters Road Widening (Suisun City); and the I-80/Leisure Town Road Interchange (Vacaville).

A Notice of Preparation (NOP) and Notice of Intent (NOI) for the Project were published in the summer of 2000. Publication of these notices established the baseline against which the project's environmental impacts are measured. Since 2000, the conditions in the corridor have continually evolved, and the Environmental Impact Report/Environmental Impact Statement (EIR/EIS) and supporting technical reports have been updated to reflect current conditions. Additional field reviews and/or research has been conducted for biological resources, visual resources, land use, traffic, and hydrology/water quality. Caltrans is the federal lead agency under National Environmental Protection Act (NEPA) and STA is acting as State lead agency under California Environmental Quality Act (CEQA).

Within Solano County, the project crosses through Vacaville, Fairfield, and Suisun City. Solano County contains both highly urbanized lands and rural lands. Most of the County's urban land is concentrated along the I-80 corridor. Elsewhere in the County, land primarily supports rural residential, agricultural, and open space uses. Major land uses within the corridor are varied and include concentrations of residential, commercial, industrial, and agricultural uses.

Discussion:

The 12-mile Jepson Parkway project will improve intra-county mobility for Solano County residents. The purpose of the proposed project is to provide roadway improvements that create a safe, environmentally-conscious route for local traffic through central Solano County. The project is designed to meet objectives of the *Jepson Parkway Concept Plan* (Concept Plan), prepared by STA. As envisioned by the Concept Plan, the Jepson Parkway would improve safety at various locations and along various road segments; offer relief from existing and anticipated traffic congestion on north-south routes in Solano County; provide improved and new transit, bicycle, and pedestrian facilities; and include a crossing of the Union Pacific Railroad (UPRR) tracks. The Concept Plan also proposes advisory design guidelines that would promote visual continuity along the roadway through the consistent use of design elements such as landscaping and signage.

Implementation of the project to meet the objectives of the Concept Plan would assist the STA in meeting the following specific purposes:

- Provide an integrated and continuous route for local north-south trips between Vacaville, Fairfield, Suisun City, and unincorporated areas of central Solano County as an alternative to using I-80.
- Provide local traffic a safe, convenient route between Vacaville, Fairfield, Suisun City, and unincorporated areas of central Solano County using existing roadways when feasible.
- Enhance multimodal transportation options for local trips in central Solano County, by providing a safe, convenient bicycle and pedestrian path and a continuous north-south route for transit use in the area.

In accomplishing these purposes, the Jepson Parkway Project would overcome a number of shortcomings and deficiencies in the existing patchwork of road segments. Specifically, the project would:

- Address existing and future traffic congestion for north-south mobility in central Solano County.
- Improve existing and future roadway safety along the corridor.
- Accommodate traffic associated with future planned growth, as identified in the following adopted local plans:
  - ✓ Regional Transportation Plan for the San Francisco Bay Area (RTP);
  - ✓ City of Vacaville General Plan;
  - ✓ City of Fairfield General Plan;
  - ✓ City of Suisun City General Plan; and
  - ✓ Solano County General Plan.
- Relieve existing and future (2030) traffic congestion on I-80.
- Support future multimodal transit options and bicycle and pedestrian use.

The EIR/EIS studies four (4) Alternatives, in additional to the no build (see Attachment A). These are:

- Alternative A: No Build (No Action)
- Alternative B: Leisure Town Road–Vanden Road–Cement Hill Road–Walters Road Extension–Walters Road
- Alternative C: Leisure Town Road–Vanden Road–Peabody Road–Air Base Parkway–Walters Road
- Alternative D: Leisure Town Road–Vanden Road–Peabody Road–Huntington Drive–Walters Road
- Alternative E: Peabody Road–Air Base Parkway–Walters Road

The schedule for the environmental phase of the project is:

- Jepson Parkway Newsletter - Late May
- Release Draft EIR/EIS for public comment - Late May
- Public Hearing –Late June
- End of Public Review - Late July
- Staff Recommend Preferred Alternative - Late Summer 2008
- NEPA 404 LEDPA Concurrences - Early Fall 2008
- Final EIS/EIR - Late Fall 2008
- Record of Decision (ROD)/Notice of Determination (NOD) - Early 2008

Recommendation:
Informational.

Attachment:
A. Jepson Parkway Alternatives

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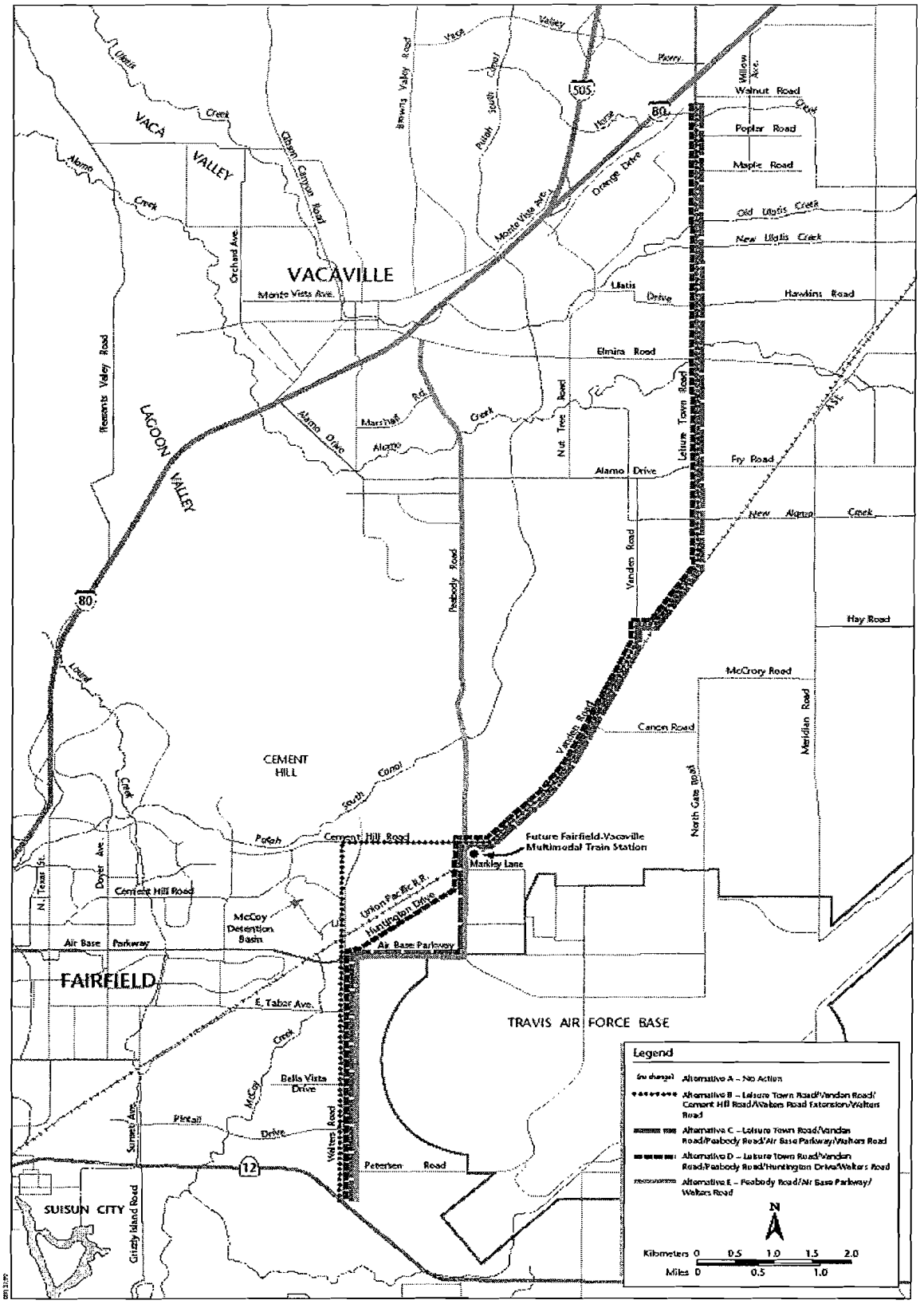

Figure 2-2
Jepson Parkway Project Location

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STA
Solano Transportation Authority

DATE: May 20, 2008
TO: STA TAC
FROM: Janet Adams, Director of Projects
RE: I-80 Eastbound (EB) Cordelia Truck Scales Relocation Project Update

Background:
The I-80/I-680/State Route (SR) 12 junction and the Truck Scales in Cordelia create major congestion on I-80 in Fairfield during both the AM and PM peak periods. The AM peak hour current congestion extends from the I-80/I-680/SR12 junction to West Texas Street, a distance of nearly 4.5 miles. Heavy westbound on-ramp volumes from the SR 12 East and Air Base Parkway interchanges also contribute to the congestion during the AM peak period. During the PM peak periods, heavy eastbound I-80 traffic volumes, in conjunction with on-ramp volumes from the SR 12 West and I-680 combine with the truck queues to create congestion on eastbound I-80 within the I-80/I-680/SR 12 Interchange.

Significant truck weaving traffic creates queues on I-80 in both directions in the vicinity of the truck scales. The total daily travel demand entering the I-80/I-680/SR 12 Interchange is projected to grow from approximately 145,000 vehicles to 270,000 vehicles by 2035, an increase of 80%. Truck volumes, which constitute 5% of the current total daily traffic volume, are projected to grow from the current 11,800 trucks per day to 25,300 trucks per day by 2040, a 115 % increase. Currently, the high volume of trucks exiting and re-entering I-80 at the truck scales facility results in truck queues in the outside mainline lane during the PM peak period.

The Cordelia Truck Scales significantly contribute to the congestion on I-80 due to the large number of trucks exiting and entering I-80 and the close proximity of the scales to several interchanges, including SR12 East, Suisun Valley Road, I-680, Green Valley Road and SR12 West. In addition, the Cordelia Truck Scales, which were constructed in 1958, are seriously undersized and unable to process the existing truck volumes let alone the future projected truck volumes. The purpose of the project is to construct new eastbound truck scales with the capacity to accommodate the anticipated 115% growth in truck traffic in the corridor by 2040; to provide traffic congestion relief in this section of I-80 due by reducing truck /auto weaving and queuing; and to improve the reliability of the system with increased capacity and up-to-date equipment.

The I-80 Eastbound Truck Scales Relocation Project is a component of the STA's highest priority project, the I-80/I-680/SR 12 Interchange Complex, which was identified in the I-80/I-680/I-780 Corridor Major Investment Study (MIS) (July 2004). The MIS found that the scales' effect on traffic congestion and safety on I-80, within the I-80/I-680/SR 12 Interchange, is so significant that relocation of the scales outside the I-80/I-680/SR 12

interchange complex should be considered. Based on this finding, the STA prepared the Cordelia Truck Scales Relocation Study (February 2005), which examined options for reconstructing and expanding the scales near their present location, as well as options outside the I-80/I-680/SR 12 Interchange area. Due to enforcement, as well as capital and operating expenses, reconstruction and expansion of the scales in the vicinity of the existing Cordelia scale facility on I-80 between Suisun Valley Road and SR 12 East (within the I-80/I-680/SR12 Interchange Complex) was determined to be the preferred option by the CHP, Caltrans, and the STA. The project will relocate and rebuild the Eastbound Truck Scales Facility, build a 4-lane bridge across Suisun Creek, and construct braided ramps from the new truck scales facility to EB I-80 and EB SR 12 ramps. This Study was completed in partnership with Caltrans and the California Highway Patrol (CHP).

Discussion:

The project would rebuild and relocate the I-80 Eastbound Cordelia Truck Scales Facility, build a 4-lane bridge across Suisun Creek, and construct braided ramps from the new truck scales facility to EB I-80 and EB SR 12 ramps. The facility will be designed to handle 2040 truck traffic volumes and will have a useful life of at least 25 years.

As mentioned above, the Eastbound Truck Scales Relocation Project is a critical component of the I-80/I-680/SR 12 Interchange Complex. In order to implement this project expeditiously, it is being designed and constructed as a separate project in parallel with implementation of other components of the I-80/I-680/SR 12 Interchange Complex.

The Eastbound Cordelia Truck Scales Relocation Project is a critical project for the I-80 Corridor because it will:

- **Improve velocity.** The new scales will be able to process up to 1,000 trucks per hour.

- **Improve throughput.** With increased velocity of truck processing, overall freight throughput will increase.

- **Improve reliability.** The new scales will improve reliability for the Truck Scales by processing trucks with more redundancy and fewer unplanned closures of the facility. The project will also improve the overall system reliability by reducing congestion and improving safety in a notoriously unreliable section of the I-80 regional highway corridor.

- **Improve congestion.** Currently, extreme congestion in the I-80 Corridor—significantly exacerbated by the truck traffic—leads to regional trips diverting to local roadways within the project area; conversely, congestion limits vehicles making trips with local origins or destinations from accessing the system. The Truck Scales Relocation Project will reduce projected future congestion on I-80, making the regional freeway system more accessible for both regional through-trips, and regional trips with local origins or destinations.

The total estimated cost for the project is $100.9 million funded with $49.8 million Proposition 1B Trade Corridor Improvement Fund (TCIF) and the remaining funds from

Bridge Tolls and Traffic Congestion Relief Program (TCRP) dedicated to the Interchange Complex. Attachment A is the Project Programming Request form for this Project.

STA is the project lead for the Environmental Document/Project Approval (PA/ED) and design phases. Caltrans will be the lead on the Right-of-Way (R/W) and Construction Phases. The schedule for the project is:

PA/ED	12/31/09
PS&E	5/01/12
R/W	5/01/12
Begin Construction	10/10/12

A public Scoping Meeting will be held on June 5, 2008 from 6:30 to 8:30 PM at the Solano County Administration Building (Attachment B)

Recommendation:
Informational.

Attachment:
A. Project Programming Request Form
B. Notice of Public Scoping Meeting

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2008 Project Programming Request

(Project Information)

ATTACHMENT A

Caltrans

General Instructions

☑ New Project	☐ Amendment (Existing Project)	Date:	04/23/08

Caltrans District	EA	PPNO	MPO ID	TCRP No.
04	0A530	367D		

County	Route/Corridor	Project Sponsor/Lead Agency	MPO	Element
SOL	80	STA/Caltrans	MTC	

Project Title

Eastbound Cordelia Truck Scale Relocation Project

PM Bk	PM Ahd	Project Mgr/Contact	Phone	E-mail Address
14.3	14.4	Nic Endrawos/Janet Adams	286-5123/(707)424	las_endrawos@dot.ca.gov/jadams@sta-snci.c

Location, Project Limits, Description, Scope of Work, Legislative Description

The project would rebuild and relocate the Eastbound Truck Scales Facility, build a 4-lane bridge across Suisun Creek, and construct braided ramps from the new truck scales facility to EB I-80 and EB SR 12 ramps. The facility will be designed to handle 2040 truck traffic volumes and will have a useful life of at least 25 years.

Component	Implementing Agency	AB 3090	Letter of No Prejudice
PA&ED	STA	☐	☐
PS&E	STA	☐	☐
Right of Way	Caltrans	☐	☐
Construction	Caltrans	☐	☐

Legislative Districts

Assembly:	8	Senate:	5
Congressional:	10		

Purpose and Need

The Cordelia Truck Scales significantly contribute to the congestion on I-80 due to the large number of trucks exiting and entering I-80 and the close proximity of the scales to both the Suisun Valley Road and I-680 interchanges. In addition, the Cordelia Truck Scales were constructed in 1958 and are seriously undersized and overcapacitated. The purpose of the project is to construct new truck scales with the capacity to accomodate the anticipated 115% growth in truck traffic in the corridor by 2040; to provide traffic congestion relief in this section of I-80 by reducing truck/auto weaving and truck queuing; and improve reliability of the system with improved capacity and up-to-date equipment.

Project Benefits

The Project will increase truck throughput from the current 400 trucks per hour to 1,000 trucks per hour. The Project will increase velocity of freight traffic by processing trucks at the scales more quickly and efficiently; by providing better diverge and merge operations at the scales off/on-ramps, and help relieve congestion in the vicinity of the scales on/off-ramps by providing better spacing. The planned new scales will improve reliability for the Truck Scales by processing trucks with more redundancy and fewer unplanned closures of the facility and improve the reliability of the regional highway corridor by reducing congestion.

Project Milestone			Date
Project Study Report Approved			**06/01/02**
Begin Environmental (PA&ED) Phase			05/01/03
Circulate Draft Environmental Document	Document Type	EIR/EIS	01/31/09
Draft Project Report			01/31/09
End Environmental Phase (PA&ED Milestone)			12/31/09
Begin Design (PS&E) Phase			01/01/10
End Design Phase (Ready to List for Advertisement Milestone)			05/01/12
Begin Right of Way Phase			01/01/10
End Right of Way Phase (Right of Way Certification Milestone)			05/01/12
Begin Construction Phase (Contract Award Milestone)			10/01/12
End Construction Phase (Construction Contract Acceptance Milestone)			12/31/14
Begin Closeout Phase			01/01/15
End Closeout Phase (Closeout Report)			12/31/15

Form Version Date: 10/1/07

2008 Project Programming Request
(Funding Information)

Caltrans

(dollars in thousands and escalated to the programmed year) Date: 04/23/08

County	CT District	PPNO	TCRP Project No.	EA
SOL	04	367D	0	0A530

Project Title: Eastbound Cordelia Truck Scale Relocation Project

Existing Total Project Cost									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Implementing Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Total Project Cost									
E&P (PA&ED)	1,300	4,500	0	0	0	0	0	5,800	
PS&E	0	0	17,700	0	0	0	0	17,700	
R/W SUP (CT)	0	0	0	400	0	0	0	400	
CON SUP (CT)	0	0	0	0	9,700	0	0	9,700	
R/W	0	0	0	2,600	0	0	0	2,600	
CON	0	0	0	0	64,700	0	0	64,700	
TOTAL	1,300	4,500	17,700	3,000	74,400	0	0	100,900	

Fund No. 1:									Program Code
Existing Funding									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding									**Notes**
E&P (PA&ED)								0	Funding Source is TCIF/SHOPP
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON					49,800			49,800	
TOTAL	0	0	0	0	49,800	0	0	49,800	

Fund No. 2:									Program Code
Existing Funding									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding									**Notes**
E&P (PA&ED)		4,500						4,500	Funding Source is Bridge Tolls - PS&E Budget includes 10% Project Reserve
PS&E			17,700					17,700	
R/W SUP (CT)				400				400	
CON SUP (CT)					9,700			9,700	
R/W				2,600				2,600	
CON					14,900			14,900	
TOTAL	0	4,500	17,700	3,000	24,600	0	0	49,800	

2008 Project Programming Request
(Funding Information)

Caltrans

(dollars in thousands and escalated to the programmed year) Date: 04/23/08

County	CT District	PPNO	TCRP Project No.	EA
SOL	04	367D	0	0A530
Project Title:	Eastbound Cordelia Truck Scale Relocation Project			

Fund No. 3:									Program Code
Existing Funding									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding									Notes
E&P (PA&ED)	1,300							1,300	Funding Source is $.6M in TCRP and $.7M in RM2;
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON								0	
TOTAL	1,300	0	0	0	0	0	0	1,300	

Fund No. 4:									Program Code
Existing Funding									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding									Notes
E&P (PA&ED)								0	
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON								0	
TOTAL	0	0	0	0	0	0	0	0	

Fund No. 5:									Program Code
Existing Funding									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding									Notes
E&P (PA&ED)								0	
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON								0	
TOTAL	0	0	0	0	0	0	0	0	

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ATTACHMENT B

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

PRESORTED
FIRST CLASS MAIL
US POSTAGE PAID
SAN FRANCISCO, CA
PERMIT NO. 11751

I-80 Eastbound Cordelia Truck Scales Relocation Project Public Scoping Meeting.

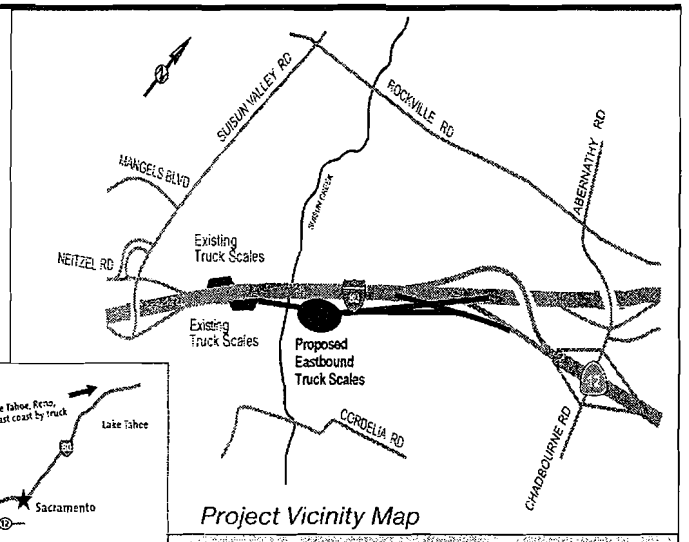
SEE DETAILS INSIDE.

I-80 Eastbound Cordelia Truck Scales Relocation Project

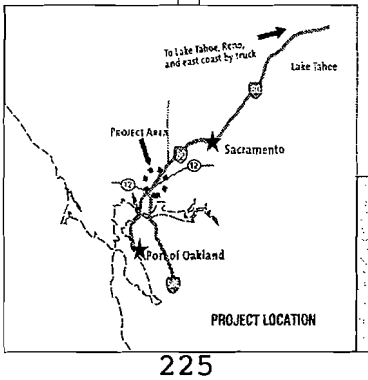
NOTICE OF AVAILABILITY OF A NOTICE OF PREPARATION (NOP) TO ALL INTERESTED PARTIES AND NOTICE OF PUBLIC SCOPING MEETING

SCOPING PROCESS LAUNCHED

Caltrans has initiated the formal environmental review process for this project to comply with the requirements of the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). The process of determining the scope, focus, and content of environmental review is commonly referred to as "scoping." As we enter the scoping process, input is being sought from the public and other regulatory agencies to assist in identifying the range of alternatives, potentially significant environmental effects and possible mitigation measures to be studied. See inside for details.



Project Vicinity Map



LEGEND

Existing Truck Scales

Proposed Ramps and Trucks

(NOT TO SCALE/CONCEPTUAL ONLY)

I-80 Eastbound Cordelia Truck Scales Relocation Project

NOTICE OF AVAILABILITY OF A NOTICE OF PREPARATION (NOP) TO ALL INTERESTED PARTIES AND NOTICE OF PUBLIC SCOPING MEETING

PROJECT OVERVIEW

The California Department of Transportation (Caltrans), in cooperation with the Solano Transportation Authority (STA), is proposing to relocate the existing eastbound Cordelia Truck Scales facility on Interstate 80 (I-80) to accommodate existing and projected truck volumes. Caltrans will prepare an Environmental Impact Report/Environmental Assessment (EIR/EA) for the proposed project.

Constructed in 1958, the truck scales are undersized and unable to process the existing truck volumes let alone the future projected truck volumes. Additionally, significant truck weaving in the vicinity of the truck scales creates queues on I-80. During peak travel times, trucks often back up on the existing ramp waiting to enter the truck scales facility and potentially cause traffic congestion and safety problems on I-80. The Cordelia Truck Scales Relocation Study, completed in February 2005, concluded that the best location was within the existing I-80/I-680/SR12 Interchange Complex.

The Project would rebuild and relocate the I-80 Eastbound Cordelia Truck Scales Facility at a location approximately 2500 feet east of the present location. The project would also build a 4-lane bridge across Suisun Creek and construct new ramps for trucks leaving the facility to eastbound I-80 and eastbound State Route 12.

SUBMIT SCOPING COMMENTS

Scoping comments will be accepted through 5:00 PM June 16, 2008. Please mail your scoping comments to:

Caltrans District 4
Attn: Melanie Brent, Environmental Analysis Office Chief
111 Grand Avenue
P.O. Box 23660, MS-8B
Oakland, CA 94623-0660

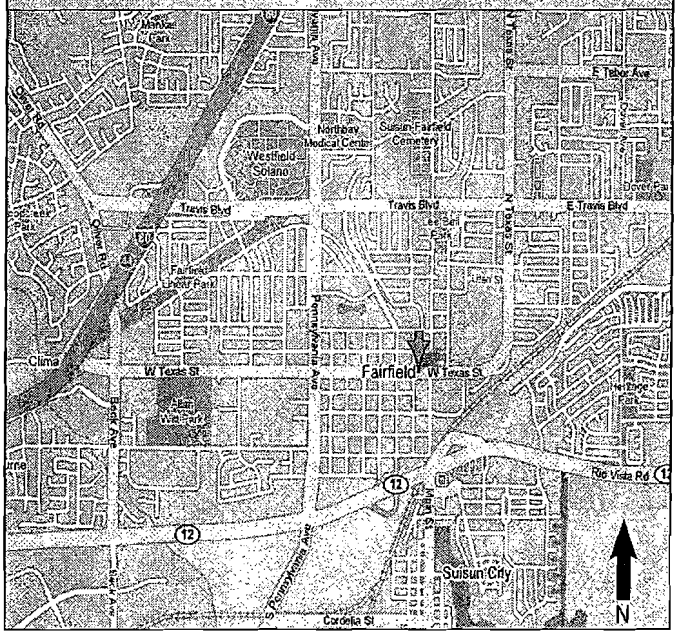
ATTEND THE SCOPING MEETING

WHAT: An Open House Scoping Meeting

WHEN: June 5, 2008 from 6:30 – 8:30 p.m.

WHERE: Solano County Administration Building, Room 1600, 675 Texas St., Fairfield

The Scoping meeting will provide information about the proposed project and give the public an opportunity to provide input on the scope of the environmental analysis. The meeting will be an open house format with project staff available to address questions. Written comments will be accepted.



Meeting Location Map

FOR MORE INFORMATION OR TO REQUEST A COPY OF THE NOP

For individuals with sensory disabilities, relevant portions of this document can be made available in Braille, large print, on audiocassette, or computer disk. To obtain a copy in one of these alternate formats or for more information, please call or write to Melanie Brent, Caltrans District 4 Environmental Analysis Office Chief at the address above, call (510) 286-5231, or use the California Relay Service TTY number 711.

Thank you for your interest and participation.

DATE: May 16, 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) Office of Traffic Safety (OTS) Grant
The third quarterly meeting of the OTS steering committee was held on June 25, 2008 in Rio Vista. The meeting subjects will include an update on enforcement and public outreach activities. STA will provide a report on progress on forming the SR 12 Corridor Advisory Committee and the Officer David Frank Lamoree Memorial Highway dedication.

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

ACR 7, the Officer David Lamoree Memorial Highway bill, was also approved. The sign is being fabricated by Caltrans, and will be ready for installation in late June. STA is coordinating a time when the Lamoree family and other dignitaries will be available for a dedication ceremony.

There are no pending SR 12 related legislative measures.

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

STA staff is preparing Volume 3 of the SR 12 STATUS newsletter; distribution is planned for June, possibly at the June 25th OTS Committee meeting. STA staff is working on a coordinated public outreach plan with OTS.

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

4) *Engineering*
Installation of concrete and soft median barriers, shoulder and centerline rumble strips and other improvements have been completed. After two big-rig accidents just after the installation of the barrier, the number of accidents on SR 12 has been low. A third big rig accident was significantly reduced in severity because the barrier prevented the vehicle from crossing into incoming traffic. Caltrans continues to state that they will be able to finish the permitting and right-of-way tasks needed to allow installation of curve correction and shoulder improvements between Lambie Road and Currie Road in 2008. Caltrans has identified approximately 20 properties that may require some right-of-way acquisition. Caltrans has also scheduled pavement repair for the segment of SR 12 between the Suisun City city limits and approximately Scally Road, to deal with pavement deterioration that has occurred over the winter.

Caltrans has released the Draft Mitigated Negative Declaration for improvements on SR 12 from Currie Road to Liberty Island Road. The comment period runs through June 11, 2008

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

The first meeting for the SR 12 Corridor Advisory Committee was postponed a the request of the San Joaquin Council of Governments representatives. STA and SJCOG are working to set a new date. The Corridor Advisory Committee will consist of elected officials representing Solano, Sacramento and San Joaquin counties, and will help guide corridor-wide planning efforts. The meeting will be held in Lodi.

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: May 28, 2008
TO: STA TAC
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Community Based Transportation Plan (CBTP) Status

Background:
The goal of the Metropolitan Transportation Commission (MTC)'s Community Based Transportation Plan (CBTP) Program is to advance the findings of the Lifeline Transportation Network Report in the 2001 Regional Transportation Plan (RTP). The Lifeline report identified transit needs in economically disadvantaged communities throughout San Francisco Bay Area, and recommended initiation of community-based transportation planning as a first step to address them. Likewise, the Environmental Justice Report for the 2001 RTP also identified the need for MTC to support local planning efforts in low-income communities throughout the region.

The CBTP Program is designed to be a collaborative process to ensure the participation of key stakeholders, such as community-based organizations (CBOs) that provide services within low-income neighborhoods, local transit operators, and county Congestion Management Agencies (CMAs). Each planning process must involve a significant outreach component to engage the direct participation of residents in the community.

As a result of this planning process, potential transportation improvements specific to low-income communities would be identified and cost-estimates developed to implement these improvements. This information, including prioritization of improvements considered most critical to address, will be forwarded to applicable transit agencies, CMAs, and MTC for consideration in future investment proposals such as countywide expenditures plans and Short Range Transit Plans (SRTPs). Funding opportunities would be explored to support them, and an outline for an action plan to implement the solutions would be developed.

Each county needs to conduct a comprehensive planning effort to identify transit needs in disadvantaged communities. STA is the lead agency for Solano County. In addition, STA has assumed overall responsibility for project oversight. In Solano County, the initial areas identified by MTC were Dixon, Cordelia, and Vallejo. The Dixon Community-Based Transportation Plan was completed as a pilot program in 2004. Based on discussion between STA and MTC staff, the Cordelia study area has been expanded to include several lower income neighborhoods of Fairfield and Suisun City.

Discussion:
To complete the Cordelia/Fairfield/Suisun City and Vallejo CBTPs, STA engaged the Valerie Brock Consulting team to perform the scope of work as required for the Community-Based Transportation Plans. Valerie Brock Consulting has been working closely with STA staff to deliver the following schedule outlined by the timeline of deliverables. Presently, with the dedicated work from the consultant team, these studies are moving on schedule with no anticipated delays.

November 2007 – February 2008	Initial services; Establish stakeholders, summarize transit gaps, and hold initial stakeholders and community meetings.
March 2008	Complete outreach, prioritize issues and potential projects. Make presentation to stakeholders groups.
May 2008	Develop Draft Plans
May – June 2008	Present Draft Plans to stakeholders group, SolanoExpress Transit Consortium (June 2008) and STA Board (July 2008)
July 2008	Complete Final Community-Based Transportation Plans for both the Vallejo and Cordelia communities.

Current Status
Technical Advisory Committees (TAC) was established for each study area. The purpose of the TAC is to facilitate the project. Their objectives have been to review and finalize work products prior to presentation to the stakeholders and monitor the schedule and completion of task work products. The TAC initially met in December 2007 and developed the stakeholders' lists. A second meeting was held with each TAC to review the outreach plan and interview guide in January 2008. The TAC members are as follows:

Vallejo's TAC Members:

Crystal Odum Ford	Vallejo Transit Superintendent
Therese Knudsen	Metropolitan Transportation Commission
Gail Jack	County of Solano/CalWorks Program
Elizabeth Richards	STA
Liz Niedziela	STA

Cordelia/Fairfield/Suisun's TAC Members:

George Fink	Fairfield/Suisun Transit
Paul Wiese	County of Solano
Therese Knudsen	Metropolitan Transportation Commission
Gail Jack	County of Solano/CalWorks Program
Elizabeth Richards	STA
Liz Niedziela	STA

Three separate stakeholders' meetings have been held for each CBTP. Vallejo's first meeting was in January. The initial Cordelia/Fairfield/Suisun CBTP were held in January as well. Both meetings were well attended with approximately 40 stakeholders in each meeting. A brief presentation was provided by the consultant team. The purpose of establishing the Stakeholder Group was to gain their insights into the transportation difficulties of the low-income population in their community and to engage the members in helping with outreach to their constituencies. These stakeholders comprise a variety of organizations that represent the low-income priority populations, included:

- Social service agencies and nonprofit organizations serving low-income individuals
- Educational and training centers
- Local and State Public Officials or representatives from their office
- Senior and disability advocacy groups
- Employers and employment placement firms

At these meetings, key concerns were discussed and suggestions were obtained about the best way to conduct the community outreach. As part of these discussions, many participants volunteered to assist with the community outreach.

Outreach Activities

The consultant team used outreach tools designed to mitigate traditional barriers to low-income community participation. Rather than encouraging low-income community members to attend meetings outside their daily routines, the outreach was performed on-site, in English and Spanish. Community members had opportunities to provide both written and verbal input.

The community outreach elements involved the following primary tactics:

- Stakeholder interviews with:
    - Local employers
    - Social service agency representatives who could not attend Stakeholder Group meetings
- Guided interviews in public locations where low-income individuals congregate, such as:
    - Local bus transfer centers
    - Health clinics and hospitals
- Focused discussions with groups at community and social service agencies, such as:
    - Head Start programs
    - Senior centers
- Online survey for local college students (in Vallejo only)

The consultant team completed their community outreach process. The second stakeholders' meeting for Vallejo and Cordelia/Fairfield/Suisun's CBTP was held in March. At these meetings, information gathered from the community outreach was presented. The stakeholders' assistance was utilized in ranking the concerns and proposing solutions. The consultant team collected this information from the stakeholders and summarized the prioritized the transportation issues and the proposed solutions to close transportation gaps.

After evaluating the feasibility of implementing proposed solutions, draft solutions were prepared and presented to stakeholders group in Vallejo on May 15, 2008 and will be presented to the stakeholders for Cordelia/Fairfield/Suisun Study on May 20, 2008. After evaluating the feasibility of implementing proposed solutions, the Draft Plans will be prepared and presented to the SolanoExpress Transit Consortium and STA Board.

Priority projects identified through the Community Based Transportation Planning process will be eligible to apply for future Lifeline funding. The STA will be responsible for programmatic and fiscal oversight of new Lifeline projects. As part of the Call for Projects, applicants will be asked to establish projects goals, and to identify basic performance indicators to be collected in order to measure the effectiveness of the Lifeline projects. For capital related projects, projects sponsors will need to establish milestones and report on the status of project delivery.

Preliminary

Timeline Summary

Action	Due Date
Issue Lifeline Call for Projects	Late June 2008
Small Urbanized Area JARC projects due to MTC	September 2008
All other Lifeline projects due to MTC	October 31, 2008
Proposition 1B transit projects due to Caltrans	November 2008 (estimated)
Commission approval of second cycle Lifeline Program of Projects	December 2008
STA-funded projects: project sponsors begin to claim funds or enter into agreements	January 2009
Proposition 1B transit-funded projects: project sponsors receive funds from state	February (estimated)
MTC submits Federal Transit Administration (FTA) grant with JARC projects	Spring 2009
JARC-funded projects: project sponsors begin to enter into agreements	Summer 2009 (following FTA grant approval)
Revision of Lifeline Program of Projects	July 2009

Fiscal Impact:
The currently available funding for Lifeline Projects in Solano County is approximately $4 million for the next three years. The Lifeline funding cycles will be allocated by the STA.

Recommendation:
Informational.

Attachments:
A. Draft Potential Solutions for Vallejo
B. Draft Potential Solutions for Fairfield/Suisun/Cordelia

Draft Potential Solutions for Vallejo

Need	Strategy/Description	Potential Lead Agency
Some bus stops and shelters feel unsafe, or are uninviting, especially for seniors and those traveling with children.	**Improve bus stops and shelters; provide better lighting, covered stops, and benches.**	Vallejo Transit
Low-income seniors need escort service earlier, later and more frequently than is currently available. Those that are disabled, especially with mental impairments, may not qualify for paratransit, but nonetheless prefer to use public transit.	**Expand capacity of Area Agency on Aging (AAA) escort service.** The AAA currently provides approximately 3,000 door-through-door trips per year to predominantly low-income seniors. Expanding the service would entail lowering the qualifying age from 62 to 60, attracting more drivers by raising the hourly rate, and enabling the program to serve low-income Vallejo residents whose homes are in unincorporated parts of the County. In addition to expanding the service, funding could supplement the donation gap and be used to hire a full-time staff person to recruit drivers, dispatch and manage the daily program.	Area Agency on Aging
Low-income residents who don't speak English consider that a significant barrier to transit use.	**Provide better route and fare information in Spanish.** Transit brochures and other materials would be translated into Spanish and provided wherever Vallejo Transit information is available.	Vallejo Transit, possibly STA
Solano Community College, at Columbus Parkway, Vallejo, is not conveniently served by transit. Parking is at capacity.	**Extend Vallejo Transit route coverage to Solano Community College /Vallejo.**	Vallejo Transit Solano Community College
Recent transit service cuts have affected the low-income, transit-dependent population in Vallejo.	**Improve transit route coverage, frequencies, and span of service throughout Vallejo.**	Vallejo Transit
Low-income residents are unable to get to jobs and other destinations due to limited transit service on Saturday and Sunday.	**Provide more weekend service via Vallejo Transit.**	Vallejo Transit
Low-income residents are not able to access Mare Island, including Touro University, the Vallejo School District offices and social services providers via transit.	**Extend route coverage to Mare Island, especially to social service providers.** Limited service to Mare Island could serve Touro University, the Vallejo Unified School District offices and some social service providers.	Vallejo Transit, Touro University, Public Agency
Low-income residents need help understanding and feeling comfortable using transit.	**Establish a transit ambassadors/travel buddies program for low income residents that provides one-on-one orientation and/or accompaniment.** Staff can be volunteers or paid.	Vallejo Transit, STA, others
When transit is unavailable, a subsidized taxi program is a good alternative for low income senior and disabled residents. Taxi scrip often runs out mid-month in Vallejo.	**Expand the taxi scrip program.**	Vallejo Transit
Low-income seniors may need transportation assistance beyond that which is provided by public transit agencies.	**Create a volunteer program which could provide jobs for seniors, and provide transportation on a volunteer basis.** Many of these needs are met through the Area Agency on Aging, Faith in Action or by the local senior center.	Area Agency on Aging, Senior Center, Faith in Action
The cost of transit is a hardship for the low-income population in Vallejo.	**Lower transit fares; provide additional passes for social services agencies to assist to clients.** Low-income Vallejo community members who participated in the planning process overwhelmingly favored lowering transit fares and offering free or discounted passes.	Vallejo Transit, Area Agency on Agency, Solano County Health and Human Services
Low-income residents would like the Vallejo Run-About to serve a wider population by expanding paratransit eligibility.	**Expand paratransit eligibility.** Vallejo RunAbout is a paratransit service that is required and defined by the Americans for Disabilities Act (ADA). Develop an additional paratransit service that would have a broader eligibility that would encompass low-individuals.	Vallejo Transit, others

Draft Cordelia/Fairfield/Suisun City – Needs and Strategies

Need	Strategy/Description	Potential Lead Agency
Low-income residents are unable to get to jobs and other destinations due to lack of service on Sundays.	**Expand service using** a public dial-a-ride service. on Sundays and holidays.	Fairfield/Suisun Transit
Low-income residents whose start or end work shifts outside of normal transit service hours (e.g. swing or night shift) can't use transit.	**Begin transit service earlier and run it later in the evening to better serve workers.** Expand service using a public dial-a-ride service to provide service early in the morning and late at night–before and after regular service hours	Fairfield/Suisun Transit
Low-income residents who don't speak English consider that a significant barrier to transit use.	**Provide better route and fare information in Spanish.** Transit brochures and other materials would be translated into Spanish and provided wherever Fairfield/Suisun Transit information is available.	Fairfield/Suisun Transit, possibly STA
Low-income residents need help understanding and feeling comfortable using transit.	**Establish a transit ambassadors/travel buddies program for low income residents that provides one-on-one orientation and/or accompaniment.** Staff can be volunteers or paid.	Fairfield/Suisun Transit, STA, others
Low-income seniors need transportation assistance beyond that which is provided by public transit agencies.	**Expand capacity of Faith in Action Transportation Service.** Faith in Action relies on volunteer drivers using their own vehicles to drive low-income seniors to appointments and other errands. To expand this program, the agency needs a full-time staff person to recruit, coordinate, train and support drivers.	Faith in Action, others
Lack of transit information is a barrier to transit use.	**Post bus schedules at all bus stops.** Few of the more than 300 bus stops have schedules.	Fairfield/Suisun Transit
Low-income transit users, especially seniors and parents traveling with kids, see the lack of benches and shelters as a barrier to transit use.	**Make infrastructure improvements, especially benches, but also shelters.** Replacing all glass shelters with metal mesh would reduce maintenance costs. Shelters near senior centers, assisted living facilities, retirement complexes, and medical offices should be given priority.	Fairfield/Suisun Transit
Limited transit service can lead to long wait times and expired transfers.	**Extend time on transfers and/or offer Day Pass. Expand frequency of service and/or provide complementary service with shuttles.**	Fairfield/Suisun Transit
Some low-income transit riders feel that driver and dispatcher sensitivity training could improve the transit experience.	**Offer enhanced training through Fairfield/Suisun Transit. F/S Transit would provide the training venue and access to drivers and personnel** Fairfield/Suisun Transit would facilitate meetings with interested agencies such as the Paratransit Coordinating Council, the Independent Living Resource Center and the transportation subcommittee for the Solano County Mayor's Committee.	Fairfield/Suisun Transit
The cost of transit is a hardship for the low-income population.	**Lower transit fares; provide additional passes for social services agencies to assist clients.** Low-income Vallejo community members who participated in the planning process overwhelmingly favored lowering transit fares and offering free or discounted passes.	Fairfield/Suisun Transit, Area Agency on Agency, Solano County Health and Human Services

STA
Solano Transportation Authority

DATE: May 20, 2008
TO: STA Board
FROM: Sam Shelton, Assistant Project Manager
RE: Project Delivery Update

Background:
As the Congestion Management Agency for Solano County, the Solano Transportation Authority (STA) coordinates obligations and allocations of state and federal funds between local project sponsors, Caltrans, and the Metropolitan Transportation Commission (MTC). To aid in the delivery of locally sponsored projects, the STA continually updates the STA's Technical Advisory Committee (TAC) on changes to state and federal project delivery policies and reminds the TAC about upcoming project delivery deadlines.

Discussion:
There were 4 project delivery reminders for the TAC this month:

1. FY 2007-08 STP/CMAQ Federal Obligation Plan current projects in the 2007 TIP:

Projects in FY 2007-08 Federal Obligation Plan			
Agency	**TIP ID**	**Project**	**Status/Deadlines**
Solano County	**SOL050024**	Vacaville - Dixon Bike Route Phase II and III	$127,000 for CON **E76 request sent**
Rio Vista	**SOL050052**	Rio Vista – 2nd St. Rehabilitation	$77,000 for CON, **E76 received**
Vacaville	**SOL050059**	Nob Hill Bike Path	$300,000 for ENV **E76 request sent**
Vacaville	**SOL050060**	Alternative Fuels Program	$200,000 for CON **E76 received**
Vacaville	**SOL070026**	Ulatis Creek Bike Path (Ulatis to Leisure Town)	$37,000 for ENV **E76 received**
Vacaville	**SOL070029**	Ulatis Creek Bike Path (Alison to I-80)	$169,000 for ENV **E76 received**
Vacaville	**SOL070028**	Downtown Creekwalk	$75,000 for ENV **E76 received**
Vallejo	**SOL010027**	Vallejo – Lemon St. Rehabilitation	$25,000 for PE in FY 07-08. **E76 received**

2. Change in FY 2008/09 STP/CMAQ Federal Funding Obligation Request and Receive Deadlines:
MTC is proposing to move up the federal funding obligation request deadline from March 1, 2009 to February 1, 2009 and the receive deadline from May 31, 2009 to April 30, 2009. This is in response to Caltrans moving up their Obligation Authority (OA) release date from June 1 to May 1. With leftover OA from other regions becoming available sooner, MTC wants bay area projects ready to obligate.

The MTC PDWG reviewed MTC Staff's proposal on April 21st and recommended that the March 1st deadline remain the same but thought that Caltrans should be able to meet the April 30th deadline to supply project sponsors with E76s. At the Local Streets and Roads Working Group, Caltrans staff insisted on having 90 days to process E76 requests before the May 1st OA deadline. This was again discussed at the MTC PDWG meeting on May 19, where the original recommendation of advancing both deadlines by one month was agreed to as the best approach. This was agreed to mainly because of the high probability that OA will run out as early as February 2009.

Project managers will need to revise their project schedules to meet these new deadlines. The STA PDWG will discuss if their projects will be able to meet either the February 1, 2009 deadline to request an E76 or the April 30, 2009 deadline to receive an E76. Since OA will be released by May 1st, project sponsors that do not receive an E76 from Caltrans by April 30th will probably lose their funding.

Projects in FY STP/CMAQ 2008-09 Federal Obligation Plan
Submit E76 Request by February/March 1, 2009; receive E76 by April 30, 2009
$7.86M in Federal funding

Agency	TIP ID	Project	Status/Deadlines
Benicia	**Pending**	State Park Road Bridge	$1.67 M for CON Full funding required for TIP amendment. Currently in ENV phase.
Fairfield	**SOL070027**	W. Texas St. Gateway Project Phase I & II	$85,000 for CON Currently in concept/ENV.
Fairfield/ Solano County	**SOL070012**	"Cordelia Hill Sky Valley Enhancement Project" (McGary Road)	$640,000 for CON Full funding required for TIP amendment. Currently in ENV/PE phase.
Solano County	**SOL050024**	Vacaville - Dixon Bike Route Phase II and III	$337,000 for CON Phase II obligated.
Vacaville	**SOL070028**	Downtown Creekwalk	$53,000 for PS&E $694,000 for CON
Vacaville	**SOL050013**	Vacaville Intermodal Station	$3,028,000 for CON to be listed in the 2009 TIP.
Vallejo	**SOL010027**	Vallejo – Lemon St. Rehabilitation	$672,000 for CON. Currently in PS&E.
Vallejo	**SOL050048**	Downtown Vallejo Pedestrian Enh. - Phase I	$580,000 for CON. Currently in ENV.

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

More information can be found on Caltrans Local Assistance website: http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm

Currently listed Inactive Projects Review Period: 10/1/07 - 12/31/07			
Agency	**Project**	**Unexpended Funds**	**Status**
Vallejo	Intersection of SR 29 and Carolina Street, Install Signal	$24,771.00	To be deobligated at the request of Vallejo. Project is complete.
Projects that will become inactive by March 2008			
Vallejo	Downtown Vallejo Square Pedestrian Enhancements, Landscape	$582,302	Last billed 01/26/2007. Reimbursement request sent mid-February for ENV.
Projects that will become inactive by June 2008			
Fairfield	Hilborn Rd. From Waterman Blvd. To Martin Rd. , Road Rehabilitation	$714,593	Construction Date, 04/26/07. Encroachment permit obtained.
Projects that will become inactive by September 2008			
Dixon	Parkway Blvd And UPRR Crossing, Grade Separation	$54,869.41	Last billed, 08/22/06
Benicia	West K St. Between W 9th St. And Military Wst , Ac Overlay	$281,000.00	Final invoice submitted to Caltrans.
Fairfield	Pittman Rd.And Suisun Valley Rd., Ac Overlay	$426,000.00	Final invoice submitted to Caltrans.
Vacaville	Monte Vista Ave at Ulatis Cr, Bridge Widening	$1,647,971.54	Invoice sent 2/25/2008. Award CON by 4/22/2008.
Vacaville	Centennial Park-Browns Valley Pkwy To Allison, Class I And Class II Bike Path	$738,422.23	Invoice sent 2/25/2008.

3. 2009 TIP Public Comments due May 1, 2008
The federally required Transportation Improvement Program (TIP) is a comprehensive listing of Bay Area surface transportation projects that receive federal funds or are subject to a federally required action, or are regionally significant. Last month, MTC released a draft 2009 TIP for public comments, which are due May 1st.

STA Staff circulated a draft summary of comments for the Solano Project Delivery Working Group (Solano PDWG) which they have reviewed prior to STA staff submission to MTC on May 1, 2008.

4. Disadvantaged Business Enterprise (DBE) Transition from Race-Neutral to Race-Conscious
   Caltrans has not gone to race conscious at this time. Project sponsors will need to submit race-neutral Annual Anticipated DBE Participation Level (AADPL) methodology to Caltrans by June 1, 2008 for FY 2008-09 (see attachment A). If your agency plans to obligate federal funds in FY 2008-09, your agency will need an approved AADPL.

Fiscal Impact:
None.

Recommendation:
Informational.

Attachments
A. Caltrans Local Assistance Letter: Race-Neutral Annual Anticipated Available DBE Participation Level (AADPL) Information

ATTACHMENT A

STATE OF CALIFORNIA - BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
P.O. BOX 23660
OAKLAND, CA 94623-0660

Flex your power!
Be energy efficient.

May 20, 2008

To: Metropolitan Transportation Commission (MTC)
Regional Transportation Planning Agencies
Local Agency/ Public Works - Directors

Attn: Local Agency DBE Liaison Officers/ Project & Construction Managers

Subject: Race-Neutral Annual Anticipated Available DBE Participation Level (AADPL) Information

The purpose of this letter is to let all local agencies know that they must have a Race Neutral Implementation Agreement (RNIA), in place, and an approved Race-Neutral Annual Anticipated DBE Participation Level (AADPL), under Title 49 CFR Part 26, to be eligible for receiving federal transportation funds. Every year, your agency is required to provide, for our approval, two copies of a proposed AADPL and AADPL methodology, by June 1st. **Please note, this AADPL submittal must be under the current Race-Neutral Program. We will continue to keep you updated on any further changes to the program.**

This AADPL will be for upcoming Federal Fiscal Year (FFY) 2008/09 and should include the following (Use Exhibit 9-B format):

- **Two copies of the Exhibit 9-B should be submitted if you would like a signed copy returned to your agency.**
- A clear description of upcoming FFY 2008/09 federal contracts including construction, procurement, and A/E contracts.
- A clear definition of your agency's market area where most of your contracts' bidders/consultants are coming from.
- A specific description of the methodology you used to establish the AADPL, including the Step 1 Base Figure and the evidence used to calculate it and the required Step 2 Analysis.
- Your agency's choice of the three "Prompt Payment of Subcontractor's Retainage" options.

However, if you have no FHWA-assisted projects for the FFY 2008/09, you only need to inform us in writing that you have "no projects and no AADPL during FFY 08/09" and no further action will be required.

**Note:
1. All agencies should be aware that, while we are in a Race-Neutral DBE Program mode, no DBE goal is to be placed in any Federally Funded contracts or proposals..
2. The agency's AADPL must include all the agency's federally funded contracts including A/E contracts, procurement contracts, and construction contracts. Construction that isn't performed by in-house forces, must be included as part of the AADPL calculation as well.
3. All agencies should make the maximum effort to provide opportunities to DBEs to participate in contracts.
4. All agencies must still submit the required DBE forms at Contract Award (Exhibit #15-G) and Final Report (Exhibit #17-F).
5. All agencies are required to maintain a bidders list that lists the names, addresses, DBE/non-DBE status, area of expertise, date established, and annual gross receipts of all contractors and subcontractors who have bid or provided quotes on the agency's projects within the last few years. This list must be kept for our inspection, regardless of whether this list is used to calculate an AADPL or not.

5. Please note that if you have projects not advertised before the end of this fiscal year (FFY 07/08), then you should carry over these projects into the upcoming FFY 08/09 AADPL submittal. Projects awarded during FFY 07/08 should not be included in the FFY 08/09 AADPL submittal.

Further information regarding the DBE program is included in the Local Assistance Procedures Manual. You may refer to the Local Programs website at www.dot.ca.gov/hq/LocalPrograms/ for further information. If you have any questions feel free to call Art Duffy at (510) 622-5928 or Moe Shakernia at (510) 286–5236.

Sincerely,

Sylvia Fung, PE
Chief, Office of Local Assistance
Caltrans – District 04

STA
Solano Transportation Authority

DATE: May 19, 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
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)**
Bicycle Facilities Program	Avra Goldman, BAAQMD, (415) 749-5093	**June 16, 2008**
Regional Transportation Fund for Clean Air Program*	Geraldina Grunbaum, BAAQMD, (415) 749-4956	**June 30, 2008**
Federal Safe Routes to School (SRTS) Program*	Joyce Parks, California Department of Transportation (Caltrans) (916) 653-6920	**July 18, 2008**
Non-Urbanized Area Intercity Bus Program (FTA 5316)*	Dan Mundy, Caltrans (916) 657-4587	**August 29, 2008**

* New funding opportunity

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 (tentative)

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-snci.com

Solano Transportation Authority

FUNDING OPPORTUNITY

Bicycle Facilities Program

Due June 16, 2008

TO: STA TAC
FROM: Sara Woo, Planning Assistant

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

Eligible Project Sponsors:	Public agencies are eligible such as cities, counties, school districts, and transit districts in the cities of Fairfield, Suisun City, Vallejo, Benicia, and portions of Solano County located in the Bay Area Air Quality Management District.
Program Description:	The Bicycle Facilities Program is funded by the Transportation Fund for Clean Air (TFCA). TFCA revenues are generated through a $4 surcharge on motor vehicle registrations within the Air District's jurisdiction.
Funding Available:	Approximately $600,000 is expected to be available in FY 2007-08 for the Bay Area. The minimum grant for a single project is $10,000 and the maximum grant is 35% of the total funds available (or $210,000 in FY 2007/08).
Eligible Projects:	The following new bicycle facilities can be constructed / installed with BFP funding: • Class I – Bicycle Paths • Class II – Bicycle Lanes • Class III – Bicycle Routes • Bicycle Lockers and Racks • Secure Bicycle Parking • Bicycle Racks on Public Transportation Vehicles
Further Details:	http://www.baaqmd.gov/pln/grants_and_incentives/bfp/index.htm
Program Contact Person:	Avra Goldman, BAAQMD Bicycle Facilities Program Liason, (415) 749-5093 agoldman@baaqmd.gov

Solano Transportation Authority

FUNDING OPPORTUNITY

Regional Transportation Fund for Clean Air Program

Due June 30, 2008

TO: STA TAC
FROM: Sara Woo, Planning Assistant

This summary of the Solano Transportation Fund for Clean Air Program (60% Regional Funds) is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors:	Public agencies are eligible such as cities, counties, school districts, and transit districts in the cities of Fairfield, Suisun City, Vallejo, Benicia, and portions of Solano County located in the Bay Area Air Quality Management District.
Program Description:	The Regional Transportation Fund is a part of the Transportation Fund for Clean Air (TFCA) grant program, which is funded by a $4 surcharge on motor vehicles registered in the Bay Area.
Funding Available:	Approximately $10 million is expected to be available in FY 2008-09 for the Bay Area. The minimum grant for a single project is $10,000 and the maximum grant is $1.5 million.
Eligible Projects:	Shuttle/feeder buses, arterial management, bicycle facilities, clean air vehicles and infrastructure, ridesharing, clean air vehicles, and "Smart Growth" projects.
Further Details:	http://www.baaqmd.gov/pln/grants_and_incentives/tfca/
Program Contact Person:	Geraldina Grunbaum, BAAQMD TFCA Liaison, (415) 749-4956

STA
Solano Transportation Authority

FUNDING OPPORTUNITY

Federal Safe Routes to School (SRTS) Program

Applications Due July 18, 2008

TO: STA 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

Non-Urbanized Area Intercity Bus Program (FTA 5311(f))

Applications Due August 29, 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

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Solano Transportation Authority

Solano Transportation Authority
Board Meeting Highlights
May 14, 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 May 14, 2008 STA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Authority at the Board meeting of May 14, 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
Mike Reagan (Vice Chair – Alternate Member)	County of Solano
Elizabeth Patterson	City of Benicia
Jack Batchelor, Jr. (Alternate Member)	City of Dixon
Harry Price	City of Fairfield
Pete Sanchez	City of Suisun City
Len Augustine	City of Vacaville
Tom Bartee (Alternate Member)	City of Vallejo

ACTION – FINANCIAL ITEMS

On a motion by Alternate Board Member Reagan, and a second by Board Member Augustine, the STA Board unanimously approved Items A through E.

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

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

Recommendation:

Approve the following:

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

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

Recommendation:

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

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

Recommendation:

Approve the following:

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

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

Recommendation:

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

F. Approval of Fiscal Year (FY) 2008-09 Transportation Funds for Clean Air (TFCA) Regional Fund Submittal

Recommendation:

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

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

ACTION – NON FINANCIAL ITEMS

A. North Connector Project, Final Environmental Impact Report (FEIR)
Open Public Hearing: 7:10 p.m.
Closed Public Hearing: 7:35 p.m.

Recommendation:
CONDUCT a public hearing to consider:

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

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

THEN:

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

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

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

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

4. ***Direct staff to work in good faith with the Solano Land Trust and the County of Solano to determine a fair value to replace the conservation easement.***

On a motion by Board Member Patterson, and a second by Alternate Board Member Bartee, the STA Board unanimously approved this additional recommendation.

Chair Woodruff recessed the meeting at 8:15 p.m. Board Member Sanchez left the meeting at this time.

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

B. Comprehensive Transportation Plan (CTP) Update – Subsidiary Studies
Recommendation:
Approve the list of CTP Subsidiary Studies to the STA Arterials, Highways and Freeways Committee, Transit Committee, and Alternate Modes Committee for use in updating the respective CTP Elements.

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

C. Sacramento/San Joaquin Delta Transportation Issues

Recommendation:

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

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

D. Legislative Update

Recommendation:

Approve the following positions:

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

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

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

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

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

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

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

E. Napa-Solano Traffic Demand Model – Land Use Assumptions Robert Ma
Recommendation:
Approve the land use assumptions of the Napa-Solano Travel Demand Model as specified in Attachment A.
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F. Contract Amendment for Project Delivery Management (PDM) Group Inc. for Project Management Services for the I-80/I-680/State Route (SR) 12 Interchange Complex
Recommendation:
Approve a contract amendment for PDMG in the amount of $570,000 for project management services through June 30, 2010 for the I-80/I-680/SR12 Interchange Complex projects.

G. Contract Amendment for the State Route (SR) 12 Realignment/Rio Vista Bridge Preliminary Study and the SR 12/Church Road Improvements Project Study Report (PSR) Jan
Recommendation:
Approve the following:

1. Contract amendment for the Project Study Report for the SR 12/Church Road Improvements contract for a total not to exceed a contract amount of $155,000 through June 30, 2009; and
2. Contract amendment for the SR 12 Re-Alignment/Rio Vista Preliminary Bridge Study contract for a total not to exceed a contract amount of $380,000 through December 31, 2009.

H. Transit Facilities of Regional Significance Criteria

Recommendation:

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

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

A. MTC Report:

None presented.

B. Caltrans Report:

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

C. STA Report:

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

INFORMATIONAL ITEMS

A. STA Draft Overall Work Plan for Fiscal Year (FY) 2008-09 and FY 2009-10

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

NO DISCUSSION

B. Regional Measure 2 (RM 2) Implementation

C. I-80 Construction Schedule Update

D. Regional Transportation Plan (RTP) Status

E. I-80 Public Information

F. Routes of Regional Significance Revised Criteria

G. State Route (SR) 12 Status Update

H. Project Delivery Update

I. STA Bicycle Advisory Committee Update

J. Funding Opportunities

K. State Route (SR) 12 Status Update

L. STA Board Meeting Schedule for 2008

ADJOURNMENT

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

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STA
Solano Transportation Authority

DATE: May 20, 2008
TO: STA TAC
FROM: Johanna Masiclat, Clerk of the Board
RE: STA Board and Advisory Committee Meeting Schedule for 2008

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

Fiscal Impact:
None.

Recommendation:
Informational.

Attachment:
A. STA Board and Advisory Committee Meeting Schedule for 2008

Solano Transportation Authority

STA BOARD AND ADVISORY COMMITTEE MEETING SCHEDULE CALENDAR YEAR 2008

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Wed., 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