



Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

Area Code 707
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MEETING NOTICE

Members:

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

Wednesday, October 10, 2007

**STA Board Meeting/Workshop
Suisun City Hall Council Chambers
701 Civic Center Drive
Suisun City, CA**

6:00 p.m. Regular Meeting

MISSION STATEMENT – SOLANO TRANSPORTATION AUTHORITY

To improve the quality of life in Solano County by delivering transportation system projects to ensure mobility, travel safety, and economic vitality.

Times set forth on agenda is an estimate. Items may be heard before or after the times designated.

ITEM	BOARD/STAFF PERSON
I. CALL TO ORDER – CONFIRM QUORUM (6:00 p.m.)	Chair Intintoli
II. PLEDGE OF ALLEGIANCE	
III. APPROVAL OF AGENDA	
IV. OPPORTUNITY FOR PUBLIC COMMENT (6:00 – 6:05 p.m.)	

Pursuant to the Brown Act, public agencies must provide the public with an opportunity to speak on any matter within the subject matter jurisdiction of the agency and which is not on the agency’s agenda for that meeting. Comments are limited to no more than 3 minutes per speaker. Gov’t Code §54954.3(a). By law, no action may be taken on any item raised during the public comment period although informational answers to questions may be given and matters may be referred to staff for placement on a future agenda of the agency.

This agenda is available upon request in alternative formats to persons with a disability, as required by the Americans with Disabilities Act of 1990 (42 U.S.C. §12132) and the Ralph M. Brown Act (Cal. Govt. Code §54954.2). Persons requesting a disability-related modification or accommodation should contact Johanna Masiclat, Clerk of the Board, at (707) 424-6008 during regular business hours, at least 24 hours prior to the time of the meeting.

STA BOARD MEMBERS							
Anthony Intintoli Chair City of Vallejo	Steve Messina Vice Chair City of Benicia	Mary Ann Courville City of Dixon	Harry Price City of Fairfield	Ed Woodruff City of Rio Vista	Pete Sanchez City of Suisun City	Len Augustine City of Vacaville	Jim Spering County of Solano
STA BOARD ALTERNATES							
Gary Cloutier	Alan Schwartzman	Mike Smith	Jack Batson	Bill Kelly	Mike Segala	Steve Wilkins	John Silva

- V. **EXECUTIVE DIRECTOR'S REPORT** Daryl K. Halls
(6:05 – 6:10 p.m.)
Pg. 1
- VI. **COMMENTS FROM CALTRANS, THE METROPOLITAN TRANSPORTATION COMMISSION (MTC), AND STA**
(6:10 – 6:30 p.m.)
- | | | | |
|-----------|---|--|-----------------|
| A. | Caltrans Report | | Doanh Nguyen |
| B. | MTC Report | | Jim Spering |
| C. | STA Report | | |
| | 1. Proclamation of Appreciation– Chair Intintoli | | Ed Woodruff |
| | 2. Proclamation of Appreciation – Vice Chair Messina | | Ed Woodruff |
| | 3. Nominations for STA's 10th Annual Awards | | Jayne Bauer |
| | 4. State Route (SR) 12 Safety Plan Update | | Robert Macaulay |
| | 5. SNCI Program Year-End Report Highlights | | Judy Leaks |
- VII. **CONSENT CALENDAR**
- Recommendation:*
Approve the following consent items in one motion.
(Note: Items under consent calendar may be removed for separate discussion.)
(6:30 – 6:35 p.m.)
- | | | | |
|-----------|--|--|------------------|
| A. | STA Board Special Meeting Minutes of September 26, 2007 | | Johanna Masiclat |
| | <i>Recommendation:</i>
<i>Approve STA Board Special Meeting Minutes of September 26, 2007.</i>
Pg. 11 | | |
| B. | STA Board Meeting Minutes of September 12, 2007 | | Johanna Masiclat |
| | <i>Recommendation:</i>
<i>Approve STA Board Meeting Minutes of September 12, 2007.</i>
Pg. 15 | | |
| C. | Review TAC Draft Minutes for the Meeting of September 26, 2007 | | Johanna Masiclat |
| | <i>Recommendation:</i>
<i>Receive and file.</i>
Pg. 25 | | |
| D. | Fiscal Year 2006-07 4th Quarter Budget Report | | Susan Furtado |
| | <i>Recommendation:</i>
<i>Review and file.</i>
Pg. 31 | | |

E. Amending Solano Transportation Authority (STA)'s Travel Policy

Charles Lamoree

Recommendation:

By simple motion, approve the following:

- 1. The Amendments to Accounting Policy G which deals with out-of-state travel (Attachment B); and*
- 2. Out-of-state travel for STA's Assistant Project Manager to serve on panel at the National Safe Routes to School Conference in Michigan.*

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F. Authorizing the Executive Director to Sign Agreements/Documents with/for the California Department of Transportation (Caltrans)

Janet Adams

Recommendation:

Approve the attached Resolution 2007-10 delegating authorization to the Executive Director or the Acting Executive Director to execute Cooperative Agreements, Master Agreements, Program Supplemental Agreements, Fund Exchange Agreements, Fund Transfer Agreements, as well as any required right-of-way certifications and any amendments with or for Caltrans or FHWA to facilitate the delivery of transportation projects in Solano County.

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G. Proclamations of Appreciation for Retiring City Managers, Kevin O'Rourke, City of Fairfield and Warren Salmons, City of Dixon

Chair Intintoli

Recommendation:

Approve the following:

- 1. Proclamation of Appreciation for Kevin O'Rourke upon his retirement as City Manager for the City of Fairfield; and*
- 2. Proclamation of Appreciation for Warren Salmons upon his retirement as City Manager for the City of Dixon*

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H. Solano Transportation for Livable Communities (TLC) Program Implementation Plan

Robert Guerrero

Recommendation:

Approve the following:

- 1. Direct STA staff to work with the Alternative Modes Committee to develop a TLC Program Implementation Plan; and*
- 2. Develop a Funding Plan for the City of Rio Vista TLC Waterfront Project.*

Pg.47

I. Extension of Contract for State Legislative Services – Shaw/Yoder, Inc.

Jayne Bauer

Recommendation:

Authorize the Executive Director to execute contract Amendment No. 8 to the existing Lobbying Consultant Services Agreement between the Solano Transportation Authority and Shaw/Yoder, Inc. for specified state legislative advocacy services through September 30, 2008 for an amount not to exceed \$44,400.

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J. Federal Legislative Advocacy Requests for Qualifications (RFQ)

Jayne Bauer

Recommendation:

Approve the following:

- 1. Authorize the Executive Director to solicit Requests For Qualifications (RFQ) for federal legislative advocacy services and enter into a contract with the selected firm from January 1, 2008 through December 31, 2009 at a cost not to exceed \$180,000;*
- 2. The expenditure of an amount not to exceed \$45,000.00 to cover the STA's contribution for this contract; and*
- 3. Authorize the Executive Director to forward letters to the Cities of Fairfield, Vacaville and Vallejo requesting their continued participation in the partnership to provide federal advocacy services in pursuit of federal funding for the STA's priority projects.*

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K. Solano Bicycle Pedestrian Program (SBPP) 3-Year Plan

Sara Woo

Recommendation:

Approve the following:

- 1. Approve the Solano Bicycle Pedestrian Program (SBPP) 3-Year Plan with the projects and associated funding amounts from each program as specified in Attachment A;*
- 2. Authorize project sponsors to advance SBPP funding available to their project from FY 2008-09 provided that the project is ready to be implemented; and*
- 3. Amend the 3-Year Plan to combine the recommended funding from FY 2007-08 (\$73,000) with FY 2008-09 (\$12,000) for a total of \$85,000 for the Fairfield West Texas Street Gateway Project.*

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- L. Solano Pedestrian Advisory Committee (PAC) Member Appointment** Sara Woo
Recommendation:
Appoint Tri-City and County Cooperative Planning Group's Brian Travis to the Pedestrian Advisory Committee for a three-year term.
Pg. 63
- M. Regional Paratransit Funding Policy** Elizabeth Richards
Recommendation:
Support requesting MTC dedicate increased State Transit Assistance Funds for Regional Paratransit purposes.
Pg. 67
- N. Solano Transit Consolidation Study Contract Amendment** Elizabeth Richards
Recommendation:
Authorize the Executive Director to amend the existing contract with DKS Associates to conduct Phase II of the countywide Transit Consolidation Study in an amount not-to-exceed \$60,000.
Pg. 75
- O. I-80/I-680/State Route (SR) 12 Interchange Project Implementation** Janet Adams
Recommendation:
Approve the attached Resolution 2007-11 for \$13.5 million of RM 2 funds for completion of the I-80/I-680/SR12 Interchange EIR/EIS, including detailed preliminary engineering.
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VIII. ACTION – FINANCIAL ITEMS

- A. Proposition 1B Trade Corridors Improvement Fund (TCIF)** Janet Adams
Recommendation:
Approve the following STA Priorities for Proposition 1B TCIF:
- 1. Cordelia Truck Scales Relocation (First Phase); and*
 - 2. The Martinez Subdivision and Capital Corridor Operational Improvements Projects.*
- (6:35 – 6:40 p.m.)
Pg. 83

- B. 2008 State Transportation Improvement Program (STIP)** Janet Adams
Recommendation:
Approve the Draft 2008 STIP as specified in Attachment B with the commitment to have the I-80 eastbound auxiliary lane between Travis Blvd. and Air Base Parkway be the next priority project study report completed and next STIP Highway Fund priority project.
(6:40 – 6:50 p.m.)
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IX. ACTION – NON FINANCIAL ITEMS

- A. Selection of 2008 Chair and Vice Chair** Chair Intintoli
Recommendation:
Approve the following:
 - 1. Selection of the STA Chair for 2008 Commencing with the STA Board Meeting of December 12, 2007;*
 - 2. Selection of the STA Vice-Chair for 2008 Commencing with the STA Board Meeting of December 12, 2007; and*
 - 3. Request the new Chair Designate the STA Executive Committee for 2008.*
(6:50 – 6:55 p.m.)
Pg. 145
- B. Comprehensive Transportation Plan (CTP) Update** Robert Macaulay
Recommendation:
Adopt the attached scheduled for updating the Solano Comprehensive Transportation Plan.
(6:55 – 7:00 p.m.)
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X. INFORMATIONAL ITEMS

- A. 10-Year Investment Plan for Highways, Transit Facilities and Transit Fleet Capital Needs** Janet Adams
Informational
(7:00 – 7:10 p.m.)
Pg. 151

NO DISCUSSION

- B. North Connector Project – Status Update** Janet Adams
Informational
Pg. 179
- C. Route 30 Performance Update for Fiscal Year (FY) 2006-07** Liz Niedziela
Informational
Pg. 181

- D. Solano Napa Commuter Information (SNCI) Program** Judy Leaks
Fiscal Year (FY) 2006-07 Year-End Report
Informational
Pg. 183
- E. Solano Napa Travel Demand Model Update** Robert Macaulay
Informational
Pg. 199
- F. State Route (SR) 12 Status Update** Robert Macaulay
Informational
Pg. 201
- G. Abandoned Vehicle Abatement (AVA) Annual Report** Susan Furtado
Fiscal Year (FY) 2006-07
Informational
Pg. 205
- H. Fiscal Year (FY) 2007-08 Transportation Development Act (TDA) Distribution for Solano County – Fund Estimate Update** Elizabeth Richards
Informational
Pg. 207
- I. Project Delivery Update** Sam Shelton
Informational
Pg. 211
- J. Funding Opportunities Summary** Sara Woo
Informational
Pg. 235
- K. STA Board Meeting Schedule** Johanna Masiclat
Informational
Pg. 249

XI. BOARD MEMBER DISCUSSION ITEMS – WORKSHOP

- A. Presentation on Safe Routes to School (SR2S) Plan** Sam Shelton
Discussion
 (7:10 – 7:20 p.m.)
Pg. 251

XII. BOARD MEMBERS COMMENTS

XIII. ADJOURNMENT

The next regular meeting of the STA Board is scheduled for **Wednesday, December 12, 2007, 6:00 p.m., Suisun City Hall Council Chambers.**

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MEMORANDUM

DATE: October 2, 2007
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – October 2007

The following is a brief status report on some of the major issues and projects currently being advanced by the STA. An asterisk (*) notes items included in this month's Board agenda.

Governor Signs AB 112 (Wolk)–Establishing SR12 Double Fine Zone *

On October 1, 2007, Assembly Member Lois Wolk, State Senator Patricia Wiggins and Assembly Member Alan Nakanishi announced the Governor's signing of AB 112 (Wolk) creating a statewide criteria for the establishment of double fine zones on state highways and identifying SR 12 from I-80 to I-5 as the first state highway to be designated as a double fine zone under this new set of criteria. Board Members Anthony Intintoli, Steve Messina, Len Augustine, Harry Price, Jim Spring, and Eddie Woodruff were in attendance. Mike Brown, the head of the California Highway Patrol (CHP), was joined by the police chiefs from Dixon, Fairfield, Rio Vista, Suisun City and Vacaville conveying their agencies commitment to providing heightened traffic enforcement on SR 12. Caltrans directors from District IV (Bijan Sartipi) and District X (Kome Ajise) attended as did Chuck and Bev Lamoree and the widow of Officer David Lamoree.

Vallejo to Host STA's 10th Annual Awards Program at Renovated Empress Theatre

On November 14th, the City of Vallejo will be hosting the STA's 10th Annual STA Awards at the recently renovated Empress Theatre in downtown Vallejo. A total of 26 individuals, agencies, projects, and programs have been nominated with a total of 12 STA Awards scheduled to be awarded. At the Board meeting, staff will announce the nominees.

STA Board to Thank Departing Board Members Intintoli and Messina *

Two of the STA's Board Members are scheduled to leave the Board following the October Board meeting and the forthcoming STA Awards Ceremony in November. Current STA Chair Anthony Intintoli will be leaving the Board following the conclusion of his second two-term tenure as the Mayor of the City of Vallejo. Mayor Intintoli has been an active participant on the STA's annual trips to Washington, D.C., in pursuit of federal transportation earmarks. He has participated in the last seven STA trips resulting

in STA obtaining over \$45 million in critical federal funds for projects such as the Vallejo Station and Maintenance Facility, the I-80/I-680/SR 12 Interchange, and the Jepson Parkway.

Current STA Vice-Chair Steve Messina is also leaving the STA Board following the completion of his second term as the Mayor of the City of Benicia. Mayor Messina has been a consistent supporter of improving transit service for Benicia and Solano County residents and has been a proponent of expanded intercity service on I-680 which took place when Route 40 began serving the City of Benicia and on I-780 which will have improved Solano Express service when Route 70 is initiated in 2008. Staff has prepared proclamations of appreciation for both of these dedicated public officials.

Selection of STA Chair and Vice Chair for 2008 *

With the eminent departure of both the STA Chair and Vice-Chair, the STA Board has scheduled the selection of the STA Chair and Vice-Chair for 2008 for the October 12th meeting to ensure these posts are filled for the upcoming Board meeting in December. Based on the STA's update schedule for rotation of chairs, the representatives from the City of Rio Vista and the County of Solano are next up to serve in these capacities.

STA to Discuss Priorities for 2008 State Transportation Improvement Program (STIP) *

Last month, staff provided an overview to the STA Board of the various highway, roadway and transit facility projects that the STA will have the opportunity to invest in as part of the programming of the 2008 State Transportation Improvement Program (STIP) and in preparation for developing a 10-Year Investment Plan for future STIP investments. The California Transportation Commission (CTC) is scheduled to adopt the final STIP Fund Estimate (FE) on October 24th. Until that action is taken by the CTC, the County STIP targets for California's 58 counties are in flux. At the Board meeting, staff will present draft STIP priority projects for both the highway and transit elements of the 2008 STIP.

STA Lands State Planning Grant for I-80/I-680/I-780 Corridors Highway Operational Implementation Plan*

On October 1, 2007, staff was notified by the California Department of Transportation (Caltrans) that the STA and the Metropolitan Transportation Commission's (MTC) \$250,000 application for a State Planning and Research grant for the I-80/I-680/I-780 Corridors Highway Operational Implementation Plan has been approved by Caltrans. This grant, combined with \$62,500 in local match funds, will provide the STA with the resources necessary to work in partnership with Caltrans, MTC, the County of Solano, and the cities of Benicia, Dixon, Fairfield, Vacaville and Vallejo to develop highway operations policies for the I-80/I-680/I-780 corridors in preparation for a series of highway improvements expected to occur in the near and longer term. The first project expected to serve as a prototype for these policies is the I-80 High Occupancy Vehicle (HOV) lanes project that the STA is preparing to go to construction in spring of 2008.

Public Meetings Held for SR 12 Jameson Canyon Projects and North Connector *

On September 13th in Solano County and on September 14th in Napa County, Caltrans held public meetings for the SR 12 Jameson Canyon environmental document. The STA will host a public hearing for the North Connector project at on October 3rd at 6:30 pm at the Solano County Board of Supervisor's Board Hearing Room.

Safe Routes to Schools Walking Audits Proliferate Around Solano County *

STA's Sam Shelton and Sara Woo continue to coordinate Safe Routes to Schools walking audits of various local high schools, intermediate and elementary schools in each of Solano County seven cities and seven schools districts. As the program's coordinator, Sam Shelton has been invited to serve on a speaker's panel at the inaugural National Safe Routes to Schools Conference scheduled for November in the State of Michigan. The focus will be Solano County's unique community/school district based and countywide approach for the development of Solano Safe Routes to Schools Plan and Program. At the Board meeting, staff will provide a progress report on the development of each of the local Safe Routes to Schools plans in preparation for the STA Board development and consideration of a Solano County Safe Routes to Schools Plan.

Large Employers Step Up to Meet Their Goals for STA's Commute Challenge

Six large employers have registered over 20 of their employees in order to qualify for Solano Napa Commuter Information program incentives available through the 2007 Employer Commute Challenge. Judy Leaks and Sorel Klein have processed a total of 280 employees that have registered to date with the inaugural Commute Challenge scheduled to conclude on October 31, 2007.

Attachments:

- A. STA Acronyms List of Transportation Terms
- B. Shaw/Yoder, Inc. State Legislative Update – October 2007

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STA ACRONYMS LIST OF TRANSPORTATION TERMS

A		P	
ABAG	Association of Bay Area Governments	PAC	Pedestrian Advisory Committee
ADA	American Disabilities Act	PCC	Paratransit Coordinating Council
AVA	Abandoned Vehicle Abatement	PCRPP	Planning and Congestion Relief Program
APDE	Advanced Project Development Element (STIP)	PDS	Project Development Support
AQMD	Air Quality Management District	PDT	Project Delivery Team
B		PMP	Pavement Management Program
BAAQMD	Bay Area Air Quality Management District	PMS	Pavement Management System
BABC	Bay Area Bicycle Coalition	PNR	Park and Ride
BAC	Bicycle Advisory Committee	POP	Program of Projects
BATA	Bay Area Toll Authority	PPM	Planning, Programming and Monitoring
BCDC	Bay Conservation and Development Commission	PSR	Project Study Report
BT&H	Business, Transportation & Housing Agency	PTA	Public Transportation Account
C		PTAC	Partnership Technical Advisory Committee (MTC)
CAF	Clean Air Funds	R	
CALTRANS	California Department of Transportation	RABA	Revenue Alignment Budget Authority
CARB	California Air Resources Board	REPEGO	Regional Environmental Public Education Group
CCCC (4'Cs)	City County Coordinating Council	RFP	Request for Proposal
CCCTA (3CTA)	Central Contra Costa Transit Authority	RFQ	Request for Qualification
CEQA	California Environmental Quality Act	RM 2	Regional Measure 2
CHP	California Highway Patrol	RRP	Regional Rideshare Program
CIP	Capital Improvement Program	RTEP	Regional Transit Expansion Policy
CMA	Congestion Management Agency	RTIP	Regional Transportation Improvement Program
CMAQ	Congestion Mitigation and Air Quality	RTMC	Regional Transit Marketing Committee
CMP	Congestion Management Program	RTP	Regional Transportation Plan
CNG	Compressed Natural Gas	RTPA	Regional Transportation Planning Agency
CTA	County Transportation Authority	S	
CTC	California Transportation Commission	SACOG	Sacramento Area Council of Governments
CTEP	County Transportation Expenditure Plan	SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users
CTP	Comprehensive Transportation Plan	SCTA	Sonoma County Transportation Authority
D		SHOPP	State Highway Operations and Protection Program
DBE	Disadvantaged Business Enterprise	SJCOG	San Joaquin Council of Governments
DOT	Federal Department of Transportation	SNCI	Solano Napa Commuter Information
E		SOV	Single Occupant Vehicle
EIR	Environmental Impact Report	SMAQMD	Sacramento Metropolitan Air Quality Management District
EIS	Environmental Impact Statement	SP&R	State Planning and Research
EPA	Environmental Protection Agency	SR2S	Safe Routes to School
F		SR2T	Safe Routes to Transit
FHWA	Federal Highway Administration	SRITP	Short Range Intercity Transit Plan
FST	Fairfield-Suisun Transit	SRTIP	Short Range Transit Plan
FTA	Federal Transit Administration	STA	Solano Transportation Authority
G		STA	Spare the Air
GARVEE	Grant Anticipation Revenue Vehicle	STAF	State Transit Assistance Fund
GIS	Geographic Information System	STIA	Solano Transportation Improvement Authority
H		STIP	State Transportation Improvement Program
HIP	Housing Incentive Program	STP	Surface Transportation Program
HOV	High Occupancy Vehicle	T	
I		TAC	Technical Advisory Committee
ISTEA	Intermodal Surface Transportation Efficiency Act	TAM	Transportation Authority of Marin
ITIP	Interregional Transportation Improvement Program	TANF	Temporary Assistance for Needy Families
ITS	Intelligent Transportation System	TAZ	Transportation Analysis Zone
J		TCI	Transportation Capital Improvement
JARC	Jobs Access Reverse Commute	TCM	Transportation Control Measure
JPA	Joint Powers Agreement	TCRP	Transportation Congestion Relief Program
L		TDA	Transportation Development Act
LS&R	Local Streets & Roads	TDM	Transportation Demand Management
LTA	Local Transportation Funds	TEA	Transportation Enhancement Act
LEV	Low Emission Vehicle	TEA-21	Transportation Efficiency Act for the 21 st Century
LIFT	Low Income Flexible Transportation	TFCA	Transportation Funds for Clean Air
LOS	Level of Service	TIF	Transportation Investment Fund
LTF	Local Transportation Funds	TIP	Transportation Improvement Program
M		TLC	Transportation for Livable Communities
MIS	Major Investment Study	TMA	Transportation Management Association
MOU	Memorandum of Understanding	TMP	Transportation Management Plan
MPO	Metropolitan Planning Organization	TMTAC	Transportation Management Technical Advisory Committee
MTC	Metropolitan Transportation Commission	TOS	Traffic Operation System
MTS	Metropolitan Transportation System	TRAC	Trails Advisory Committee
N		TSM	Transportation Systems Management
NEPA	National Environmental Policy Act	U, V, W Y, & Z	
NCTPA	Napa County Transportation Planning Agency	UZA	Urbanized Area
NHS	National Highway System	VTA	Valley Transportation Authority (Santa Clara)
NVTA	Napa Valley Transportation Authority	W2W	Welfare to Work
O		WCCCTAC	West Contra Costa County Transportation Advisory Committee
OTS	Office of Traffic Safety	YSAQMD	Yolo/Solano Air Quality Management District
		ZEV	Zero Emission Vehicle

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SHAW / YODER, inc.
LEGISLATIVE ADVOCACY

October 2, 2007

To: Board Members, Solano Transportation Authority

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

RE: STATE LEGISLATIVE UPDATE- OCTOBER 2007

2007 STA State Legislative Program

The following is an update on your 2007 State Legislative Program:

AB 112 (Wolk) The State Route (SR) 12 Corridor has been determined by Caltrans to exceed the state average for collisions and fatalities. The California Highway Patrol has also made this route a priority for enforcement in the 2007-08 budget. This bill establishes criteria for state highways and roads to qualify as a Safety Enhancement Double Fine Zone (DFZ), and designate the SR 12 Corridor (between its intersection with Interstate 80 in Solano County and Interstate 5 in San Joaquin County) as a DFZ for driving violations on this stretch of highway in order to raise awareness and encourage better driving habits to enhance public safety. AB 112 has been signed by the Governor-Chapter 258, Statutes of 2007, and will become effective January 1, 2008.

ACR 7 (Wolk) This resolution would memorialize the life of Officer David Frank Lamoree by designating a two-mile section of SR 12, between Olsen Road and SR 113, as the "Officer David Lamoree Memorial Highway". The measure would also request that Caltrans determine the cost for appropriate signs showing this special designation and, upon receiving donations from non-state sources covering that cost, to erect those signs. Officer Lamoree, a well-respected Rio Vista Police Officer who made many contributions in the Solano area, passed away at the age of 26 after being hit head-on by a car on SR 12. ACR 7 has been chaptered by the Governor-Resolution Chapter 121, Statutes of 2007.

Other Bills of Interest

SB 375 (Steinberg) requires regional transportation planning agencies (RTPA) and Metropolitan Planning Organizations in specifically identified Counties (including Orange) to incorporate travel demand models and preferred growth scenarios (PGS) into their regional transportation plans (RTP) in order to be eligible for state transportation funding through the State Transportation Improvement Program (STIP) starting January 2009. The most recent amendments push out the enforcement date to after December 31, 2011 if projects are programmed in either the 2006 or 2008 STIP. SB 375 also requires the California Transportation Commission (CTC) to adopt guidelines for the use of travel demand models by RTPA's and provides for a variety of California Environmental Quality Act (CEQA) exemptions

for RTPA's and localities which amend their RTP's and General Plans to be consistent with the adopted PGS.

This bill aims to establish a comprehensive link between transportation planning, land use policy, and CEQA. Specifically, SB 375 requires a PGS to be designed which outlines goals for a reduction in vehicle miles traveled and greenhouse gas emissions, specified by the California Air Resources Board (CARB). SB 375 requires CARB to establish "targets" for 2020 and 2050; however, the bill's current form does not provide a date for CARB to deliver these targets. Additionally, with RTP's being the source for projects programmed into the Regional Transportation Improvement Plan (RTIP), RTPA's would be required to design and incorporate travel demand models and PGS by 2008 in order to qualify for the next round of STIP funding in 2009.

Status: This bill is currently located in the Assembly Appropriations Committee where it has become a two-year bill due to strong opposition from the Administration (Department of Finance) and the League of Cities.

AB 444 (Hancock) authorizes the county congestion management agencies (CMAs) of Alameda, Contra Costa, Marin, Santa Clara and Solano counties to impose, upon a majority vote of the electorate, an annual fee of up to \$10 on motor vehicles registered in the counties for transportation programs and projects.

Status: This bill is currently located on the Suspense File in the Senate Revenue and Taxation Committee as a two-year bill because Senator Mike Machado would not vote for the bill. The Senator believes that if any fee is to be imposed that it should be done with a 2/3 vote requirement, and that a sales tax is the appropriate avenue to pursue additional revenue.



DATE: October 3, 2007
TO: STA Board
FROM: Johanna Masiclat, Clerk of the Board
RE: Consent Calendar Summary
(Any consent calendar item may be pulled for discussion)

Recommendation:

The STA Board to approve the following attached consent items:

- A. STA Board Special Meeting Minutes of September 26, 2007
- B. STA Board Meeting Minutes of September 12, 2007
- C. Review Draft TAC Minutes of September 26, 2007
- D. Fiscal Year 2006-07 4th Quarter Budget Report
- E. Amending Solano Transportation Authority (STA)'s Travel Policy
- F. Authorizing the Executive Director to Sign Agreements/Documents with/for the California Department of Transportation (Caltrans)
- G. Proclamations of Appreciation for Retiring City Managers, Kevin O'Rourke, City of Fairfield, and Warren Salmons, City of Dixon
- H. Solano Transportation for Livable Communities (TLC) Program Implementation Plan
- I. Extension of Contract for State Legislative Services – Shaw/Yoder, Inc.
- J. Federal Legislative Advocacy Request for Qualifications (RFQ)
- K. Solano Bicycle Pedestrian Program (SBPP) 3-Year Plan
- L. Solano Pedestrian Advisory Committee (PAC) Member Appointment
- M. Regional Paratransit Funding Policy
- N. Solano Transit Consolidation Study Contract Amendment
- O. I-80/I-680/State Route (SR) 12 Interchange Project Implementation

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**SOLANO TRANSPORTATION AUTHORITY
Board Meeting Minutes for
SPECIAL MEETING
of September 26, 2007**

I. CALL TO ORDER

Chair Intintoli called the regular meeting to order at 5:32 p.m. A quorum was confirmed.

MEMBERS

PRESENT: Anthony Intintoli (Chair) City of Vallejo
Mary Ann Courville City of Dixon
Harry Price City of Fairfield
Pete Sanchez City of Suisun City
Len Augustine City of Vacaville
Jim Spering County of Solano

MEMBERS

ABSENT: Steve Messina (Vice Chair) City of Benicia
Ed Woodruff City of Rio Vista

STAFF

PRESENT: Daryl K. Halls Executive Director
Charles Lamoree Legal Counsel
Robert Macaulay Director of Planning
Elizabeth Richards Director of Transit and Rideshare Services
Jayne Bauer Marketing and Legislative Program
Manager

ALSO

PRESENT: *In Alphabetical Order by Last Name:*

Danny Bernardini The Vacaville Reporter
Richard Burnett Vallejo's Citizen's Advisory Committee
Gus Khouri Shaw/Yoder, Inc.
Gary Leach City of Vallejo
Josh Shaw Shaw/Yoder, Inc.

II. PLEDGE OF ALLEGIANCE

III. APPROVAL OF AGENDA

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

IV. OPPORTUNITY FOR PUBLIC COMMENT

Richard Burnett, Vallejo's Citizen's Advisory Committee (VCAC), provided comments during Board discussion below pertaining to their support for protecting the Vallejo Ferry system.

V. ACTION – NON-FINANCIAL ITEMS

A. Consideration of Action on SB 976 (Torlakson) – San Francisco Bay Area Water Emergency Transportation Authority (WETA)

Chair Intintoli addressed the STA Board on the issues and concerns involving recent amendments to SB 976 regarding the City of Vallejo's Baylink Ferry system. He indicated that as a result of the last-minute amendments to SB 976 proposing the new regional WETA, the implications for the City of Vallejo's Baylink Ferry system were numerous with regard to assets, authority, operation, and funding. He requested that the STA Board fully support the City of Vallejo in their action by sending a letter requesting the Governor to veto SB 976.

Board Comments:

Chair Intintoli introduced the item. He pointed out that this was not just a local issue that the proposed legislation had potential county, regional and State impacts. One issue of concern is the State's ability to take a local jurisdiction's assets without compensation. He noted for Vallejo, this is over \$100m in assets: multiple ferry vessels, buildings, maintenance facilities, and parking lots. He also raised concern about inconsistencies in the legislation: He noted that it appears that funds for the Baylink Ferry would be transferred to WETA effective July 1, 2008 yet a transition plan is not due to be completed until after this date.

Richard Burnett from the Vallejo's Citizen's Transportation Advisory Committee (VCAC) spoke in support of vetoing SB 976. He distributed a copy of a letter the TCAC had written to the Governor conveying this position.

The STA Board discussed the item and related issues.

Josh Shaw from Shaw/Yoder answered questions of the STA Board. He mentioned the possibility and value of "qualifying language" being added as part of the signing on veto message if the Governor decides to sign the legislation. The Board members expressed interest in pursuing this.

Chair Intintoli made two further points: 1) the Ferry has a key role in the revitalization of the Vallejo Waterfront and downtown; and 2) the Ferry was generously supplemented service in the two major transportation disruptions (MacArthur interchange meltdown in 2007 and Loma Prieta 1989 earthquake that closed the Bay Bridge for weeks).

Recommendation:

Authorize the STA Board Chair to send a letter to Governor Arnold Schwarzenegger requesting his veto of SB 976, consistent with the City of Vallejo's letter dated September 19, 2007.

On a motion by Member Courville, and a second Member Price, the STA Board unanimously approved the recommendation. The Board also directed staff to forward to affected agencies and to pursue qualifying language in the Governor's message.

VI. ADJOURNMENT

The STA Board meeting was adjourned at 6:17 p.m. The next regular meeting of the STA Board is scheduled for **Wednesday, October 10, 2007, 6:00 p.m., Suisun City Hall Council Chambers.**

Attested By:



Johanna Masiel
Clerk of the Board

10/4/07

Date

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SOLANO TRANSPORTATION AUTHORITY
Board Minutes for Meeting of
September 12, 2007

I. CALL TO ORDER

Chair Intintoli called the regular meeting to order at 6:05 p.m. A quorum was confirmed.

MEMBERS

PRESENT:

Anthony Intintoli (Chair)	City of Vallejo
Steve Messina (Vice Chair)	City of Benicia
Mike Smith (Alternate Member)	City of Dixon
Harry Price	City of Fairfield
Ed Woodruff	City of Rio Vista
Pete Sanchez	City of Suisun City
Len Augustine	City of Vacaville
Jim Spering	County of Solano

MEMBERS

ABSENT:

Mary Ann Courville	City of Dixon
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STAFF

PRESENT:

Daryl K. Halls	Executive Director
Charles Lamoree	Legal Counsel
Johanna Masielat	Clerk of the Board
Janet Adams	Director of Projects
Robert Macaulay	Director of Planning
Elizabeth Richards	Director of Transit and Rideshare Services
Elizabeth Niedziela	Transit Program Manager
Susan Furtado	Financial Analyst/Accountant
Jayne Bauer	Marketing and Legislative Program Manager
Robert Guerrero	Senior Planner
Sam Shelton	Assistant Project Manager
Sara Woo	Planning Assistant

ALSO

PRESENT: *In Alphabetical Order by Last Name:*

Gale Bowen	City of Rio Vista
Fernando Bravo	City of Suisun City
Gene Cortright	City of Fairfield
Mike Duncan	City of Fairfield
Andrea Glerum	MTCO/Nolte Joint Venture
George Guynn, Jr.	Resident, City of Suisun City
Gary Hsueh	ARUP
Gus Khouri	Shaw/Yoder, Inc.
Linda Lannon	Rio Vista Chamber of Commerce
Trent Lethco	ARUP
Crystal Odum-Ford	City of Vallejo
Dale Pfeiffer	City of Vacaville
Dan Schiada	City of Benicia
Alan Schwartzman	Council Member, City of Benicia
Emi Theriault	City of Rio Vista
Jan Vick	Council Member, City of Rio Vista

II. PLEDGE OF ALLEGIANCE

III. APPROVAL OF AGENDA

On a motion by Vice Chair Messina, and a second by Member Augustine, the STA Board approved the agenda with the following modifications:

1. Amended and Moved - Agenda Item VII.D, Legislative Item was amended and moved to Item IX.D
2. Amended - Agenda Item VIII.E, Bay Area Air Quality Management District (BAAQMD) Transportation for Clean Air (TFCA) Program Manager Funds was amended.

IV. OPPORTUNITY FOR PUBLIC COMMENT

George Guynn, Jr. commented on the closure of the Bay Bridge.

V. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls provided an update on the following topics:

- New Benicia Bridge Opens
- AB 112 (Wolk) – SR 12 Double Fine Legislation Looking for Votes
- Preparing for the Next Round of Critical Transportation Investments
- STA to Consider Programming PPM and STIP Swap Funds to Expedite Delivery of Priority Projects
- Large Employers and Their Employees Take Advantage of STA's Commute Challenge
- STA Staff Update

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

A. Caltrans Report:

None presented.

B. MTC Report:

Member Sperring commented on the opening ceremony of the Benicia-Martinez Bridge. He thanked the City of Benicia for the outstanding job serving as co-host for the event.

C. STA Report :

1. Robert Macaulay provided an overview of the safety efforts being accomplished along the SR 12 East from I-80 to the Rio Vista Bridge. He stated that the next SR 12 Steering Committee is scheduled to meet on September 27, 2007 (10:00 a.m.) at the Western Railroad Museum.
2. Gus Khouri, Shaw/Yoder, Inc., provided update to 2007-08 Budget, Impacts on Transportation, Transit, and 2007 STA State Legislative Program.

VII. CONSENT CALENDAR

At the request of Member Price, Items D, E, and K were pulled for comments.

A. STA Board Meeting Minutes of July 11, 2007

Recommendation:

Approve STA Board Minutes of July 11, 2007.

B. Review TAC Draft Minutes for the Meeting of August 29, 2007

Recommendation:

Receive and file.

C. State Route (SR) 12 Jameson Canyon Letter of Support

Recommendation:

Authorize the STA Chair to send a letter of support to Caltrans for the SR 12 Jameson Canyon Project.

D. This item was amended and moved to IX.D.

Legislative Update

Recommendation:

Approve the following actions pursuant to AB 112 and ACR 7:

- A. Authorize the Board Chair to send a letter to Governor Arnold Schwarzenegger urging his signature on AB 112 and ACR 7.*
- B. Authorize the Board Chair to send letters to Assemblymember Lois Wolk, Assemblymember Guy Houston, Assemblymember Nakanishi, Senator Pat Wiggins and Senator Tom Torlakson thanking them for their efforts in the successful legislative passage of AB 112 and ACR 7.*

Approve the following action pursuant to SB 976:

- A. Authorize the Board Chair to send a letter to Senator Don Perata requesting modifications to SB 976 consistent with the City of Vallejo's letter dated September 11, 2007.*

- E. Eastern Solano Congestion Mitigation and Air Quality (ECMAQ) Improvement Program: Alternative Fuels Program**
Recommendation:
Approve the allocation of Eastern Solano Congestion Mitigation Air Quality (ECMAQ) funding for the following projects:
1. City of Vacaville's Alternative Fuel Vehicle Incentive Program (\$200,000);
and
 2. Solano Napa Commuter Information's Ridesharing Activities (\$390,000).
- F. Solano Transit Consolidation Study Phase I and Phase II Status**
Recommendation:
Authorize the Executive Director to forward a letter to MTC requesting \$60,000 to fund Phase II of the Solano Transit Consolidation Study.
- G. Appointment of Paratransit Coordinating Council (PCC) Members**
Recommendation:
Appoint Kim Barkus as the Public Agency – Department of Health and Human Services representative and Susan Rotchy as the Social Service Provider representative to the PCC for a 3-year term.
- H. Establishment of State Route (SR) 113 Steering Committee**
Recommendation:
Approve the following:
1. Establish the SR 113 Steering Committee, with the following membership:
 - City of Dixon – Mayor or designee
 - Solano County Board of Supervisors – District 5 Supervisor
 - Solano County Representative to MTC
 - Yolo County Transportation District – Chairman or designee; and
 2. Set the first meeting of the SR 113 Steering Committee as October 24, 2007, at a time and place to be determined.
- I. Fiscal Year (FY) 2007-08 Indirect Cost Allocation Plan (ICAP) Application**
Recommendation:
Approve the ICAP Rate for FY 2007-08 and authorize the Executive Director to submit the ICAP application to Caltrans.
- J. Contract Amendment for Mark Thomas & Co. (MTCO)/Nolte Joint Venture for the I-80/I-680/State Route (SR) 12 Interchange Environmental Document**
Recommendation:
Authorize the Executive Director to approve a contract amendment with MTCO/Nolte JV in the amount of \$2,230,055 to complete the EIR/EIS for the I-80/I-680/SR 12 Interchange for a contract term through December 2009.

K. Contract Amendment for the Mark Thomas & Co. (MTCO)/Nolte Joint Venture for Design Services for the I-80 High Occupancy Vehicle (HOV) Lanes – Ramp Metering Project

Recommendation:

Approve the following:

1. Authorize the Executive Director to execute a contract amendment with MTCO/Nolte JV in the amount of \$1,300,000 for Final Design Services of the I-80 HOV Lanes – Ramp Metering Project for a contract term through October 2008, and
2. STA to administer the construction contract for the I-80 HOV Lanes – Ramp Metering Project.

On a motion by Vice Chair Messina, and a second by Member Augustine, consent calendar items A through K were unanimously approved.

VIII. ACTION – FINANCIAL ITEMS

A. 2008 State Transportation Improvement Program (STIP) Fund Estimate and Planning, Programming and Monitoring (PPM) Commitment

Janet Adams reviewed the STA's STIP PPM 4-Year Work Plan. She cited that the 2008 STIP provides funding in the outer two-years of the STIP cycle and as a result, the PPM funding for these outer years has not yet been programmed to the full 5%. She indicated that PPM will provide the STA Board with resources to expedite the delivery of projects as well as having the flexibility to respond to changing needs.

Public Comments:

None presented.

Board Comments:

None presented.

Recommendation:

Authorize the Executive Director to program 5% of the 2008 STIP Funds to PPM activities for Fiscal Year (FY) 2011-12 and FY 2012-13 as specified in the Attachment A Workplan.

On a motion by Member Augustine, and a second by Member Woodruff, the STA Board unanimously approved the recommendation.

B. 2008 State Transportation Improvement Program (STIP) Swap

Janet Adams and Robert Macaulay reviewed the STIP Swap Work Plan and the recommendation to swap \$1.9 million in 2008 STIP funds for STP funds. Janet Adams indicated that these funds would be for work to be completed over the next three years as specified in the draft work plan. She noted that this action would also result in a fully funded forty (40) item STA Overall Work Plan.

Public Comments:

None presented.

Public Comments:

Member Woodruff asked if the Travel Demand Model would look at the highways and freeways as well as arterials. Robert Macaulay responded that the model looked at all of the CMP roadways and routes of regional significance which includes most important arterials in the county.

Recommendation:

Authorize the Executive Director to swap \$1.9 million of the 2008 STIP Funds for STA planning purposes as specified in the Attachment A Workplan.

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

C. State Transit Assistance Funds (STAF) Fund Estimate Update Fiscal Year (FY) 2007-08 and Amendment No. 2

Elizabeth Richards reviewed the amended list of allocation of STAF Fund Estimate for FY 2007-08. She listed the addition of three new project funding requests as: 1) Transit Consolidation Phase II for \$60,000; 2.) Vallejo Transit Consolidation/ Implementation; and 3) Dixon Redit-Ride Performance fir \$30,000 and Operating Study for \$30,000.

Public Comments:

None presented.

Board Comments:

None presented.

Recommendation:

Approve the amended list of FY 2007-08 Northern County Solano STAF transit projects and programs as shown on Attachment B for the following projects:

1. Transit Consolidation Phase II (\$60,000);
2. Vallejo Transit Consolidation/Implementation Study (\$30,000); and
3. Dixon Redit-Ride Performance and Operating Study (\$30,000).

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

D. Solano Transportation for Livable Communities (TLC) Capital Grants

Robert Guerrero outlined the TLC funding allocations for future TLC funds and he also identified a shortfall in available TE funding dedicated to Solano TLC projects. He reviewed the TLC funding recommendation for Fairfield's project from \$212,000 to \$73,000 and Vacaville's project at the previous amount of \$822,000. He noted that Rio Vista's project would receive priority for the next round of TLC funding provided that the potential environmental and land acquisitions concerns are addressed.

Public Comments:

Emi Theriault, City of Rio Vista Planning Manager, urged the STA Board to reconsider the City's request for TLC capital funds on the first phase of the Waterfront Pedestrian Access Project.

Board Comments:

After discussion, the STA Board approved Rio Vista's Waterfront Pedestrian Access Project as a priority for future TLC funds, provided that the City of Rio Vista demonstrates progress in addressing environmental concerns.

Recommendation:

Approve the following:

1. Solano TLC Capital Grants for the following projects:
 - A. City of Fairfield: Union Ave./Suisun City Train Station Pedestrian Safety Improvement Project: \$73,800; and
 - B. City of Vacaville: Vacaville Downtown Creekwalk Extension: \$822,000
2. The City of Rio Vista's Waterfront Public Access Project will receive priority for future TLC allocations provided that the potential environmental and land acquisition issues are addressed for the project.

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

E. AMENDED - Bay Area Air Quality Management District (BAAQMD) Transportation for Clean Air (TFCA) Program Manager Funds

Robert Guerrero provided a brief description and analysis of two clean air project applications submitted by the City of Benicia's Diesel Retrofit Devices (\$25,000 requested) and City of Fairfield's Union Ave./Suisun Train Station Pedestrian Safety Project (\$87,247 requested).

Board Comments:

None presented.

Public Comments:

None presented.

Recommendation:

1. Approve \$87,247 in Fiscal Year (FY) 2007-08 TFCA Program Manager Funds for the City of Fairfield's Union Ave./Suisun City Train Station Pedestrian Safety Improvement Project.
2. *Adopt a resolution authorizing the STA Executive Director to submit the TFCA Program Manager*

On a motion by Vice Chair Messina, and a second by Member Price, the STA Board unanimously approved the recommendation as amended shown above in ***bold italics***.

IX. ACTION – NON-FINANCIAL ITEMS

A. Final 2007 Solano Congestion Management Program (CMP)

Robert Macaulay provided a review of the 2007 Solano Congestion Management Program. He announced that the CMP is due to be submitted to MTC by September 21, 2007. He stated that the Final 2007 Solano CMP is scheduled for adoption by the STA Board on September 12, 2007.

Board Comments:

None presented.

Public Comments:

None presented.

Recommendation:

Approve the Final 2007 Solano CMP and submit to the Metropolitan Transportation Commission (MTC).

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

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

Robert Guerrero and Trent Lethco, ARUP, provided an overview of the development of the Draft North Connector TLC Concept Plan. Robert Guerrero stated that all comments received will be considered in the development of the final North Connector TLC Corridor Concept Plan. He indicated that pending Board approval to release the draft for public comment, the deadline for comments will be October 12, 2007.

Board Comments:

Member Spring requested explanation on pedestrian movement around the westbound truck scales and how the bike/pedestrian trail issue was addressed.

Daryl Halls responded that this issue was addressed in the North Connector Project environmental document and that the bike/pedestrian path will be relocated on the northside of the truck scales when that project is undertaken.

Public Comments:

None presented.

Recommendation:

Approve the release of the Draft North Connector Transportation for Livable Communities (TLC) Corridor Concept Plan for public comment with a deadline for comment submittals by Friday, October 12, 2007.

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

C. Selection of 2008 STA Chair and Vice Chair

With the pending departure in early December from the Board of current Chair Anthony Intintoli and Vice-Chair Steve Messina, the STA Board recommended to modify the rotation of the selection of chairs and vice-chairs and agendize the selections of the STA's 2008 Chair and Vice-Chair for the October meeting.

Board Comments:

None presented.

Public Comments:

None presented.

Recommendation:

Approve the following:

1. Agendize the selection of the STA Chair and Vice-Chair for 2008 at the Board meeting of October 10, 2007;
2. Request the new Chair designate the STA Executive Committee for 2008 at the October 10, 2007 Board meeting; and
3. The modified schedule for rotation of STA Chair and Vice-Chair as specified in Attachment B.

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

D. AMENDED - Legislative Update

Jayne Bauer summarized last-minute developments on the final sessions of the 2007-08 state legislative years. She specified that AB 112 received its final approval by the Senate by a vote of 21-11. However, she indicated that a significant turn of events occurred with SB 976 (Torlakson) which included major changes and amendments to the bill. She requested authorization for the STA Board Chair to send letters of concern to the author and legislative supporters of SB 976.

Board Comments:

Chair Intintoli urged each governing bodies to send a letter to the Governor requesting the veto of SB 976.

Public Comments:

None presented.

Recommendation:

Approve the following actions pursuant to AB 112 and ACR 7:

- C. Authorize the Board Chair to send a letter to Governor Arnold Schwarzenegger urging his signature on AB 112 and ACR 7; and*
- D. Authorize the Board Chair to send letters to Assemblymember Lois Wolk, Assemblymember Guy Houston, Assemblymember Nakanishi, Senator Pat Wiggins and Senator Tom Torlakson thanking them for their efforts in the successful legislative passage of AB 112 and ACR 7.*

Approve the following action pursuant to SB 976:

- B. Authorize the Board Chair to send a letter to Senator Don Perata requesting modifications to SB 976 consistent with the City of Vallejo's letter dated September 11, 2007.*

On a motion by Member Spring, and a second by Member Augustine, the STA Board unanimously approved the recommendation as amended shown above in ***bold italics***.

X. INFORMATIONAL ITEMS

A. 10-Year Funding Outlook for Highway and Transit Facilities

Janet Adams outlined the development of a ten-year funding plan for both highway element projects and transit projects. She stated that the plan will consider projects that can be fully funded and constructed over the next ten years with a tier one goal of beginning construction and a full funding plan of within five (5) years.

NO DISCUSSION

B. Highway Projects Status Report

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

C. State Route (SR) 12 Status Update

D. Bay Area Regional Rail Plan

E. SR 113 Major Investment and Corridor Study Update

F. Obligating and Advancing Fiscal Year (FY) 2008-09 Projects

G. Safe Routes to Schools (SR2S) Update

H. Project Delivery Update

I. Solano Commute Challenge Update

J. Solano Countywide Pedestrian Plan Update: Pedestrian Priority Projects List

K. Funding Opportunities Summary

L. Updated STA Board Meeting Schedule for Calendar Year 2007

XI. BOARD MEMBER COMMENTS

Chair Intintoli thanked the Board for the support that had been on SB 976. He noted that a copy of his letter could be used as a reference.

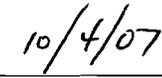
XV. ADJOURNMENT

The STA Board meeting was adjourned at 7:25 p.m. The next regular meeting of the STA Board is scheduled for **Wednesday, October 10, 2007, 6:00 p.m., Suisun City Hall Council Chambers.**

Attested By:



Johanna Masiclat
Clerk of the Board



Date



TECHNICAL ADVISORY COMMITTEE
Minutes for the meeting of
September 26, 2007

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
Royce Cunningham	City of Dixon
Gene Cortright	City of Fairfield
Tom Bland	City of Rio Vista
Fernando Bravo	City of Suisun City
Dale Pfeiffer	City of Vacaville
Gary Leach	City of Vallejo
Paul Wiese	County of Solano

Arrived at 1:40 p.m.

STA Staff Present:

Daryl Halls	STA
Janet Adams	STA
Elizabeth Richards	STA/SNCI
Jayne Bauer	STA
Robert Guerrero	STA
Sam Shelton	STA
Sara Woo	STA
Johanna Masiclat	STA

Others Present:

(In Alphabetical Order)

Tom Biggs	PBS&J
Birgitta Corsello	County of Solano
Mike Duncan	City of Fairfield
Ngozi Ezekwo	Caltrans District 4
John Harris	John Harris Consulting
Ed Huestis	City of Vacaville
Mike Kerns	MTC
Jeff Knowles	City of Vacaville
Emi Theriault	City of Rio Vista

II. APPROVAL OF THE AGENDA

On a motion by Dan Schiada , and a second by Paul Wiese, the STA TAC unanimously approved the agenda with the exception of the following:

- Agenda Item VIII.B, Safe Routes to School (SR2S) Update would be presented by Sam Shelton preceding Agenda Item VI.
- Addendum VII.C, Proposition 1B Trade Corridors Improvement Fund (TCIF) by Janet Adams

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: None presented.

MTC: Mike Kerns announced to the TAC MTC's upcoming Ramp Metering Workshop in Vallejo at 1:00 p.m., Tuesday, October 2, 2007.

MTC's Mike Kerns and MTC Consultant Tom Biggs, PBS&J, provided a status update to the Freeway Performance Initiative (FPI) Vision for I-80 in Solano County.

STA: None presented.

V. CONSENT CALENDAR

On a motion by Paul Wiese, and a second by Dale Pfeiffer, the STA TAC approved Consent Calendar items A and B.

A. **Minutes of the TAC Meeting of August 29, 2007**

Recommendation:

Approve minutes of August 29, 2007.

B. **Regional Policy for Paratransit Funding**

Recommendation:

Support requesting MTC dedicate increased State Transit Assistance Funds for Regional Paratransit purposes.

VI. ACTION – FINANCIAL ITEMS

A. **2008 State Transportation Improvement Program (STIP) Fund Estimate and Proposed Programming Priorities**

Janet Adams reviewed the California Transportation Commission (CTC)'s Draft 2008 STIP Fund Estimate (Summary of Targets and Shares) and the Draft 2008 STIP for Solano County (\$14.390 M Fund Estimate).

After discussion and based on input, the STA TAC requested to amend the recommendation to include the commitment to have the I-80 eastbound auxiliary lane between Travis Blvd. and Air Base Parkway be the next priority project study report completed and next STIP Highway Fund priority projects.

Recommendation:

Forward a recommendation to the STA Board to approve the Draft 2008 STIP as specified in Attachment B *with the commitment to have the I-80 eastbound auxiliary lane between Travis Blvd. and Air Base Parkway be the next priority project study report completed and next STIP Highway Fund priority project.*

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

B. Solano Transportation for Livable Communities (TLC) Program Implementation Plan

Robert Guerrero distributed and reported on the funding allocation request of the City of Rio Vista for capital improvements for future TLC funds on the City's Waterfront Pedestrian Access Project. He stated that staff is recommending to coordinate with the STA's Board's Alternative Modes Subcommittee to develop an overall TLC Program Implementation Plan. He added that staff proposed to have the TLC Program Implementation Plan include the Rio Vista TLC Waterfront Project Funding Plan recommendations and will address the issues prior to the next call for TLC projects.

Recommendation:

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

1. Direct STA staff to work with the Alternative Modes Committee to develop a TLC Program Implementation Plan; and
2. *Develop a* ~~The~~ TLC Funding Plan for the Rio Vista TLC Waterfront Project.

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

C. Solano Bicycle Pedestrian Program (SBPP) 3-Year Plan

Sara Woo outlined the three (3)-Year Plan of the SBPP Plan. She noted that two of the three funding sources for the SBPP program includes a federal element. She added that due to the impending shortfall of obligation authority of federal funds in Fiscal Year (FY) 2008-09, funding available for FY 2008-09 projects has the potential to be lost. She explained that project sponsors have expressed interest in having the flexibility of advancing SBPP projects as listed in the 3-Year Plan from FY 2008-09 to FY 2007-08.

Mike Duncan, City of Fairfield, requested to program the West Texas Gateway Project Phase 1 and 2 funds in the amount of \$73,000 for FY 2007-08 into FY 2008-09 for a total amount of \$85,000. The STA TAC concurred.

Recommendation:

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

1. Approve the Solano Bicycle Pedestrian Program (SBPP) 3-Year Plan with the projects and associated funding amounts from each program as specified in Attachment A; and
2. Authorize project sponsors to advance SBPP funding available to their project from FY 2008-09 provided that the project is ready to be implemented.

On a motion by Fernando Bravo, and a second by Dan Schiada, the STA TAC unanimously approved the recommendation to include the City of Fairfield's request to program the West Texas Gateway Project Phase 1 and 2 funds in the amount of \$73,000 for FY 2007-08 into FY 2008-09 for a total amount of \$85,000 in the SBPP 3-Year Plan.

VII. ACTION - NON-FINANCIAL ITEMS

A. Solano Transit Consolidation Study Phase I and II Status

Elizabeth Richards and John Harris, STA Transit Consultant (John Harris Consulting) provided a status report on all three Phase I reports distributed on September 14th to all Solano City Council members, the Board of Supervisors, City Managers, and the County Administrator, TAC, Consortium, and funding partners.

Elizabeth Richards announced the first Transit Consolidation Steering Committee meeting will be held October 24, 2007, 11:00 a.m. – 2:00 p.m. at Suisun City Hall.

John Harris distributed and reported on a re-drafted version of the Phase 2 Draft Scope of Services of the study. He mentioned that at an earlier meeting, the Consortium requested further modifications on the financial comparison on the Task 2 of the Phase II Draft Scope of Work of the study.

Recommendation:

Forward a recommendation to the STA Board Transit Consolidation Steering Committee to approve the Draft Scope of Work for Phase II of the Transit Consolidation Study.

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

B. Comprehensive Transportation Plan (CTP) Update

Daryl Halls provided an update to the development of the CTP for FY 2007-08 and reviewed the proposed CTP schedule for 2008.

Recommendation:

Forward a recommendation to the STA Board to adopt the attached schedule for updating the Solano Comprehensive Transportation Plan.

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

C. ADDENDUM

Proposition 1B Trade Corridors Improvement Fund (TCIF)

Janet Adams reviewed staff's recommendation to support applying for TCIF for the Cordelia Truck Scales Relocation (First Phase) and support the Martinez Subdivision and Capital Corridor Operational Improvements Projects.

Recommendation:

Forward a recommendation to the STA Board that the STA support applying for TCIF for the Cordelia Truck Scales Relocation (First Phase) and support the Martinez Subdivision and Capital Corridor Operational Improvements Projects.

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

VIII. INFORMATION ITEMS - DISCUSSION

A. 10-Year Investment Plan for Highways, Transit Facilities and Transit Fleet Capital Needs

Janet Adams distributed and outlined the Draft 10-year State Transportation Improvement Program (STIP) Investment Plan. She highlighted the two primary elements; Highway/Major Road Projects and Transit Projects/Transit Fleet Capital Needs. She identified that the Highway element will have three (3) tier projects.

In addition, Janet Adams also reviewed the Transit Projects element of the Investment Plan that would also have a three (3) tiered categories. She stated that the Transit Fleet Capital Needs element of the plan will be prioritized with the primary fund source intended to be from the Proposition 1B Transit Capital funds allocated to the county through MTC Resolution 3814.

B. Safe Routes to School (SR2S) Update

Sam Shelton reported that staff is currently meeting with all local SR2S task forces to revise and recommend their local SR2S plans to their city councils and school boards. He indicated that the City of Benicia was the first city to complete the task force process and will recommend the Benicia SR2S Plan to their school board and city council in November.

INFORMATION ITEMS - NO DISCUSSION

C. Legislative Update

D. Solano Napa Travel Model Demand

E. State Route (SR) 12 Status Update

**F. Abandoned Vehicle Abatement (AVA) Annual Report
Fiscal Year (FY) 2006-07**

G. Project Delivery Update

- H. **Fiscal Year (FY) 2007-08 Transportation Development Act (TDA) Distribution for Solano County – Fund Estimate Update**
- I. **Route 30 Performance Update for Fiscal Year (FY) 2006-07**
- J. **Solano Napa Commuter Information (SNCI) Program Fiscal Year (FY) 2006-07 Year-End Report**
- K. **Funding Opportunities Summary**
- L. **STA Board Highlights – September 12, 2007**
- M. **Updated STA Board and Advisory Committee Meeting Schedule for 2007**
Informational

IX. ADJOURNMENT

The meeting was adjourned at 3:15 p.m. The next meeting of the STA TAC is scheduled at 1:30 p.m. on Wednesday, November 28, 2007.

DRAFT



DATE: September 27, 2007
TO: STA Board
FROM: Susan Furtado, Financial Analyst/Accountant
RE: Fiscal Year (FY) 2006-07 4th Quarter Budget Report

Background:

In May 2007, the Solano Transportation Authority (STA) Board was presented with quarterly financial report through 3rd Quarter FY 2006-07. These quarterly reports reflected budget expenditures within the approved budgets. The attached financial report is the budget activities through the 4th Quarter ending June 30, 2007.

Discussion:

The following financial report shows STA's unaudited revenue and expenditure activity for FY 2006-07 through June 30, 2007. The STA's total program administration and operation expenditure for the 4th Quarter is at 103% of the budget with total revenue received at 106% of budget.

Revenues:

Most STA programs are funded with grants on a reimbursement basis, however, a few receive fund advances. The total revenue received in FY 2006-07 through the 4th Quarter is \$11.05 million (106%). The revenue budget highlights are as follows:

- The Federal Transit Administration (FTA) 5310 fund was used to purchase two (2) new Solano Paratransit vehicles. This vehicle purchase was in previous two fiscal years budget; however, due to the delay in the procurement process, the actual purchase did not happen until FY 2006-07. The FTA 5310 fund required a 20% match that needed to be paid prior to the scheduled vehicle delivery for FY 2007-08. The State Transit Assistance Fund (STAF) Capital Funds, which was previously allocated for match fund was not shown in the FY 2006-07; however it was in previous fiscal year's budget. As a result, the expenditures and revenue reimbursement for the Paratransit Capital showed an increase of \$18,218 (52%) due to this vehicle purchase.
- The Transportation Congestion Relief Program (TCRP) 25.2 funding for the North Connector Project is fully expended in FY 2006-07, including the interest earned from the advanced funds. The funding expenditures also included Admin Cost reduction of \$16,543, which resulted from the changes in the Indirect Cost Allocation Plan (ICAP) rates as a result of the ICAP Approval from Caltrans.
- The Regional Measure (RM 2) funding for the North Connector Project has requested reimbursement more than the anticipated budget due to the accelerated schedule for the project and the exhausted TCRP 25.2 funding for the project. RM 2 is now the only remaining fund source for the North Connector project; as a result, the funding was reimbursed more than the anticipated budget by \$70,038 (8%).

- The RM 2 funding for the I-80 High Occupancy Vehicles (HOV) Lanes Project was higher than the budget by \$420,708 (13%) due to the accelerated delivery of the project, including the construction of the Green Valley Bridge Project. In addition, more project administration and management hours were required for both the North Connector and I-80 HOV Lane Project, which resulted in an increased Admin Cost Revenue of \$8,126 (26%).
- The State Planning and Research (SP&R) funds for the Solano Napa Travel Demand Model (Phase 2 Transit Component) for the Smarter Growth Study along the I-80/Capitol Corridor project has an unexpended budget of \$10,324 (20%). This amount will be carried over to FY 2007-08 in addition to the contract amendment and revision of \$33,790 for the continuation of project.
- The SP&R funding for the State Route (SR) 113 Major Investment Study (MIS)/Corridor Study budget expenditures for FY 2006-07 of \$20,317 (24%) resulted in a budget balance of \$63,016 (76%), which will be carried over to the FY 2007-08 subsequent budget revision.
- The TCRP 25.3 funding for the I-80/I-680/State Route (SR) 12 Interchange Project resulted in more revenue reimbursements of \$521,165 (47%) due to faster delivery of the project than originally anticipated. In addition, the project administration and management hours also increased from those originally anticipated, this resulted in more Admin Cost by \$9,555 (42%). In addition, an adjustment to the approved ICAP Rate by Caltrans of \$23,952 is reflected in the total Admin Cost for FY 2006-07.
- The Local Fund revenue is higher than the budget due to the reimbursement from the City of Fairfield for the Fairfield/Vacaville (FF/VV) Rail Station Project. The FY 2006-07 FF/VV Rail Station budget did not reflect the full contract amendment with the City of Fairfield for the continuation of this project. As of June 2007, this contract has a remaining balance of \$3,775, which will be fully expended in the early part of FY 2007-08. This contract is currently not anticipated to be extended.

Not all budgeted revenue for FY 2006-07 was realized, such as the budgeted revenue from the Surface Transportation Program (STP) for program and planning (\$55,097) and Transportation for Livable Communities (TLC) (\$125,949), Transportation Funds for Clean Air (TFCA) funds from Napa County Transportation Planning Agency (NCTPA) for (\$25,000), and the Community Based Transportation Plan (CBTP) funds formerly known as the Community Base Organization (CBO) for Cordelia and City of Vallejo. These budget revenues will be carried over to FY 2007-08 for the continuation of the projects and will be reflected in a subsequent budget revision.

Expenditures:

The STA's total expenditure for FY 2006-07 through the 4th Quarter is \$10.74 million (103%) of budget. The expenditure budget variance highlights are as follows:

- Operations and Administration's total expenditure is \$1,189,362 (92%) of budget. The Operation's budget expenditure was less than the anticipated budget due to unexpended telephone system upgrade that is anticipated to be spent in FY 2007-08 and savings from the budgeted expenditures for the STA Board activities.

- Transit and Rideshare Services and Solano Napa Commuter Information's (SNCI) total expenditure is \$1,073,841 (81%) of budget. The Transit and Rideshare Services Program had personnel turnover and a new position opened, which was not filled until September 2007. In addition, program expenditures for the CBTP, Lifeline Program, and the Paratransit Coordinating Council (PCC) had cost savings, which will be carried over to FY 2007-08 for continuation of programs. The Employer Van Pool Outreach Program and the Emergency Ride Home Program, also known as Guaranteed Ride Home Program, for Solano and Napa County are well under way; unexpended funds for FY 2006-07 will be carried over to FY 2007-08 budget. The STAF Capital Fund allocation for Solano Paratransit vehicle maintenance remaining budget balance will be carried over to FY 2007-08 for an additional vehicle wrap as part of the Solano Paratransit Public Awareness Program.
- Project Development's total expenditure is \$7,353,766 (115%) of budget. The project expenditures were higher than the budgeted expenditures due to accelerated project delivery schedules. With the approval of the environment document for I-80 HOV Lanes Projects, the project is on track with the projected schedule for construction. The I-80 HOV Lanes final design and environmental work is scheduled to be complete by the end of 2007 and construction is estimated to begin by spring 2008. Several projects are ongoing and accelerated for project delivery schedule such as: the I-80 HOV/Turner Parkway Project with the Federal Earmark Allocation approval, the Jepson Parkway Project, SR 12 Bridge Realignment Study, and the Project Study Report (PSR) for SR 12/Church Road. The Safe Route to School (SR2S) Program is fully underway with public presentations in process.
- Strategic Planning's total expenditure is \$1,119,890 (79%) of budget. General Marketing expenditures were higher than the initial budget due to the SR 12 Safety Plan public awareness activities expenditures in anticipation to the Office of Traffic Safety (OTS) grant with the California Highway Patrol (CHP). The FF/VV Rail Station Project budget for FY 2006-07 did not include the amendment to the contract amount. However, the total expenditure for the project of \$128,780 (117%) was reimbursed by the City of Fairfield.

The revenue and expenditure for the fiscal year is consistent with the FY 2006-07 budgets. However, the projects such as the RM 2 for the North Connector, I-80 HOV Lanes, and I-80/I-680/SR 12 Interchange Projects have accelerated their delivery schedules.

Recommendation:

Review and file.

Attachment:

- A. STA FY 2006-07 4th Quarter Financial Report

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Solano Transportation Authority

FY 2006-07 Fourth Quarter Report
July 1, 2006 through June 30, 2007

REVENUES			
General Fund	FY 06-07 Budget	Received	%
Membership Fees (Reserve Account)	30,000	30,000	100%
Interest	0	5,709	0%
Membership Fees (Gas Tax)	215,619	215,619	100%
TDA Art. 4/8	444,061	442,062	100%
STAF	771,531	836,779	108%
Surface Transportation Program (STP)	1,098,061	917,015	84%
State Planning & Research (SP&R)-Smarter Growth	50,756	40,432	80%
State Planning & Research (SP&R)-SR 113 MIS	83,333	20,317	24%
STIP/PPM	39,000	39,000	100%
Regional Measure 2 (RM 2)	30,667	38,793	126%
TCRP 25.2 - North Connector	14,393	12,909	90%
TCRP 25.3 - Interchange	22,513	32,068	142%
TFCA	427,896	246,345	58%
DMV/AVA	11,000	10,924	99%
STA-ECMAQ	0	0	0%
CBO Grant	30,000	1,387	5%
TFCA-Napa	25,000	0	0%
MTC-Rideshare	240,000	239,943	100%
MTC-ECMAQ	115,000	115,000	100%
City of Fairfield	110,000	128,780	117%
Local Funds - Cities/County	96,889	85,102	88%
Sponsors	8,000	7,998	100%
Subtotal	\$3,863,719	\$3,466,182	90%

TFCA Programs			
	FY 06-07 Budget	Received	%
TFCA	352,311	322,017	91%
Interest		26,017	0%
Subtotal	\$352,311	\$348,034	99%

Abandoned Vehicle Abatement (AVA) Program			
	FY 06-07 Budget	Received	%
DMV	342,000	354,141	104%
Interest		2,448	0%
Subtotal	\$342,000	\$356,589	104%

Solano Paratransit			
	FY 06-07 Budget	Received	%
Vehicle Wrap - STAF	35,000	53,218	152%
Subtotal	\$35,000	\$53,218	152%

Jepson Parkway Environmental Impact Report (EIR)			
	FY 06-07 Budget	Received	%
Surface Transportation Program (STP)	234,168	237,040	101%
Membership Fees (Gas Tax)	30,339	30,339	100%
Subtotal	264,507	267,379	101%

North Connector			
	FY 06-07 Budget	Received	%
TCRP 25.2	196,424	187,791	96%
Interest		7,859	0%
Subtotal	\$196,424	\$195,650	100%

North Connector East			
	FY 06-07 Budget	Received	%
Preliminary Engineering - RM2	891,562	961,600	108%
Subtotal	\$891,562	\$961,600	108%

I-80/I-680/SR 12 Interchange			
	FY 06-07 Budget	Received	%
TCRP 25.3	1,100,000	1,621,165	147%
Interest		-	0%
Subtotal	\$1,100,000	\$1,621,165	147%

SR 12 Bridge Realignment			
	FY 06-07 Budget	Received	%
Federal Earmark	0	0	0%
Local Funds (City of Rio Vista)	0	0	0%
Subtotal	\$0	\$0	0%

I-80 High Occupancy Vehicle (HOV)			
	FY 06-07 Budget	Received	%
PA/ED Design RM 2	3,167,481	3,588,189	113%
Subtotal	\$3,167,481	\$3,588,189	113%

I-80 HOV/Turner Parkway Overcrossing			
	FY 06-07 Budget	Received	%
Federal Earmark	160,000	149,918	94%
STAF	15,000	15,000	100%
Local Funds-Solano County/City of Vallejo	30,000	24,986	83%
Subtotal	\$205,000	\$189,904	93%

TOTAL REVENUES	\$10,418,004	\$11,047,910	106%
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EXPENDITURES			
Operations & Administration	FY 06-07 Budget	Actual Spent YTD	%
Operations Management/Administration	1,209,269	1,150,189	95%
STA Board of Directors	51,800	37,039	72%
Expenditure Plan	4,800	2,134	44%
Contribution to STA Reserve	30,000	0	0%
Subtotal	\$1,295,869	\$1,189,362	92%

Transit and Rideshare Services/SNCI			
	FY 06-07 Budget	Actual Spent YTD	%
Transit/SNCI Management/Administration	454,957	427,333	94%
Employer/Van Pool Outreach	12,200	7,625	63%
SNCI General Marketing	145,000	39,812	27%
Fall Campaign	16,000	0	0%
Bike to Work Campaign	20,000	17,155	86%
Incentives	35,000	7,442	21%
Solano Express Marketing	125,000	114,642	92%
Guaranteed Ride Home Program	20,000	319	2%
Transit Management Administration	82,800	79,199	96%
Community Based Transit Study	30,000	1,241	4%
Lifeline Program	4,711	1,949	41%
Paratransit Coordinating Council (PCC)	30,000	14,272	48%
Solano Paratransit Assessment Implementation	0	0	0%
Transit Consolidation Feasibility Study	100,000	100,000	100%
Solano Paratransit Capital	35,000	53,218	152%
Countywide Transit Ridership Survey	150,000	149,925	100%
Countywide Transit Finance Assessment Study	60,000	59,709	100%
Subtotal	\$1,320,668	\$1,073,841	81%

Project Development			
	FY 06-07 Budget	Actual Spent YTD	%
Project Management/Administration	113,654	81,683	72%
Traffic Safety Plan Update	109,551	102,120	93%
SR 12 Bridge Realignment Study	0	0	0%
Project Study Report (PSR) SR 12/Chru	0	0	0%
Jepson Parkway	264,507	267,379	101%
North Connector PA/ED (TCRP 25.2)	196,424	187,644	96%
North Connector- East (Design) RM 2	891,562	961,600	108%
I-80 HOV Lane PA/ED (Design) RM 2	3,167,481	3,588,189	113%
I-80/I-680/I-12 Interchange PA/ED (TCRP 25.3)	1,100,000	1,621,165	147%
I-80 HOV/Turner Parkway Overcrossing	205,000	187,397	91%
DMV Abandoned Vehicle Abatement	342,000	356,589	104%
Subtotal	\$6,390,179	\$7,353,766	115%

Strategic Planning			
	FY 06-07 Budget	Actual Spent YTD	%
Planning Management/Administration	250,590	243,602	97%
SolanoLinks Marketing	98,020	80,995	83%
General Marketing	47,000	55,687	118%
Events	17,000	13,268	78%
Model Management	130,756	118,861	91%
Solano TLC Program	287,556	161,807	56%
Fairfield/Vacaville Rail Station Design	110,000	128,780	117%
SR 113 MIS/Corridor Study	118,055	25,433	22%
TFCA Programs	352,311	291,657	83%
Subtotal	\$1,411,288	\$1,119,890	79%

TOTAL EXPENDITURES	\$10,418,004	\$10,736,859	103%
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DATE: September 26, 2007
TO: STA Board
FROM: Charles Lamoree, Legal Counsel
RE: Amending Solano Transportation Authority (STA)'s Travel Policy

Background

STA's Board approved the existing Human Resources Policy and the Accounting Policies and Procedures Handbook in July 2006. As part of the Accounting Policies and Procedures No. 801 "Terminology and Classifications," the current policy for travel by STA employees is outlined (Attachment A). The currently approved policy on travel does not address the potential of out-of-state travel. Other than the annual STA Board trip to Washington, D.C., generally travel out-of-state was not contemplated and has not occurred. The current travel policy states that all travel is approved by the Executive Director, without a distinction between in-state travel and out-of state travel.

However, opportunities have risen whereas staff is now requesting to travel out-of-state. As such, the current travel policy needs to address this circumstance.

Discussion:

It is proposed to have the travel policy amended to draw a distinction between in-state travel and out-of state travel. It is proposed that all in-state travel continue to be approved by the Executive Director and have all out-of-state travel renewed and approved by the STA Board Executive Committee.

Attachment B is the proposed amendment to our existing travel policy which would do the following:

1. Out-of-State travel would be considered and approved by the STA Executive Committee.
2. The Executive Director would continue to approve in-state travel for management and other STA employees.

Specific to this policy, Sam Shelton, STA Assistant Project Manager has been invited to participate as a panel member in the first nationwide Safe Routes to Schools conference. STA is currently under-going an extensive community involvement approach to the development of Solano County's Safe Routes to Schools Plan. Sam is the project manager for this Plan. As such, the conference has asked Sam to make a presentation on Solano County's Safe Route to Schools Program at the conference in Michigan this November. This presentation will provide an opportunity to highlight our program in preparation for state and federal funding grants. In accordance with the proposed policy amendment, approval of his out-of-state travel needs to be approved by the STA Board Executive Committee.

Recommendation:

By simple motion, approve the following:

1. The Amendments to Accounting Policy G which deals with out-of-state travel (Attachment B); and
2. Out-of-state travel for STA's Assistant Project Manager to serve on panel at the National Safe Routes to School Conference in Michigan.

Attachments:

- A. Existing STA Travel Procedures, Exhibit G
- B. Proposed STA Travel Procedures, Amended Exhibit G

Exhibit G

STA Travel Procedures

The following is the procedures relating to travel approval, advances, allowable expenses and per Diem rates.

The Director must approve a completed Travel Request form. The Executive Director approves travel request of Directors and other Administrative Management Staff. A Travel Request form needs to be completed and submitted for approval even if an advance is not requested, to ensure that the travel has been authorized. A copy of the agenda or invitation for attendance should be attached to the Travel Request Form. All areas of possible cash expenses are to be included on this form as a basis for an advance amount. Allowable expenses are listed below:

- 1. **Registration Fee** - If not paid directly through Accounts Payable Vendor.
- 2. **Lodging** - If not paid directly through Accounts Payable. Amount of hotel/motel rate with tax included, and number of nights are required. Lodging will be reimbursed on an actual basis up to a single night maximum of \$100.00 per night. Individual exceptions to this maximum must be in writing, and will only be permitted when the conference, training or business related is held at hotel with a higher rate and accommodations that are both safe and convenience are not available.
- 3. **Meals** – Any STA Staff away for an entire day (leaving on or before 7:00 a.m. and returning on or after 6:00 p.m.) meals will be reimbursed up to a maximum per Diem of **\$41.00**. Receipts are not required for the cost of these meals, as long as the travel is documented in accordance with this policy. If meals are included in the hotel bill, paid by STA, or receipts are submitted for the meal, the total per day may not exceed the maximum allowable amount. If travel does not occur in a single day increments, the following meal limits apply:

❖	Breakfast	-	\$7.00
❖	Lunch		\$10.00
❖	Dinner		\$18.00
❖	Incidental		\$6.00

To be entitled to breakfast, you must leave on or before 7:00 a.m. and to be entitled to dinner you must leave on or before 6:00 p.m

- 4. **Transportation Cost** – Bridge toll, airport transport, and/or parking fees, and mileage reimbursement (IRS Rate per mile), if applicable.

All advance requests with the disbursement of an advance check, **must complete the Travel Request form within 14 days of travel**. The above travel expenses must be substantiated with lodging receipts (attendees name must appear on receipt), meeting agenda, and any receipts for individual expenditures upon return from travel.

Exhibit G

STA Travel Procedures

The following is the procedures relating to travel approval, advances, allowable expenses and per Diem rates.

Either the Board, the Director or a Director must approve a completed Travel Request form in advance of any travel. Requests for travel to a conference or other purpose which is out of state is approved by the STA Executive Committee. The Executive Director approves travel requests for all of Directors and other Administrative Management Staff relative to travel within the State.

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A Travel Request form needs to be completed and submitted for approval even if an advance is not requested, to ensure that the travel has been authorized. A copy of the agenda or invitation for attendance should be attached to the Travel Request Form. All areas of possible cash expenses are to be included on this form as a basis for an advance amount. Allowable expenses are listed below:

1. **Registration Fee** - If not paid directly through Accounts Payable Vendor.
2. **Lodging** - If not paid directly through Accounts Payable. Amount of hotel/motel rate with tax included, and number of nights are required. Lodging will be reimbursed on an actual basis up to a single night maximum of \$100.00 per night. Individual exceptions to this maximum must be in writing, and will only be permitted when the conference, training or business related is held at hotel with a higher rate and accommodations that are both safe and convenience are not available.
3. **Meals** – Any STA Staff away for an entire day (leaving on or before 7:00 a.m. and returning on or after 6:00 p.m.) meals will be reimbursed up to a maximum per Diem of **\$41.00**. Receipts are not required for the cost of these meals, as long as the travel is documented in accordance with this policy. If meals are included in the hotel bill, paid by STA, or receipts are submitted for the meal, the total per day may not exceed the maximum allowable amount. If travel does not occur in a single day increments, the following meal limits apply:

❖	Breakfast	-	\$7.00
❖	Lunch		\$10.00
❖	Dinner		\$18.00
❖	Incidental		\$6.00

To be entitled to breakfast, you must leave on or before 7:00 a.m. and to be entitled to dinner you must leave on or before 6:00 p.m

4. **Transportation Cost** – Bridge toll, airport transport, and/or parking fees, and mileage reimbursement (IRS Rate per mile), if applicable.

All advance requests with the disbursement of an advance check, **must complete the Travel Request form within 14 days of travel**. The above travel expenses must be substantiated with lodging receipts (attendees name must appear on receipt), meeting agenda, and any receipts for individual expenditures upon return from travel.



DATE: October 1, 2007
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: Authorizing the Executive Director to Sign Agreements/Documents with/for the California Department of Transportation (Caltrans)

Background:

Over the last several years, STA has continued to take a more active role in working with Caltrans and the Federal Highway Administration (FHWA) to deliver transportation projects in Solano County. Funding for these projects come from various Federal, State and Local sources. In order for STA to take the lead on various project delivery phases for these transportation projects and in order to receive Federal and State funds for the transportation projects through Caltrans or FHWA, various agreements and/or right-of-way certifications need to be executed.

Discussion:

As discussed above, various agreements/documents will need to be executed with or for Caltrans to facilitate the receipt of funding and the delivery of transportation projects by STA (in cooperation with Caltrans or the FHWA). These agreements/documents include Cooperative Agreements, Master Agreements, Program Supplemental Agreements, Fund Exchange Agreements, Fund Transfer Agreements, as well as any required right-of-way certifications. Timing of signing these agreements around the STA Board meetings can delay the delivery of funding and/or project delivery. As a result, staff is recommending the STA Board approve the attached resolution to delegate authorization to the Executive Director or the Acting Executive Director to execute these agreements/documents and any amendments.

The projects for which the Executive Director would have authority to sign agreements, etc., would be those previously approved by the STA Board either through project-specific action of the Board or approval of the STA Budget which Budget includes or references projects and their funding.

Recommendation:

Approve the attached Resolution 2007-10 delegating authorization to the Executive Director or the Acting Executive Director to execute Cooperative Agreements, Master Agreements, Program Supplemental Agreements, Fund Exchange Agreements, Fund Transfer Agreements, as well as any required right-of-way certifications and any amendments with or for Caltrans or FHWA to facilitate the delivery of transportation projects in Solano County.

Attachment:

- A. STA Resolution 2007-10

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**SOLANO TRANSPORTATION AUTHORITY
RESOLUTION No. 2007-10**

**RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
AUTHORIZING THE EXECUTIVE DIRECTOR TO SIGN
AGREEMENTS/DOCUMENTS WITH OR FOR THE
CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) AND THE
FEDERAL HIGHWAY ADMINISTRATION
TO RECEIVE FUNDING AND TO DELIVER TRANSPORTATION PROJECTS**

WHEREAS, the Solano Transportation Authority is eligible to receive Federal and/or State funding for certain transportation projects, through the California Department of Transportation (CALTRANS) and the Federal Highway Administration (FHWA); and

WHEREAS, Master Agreements, Program Supplemental Agreements, Fund Exchange Agreements, Fund Transfer Agreements, need to be executed with CALTRANS or FHWA before such funds could be claimed; and

WHEREAS, the Solano Transportation Authority, pursuant to Streets and Highways Code Section 114 is authorized to enter into Cooperative Agreements for implementing the delivery of proposed improvements to State highways within the County of Solano; and

WHEREAS, various Cooperative Agreements need to be executed and Right-of-Way Certifications signed for implementing the delivery of said proposed improvements to State Highways within the County of Solano; and

WHEREAS, the Solano Transportation Authority wishes to delegate authorization to execute these agreements/documents and any amendments thereto to the Executive Director or the Acting Executive Director following Project approval by the STA Board whether through project-specific action of the Board or through approval of the STA Budget which Budget includes projects and their funding.

NOW, THEREFORE BE IT RESOLVED that the Executive Director or Acting Executive Director be authorized to execute all Master Agreements, Program Supplemental Agreements, Fund Exchange Agreements, Fund Transfer Agreements, Cooperative Agreements, Right-of-Way Certifications and any amendments thereto with or for CALTRANS or FHWA following approval by the STA Board through either project-specific action of the Board or approval of the STA Budget which Budget includes or references projects and their funding.

I HEREBY CERTIFY that the foregoing resolution was introduced and passed at a regular meeting of the Board of the Solano Transportation Authority, held on the 10th day of October, 2007, by the following vote:

Ayes: _____
No's: _____
Absent: _____
Abstain: _____

Attest by: _____
Johanna Masiclat
Clerk of the Board

Anthony Intintoli, Chair
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this the day of October 10, 2007.

Daryl K. Halls, Executive Director
Solano Transportation Authority



DATE: October 1, 2007
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Proclamations of Appreciation for Retiring City Managers
Kevin O'Rourke, City of Fairfield, and Warren Salmons, City of Dixon

Background/Discussion:

The STA works with a variety of transportation agencies and local governments as part of its collective efforts "to improve the quality of life in Solano County by delivering transportation system projects to ensure mobility, travel safety, and economic vitality. An important component in STA's recent success has been our cooperative partnership with the staff from Solano County's seven cities and the County of Solano. This includes the Solano County's city managers group, the public work's directors which serve on the STA's Technical Advisory Committee (TAC), the Solano County Planning Directors, and the city transit staff which serve on the Transit Consortium. Recently, two highly productive and long tenured city managers have announced their retirement. Both of these city managers have been active on countywide issues, including transportation, and through their efforts have assisted the STA in initiating and implementing several priority transportation projects, plans and programs.

Kevin O'Rourke is retiring after serving as a city manager for the past 30 years in California, including the last 10 years as the city manager for the City of Fairfield. During his tenure, the City of Fairfield funded and constructed the Fairfield Transportation Center, began the planning and design work for the new Fairfield/Vacaville Rail Station, and entered into a funding agreement with the STA for the North Connector Project. In addition, the City of Fairfield has partnered with the STA and the cities of Vacaville and Vallejo on pursuing federal earmarks that has resulted in over \$45 million in federal funds being obtained over the past seven years for projects such as the I-80/I-680/State Route (SR) 12 Interchange, Jepson Parkway, and the Fairfield/Vacaville Rail Station. For the past 10 years, the City of Fairfield has partnered with the STA to provide Solano Paratransit intercity paratransit service to the County of Solano and 5 of Solano County's 7 cities and is also operating Routes 30 and 90 in partnership with the STA. Kevin O'Rourke has been an active member of the Solano County city manager's group, working on a variety of countywide and regional issues, and in that capacity has joined with County of Solano and STA staff in providing staff report to the reconstituted City County Coordinating Council.

Warren Salmons is retiring as the city manager of the City of Dixon, where he has served for the past ten years. He has served for 32 years in local government as a planner, community development director, assistant city manager, and finally as a city manager. During his tenure, the City of Dixon has elevated their involvement in transportation

issues and projects. In 2006, the City of Dixon working with the STA and Caltrans completed the SR 113 rehabilitation project in downtown Dixon. Warren Salmons personally participated on a committee with the Dixon Mayor and staff from the STA and Caltrans to ensure this project was funded and completed. Also in 2006, the City of Dixon completed the Dixon Transportation Center, a replica of their historic train station, in preparation for future Capitol Corridor Rail service. Under his leadership, the City of Dixon has operated its successful and productive REDI-Ride Transit Service, its transit staff has twice been recognized as Transit Staff of the Year by the STA, and the City of Dixon was selected as a back to back winner of the STA's Agency of Year Award in 2003 and 2004. Warren Salmons has also been an active member of the Solano County city manager's group.

With the support of the Board Member from their respective jurisdictions, staff is recommending the STA Board adopt proclamations of appreciation thanking them for their years of public service and for their efforts to improve mobility and travel safety in Solano County.

Recommendation:

Approve the following:

1. Proclamation of Appreciation for Kevin O'Rourke upon his retirement as City Manager for the City of Fairfield; and
2. Proclamation of Appreciation for Warren Salmons upon his retirement as City Manager for the City of Dixon

Attachment:

- A. Proclamations to be provided under separate cover.



DATE: October 1, 2007
TO: STA Board of Directors
FROM: Robert Guerrero, Senior Planner
RE: Solano Transportation for Livable Communities (TLC) Program Implementation Plan

Background:

The Solano TLC Grants are funded through a combination of Transportation Enhancements (TE) funds, Congestion Mitigation Air Quality (CMAQ) Improvement Program funds (as part of the county share of MTC's Regional TLC Program), and Eastern Congestion Mitigation Air Quality (ECMAQ) Improvement Program funds. All three sources included Federal funding and have a funding obligation process which involves the Metropolitan Transportation Commission (MTC) and Caltrans. The federal transportation bill expires in FY 08-09; however, STA staff anticipates the funding for the TLC program will continue at an amount similar to the current amount received when the federal transportation bill is reauthorized.

On September 12, 2007, the STA Board approved \$895,800 in Solano TLC funds for the City of Fairfield's Union Ave./Suisun City Train Station Pedestrian Safety Improvement Project and City of Vacaville's Downtown Creekwalk Extension Project. The STA Board previously approved \$1,872,000 for three other TLC projects, which brings the total allocation of TLC capital funds from Fiscal Year (FY) 2006-07 to FY 2008-09 to \$2,767,000.

Discussion:

As part of the action on September 12, 2007, the STA Board approved the City of Rio Vista's Waterfront Pedestrian Access Project as a priority for future TLC funds, provided that the City of Rio Vista demonstrates progress in addressing environmental process concerns. STA staff is in the process of developing a funding plan specifically for this project to implement the STA Board direction. The City of Rio Vista TLC Waterfront Project Funding Plan will include options available with future CMAQ, TE, and ECMAQ funds, plus potential Clean Air Funds provided by the Yolo Solano Air Quality Management District. This Funding Plan will likely include competitive regional, state-wide and federal grant opportunities. Attached is a recent letter from the City of Rio Vista supporting the STA Board's direction to prioritize the city's project for future TLC funding (Attachment A).

STA staff is aware that other TLC projects will be ready for funding by the next TLC allocation cycle. STA staff is recommending to coordinate with the STA Board's Alternative Modes Subcommittee to develop a TLC Program Implementation Plan. The TLC Program Implementation Plan is proposed to include this Waterfront Project Funding Plan recommendation and will address the following issues prior to the next call for TLC projects:

- TLC funding timeline and fund estimates
- Update criteria for scoring TLC project applications
- Prioritization of upcoming TLC projects
- Solano Countywide TLC Plan Update

The next Solano TLC capital funding allocation is expected to be available FY 2009-10 and FY 2010-11 with a STA call for Solano TLC projects expected sometime during FY 2008-09. On September 26th, the TAC unanimously supported this recommendation.

Fiscal Impact:

No fiscal impact by reason of this action. The recommendation is to prepare for future allocations of TE, CMAQ, ECMAQ and possibly Clean Air Funds for future Solano TLC Capital grants.

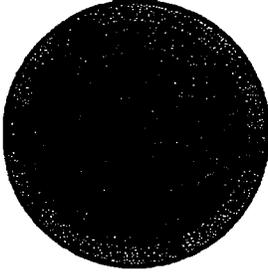
Recommendation:

Approve the following:

1. Direct STA staff to work with the Alternative Modes Committee to develop a TLC Program Implementation Plan; and
2. Develop a Funding Plan for the City of Rio Vista TLC Waterfront Project.

Attachment:

- A. City of Rio Vista Letter regarding Waterfront Project Funding



ATTACHMENT A
Xc: DH/RM/RG/Board
Orig: JM - DH Folder

CITY OF RIO VISTA
One Main Street, Rio Vista, California 94571

RECEIVED

SEP 24 2007

SOLANO TRANSPORTATION
AUTHORITY

City Council

Mayor Eddie Woodruff
Vice Mayor Ronald Jones
Council Member Sanmukh Bhakta
Council Member William Kelly
Council Member Jan Vick

September 19, 2007

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

City Website Address

<http://www.ci.rio-vista.ca.us>

RE: Waterfront Promenade funding-2009/2010 TLC funding and Funding
Research Assistance and Air Board grant funding

City Manager

One Main Street
Rio Vista, CA 94571
707/374-6451
707/374-5063 Fax

Dear Mr. Halls:

We would like to thank STA staff and the Board for considering our application for the Transportation for Livable Communities grant. Although the Board was unable to allocate immediate funding to the City of Rio Vista for its Waterfront capital improvements, or the engineering/environmental studies, we are appreciative that the Board has allocated funds for this project through preprogram of the 2009-2010 TLC funds. Preprogramming of the funds will ensure that our promenade project would be given top priority for the funds during the next funding cycle. That being said, we understand that staff is of the opinion that the nature of the project site and its environs would invite the preparation of environmental studies prior to the formal submittal of the TLC application for the next funding cycle.

Community Development

One Main Street
Rio Vista, CA 94571
707/374-2205
707/374-5531 Fax

As the preparation of environmental studies and engineering will require funding, we support the Board's action directing STA staff to assist in identifying funding sources to complete the background studies pertinent to our pathway project. I would like to extend an invitation to your staff to meet with our Community Development staff as soon as possible so we can work together to ensure timely completion of the engineering and environmental studies.. Thank you for your understanding of our limited financial resources and for your support.

Finance

One Main Street
Rio Vista, CA 94571
707/374-2176
707/374-5531 Fax

As an aside, we would also like to clarify that it is our understanding that STA staff has committed to recommend funding for us in the next round of air board grants. Please contact myself or City Manager De La Rosa to discuss next steps.

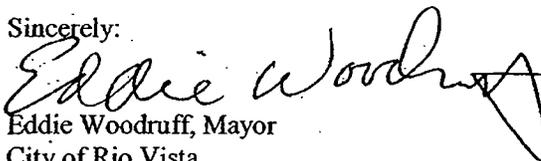
Fire

350 Main Street
Rio Vista, CA 94571
707/374-2233-Business
707/421-7090-Dispatch
707/374-6324 Fax

Police

50 Poppy House Road
Rio Vista, CA 94571
707/374-6366-Business
707/374-2300-Dispatch
707/374-6217 Fax

Sincerely:


Eddie Woodruff, Mayor
City of Rio Vista

Public Works

789 St. Francis Way
Rio Vista, CA 94571
707/374-6747
707/374-6047 Fax

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DATE: October 1, 2007
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Extension of Contract for State Legislative Services – Shaw/Yoder, Inc.

Background:

Each year, the STA Board reviews and adopts a legislative platform and a list of legislative priorities for both the State and Federal level. On April 12, 2000, the STA entered into a contract with Shaw/Yoder, Inc., for state legislative services to help secure state funding for STA's priority projects and to monitor state legislation affecting transportation. The firm of Shaw/Yoder, Inc. consists of Josh Shaw and Paul Yoder, partners in the firm. Gus Khouri provides the STA's day to day contact for legislative support. Shaw/Yoder, Inc. also provides lobbying services for the County of Solano.

Historically, Shaw/Yoder's lobbying efforts on behalf of the STA have proven effective and productive. In addition to successfully advocating for funding, Shaw/Yoder, Inc. serve as a communication conduit for the STA Board and staff with Solano County's four state legislators, key transportation and budget committees in both the Assembly and the Senate and with the California Transportation Commission (CTC), Caltrans and the Business, Transportation and Housing (BT&H) Agency. Subsequently, the STA has amended its contract with Shaw/Yoder, Inc. on several separate occasions. In October, 2005, the STA retained Shaw/Yoder, Inc. for a two-year contract amount of \$79,200 (a monthly retainer of \$3,200 in 2005-06, and \$3,400 in 2007). This contract (Amendment No. 7) expires on September 30, 2007.

Discussion:

At the request of the Executive Committee, Shaw/Yoder, Inc. communicated with the Executive Committee on a quarterly basis and provided periodic presentations to the STA Board, in addition to the monthly written communications with the STA Board and weekly contact with staff.

The firm of Shaw/Yoder, Inc. has continued to provide the STA with high caliber representation in Sacramento for an affordable price. The following list of accomplishments relates to this most recent two-year contract period.

- Helped secure **\$56 million** from the Corridor Mobility Improvement Account (CMIA) within Proposition 1B for HOV Lanes in Fairfield (I-80/680/SR 12 to Putah Creek).

- Helped secure **\$74 million** from the CMIA for Phase1 of the SR 12 Jameson Canyon Widening Project.
- Lobbied and staffed **AB 112 (Wolk)** which designates State Route 12, between I-80 in Solano County and I-5 in San Joaquin County, as a double-fine zone. This bill, which was part of STA's 2007 State Legislative Program, was signed into law.
- Lobbied and staffed **ACR 7 (Wolk)** which designates the portion of SR 12 between Olsen Road and SR 113 in Solano County as the "Officer David Lamoree Memorial Highway". This resolution, which was part of STA's 2007 State Legislative Program, was chaptered into law.
- Lobbied and staffed **AB 2538 (Wolk)** which authorizes each transportation planning agency or county transportation commission to request and receive up to 5% of those funds for the purposes of project planning, programming, and monitoring. This bill, which was part of STA's 2006 State Legislative Program, was signed into law.
- Worked with the STA Board and staff in pursuing a veto on **SB 976 (Perata)** which consolidates ferry service in the Bay Area, including reporting to the STA Board at a special meeting on September 26, 2007.
- Lobbied on behalf of the STA on other bills such as the following:
 - AB 444 (Hancock) would allow for a \$10 surcharge, upon voter approval, on DMV registration for programs and projects designed to alleviate traffic congestion and improve air quality.
 - SB 286 (Lowenthal) was the original vehicle to enable the flow of the \$2 billion local streets and roads money within Proposition 1B.
 - AB 468 (Ruskin) would improve the current Abandoned Vehicle Abatement Program.

Even though staff is satisfied with the work performed by Shaw/Yoder, Inc., it is prudent to take a new look at the work done by the current consultant and pursue an opportunity to see what work other similar consultants could perform. Such a review is overdue for state legislative advocacy work. However, since we are currently in the middle of a two-year state legislative cycle, staff recommends amending the current contract to carry forward through the end of this legislative cycle, and proceeding with a Request For Qualifications (RFQ) process for the next contract.

Based on their recent highly effective and positive track record, staff recommends the STA Board approve amending the contract with Shaw/Yoder, Inc. for the upcoming legislative year, with a monthly retainer of \$3,700. This is an increase of \$300 per month and will result in a one-year contract total of \$44,400. Pursuant to approval of the contract by the STA Board, staff will work with Shaw/Yoder, Inc. and the Executive Committee to review the STA's draft Legislative Platform for 2008. As part of their scope of services

(Attachment A), Shaw/Yoder will continue to provide monthly updates and quarterly presentations to the STA Board.

Fiscal Impact:

The fiscal impact of this contract is \$44,400 and can be covered by the STA's FY 2007-08 and FY 2008-09 budgets.

Recommendation:

Authorize the Executive Director to execute contract Amendment No. 8 to the existing Lobbying Consultant Services Agreement between the Solano Transportation Authority and Shaw/Yoder, Inc. for specified state legislative advocacy services through September 30, 2008 for an amount not to exceed \$44,400.

Attachment:

- A. 2007-2008 Scope of Services for Shaw/Yoder, Inc.

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Shaw/Yoder, Inc.
2007-2008 Scope of Services

CONSULTANT agrees to perform professional services for CLIENT, as requested by the CLIENT, including, but not limited to:

- A. Reconnaissance of proposed state government actions which may affect CLIENT, to include;
 - a. Maintain an overview of legislation and executive agency activities
 - b. Advise appropriate CLIENT staff of all activities and initiatives
 - c. Research to adequately provide this function
- B. Analyze and recommend proposed state legislative and executive agency actions affecting CLIENT.
- C. Consult with CLIENT on potential implications of issues and alternative responses to state initiatives and participation in CLIENT meetings as scheduled; consult with CLIENT on any and all activities as requested by CLIENT or as deemed necessary by CONSULTANT.
- D. Develop, coordinate and execute CLIENT's advocacy efforts, including communication with legislative officials and other governmental officials for the purpose of influencing legislation or administrative action.
- E. Monitor all introduced legislative bills for consultation with CLIENT to determine those of interest of CLIENT.
- F. Prepare monthly progress reports to CLIENT staff and board and make quarterly presentation at STA Board meetings.
- G. Prepare support/opposition letters, letters of request for assistance, and all other support/opposition materials needed to ensure the success of goals and objectives.
- H. Assist CLIENT in the development and execution of legislative programs, jointly or separately, for CLIENT.
- I. Primary emphasis shall be given to issues that will provide specific and identifiable benefits to CLIENT.

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DATE: September 28, 2007
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Federal Legislative Advocacy Requests For Qualifications (RFQ)

Background:

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

Since March 2001, the STA has contracted with The Ferguson Group (TFG) for legislative advocacy services in support of STA's Federal priority projects. There have been six amendments, with the current contract expiring on December 31, 2007.

Even though staff is satisfied with the work performed by TFG, staff recommended in April, 2007 that a Request for Proposals (RFP) be issued for STA's federal legislative lobbying. A new look at the work done by the current consultant and an opportunity to see what work other similar consultants could perform should be done every few years. Such a review is overdue for federal legislative advocacy work.

Discussion:

Due to the more streamlined process, staff proposes to issue a Request For Qualifications (RFQ) to provide a high level of advocacy service including, but not limited to:

- Consistently inform STA about relevant activities in the Federal arena.
- Monitor transportation legislation that directly or indirectly affects STA and provide guidance as appropriate.
- Submit monthly written federal legislative updates; make brief presentations to the STA Board 2-3 times per year.
- Establish and maintain effective and positive relationships with the Northern California congressional delegation to keep those offices focused regarding STA's agenda.
- Regularly lobby congressional offices in support of the STA's requests.
- Research funding categories to provide alternative resources in support of STA's projects.
- Coordinate all necessary paperwork to ensure high priority placement of STA Priority Projects in the annual Appropriations and Reauthorization process and ensure that all

required requests and documents are filed with appropriate offices in advance of all deadlines.

- Organize and help strategize STA's annual trips to Washington, D.C. for STA Board and staff members to lobby the congressional delegation directly in support of STA's projects.
- Work closely with STA to develop a specific plan for face-to-face lobbying activities and provide draft letters and other communications for STA's review and consideration.

The current contract for federal advocacy services is for an annual amount of \$86,000, inclusive of all expenses in a monthly retainer of \$7,167. As prescribed in the previous four-agency contract, the costs for the contract are equally distributed to the four agencies, with the STA's contribution being \$1,792 per month.

Staff recommends entering into a similar contract for an annual amount not to exceed \$90,000, inclusive of all expenses in a monthly retainer of \$7,500. The costs for the contract would be equally distributed to the four agencies, with the STA's contribution being \$1,875 per month. The total annual cost of the contract to STA would not exceed \$22,500.

Staff recommends the initial contract period be for a period of two years, from January 1, 2008 through December 31, 2009, with a possibility of extension for two more years. The total contract cost for the initial two-year contract period would be \$180,000, with the STA's contribution not to exceed \$45,000. Staff proposes to coordinate the review and selection process with representatives from the three cities and the STA Executive Committee.

Fiscal Impact:

The fiscal impact is \$45,000 for the 2008 and 2009 calendar year, which is included in the Fiscal Year (FY) 2007-08 and 2008-09 General Operations Services Budget.

Recommendation:

Approve the following:

1. Authorize the Executive Director to solicit Requests For Qualifications (RFQ) for federal legislative advocacy services and enter into a contract with the selected firm from January 1, 2008 through December 31, 2009 at a cost not to exceed \$180,000;
2. The expenditure of an amount not to exceed \$45,000 to cover the STA's contribution for this contract; and
3. Authorize the Executive Director to forward letters to the Cities of Fairfield, Vacaville and Vallejo requesting their continued participation in the partnership to provide federal advocacy services in pursuit of federal funding for the STA's priority projects.



DATE: October 1, 2007
TO: STA Board
FROM: Sara Woo, Planning Assistant
RE: Solano Bicycle Pedestrian Program (SBPP) 3-Year Plan Approval

Background:

The Solano Bicycle Pedestrian Program (SBPP) guides the funding of priority bicycle and pedestrian projects countywide. The SBPP funds bicycle and pedestrian projects through three funding sources:

- Transportation Development Act (TDA) Article-3 funds
- Congestion Mitigation and Air Quality (CMAQ) Improvement Program funds (as part of the Metropolitan Transportation Commission's (MTC) Bicycle and Pedestrian Program)
- Eastern Solano Congestion Mitigation and Air Quality (ECMAQ) Improvement Program funds

To assist in recommending funding for the program, the Solano Pedestrian Advisory Committee (PAC) and Solano Bicycle Advisory Committee (BAC) created a 3-year implementation plan that consists of funding for countywide significant bicycle and pedestrian projects. Attachment A is the current 3-Year Plan. As part of the adopted guidelines of the program, the 3-Year Plan will be reviewed annually to insure that the projects currently on the list are still eligible, can still be constructed, and have not changed in scope.

Discussion:

Two of the three funding sources for the SBPP program include a federal element. Due to the impending shortfall of obligation authority of federal funds in Fiscal Year (FY) 2008-09, funding available for FY 2008-09 projects has the potential to be lost. Project sponsors have expressed interest in having the flexibility of advancing SBPP projects listed in the 3-Year Plan from FY 2008-09 to FY 2007-08.

Although the BAC and PAC have reviewed and recommended the approval of the 3-Year Plan, the STA Board has not renewed and approved it. STA staff recommends the Board adopt the SBPP 3-Year Plan to enable the STA to program the funding into the Transportation Improvement Program (TIP). Thereafter, project sponsors can advocate projects contained in the SBPP 3-Year Plan.

The BAC and PAC members will still have an opportunity to review the 3-Year Plan in January 2008 and recommend funding changes if warranted. Changes would require STA Board approval; STA staff could then amend the TIP funding plans accordingly. STA staff informed the BAC and PAC about this recommendation at their September 6th and 20th meetings respectively.

At the September 26, 2007 STA Technical Advisory Committee (TAC) meeting, Mike Duncan, City of Fairfield, requested to combine the recommended funding for the Fairfield West Texas Gateway Project from FY 2007-08 (\$73,000) with FY 2008-09 (\$12,000) for a total of \$85,000. The total amount would be programmed into FY 2008-09. STA staff concurred with and the STA TAC unanimously supported this amendment.

Fiscal Impact:

The SBPP program is funded through the TDA Article 3, ECMAQ, and Countywide Bicycle and Pedestrian funds (CMAQ). By approving the SBPP 3-Year Plan, the STA Board will approve the funding as specified in Attachment A.

Recommendation:

Approve the following:

1. Approve the Solano Bicycle Pedestrian Program (SBPP) 3-Year Plan with the projects and associated funding amounts from each program as specified in Attachment A;
2. Authorize project sponsors to advance SBPP funding available to their project from FY 2008-09 provided that the project is ready to be implemented; and
3. Amend the 3-Year Plan to combine the recommended funding from FY 2007-08 (\$73,000) with FY 2008-09 (\$12,000) for a total of \$85,000 for the Fairfield West Texas Street Gateway Project.

Attachment:

- A. SBPP Program 3-Year Implementation Plan
- B. Summary of SBPP Program Project Funding Totals

Mode Application	Priority		Sponsor	Project	Request	Funding Sources			TOTAL SBPP
	BAC	PAC				TDA	MTC	ECMAQ	
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	\$319,000.00	\$698,000.00	\$814,000.00	\$1,831,000.00
Both	1.3	1.1	Benicia	State Park Road Bridge Project	\$800,000.00	\$119,000.00	\$450,000.00		\$569,000.00
Ped		1.7	Fairfield	Linear Park (Dover Ave to Claybank Rd)	\$400,000.00				\$0.00
Bike	1.1	1.6	Fairfield	McGary Road Regional Bike Path	\$175,000.00		\$175,000.00		\$175,000.00
Ped		1.2	Fairfield	West Texas Street Gateway Project, Phase I & II	\$250,000.00				\$0.00
Bike	2.3		Solano County	Suisun Valley Road Bridge	\$110,000.00	\$110,000.00			\$110,000.00
Bike	1.4		Solano County	Vacaville-Dixon Bikeway, Phase II	\$1,000,000.00			\$343,000.00	\$343,000.00
Bike	2.4		Suisun City	Bike Lane Striping Along Railroad Ave, Phase II	\$90,000.00	\$90,000.00			\$90,000.00
Ped		2.2	Suisun City	Marina Blvd Sidewalk Gap Closure	\$110,000.00				\$0.00
Both	1.2	1.5	Vacaville	Nob Hill Bike Path	\$300,000.00			\$300,000.00	\$300,000.00
Both	2.1	2.4	Vacaville	Ulatis Creek Bike Path (Ulatis to Leisure Town)	\$1,000,000.00			\$171,000.00	\$171,000.00
					Remaining	\$0.00	\$73,000.00	\$0.00	\$73,000.00
FY 2008/09					\$5,700,000.00	\$337,000.00	\$698,000.00	\$506,000.00	\$1,541,000.00
Both	1.3	1.1	Benicia	State Park Road Bridge Project	\$1,000,000.00	\$152,000.00	\$221,000.00		\$373,000.00
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	\$465,000.00		\$650,000.00
Ped		1.2	Fairfield	West Texas Street Gateway Project, Phase I & II	\$300,000.00		\$85,000.00		\$85,000.00
Both	1.5	1.4	Solano County	Old Town Cordelia Improvements	\$500,000.00				\$0.00
Bike	1.4		Solano County	Vacaville-Dixon Bikeway, Phase III	\$1,000,000.00			\$337,000.00	\$337,000.00
Both	1.7	2.1	Suisun City	McCoy Creek Trail, Phase II	\$200,000.00				\$0.00
Both	2.1	2.4	Vacaville	Ulatis Creek Bike Path (Allison to I-80)	\$1,200,000.00			\$169,000.00	\$169,000.00
Both	2.2	1.3	Vallejo	Vallejo Station Pedestrian & Bicycle Links	\$800,000.00				\$0.00
					Remaining	\$0.00	-\$73,000.00	\$0.00	-\$73,000.00

Funding Year	Sponsor	Project Name	Total SBPP Funding
FY 2006/2007	Fairfield	Union Avenue Corridor, Phase II	\$25,000
FY 2006/2007	Fairfield	West Texas Street Gateway Project, Phase I & II	\$50,000
FY 2006/2007	Solano County	Abernathy Road Bridge	\$50,000
FY 2006/2007	Solano County	McGary Road Regional Bike Path	\$25,000
FY 2006/2007	Solano County	Vacaville-Dixon Bikeway, Phase I	\$152,000
FY 2006/2007	Suisun City	Bike Lane Striping Along Railroad Avenue	\$0
FY 2007/2008	Benicia	State Park Road Bridge Project	\$569,000
FY 2007/2008	Fairfield	Linear Park (Dover Avenue to Claybank Road)	\$0
FY 2007/2008	Fairfield	McGary Road Regional Bike Path	\$175,000
FY 2007/2008	Fairfield	West Texas Street Gateway Project, Phase I & II	\$0
FY 2007/2008	Solano County	Suisun Valley Road Bridge	\$110,000
FY 2007/2008	Solano County	Vacaville-Dixon Bikeway, Phase II	\$343,000
FY 2007/2008	Suisun City	Bike Lane Striping Along Railroad Avenue, Phase II	\$90,000
FY 2007/2008	Suisun City	Marina Boulevard Sidewalk Gap Closure	\$0
FY 2007/2008	Vacaville	Nob Hill Bike Path	\$300,000
FY 2007/2008	Vacaville	Ulatis Creek Bike Path (Ulatis to Leisure Town)	\$171,000
FY 2008/2009	Benicia	State Park Road Bridge Project	\$373,000
FY 2008/2009	Fairfield	Linear Park (Dover Avenue to Claybank Road)	\$0
FY 2008/2009	Fairfield	McGary Road Regional Bike Path	\$650,000
FY 2008/2009	Fairfield	West Texas Street Gateway Project, Phase I & II	\$85,000
FY 2008/2009	Solano County	Old Town Cordelia Improvements	\$0
FY 2008/2009	Solano County	Vacaville-Dixon Bikeway, Phase III	\$337,000
FY 2008/2009	Suisun City	McCoy Creek Trail, Phase II	\$0
FY 2008/2009	Vacaville	Ulatis Creek bike Path (Allison to I-80)	\$169,000
FY 2008/2009	Vallejo	Vallejo Station Pedestrian & Bicycle Links	\$0



DATE: September 27, 2007
TO: STA Board
FROM: Sara Woo, Planning Assistant
RE: Solano Pedestrian Advisory Committee (PAC) Member Appointment

Background:

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

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

Discussion:

The Tri-City and County Cooperative Planning Group, an open space and recreation advocacy group, nominated Brian Travis to participate as their representative on the STA PAC (Attachment B). Upon approval by the STA Board, Mr. Travis will be appointed for a 3-year term. STA staff will continue to seek new members to fill vacancies until all appointments are filled.

Fiscal Impact:

None to the STA General Fund.

Recommendation:

Appoint Tri-City and County Cooperative Planning Group's Brian Travis to the Pedestrian Advisory Committee for a three-year term.

Attachments:

- A. STA Pedestrian Advisory Committee Membership Roster
- B. Tri-City and County Cooperative Planning Group Nomination Letter

Attachment A

**Pedestrian Advisory Committee Membership Roster
9/27/2007**

		<u>Appointment</u> <u>Date</u>	<u>Term Expires</u> <u>(December</u> <u>31st)</u>
<u>City and County Representation</u>			
City of Benicia	J.B. Davis	2005	2008
City of Suisun	Michael Segala	2004	2007
City of Vacaville	Todd Rewick	2006	2009
City of Fairfield	Pat Moran	2005	2008
City of Vallejo	Lynne Williams	2005	2008
County of Solano	Linda Williams	2006	2009
City of Rio Vista	Larry Mork	2005	2008
City of Dixon	Michael Smith	2006	2009
<u>Member at Large:</u>			
Benicia Resident	Allen Deal	2005	2008
<u>Other Agency PAC Representation</u>			
Tri City and County Cooperative Planning Group	Brian Travis	2008	
Bay Area Ridge Trail Council	Eva K. Laevastu	2006	2009
Solano Land Trust	Frank Morris	2006	2009
San Francisco Bay Trail Program	<i>Maureen Gaffney</i>	2007	2010
Solano County Agriculture Commission	VACANT		
Solano Community College	VACANT		



TRI-CITY AND COUNTY COOPERATIVE PLANNING GROUP
Cities of Benicia, Fairfield, and Vallejo
County of Solano

RECEIVED

SEP 10 2007

September 5, 2007

Solano Transportation Authority
Attn: Robert Guerrero
One Harbor Center, Ste. 130
Suisun City, CA 94585

SOLANO TRANSPORTATION
AUTHORITY

Re: Appointment of Brian Travis to the Pedestrian Advisory Committee (PAC)

Dear Mr. Guerrero:

This letter is to confirm that the Tri-City and County Cooperative Planning Group Citizen's Advisory Committee (CAC) has appointed Brian Travis to serve as the CAC's representative on STA's Pedestrian Advisory Committee. Brian replaces Linda Schrupp, who has since stepped down from the CAC.

Should you have any questions, please contact Matt Walsh at (707) 784-6765.

Sincerely,

Matt Walsh

for Kathy Hoffman,
Chair, Citizens Advisory Committee



DATE: September 28, 2007
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Regional Policy for Paratransit Funding

Background:

The Solano Transportation Authority (STA) manages two countywide allocations of State Transit Assistance Funds (STAF): Northern County and Regional Paratransit. State statute allows STAF to be used for a range of transit related activities. In the past, the Northern County STAF has been used to provide matching funds for the purchase of buses, fund several countywide and local transit studies, fund transit marketing activities, fund intercity transit operations on a short-term or transitional basis, and supported STA transportation planning and transit coordination efforts. The Regional Paratransit STAF has typically been used for matching funds for paratransit vehicles, paratransit marketing, plans and studies, and funding of operations on a short-term. Annually, the STA works with local transit operators to develop a candidate list of projects and programs for funding from STAF for both the Northern Counties and the Regional Paratransit. The candidate list is ultimately approved by the STA Board.

Discussion:

The Metropolitan Transportation Commission (MTC) manages the STAF funds regionally and sets policy on how these funds are distributed to each county. Prior to the November 2006 passage of Proposition 1B, longstanding policies were used. Since the early 1990s, STAF- Regional Paratransit growth has been based on the Consumer Price Index (CPI). The CPI offers steady growth each year, but it is extremely modest especially as compared to the increasing costs of providing paratransit services.

With the passage of Proposition 1B, there have been multiple statewide and regional discussions of how the new transportation revenues secured through the Proposition 1B bonds would be distributed and how they may change how current transportation funds are impacted. A concern that has been raised throughout the region by various transit operators and congestion management agencies is that more funds need to be dedicated to paratransit beyond the currently CPI indexed STAF-Regional Paratransit formula. Regionwide, the general population is aging and there has been an increasing demand for paratransit service which will continue in the years ahead. According to Solano County's Senior and Disabled Transit Study, Solano County's senior population is projected to grow from 43,000 in 2005 to over 114,000 in 2030. In FY 2006-07, Solano Paratransit carried over 10,000 passengers.

MTC is currently proposing a new policy for the distribution of STAF funds (see Attachment A). Currently, there is a distribution policy for "STAF Base" (existing STAF) and a second distribution policy for Proposition 42 generated STAF; Prop. 42 STAF funds are a new revenue stream. This is outlined in MTC's attached report. Existing MTC policy is that 22%

of the STAF Base is allocated to Regional Paratransit. Prop. 42 STAF fund distribution is proposed to include no funds for Regional Paratransit. Combined, the proposed result is that Regional Paratransit receives only 11% of the total amount. At the same time, 29% is proposed for “Regional Coordination/TransLink” and another 32% for Lifeline. STA staff recommends that MTC develop a modified STAF funding policy that would increase the percentage share to Regional Paratransit to assist Solano County, and all other Bay Area counties, respond to the growing paratransit needs.

This item has been reviewed by and unanimously recommended for STA Board approval by the STA’s Paratransit Coordinating Committee, Consortium, and TAC.

Fiscal Impact:

A modification of this policy by MTC as requested would result in an increase of regional paratransit funds for Solano County.

Recommendation:

Support requesting MTC dedicate increased State Transit Assistance Funds for Regional Paratransit purposes.

Attachment:

- A. 09/17/07 MTC Report re: State Transit Assistance – Population-Based – Consolidated Formula



METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph L. Bort Metro Center
101 Eighth Street
Oakland, CA 94607-4700
Tel: 510.464.7700
TDD/TTY: 510.464.7769
Fax: 510.464.7048

Memorandum

DATE: September 17, 2007

TO: Partnership Technical Advisory Committee

FR: Anne Richman

RE: State Transit Assistance – Population-Based – Consolidated Formula

As part of the adoption of the Proposition 1B – Regional Transit Program in June 2007, the Commission directed staff to develop a consolidated formula proposal for the distribution of State Transit Assistance (STA) population-based funds. Staff is seeking input from the Bay Area Partnership in the development of this formula.

Background

STA population-based funds are currently distributed based on the existing STA Base and the Proposition 42 policies. Summaries of these policies and the recently adopted Proposition 1B Regional Transit Program are provided below.

STA Base Policy

The distribution of the population-based funds in the Bay Area is based on a policy adopted by MTC in 1991 that defines this distribution as follows:

Northern Counties: Apportioned to each of the four counties (Marin, Sonoma, Solano excluding Vallejo, and Napa) in proportion to each county's share of the region's population.

Small Operators: Apportioned to the small operator service areas to reflect the relative population of the service area compared to the population of the southern five counties (Small ops include CCCTA, ECCTA, LAVTA, Union City, WestCAT, and Vallejo).

Regional Paratransit Program: Apportioned base amount with an annual consumer price index (CPI) adjustment to each of the nine counties in proportion to each county's share of the region's transportation disabled population as determined by the 1990 Regional Paratransit Plan. The funds are to be used only for services to meet requirements of the Americans with Disabilities Act.

MTC Regional Coordination Program: The balance of Population Based funds are available for regional coordination activities, such as the implementation of TransLink®.

Proposition 42

Passed by state voters in 2002, Proposition 42 dedicated the sales tax on gasoline to transportation, creating an additional transit revenue stream based on the STA formula. The Proposition 42 funds may be used for operating or capital expenses. As part of MTC's adoption of the regional transportation plan, Transportation 2030 (T2030), the Commission dedicated MTC's population-based share of the Proposition 42 revenues exclusively to the Lifeline and TransLink® programs beginning in FY 2008-09.

Proposition 1B – Regional Transit Program

In June 2007, MTC programmed \$347 million in population-based state bond funds for capital purposes. In addition, based on current revenue estimates and after honoring existing programming policies, MTC programmed \$72 million in uncommitted surplus STA and Proposition 42 funds estimated to be available over the next ten years. These funds will be directed to the Lifeline program, and to the Small Operators/Northern Counties.

Distribution of projected STA Base and Proposition 42 funds for the ten-year timeframe (FY 2008-09 to FY 2017-18) are included as Attachments A and B. As illustrated in the attachments, original commitments based on Item 10 September 17, 2007 Page 2 of 3

the existing policies are augmented with \$72 million in new funding: \$26 million in STA Base funding and \$46 million in Proposition 42 funding.

Consolidated Formula

Staff is recommending converting the multiple existing STA base and Proposition 42 policies into one fixed percentage policy as illustrated in the chart below. By translating the figures that resulted from the calculations into percentages, the objective would be a more streamlined consolidated program that would allow all programs to share in future revenue growth. The consolidated program would:

- Begin in FY 2008-09, in accordance with the adopted Proposition 1B - Regional Transit Program
- Migrate existing STA Base and Proposition 42 Increment revenues into a consolidated STA Program
- Normalize the program and assist operators in financial planning
- Provide distribution clarity and reliability to transit agencies and MTC
- Improve the position of all funding categories – providing funding levels above current forecasts if gas tax receipts continue to grow

Summary of Existing and Proposed Policies

A	Category	Original STA Base	%	Revised STA Base	%
	Northern Counties/ Small Operators	62	31%	62	31%
Paratransit	43	22%	43	22%	
Regional Coordination/Translink	93	47%	67	34%	
Lifeline			26	13%	
Total		198	100%	198	100%

B	Category	Original Prop. 42	%	Revised Prop. 42	%
	Northern Counties/ Small Operators	0	0%	41	23%
Paratransit	0	0%	0	0%	
Regional Coordination/Translink	44	33%	44	24%	
Lifeline	91	67%	96	53%	
Total		135	100%	181	100%

As part of the Proposition 1B - Regional Transit Program, the 10-year Prop 42 Revenue Estimate was reevaluated and increased by \$46 Million

C = A+B	Category	Original STA Base + Prop 42	%	Revised STA Base + Prop 42	%
	Northern Counties/ Small Operators	62	19%	103	27%
Paratransit	43	13%	43	11%	
Regional Coordination/Translink	137	41%	111	29%	
Lifeline	91	27%	122	32%	
Total		333	100%	379	100%

Per the adopted Prop 1B Regional Transit Program, up to \$32 million in Regional Coordination expenses may be swapped to Prop 1B capital funds to increase the operating capacity within the augmented Lifeline program.

Methodology

The following information is a recap of the methodology that led to the development of the 10-Year STA program and policy adopted in June.

Revenue Projections: The 10-Year revenue figures were based on the 2007-2016 Short Range Transit Plan projections for State Transit Assistance (released in September 2006), and included both base and Proposition 42 revenues. The general assumptions on fuel price and consumption rates were based on Caltrans' 2005 forecasts that were adjusted slightly to incorporate the actual consumption and price growth that occurred in 2006 and 2007. Over the ten year period, it was assumed that fuel consumption would grow at an average annual rate of about 1.9%, and that fuel prices would increase significantly for FYs 2006 and 2007, but then would come back down, averaging about 2.5% nominal growth per year. MTC staff believes these assumptions were conservative

Item 10 September 17, 2007 Page 3 of 3

given recent trends in fuel price. Over the 10-Year timeframe, the base revenues are estimated at \$183M with \$15M in carryover from the MTC Regional Discretionary program for a total of \$198M. For Proposition 42 over the period, the total was \$181M.

Funding Commitments: The next step used the percent shares for the base program from the SRTP projections noted above to establish the baseline assignments by program category. For the Proposition 42 revenues, the pro-rata amount of Lifeline funds were assumed consistent with Transportation 2030. For TransLink® and the Regional Program more generally, the estimated needs were refined resulting in the surpluses that were then reassigned through the Proposition 1B program adopted in June 2007 to Lifeline and the Small Operator/Northern County programs.

The policy discussion resulted in the program estimates by category for base and Proposition 42 funds over the 10-Year period shown above. The consolidated proposal would translate the numbers into percentages of a combined Base and Proposition 42 revenue total, and allow all programs to share in growth in revenue.

Spillover

The adopted Proposition 1B Regional Transit Program directs the initial \$62 million in future population-based Spillover funds to restore funding areas that were reduced during the program development (\$19 million) and provide the regional contribution to the Caltrain Right-of-Way Settlement (\$43 million), beginning with \$6.4 million in FY 2007-08 – based on the statewide Spillover amount in the recently passed budget.

Future Spillover revenues, after meeting the \$62 million commitment, could either follow the consolidated policy percentages above or follow another framework. Staff will return next month with several options for consideration and discussion.

Next Steps

MTC is currently seeking input on this proposal from the Partnership. After input from our partners, staff will incorporate the changes into a resolution for Commission review and action. The Commission will consider adopting a consolidated formula policy in late 2007/early 2008, prior to the adoption of the FY 2008-09 Fund Estimate in February 2008.

Feel free to contact Kenneth Folan at 510.817.5804 or kfolan@mtc.ca.gov with input or questions.

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ATTACHMENT A
Proposition 1B - Regional Transit Program
STA Base Policy - \$198 Million
10-Year FY 2009 - 2018

(Adopted June 27, 2007)

	Existing Commitments			New Funding	Total
	Existing Base North/Small \$62 Million	Paratransit \$43 Million	Regional Coordination \$67 Million	Lifeline \$26 Million	STA Base Policy
Northern Counties/ Small Operators					
Marin	6.0				6.0
Napa	3.5				3.5
Solano (includes Vallejo)	11.0				11.0
Sonoma	12.5				12.5
CCCTA	12.7				12.7
ECCTA	7.4				7.4
LAVTA	5.0				5.0
Union City	1.9				1.9
WestCat	1.8				1.8
SUBTOTAL	62.0				62.0
County					
Alameda		10.0		7.1	17.1
Contra Costa		5.2		3.3	8.4
Marin		1.2		0.7	1.9
Napa		0.8		0.4	1.2
San Francisco		7.9		3.9	11.8
San Mateo		4.4		1.8	6.2
Santa Clara		9.1		5.6	14.7
Solano		2.2		1.4	3.6
Sonoma		2.4		1.6	4.0
SUBTOTAL		43.0		26.0	69.0
MTC Regional Coordination			67.0		67.0
GRAND TOTAL	62.0	43.0	67.0	26.0	198.0

GRAND TOTAL

Note: Includes revenues generated over 10-year period plus \$15 million carryover from regional coordination program

1 - Per the adopted program, up to \$32 million in Regional Coordination expenses may be swapped to Prop 1B capital funds to increase the operating capacity within the augmented Lifeline program.

8/29/2007

ATTACHMENT B

Proposition 1B - Regional Transit Program

Prop 42 Increment - \$181 Million

10-Year FY 2009 - 2018

(Adopted June 27, 2007)

	Existing Commitments		New Funding		Total
	Lifeline \$91 Million	Translink \$44 Million	North/Small Ops \$41 Million	Lifeline \$5 Million	Prop 42 Increment
Northern Counties/ Small Operators					
Marin			1.4		1.4
Napa			2.3		2.3
Solano (includes Vallejo)			7.3		7.3
Sonoma			8.3		8.3
CCCTA			8.4		8.4
ECCTA			4.7		4.7
LAVTA					
Union City			1.2		1.2
WestCat			1.2		1.2
SUBTOTAL			41.0		41.0
County					
Alameda	24.9			1.4	26.3
Contra Costa	11.1			0.6	11.7
Marin	2.3			0.1	2.4
Napa	1.5			0.1	1.6
San Francisco	13.4			0.8	14.2
San Mateo	6.3			0.4	6.7
Santa Clara	19.7			1.1	20.8
Solano	6.0			0.3	6.3
Sonoma	5.7			0.3	6.0
SUBTOTAL	91.0			5.0	96.0
MTC TransLink®		44.0			44.0
GRAND TOTAL	91.0	44.0	41.0	5.0	181.0

GRAND TOTAL 8/29/2007



DATE: September 28, 2007
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Solano Transit Consolidation Study Contract Amendment

Background/Discussion:

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

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

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

During the course of this work, comments were collected from local jurisdictions requesting a more in-depth analysis of the impacts of various Consolidation options before proceeding with any option. This will be the focus of Phase II. Phase II will be guided by the STA Board approved Transit Consolidation Steering Committee. The Steering Committee is scheduled to meet in late October to review and approve a Scope of Work for Phase II. To maintain continuity on this complex study, DKS Associates is recommended to continue to be retained for this effort. At this time, staff recommends that DKS Associates' contract be amended by \$60,000 to continue work on this project.

Fiscal Impact:

The STA Board has approved \$60,000 of Solano population-based State Transit Assistance Funds (STAF) for Phase II of the Transit Consolidation Study.

Recommendation:

Authorize the Executive Director to amend the existing contract with DKS Associates to conduct Phase II of the countywide Transit Consolidation Study in an amount not-to-exceed \$60,000.

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DATE: October 1, 2007
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: I-80/I-680/State Route (SR) 12 Interchange Project Implementation

Background:

STA staff has been working with project consultants and Caltrans to complete improvements to the I-80/I-680/State Route (SR) 12 Interchange Complex since January 2000. In order to advance improvements to the Interchange in a timely fashion, three (3) environmental documents were identified for concurrent preparation, one for the I-80 High Occupancy Vehicle (HOV) Lanes project, one for the North Connector Project, and one for the balance of the Interchange Complex (I-80/I-680/SR 12 Interchange). The I-80 HOV Lanes project environmental document, Initial Study/Mitigated Negative Declaration (IS/MND), was approved in March 2007. The North Connector environmental document, Environmental Impact Report (EIR), is scheduled for approval in December 2007 or January 2008. The environmental document, Environmental Impact Report/Environmental Impact Statement (EIR/EIS), for the balance of the Interchange Complex (I-80/I-680/SR 12 Interchange) is the largest and most complex effort of the three. STA is the sponsor for the preparation of the EIR/EIS with oversight by Caltrans.

Discussion:

The preparation of the EIR/EIS for the I-80/I-680/SR 12 Interchange is moving forward expeditiously. Over the past few years, a number of alternatives have been evaluated and withdrawn and an additional alternative that connects I-680 directly with SR 12 West has been developed. At this point, STA has been determined that two alternatives will be carried forward into the Draft EIR/EIS. The current schedule includes an anticipated completion of the Final EIR/EIS in late summer 2009.

In order to continue to move forward with the completion of the I-80/I-680/SR 12 Interchange EIR/EIS, including detailed preliminary engineering, a Regional Measure 2 (RM 2) funding allocation of \$13.5 million is required from the Metropolitan Transportation Commission (MTC). As a condition of the RM 2 funding allocation request, STA is required to adopt the attached resolution which indicates that STA approves the Initial Project Report (IPR) for RM 2 Project No. 7, cash flow plan and that STA authorizes its Executive Director, or his designee, to submit an allocation request with MTC for RM 2 funds for the Project.

Fiscal Impact:

The completion of the EIR/EIS for the I-80/I-680/SR 12 Interchange Project would be funded with RM2 funds. Currently the EIR/EIS is funded with Traffic Congestion Relief Program (TCRP) funds that are expected to be fully expended this fiscal year.

Recommendation:

Approve the attached Resolution 2007-11 for \$13.5 million of RM 2 funds for completion of the I-80/I-680/SR12 Interchange EIR/EIS, including detailed preliminary engineering.

Attachment:

- A. STA Resolution 2007-11

**SOLANO TRANSPORTATION AUTHORITY
RESOLUTION No. 2007-11**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
AUTHORIZING THE FUNDING ALLOCATION REQUEST FOR REGIONAL
MEASURE 2 FUNDS FROM THE METROPOLITAN TRANSPORTATION
COMMISSION FOR THE I-80/I-680/STATE ROUTE 12 INTERCHANGE PROJECT**

WHEREAS, SB 916 (Chapter 715, Statutes 2004), commonly referred as Regional Measure 2, identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 2 funds, pursuant to Streets and Highways Code Section 30914(c) and (d); and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 2 funding; and

WHEREAS, allocations to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 2 Policy and Procedures; and

WHEREAS, Solano Transportation Authority is an eligible sponsor of transportation project(s) in Regional Measure 2, Regional Traffic Relief Plan funds; and

WHEREAS, the Solano I-80/I-680 Corridor Improvements is eligible for consideration in the Regional Traffic Relief Plan of Regional Measure 2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

WHEREAS, the Regional Measure 2 allocation request, attached hereto in the Initial Project Report and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which Solano Transportation Authority is requesting that MTC allocate Regional Measure 2 funds; and

RESOLVED, that Solano Transportation Authority, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 2 Policy Guidance (MTC Resolution No. 3636); and be it further

RESOLVED, that Solano Transportation Authority certifies that the project is consistent with the Regional Transportation Plan (RTP).

RESOLVED, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project.

RESOLVED, that the Regional Measure 2 phase or segment is fully funded, and results in an operable and useable segment.

RESOLVED, that Solano Transportation Authority approves the updated Initial Project Report, attached to this resolution; and be it further

RESOLVED, that Solano Transportation Authority approves the cash flow plan, attached to this resolution; and be it further

RESOLVED, that Solano Transportation Authority has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the updated Initial Project Report, attached to this resolution; and be it further

RESOLVED, that Solano Transportation Authority is an eligible sponsor of projects in the Regional Measure 2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914(c); and be it further

RESOLVED, that Solano Transportation Authority is authorized to submit an application for Regional Measure 2 funds for Solano I-80/I-680 Corridor Improvements in accordance with California Streets and Highways Code 30914(c); and be it further

RESOLVED, that there is no legal impediment to Solano Transportation Authority making allocation requests for Regional Measure 2 funds; and be it further

RESOLVED, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of Solano Transportation Authority to deliver such project; and be it further

RESOLVED that Solano Transportation Authority indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of Solano Transportation Authority, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM 2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM 2 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

RESOLVED, that Solano Transportation Authority shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

RESOLVED, that assets purchased with RM 2 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased,

which shall be paid back to MTC in the same proportion that Regional Measure 2 funds were originally used; and be it further

RESOLVED, that Solano Transportation Authority shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 2 Toll Revenues; and be it further

RESOLVED, that Solano Transportation Authority authorizes its Executive Director, or his/her designee, to execute and submit an allocation request to MTC for Regional Measure 2 funds in the amount of \$13,500,000.00 for the environmental phase for the I-80/I-680/SR12 Interchange project, purposes and amounts included in the project application attached to this resolution; and be it further

RESOLVED, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the Solano Transportation Authority application referenced herein.

Anthony Intintoli, Chair
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed and adopted by said Authority at the regular meeting thereof held this day of October 10, 2007.

Daryl K. Halls, Executive Director
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 10th day of October, 2007 by the following vote:

Ayes: _____
Nos: _____
Absent: _____
Abstain: _____

Attest: _____
Johanna Masiclat
Clerk of the Board

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DATE: October 1, 2007
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: Proposition 1B Trade Corridors Improvement Fund (TCIF)

Background:

On July 12, 2006, the STA Board approved a list of priority projects to propose to be funded through the "Highway, Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006" (Proposition 1B). One of the bond categories is the Trade Corridors Improvement Fund (TCIF) which is for infrastructure improvements along federally designated "Trade Corridors of National Significance" in California or along other corridors within the state that have a high volume of freight movement. Funds will be allocated by the California Transportation Commission (CTC), upon appropriation in the annual Budget Bill by the Legislature and subject to such conditions and criteria as the legislature may provide by statute, for improvements along trade corridors of national significance. The CTC is to consult the Goods Movement Action Plan (Attachment A), trade infrastructure and goods movement plans adopted by regional transportation planning agencies, regional transportation plans, and California Marine and Intermodal Transportation Advisory Council (Cal-MITSAC) Statewide Port Master Plan.

The TCIF eligible projects include; highway capacity improvements, freight rail system improvements, port capacity and efficiency improvements, truck corridor improvements, border access improvements and surface transportation improvements related to goods movement to and from airports. The legislation requires a minimum of 1:1 match requirement of local, private or federal funds, except for border access improvements.

Unlike the Corridor Mobility Improvement Account (CMIA), there is no mandated funding allocation split between Southern and Northern California. In order to compete effectively with Southern California, the Metropolitan Transportation Commission (MTC) has been working with neighboring regions to develop a comprehensive Northern California trade strategy and program. (Attachment B)

Currently, Senate Bill (SB) 9 (Lowenthal) is the primary legislative vehicle related to the implementation and administration of the TCIF. While negotiations on the bill continue, one consistent theme is that submissions to the TCIF should focus on key international trade gateways that are multi-regional and corridor-based. The *Regional Goods Movement Study* completed by MTC in 2004 identified two high priority interregional goods movement corridors: 1) I-80 – known as the Central Corridor; and 2) I-880/238/580 – known as the Altamont Corridor. Investment in these corridors together ensures the future viability and growth of the Port of Oakland as a trade gateway for both imports and exports, and strengthens the economic interconnections of the Sacramento and San Joaquin Valley regions

with the Bay Area. Recognizing the importance of these two issues, MTC and adjacent regional agencies have focused their efforts on developing a comprehensive program of rail and highway projects along these two trade corridors. Attachment C summarizes MTC's preliminary \$1.1 billion proposed TCIF program for Northern California. It includes projects in our region, as well as projects from the San Joaquin, Sacramento and Stanislaus regions that together represent both Northern California trade corridors. The approach is to have a multi-phased project list. The first Tier, totaling roughly \$800 million, reflects the highest priority projects for each region as candidates for TCIF funding. Tier 2, totaling \$300 million, is made up of those projects that play an important role in goods movement in the corridors but that are not believed to compete as well for the statewide TCIF program. (Attachment C)

MTC's Tier 1 list of projects includes one highway project recommended in the Central Corridor, the reconstruction of the Cordelia Truck Scales. It also includes a project called the Martinez Subdivision Improvements which are track improvements that would add much needed capacity and operational flexibility to the mainline heading north out of the Port of Oakland and used by Union Pacific (UP), Burlington Northern Santa Fe (BNSF), and the Capital Corridor/Amtrak service. Tier 2 includes Capital Corridor Operational Improvements that would include rail upgrades along the corridor from Oakland to Sacramento.

As part of the STA Board action in July 2006, the following projects for the TCIF were adopted:

- I-80/I-680/SR 12 Interchange
- Cordelia Truck Scales Relocation
- Rio Vista Bridge
- Port of Benicia Circulation and Access Improvements

The STA Board approved the proposal of this other projects as part of other Prop 1B programs:

- CCJPA Capital Priorities in Solano County (such as the Bahia-Benicia Crossover Track Improvement Project) (Intercity Rail Program)

The original schedule to release the TCIF guidelines were the fall 2007 by the CTC, with investment decisions anticipated to be made by the spring of 2008.

Discussion:

On September 19, 2007 Business, Transportation, and Housing Secretary Dale Bonner released a letter to the CTC (Attachment D) requesting the CTC accelerate the current schedule for the TCIF by adopting the program by December 31, 2007. The request is made to insure the Governor's budget proposal of Fiscal Year (FY) 2008-09 include a definitive proposal for these needed bond funds. The letter further requests the CTC's actions address; the state's most urgent needs, a balance of the demands of various ports (large and small, as well as seaports, airports and land ports), provides reasonable geographic balance and places an emphasis on projects that improve mobility while reducing diesel and other pollutant emissions, among other factors.

Based on the Board's direction in July 2006 and MTC's proposed Northern California TCIF strategy, staff recommends STA support the Cordelia Truck Scales Relocation (First Phase) Project for TCIF submittal with Regional Measure 1 (RM 1) matching funds dedicated to the

I-80/I-680/State Route (SR) 12 Interchange. It is further recommended that the STA support the Capital Corridor track improvements proposed from Oakland to Sacramento.

The Cordelia Truck Scales, built in 1958, are located on I-80 between Suisun Valley Road and SR 12 East, in Fairfield. Although the scales are located at an optimum site from an enforcement standpoint—capturing virtually all the freeway truck traffic traveling to and from SR 12, I-680, and I-80—they are also located in the most congested freeway segment of the county. In spite of their strategic location, the existing truck scale facilities are inefficient and considerably undersized to accommodate current and projected future truck traffic over the next 40 years. This project will be environmentally cleared by the STA as part of the I-80/I-680/SR 12 Interchange environmental document that is scheduled to be released for public comment in August 2008. The First Phase Project would be to 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. The estimated project cost of First Phase is \$99.6 million. The 1:1 match requirements of the TCIF would be \$50 million of the \$100 million RM 1 dedicated to the I-80/I-680/SR 12 Interchange Complex. It is proposed that the STA in partnership with Caltrans would design and construct the facility. Construction on this project could begin as early as December 2011. Attachment E is the draft application for this Project, prepared on CMLA forms.

STA staff is recommending that the STA support TCIF funds for the Cordelia Truck Scales Relocation (First Phase) Project and support the Capital Corridor Martinez Subdivision Track Improvements Project. Further details regarding the TCIF will be provided as they are developed by the CTC and MTC.

At the September 26, 2007 Technical Advisory Committee (TAC) meeting, this proposed action received unanimous support to send a recommendation to the STA Board to approve applying for TCIF for the Cordelia Truck Scales Relocation (First Phase) and support the Martinez Subdivision and Capital Corridor Operational Improvements Projects.

Recommendation:

Approve the following STA Priorities for Proposition 1B TCIF:

1. Cordelia Truck Scales Relocation (First Phase); and
2. The Martinez Subdivision and Capital Corridor Operational Improvements Projects.

Attachments:

- A. Goods Movement Action Plan – January 2007 (Executive Summary)
- B. Metropolitan Transportation Commission (MTC) Northern California Trade Strategy
- C. MTC's Tier 1 and Tier 2 List
- D. Business, Transportation, and Housing Letter dated 09/19/07 from Secretary Dale Bonner
- E. Draft Cordelia Truck Scales Relocation (First Phase) Project Application

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GOODS MOVEMENT ACTION PLAN

Prepared by

**Business, Transportation and Housing Agency
and
California Environmental Protection Agency**

January 2007

PREFACE

Much work has been done at local and regional levels to address important goods movement issues. Notable long-term efforts include work conducted by the Southern California Association of Governments¹ and the Metropolitan Transportation Commission.² As the State develops its goods movement initiatives, the integrity of local and regional processes must be maintained while adding elements that benefit from a statewide approach.

Beginning in June 2004, the Schwarzenegger Administration began a concerted effort to assemble goods movement stakeholders to learn about the challenges and opportunities facing the future of goods movement within the State. The input generated by these meetings resulted in the formation of the Goods Movement Cabinet Work Group in December 2004, co-chaired by Secretary Sunne Wright McPeak of the Business, Transportation and Housing Agency (BTH) and Secretary Alan Lloyd of the California Environmental Protection Agency (Cal/EPA). Their efforts led to the publication of the Administration Goods Movement Policy, “Goods Movement in California,” in January 2005.

Secretaries McPeak and Lloyd then convened a series of “listening sessions” in Los Angeles on January 27, 2005 and March 24, 2005 and in Oakland on February 11, 2005, to hear from the full range of stakeholders engaged or impacted by goods movement activities. Collectively, these sessions attracted 325 participants who offered specific ideas and recommendations to resolve issues associated with the growth of the goods movement industry and the mitigation of its impacts.

The development of the Goods Movement Action Plan has been a two-phase process. The “Phase I: Foundations” report, released on September 2, 2005, characterizes the “why” and the “what” of the State’s involvement in goods movement in the following four segments: (1) the goods movement industry and its growth potential; (2) the four “port-to-border” transportation corridors that constitute the State’s goods movement backbone and the associated inventory of infrastructure projects that are being planned or that are underway; (3) the environmental and community impacts—as well as a preliminary description of mitigation approaches and issues; and (4) key aspects of public safety and security issues.

The Phase I report includes a compiled inventory of existing and proposed goods movement infrastructure projects. The listing includes previously identified projects in various Regional Transportation Plans (RTPs) and Regional Transportation Improvement Programs (RTIPs) prepared by Metropolitan Planning Organizations (MPOs), Regional Transportation Planning Agencies (RTPAs), and County Transportation Commissions (CTCs). In addition, the listings include a wide range of outlined projects underway or under consideration by the ports, railroads, and other third parties. Prior to this compilation, no comprehensive statewide inventory has been available.

¹ Southern California Association of Governments, Southern California Strategy for Goods Movement: A Plan for Action, February 2005.

² Metropolitan Transportation Commission, Regional Goods Movement Study for the San Francisco Bay Area, December 2004.

This Phase II Goods Movement Action Plan is a statewide action plan for goods movement capacity expansion, goods movement-related public health and environmental impact mitigation and community impact mitigation, and goods movement-related security and public safety enhancements. It presents the “how,” “when,” and “who” required to integrate these efforts. Specifically, it presents a framework for decision making regarding candidate actions and potential “solution sets” to achieve simultaneous and continuous improvement for each of the subject areas.

The Phase II effort to develop this Plan was a stakeholder-based process with input from the public in an open and transparent public setting. In October 2005, BTH and Cal/EPA assembled an Integrating Work Group comprised of regulators and industry, community, and environmental leaders to provide input to the Cabinet Work Group regarding a framework for decision making regarding candidate actions.

The following six subject-specific work groups supported the Integrating Work Group:

- Infrastructure Work Group
- Public Health and Environmental Impact Mitigation Work Group
- Community Impact Mitigation and Workforce Development Work Group
- Homeland Security and Public Safety Work Group
- Innovative Finance and Alternative Funding Work Group
- Technology Work Group

Each of the supporting work groups discussed the technical and public policy issues within their domain. The Integrating Work Group resolved conflicts among the supporting groups to the extent possible and provided critical input to assist BTH and Cal/EPA in producing a series of comprehensive, consistent, and practical recommendations for action.

In addition to the Work Group meetings, BTH, Cal/EPA and ARB held six community meetings in Phase II for the development of this Plan. The locations and dates for these evening community meetings were:

- Wilmington – February 6, 2006
- Commerce – February 22, 2006
- Oakland – February 27, 2006
- Fresno – March 15, 2006
- Barrio Logan (San Diego) – July 11, 2006
- Riverside – July 13, 2006

Based in part on the air pollution findings in the “Phase I: Foundations” report, the Air Resources Board (ARB) staff began development of the Emission reduction Plan for Ports and Goods Movement in California in the fall of 2005. The ARB Board approved the Emission Reduction Plan in April of 2006, and the Emission Reduction Plan is a key element of this Goods Movement Action Plan.

ACKNOWLEDGMENTS

BTH Secretary Sunne Wright McPeak and Cal/EPA Secretary Linda Adams³ led the Cabinet Work Group responsible for the preparation of the Goods Movement Action Plan.

BTH Undersecretary Barry Sedlik, Cal/EPA Assistant Secretary for Policy Cindy Tuck and ARB Executive Officer Catherine Witherspoon provided overall project management for the Phase II effort. The Action Plan has been supported by staff from BTH, Cal/EPA, and other state offices as summarized below.

Contributors from BTH include: Curt Augustine, Yolanda Benson, Jim Bourgart, Ouida Braithwaite, Karin Fish, Stan Hazelroth, Ed Heidig, Jason Hone, Jorge Jackson, Augustin Jimenez, Dawn Larson, Cheryl Murphy, Jeff Newman, Alicia Patterson, Ash Roughani, Benjamin Sarem, Gwen Strivers, Michael Tritz, and Joan Wilson. Other contributors include: Director Will Kempton, Gabriel del Castillo, Ken De Crescenzo, Steve De Vorkin, Michele Fell, Patty, Fong, Ed Griffith, Todd LaCasse, Dan McKell, Tom Messer, Richard Nordahl, Dave Richardson, Brian Smith, Joan Sollenberger, Rick Wilhelm, and John Williamson from the Department of Transportation; George Stepanenko and Mark Uyeda from the Department of Corporations; Commissioner Mike Brown, Joe Farrow, Kevin Green, Leon Hines Jr., Louise Pankey, and Darlene Pederson from the California Highway Patrol; and Jackie Stutz from the Department of Financial Institutions.

Contributors from Cal/EPA include: Dan Skopec, Andrea Lewis, Patty Zwarts and Jeanine Townsend. Contributors from ARB staff include Mike Scheible, Lynn Terry, Linda Murchison, Cynthia Marvin, Kurt Karperos, Sylvia Oey and Kellie Williams. Contributors from State Water Resources Control Board staff include: Executive Director Celeste Cantu and Tom Howard. Contributors from the Department of Toxic Substances Control include Director Maureen Gorsen, Dorothy Rice and Rick Brausch. Contributors from the Department of Pesticide Regulation include: Director Mary-Ann Warmerdam and Paul Gosselin.

Other contributors include: Director Matthew Bettenhausen, Jessica Cummings, Patrick Koeneker and Gary Winuk from the Office of Homeland Security; John Barna from the California Transportation Commission; Eric Swedlund and David Pagan from the Governor's Washington, D.C. office; and Jeffrey Williamson from the Center for International Trade Development.

³ Former Cal/EPA Secretary Alan Lloyd led the Cal/EPA effort of the Cabinet Work Group prior to his retirement in February 2006.



California Environmental Protection Agency
Alan C. Lloyd, Ph.D.
Agency Secretary



Business, Transportation & Housing Agency
Sunne Wright McPeak
Agency Secretary

January 27, 2005

GOODS MOVEMENT IN CALIFORNIA

Improving the movement of goods in California is among the highest priorities for Governor Schwarzenegger. The State's economy and quality of life depend upon the efficient, safe delivery of goods to and from our ports and borders. At the same time, the environmental impacts from goods movement activities must be reduced to ensure protection of public health.

The goods movement and logistics industry is an increasingly important sector of good jobs for Californians. It is vital to grow the industry by improving the essential infrastructure needed to move goods from California's ports throughout California and to the rest of the country with a focus on the entire "coast to border" system of facilities, including seaports, airports, railways, dedicated truck lanes, logistics centers, and border crossings. This system of facilities is critical to the national goods movement network and must be the focus of a partnership with the federal government. Improving the goods movement infrastructure also is pivotal to relieving congestion on freeways and increasing mobility for everyone in California. Further, it is vital that local, state, and federal authorities cooperate to ensure port, rail and road safety and security.

It is the policy of this Administration to improve and expand California's goods movement industry and infrastructure, in a manner which will:

- Generate jobs.
- Increase mobility and relieve traffic congestion.
- Improve air quality and protect public health.
- Enhance public and port safety.
- Improve California's quality of life.

The Schwarzenegger Administration has established a Cabinet Work Group to lead the implementation of this policy for goods movement and ports by working collaboratively with the logistics industry, local and regional governments, neighboring communities, business, labor, environmental groups and other interested stakeholders to achieve shared goals.

.GOODS MOVEMENT ACTION PLAN

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I. EXECUTIVE SUMMARY

The Goods Movement Action Plan (the Plan) is an initiative of the Schwarzenegger Administration to improve and expand California's goods movement industry and infrastructure in a manner which will:

- Generate jobs.
- Increase mobility and relieve traffic congestion.
- Improve air quality and protect public health.
- Enhance public and port safety.
- Improve California's quality of life.

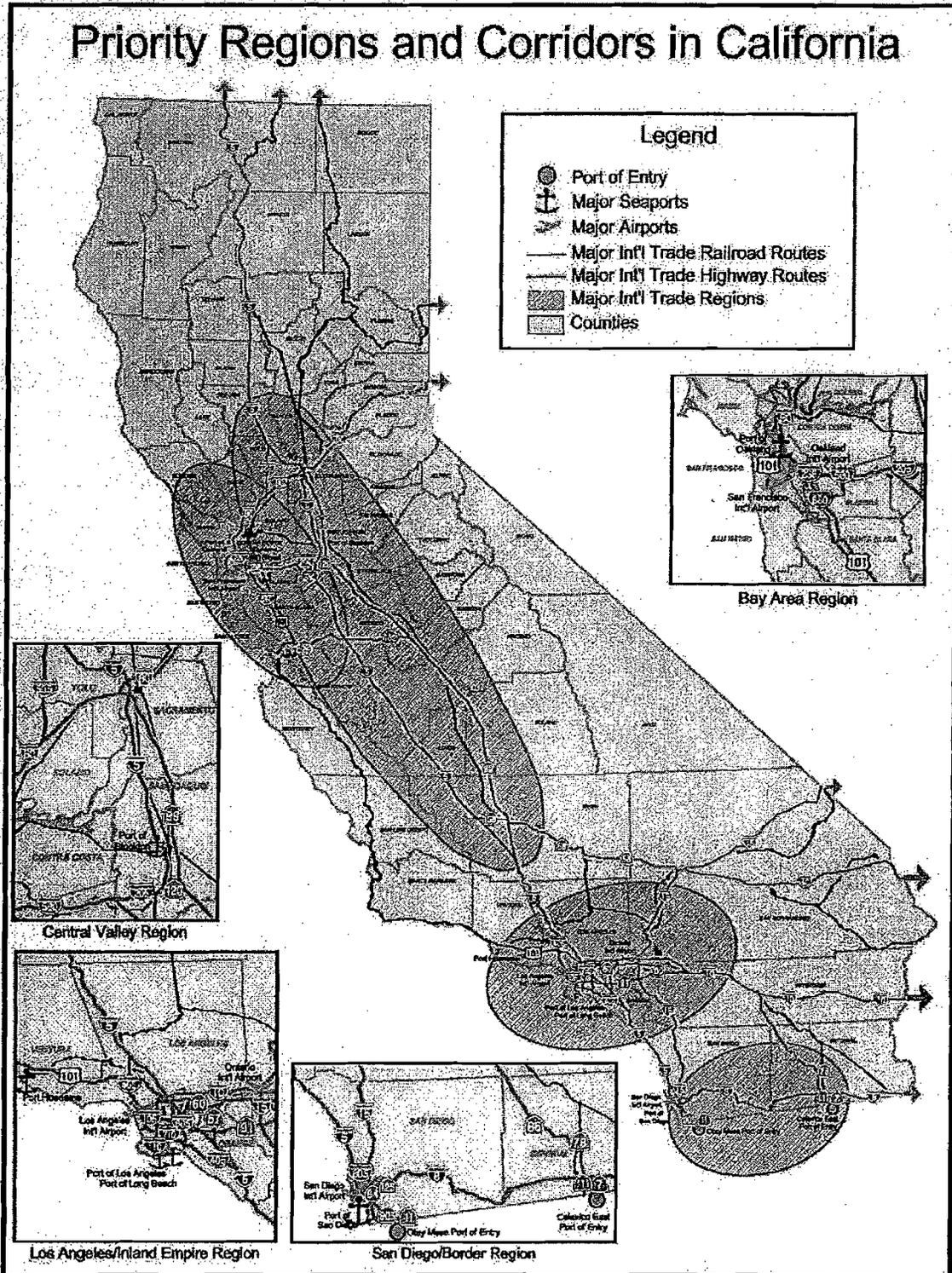
The development of the Goods Movement Action Plan has been a two-phase process. The "Phase I: Foundations" Report, released on September 2, 2005, characterizes the "why" and the "what" of the State's involvement in goods movement in the following four segments: (1) the goods movement industry and its growth potential; (2) the four "port-to-border" transportation corridors that constitute the State's goods movement backbone and the associated inventory of infrastructure needs (see Figure I-1); (3) environmental and community impacts—as well as a preliminary description of mitigation approaches and issues; and (4) key aspects of public safety and security issues.

The Phase I report includes a compiled inventory of existing and proposed goods movement infrastructure projects. The listing includes previously identified projects in various Regional Transportation Plans (RTPs) and Regional Transportation Improvement Programs (RTIPs) prepared by Metropolitan Planning Organizations (MPOs), Regional Transportation Planning Agencies (RTPAs), and County Transportation Commissions (CTCs). In addition, the listings include a wide range of outlined projects underway or under consideration by the ports, railroads, and other third parties. Prior to this compilation, no comprehensive statewide inventory has been available.

This Plan is the work product of the Phase II effort that has been underway since September 2005. It includes a set of preliminary candidate actions for operational improvements, infrastructure additions, public health and environmental impact mitigation actions, community impact mitigation and workforce development actions, and security and public safety improvement efforts. It presents the "how," "when," and "who" required to integrate these efforts. It presents a framework for decision-making regarding candidate actions and potential solution sets to achieve simultaneous and continuous improvement as discussed in this Plan.

The Phase II effort focuses on action, getting to the particulars of how to make needed improvements and address serious environmental and community concerns about goods movement operations. The staggering growth of the goods movement industry as a consequence of changing global business trends provides California with great opportunities and great challenges. If needed infrastructure investments are made, growth of the industry can be a

Figure I-1



source of high wage jobs to California's growing population. If infrastructure investments are stalled or not made, job growth may be more limited and aging infrastructure will likely be unable to serve the future needs of Californians. Similarly, if needed investments are made to address serious environmental and community concerns associated with goods movement, public health and quality of life can be improved. If investments are not made to address the serious environmental and community concerns associated with goods movement sources and increases in goods movement sources, already high levels of air pollution, along with the associated health effects and other environmental and community impacts, will continue to increase and harm public health and quality of life.

The complexity of the industry, the urgency of the needs for environmental and community impact mitigation, and the vulnerabilities of vital infrastructure to the threat of terrorism require that decisions be made now about California's next two to three decades. While the combinations and permutations of outcomes are almost endless, it is the Administration's responsibility to develop the best information possible and take prudent action even though uncertainties remain. Public health and the economics of goods movement are too important to the people of California to not take action.

Specifically, a statewide perspective enables:

- Assessment of projects as part of a statewide goods movement system.
- Comparison of port, rail, and highway projects in a common framework.
- Identification of critical public health and environmental mitigation and community impact mitigation actions.
- Prioritization of projects and actions to address the most important needs first.
- Concentration of effort to secure required funding in an orderly fashion.
- Evaluation of performance to determine if State, regional, and community benefits are achieved.

This Goods Movement Action Plan presents a "framework for action." Building the framework on a performance measurement platform provides a means to evaluate, select, and fund candidate projects and actions relative to desired outcomes. The framework is built on a foundation of internally consistent principles aligned with Administration policy. Consistent with defined principles, a series of evaluation criteria are established to judge the merits of prospective projects or actions. Criteria are defined for infrastructure and operational improvements, environmental impact mitigation, community impact mitigation and workforce development, and public safety and security. Performance metrics are established where appropriate to quantify and assess outputs and outcomes relative to expectations. Finally, sets of benchmarks are developed, where appropriate, to judge how performance relates to "best-in-class" for comparable projects or actions executed elsewhere. In order to give context to the preliminary candidate actions, their selection and implementation timeframe, one must keep in mind the five thematic considerations of the 22 guiding principles:

- Consider the four port-to-border corridors as one integrated system.
- Undertake simultaneous and continuous improvement in infrastructure and mitigation.

- Pursue excellence through technology, efficiency, and workforce development.
- Develop partnerships to advance goals.
- Promote trust, provide for meaningful public participation, and ensure environmental justice consistent with state law.

Table I-1 presents a summary of preliminary candidate actions and projects developed by the Business, Transportation and Housing Agency (BTH) and the California Environmental Protection Agency (Cal/EPA). The table contains a range of items that include desired practices, studies or evaluations, regulatory measures, and physical projects. This inventory identifies statewide preliminary candidate actions in four categories:

- Infrastructure Projects and Operations
- Public Health and Environmental Impact Mitigation
- Community Impact Mitigation and Workforce Development
- Homeland Security and Public Safety

The table organizes the preliminary candidate actions as noted above and applies a timeframe to designate immediate, short-term, intermediate-term, and long-term actions within each area of focus. The timeframe can be interpreted⁴ in the following terms:

- Immediate (immediate implementation; generally operational improvements)
- Short-term (0-3 years)
- Intermediate-term (4-10 years)
- Long-term (10+ years)

Actions are assigned to the timeframe based on considerations of complexity and scope. By scanning vertically through the columns of the table, one can identify actions within the same timeframe and across all four categories. Conversely, moving horizontally across the table will reveal actions in the same area of goods movement over the four timeframes. In the consideration of Infrastructure and Operations and Public Health and Environmental Impact Mitigations, there are further delineations within the table that group mode-specific actions.

Collectively, the Action Plan identifies approximately 200 actions and projects recommended for further investigation, review or implementation. In aggregate, preliminary findings indicate that the collective capital costs total approximately \$15 billion. The total cost for goods movement-related emission reduction strategies, as compiled by the California Air Resources Board (ARB) in the Emission Reduction Plan for Ports and Goods Movement in California (April 2006), is estimated to be between \$6 billion and \$10 billion.

With the passage of the Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006, \$3.1 billion will be available to help address the wide range of infrastructure, air quality, and homeland security aspects of California's goods movement system. Those funds include \$2 billion for infrastructure, \$1 billion for emission reduction projects, and \$100 million

⁴ The preliminary candidate infrastructure projects in Appendix C are delineated by a slightly different time frame as follows: Short 1-5 years; Intermediate 6-10 years; and Long 11-20 years.

to enhance homeland security. Chapter VII of the Plan includes BTH's and Cal/EPA's recommendations to the California Transportation Commission (CTC) regarding allocation of the infrastructure funding and recommendations to ARB regarding allocation of the air quality funding. The newly formed California Maritime Transportation Security Council will recommend allocation of the available public safety funds.

To aid the California Transportation Commission with prospective areas to direct transportation infrastructure resources, the Action Plan presents a series of "solution sets" of high priority projects that can produce corridor-wide improvements and lay a foundation for future project and action implementation. Table I-2 presents those solution sets. Chapter V includes a detailed discussion and important caveats regarding the solution sets.

Finally, the Plan is based on the fundamental principle that infrastructure project actions, public health and environmental mitigation actions, and community impact mitigation actions must be approached on a simultaneous and continuous basis. The Plan describes at Chapter VI how this principle will be implemented and verified.

**Table I-1
PRELIMINARY CANDIDATE ACTIONS – SUMMARY FOR FOUR CORRIDORS**

	Immediate Actions	Short-Term Actions (0-3 years)	Intermediate-Term Actions (4-10 years)	Long-Term Actions (more than 10 yrs)
66 Infrastructure and Operations	<u>Operational Improvements</u>	<u>Infrastructure Projects</u>	<u>Infrastructure Projects</u>	<u>Infrastructure Projects</u>
	<p>Ships</p> <ul style="list-style-type: none"> ➤ Spread out vessel sailings and arrivals in the trans-Pacific trade. ➤ Evaluate short- sea shipping – including environmental impacts. ➤ Increase “destination loading” on ships from the Far East. ➤ Finalize ARB ship auxiliary engine rule (OAL review). <p>Ports</p> <ul style="list-style-type: none"> ➤ Operate PierPass port extended gate hours program. ➤ Implement PierPass drayage truck fleet emission reduction program. ➤ Expand labor force at the ports. ➤ Improve labor work rule flexibility to enable increased daily truck turns. ➤ Implement virtual container yards. ➤ Implement incentives to limit container dwell time. ➤ Finalize ARB intermodal cargo equipment rule (OAL). <p>Rail</p> <ul style="list-style-type: none"> ➤ Evaluate shuttle train pilot project performance. ➤ Utilize more rail for long haul. ➤ Finalize ARB intermodal cargo equipment rule (OAL). <p>Trucks</p> <ul style="list-style-type: none"> ➤ Develop regional or national chassis pools. ➤ Implement port-wide terminal appointment systems for truckers. <p>Other</p> <ul style="list-style-type: none"> ➤ Employ better trade and transportation forecasting. ➤ Improve communications of fluctuating demand forecasts for labor and equipment among carriers, railroads, and terminal operators. ➤ Develop comprehensive goods movement data collection methodologies, modeling, and data evaluation. ➤ Enact public-private partnership legislation. ➤ Enact design-build and design sequencing legislation. 	<ul style="list-style-type: none"> ➤ State Route 47, Alameda Corridor Expressway (includes Schuyler Heim Bridge replacement). ➤ I-710 Early Action Project: Port Terminus Improvements. ➤ Port of Long Beach Gerald Desmond Bridge Replacement. ➤ Alameda Corridor East Grade Separations.* ➤ BNSF/UP, Los Angeles Basin Rail Capacity Improvements.* ➤ BNSF/UP Colton Crossing Rail Grade Separation.* ➤ Port of Oakland 7th Street/Union Pacific Grade Separation Reconstruction. ➤ Port of Oakland Outer Harbor Intermodal Terminal. ➤ Union Pacific Railroad Martinez Subdivision, Oakland to Martinez, Capacity Improvement Project. ➤ I-880 23rd and 29th Avenue Interchanges, Operational improvements. ➤ Altamont Pass Rail Corridor/Central Valley Rail Freight Shuttle Demonstration Project. ➤ State Route 905 Six-Lane Freeway (Mexico border/Otay Mesa port of entry to Interstate 805). ➤ Port of San Diego National City Marine Terminal Operational Improvements. ➤ BNSF Tehachapi Pass Double Track, Tunnels Modification. ➤ UP Central Corridor Double Track, Tunnels Modification. 	<ul style="list-style-type: none"> ➤ Alameda Corridor East Grade Separations.* ➤ BNSF “Southern California International Gateway” Near Dock Intermodal Facility. ➤ Union Pacific Near Dock Intermodal Container Transfer Facility. ➤ BNSF/UP Los Angeles Basin Rail Capacity Improvements.* ➤ Interstate 5 Truck Lanes, SR 14 to Calgrove Blvd. ➤ BNSF/UP Colton Crossing Rail Grade Separation. ➤ I-80 Cordelia Truck Scales. ➤ State Route 4 Extension to the Port of Stockton. ➤ I-580 Westbound Truck Climbing Lanes. ➤ I-580 Eastbound Truck Climbing Lanes. ➤ Otay Mesa East Border Crossing (new). ➤ State Route 11, State Route 905 to Otay Mesa East Border Crossing. 	<ul style="list-style-type: none"> ➤ Alameda Corridor East Grade Separations* ➤ BNSF/UP Los Angeles Basin Rail Capacity Improvements.*

* These infrastructure projects appear in more than one time frame due to the complexity and/or scope of the specific project(s).

**Table I-1
PRELIMINARY CANDIDATE ACTIONS – SUMMARY FOR FOUR CORRIDORS**

	Immediate Actions	Short-Term Actions (0-3 years)	Intermediate-Term Actions (4-10 years)	Long-Term Actions (more than 10 yrs)
Ships	<ul style="list-style-type: none"> ➤ Support for ratification of MARPOL Annex 6 for international shipping. ➤ Implement vessel speed reduction MOU in Southern California. ➤ Finalize ARB ship auxiliary engine rule (i.e., Office of Administrative Law (OAL) review). 	<ul style="list-style-type: none"> ➤ Utilize lower sulfur fuel (0.5% by 2007) for marine auxiliary engines. ➤ Dedicate cleanest vessels to California service (ongoing). ➤ Increase use of cleaner fuels in ships through voluntary or regulatory mechanisms (ongoing). ➤ Increase use of shore power or alternatives for ships through voluntary or regulatory mechanisms (ongoing). ➤ Expand vessel speed reduction program. 	<ul style="list-style-type: none"> ➤ Utilize lower sulfur fuel (0.1% by 2010) for ship auxiliary engines. ➤ Obtain Sulfur Emission Control Area (SECA) designation or alternative. ➤ Retrofit existing main engines on ships during major maintenance (ongoing). ➤ Install emission controls on ship main/auxiliary engines of frequent flyers (ongoing). ➤ Continue ongoing strategies. 	<ul style="list-style-type: none"> ➤ Continue ongoing strategies.
Locomotives	<ul style="list-style-type: none"> ➤ Utilize CA low sulfur diesel for captive instate locomotives. ➤ Implement 1998 Railroad MOU for South Coast Air Basin. ➤ Implement 2005 Statewide MOU for Rail Yard Risk Reduction. ➤ Conduct ARB training on locomotive idling restrictions. 	<ul style="list-style-type: none"> ➤ Upgrade engines in switcher locomotives by 2010. ➤ Retrofit existing locomotive engines with diesel PM controls. ➤ Use cleaner fuels in locomotives, particularly for captive fleets and/or new facilities. 	<ul style="list-style-type: none"> ➤ Implement Tier 3 US standards for line haul locomotives (new engine and rebuild standards). ➤ Implement US low sulfur fuel for interstate locomotives. ➤ Concentrate Tier 3 locomotives in California (ongoing). 	<ul style="list-style-type: none"> ➤ Continue ongoing strategies.
Trucks	<ul style="list-style-type: none"> ➤ Utilize CA low sulfur diesel for trucks. ➤ Conduct smoke inspections for trucks in communities. ➤ Enforce 5 minute idling limit for trucks. ➤ Accelerate software upgrade for trucks. ➤ Implement incentives for cleaner trucks. 	<ul style="list-style-type: none"> ➤ Adopt and implement ARB rule to modernize (replace and/or retrofit) private truck fleets (ongoing). ➤ Modernize (replace and/or retrofit) port trucks (ongoing). ➤ Implement CA/US 2007 truck emission standards. ➤ Adopt and implement ARB rule to require international trucks to meet US emission standards. ➤ Enforce CA rule for transport refrigeration units on trucks, trains, ships. ➤ Enhance enforcement of truck idling limits. 	<ul style="list-style-type: none"> ➤ Restrict entry of trucks new to port service unless equipped with diesel PM controls. ➤ Continue ongoing strategies. 	<ul style="list-style-type: none"> ➤ Continue ongoing strategies.

**Table I-1
PRELIMINARY CANDIDATE ACTIONS – SUMMARY FOR FOUR CORRIDORS**

		Immediate Actions	Short-Term Actions (0-3 years)	Intermediate-Term Actions (4-10 years)	Long-Term Actions (more than 10 yrs)
Public Health and Environmental Mitigation – Air Quality, Continued	Cargo Handling Equipment	<ul style="list-style-type: none"> ➤ Utilize CA low sulfur diesel for equipment. ➤ Finalize ARB intermodal cargo equipment rule (i.e., OAL review). ➤ Implement State incentives for cleaner fuels at Ports of Los Angeles and Long Beach. 	<ul style="list-style-type: none"> ➤ Implement ARB rule for cleaner cargo handling equipment through replacement, retrofit, or alternative fuels (ongoing). ➤ Adopt and implement ARB fork lift rule for gas-fired equipment (ongoing). ➤ Require green equipment for goods movement related construction and maintenance. 	<ul style="list-style-type: none"> ➤ Implement CA/US Tier 4 equipment emission standards. ➤ Upgrade cargo handling equipment to 85% diesel PM control or better. ➤ Continue ongoing strategies. 	<ul style="list-style-type: none"> ➤ Increase penetration of zero emission or near zero emission cargo handling equipment. ➤ Continue ongoing strategies.
	Commercial Harbor Craft	<ul style="list-style-type: none"> ➤ Implement incentives for cleaner harbor craft. 	<ul style="list-style-type: none"> ➤ Adopt tighter USEPA or ARB emission standards for harbor craft. ➤ Utilize CA low sulfur diesel for harbor craft. ➤ Clean up harbor craft through replacement, retrofit, or alternative fuels (ongoing). ➤ Use shore power for harbor craft at dock. 	<ul style="list-style-type: none"> ➤ Implement new USEPA or ARB engine standards for harbor craft. ➤ Implement incentives to accelerate introduction of new harbor craft engines. ➤ Continue ongoing strategies. 	<ul style="list-style-type: none"> ➤ Continue ongoing strategies.

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**Table I-1
PRELIMINARY CANDIDATE ACTIONS – SUMMARY FOR FOUR CORRIDORS**

	Immediate Actions	Short-Term Actions (0-3 years)	Intermediate-Term Actions (4-10 years)	Long-Term Actions (more than 10 yrs)
Public Health and Environmental Mitigation – Water Quality	<ul style="list-style-type: none"> ➤ Apply thoroughly and enforce existing water quality requirements (e.g., permits, certifications, etc.) on projects, and treat complaints, tips and violations (noncompliance with requirements) as a high priority – particularly at port operations areas, truck traffic idling areas, and upland disposal areas of any dredged materials. ➤ Identify waste load allocations (pollutant level targets, in terms of mass discharge allowed) for port-area water bodies currently listed as impaired [pursuant to Clean Water Act section 303(d)]. ➤ Review current ballast water exchange practices and identify opportunities to further mitigate exotic species introduction. ➤ Initiate studies to better understand relationship between airborne emissions in port areas and water quality and beneficial use impacts. ➤ Initiate studies to identify community impacts from project-related activities with regards to water quality and beneficial use of the waters (with special attention to potential environmental justice impacts and subsistence consumption and recreational uses). ➤ Identify sources of marine debris discharges in port areas and begin to eliminate them. ➤ Implement better land planning practices that employ the key principles of Low Impact Development (LID). For example: use site hydrology as the organizing principle for all others. <ul style="list-style-type: none"> ○ Match the initial abstraction and mimic natural water balance. ○ Employ a uniform, strategic distribution of small-scale controls. ○ Decentralize controls and disconnect impervious surfaces. ○ Minimize land disturbance and connected, impervious cover. ○ Incorporate natural site elements into design. 	<ul style="list-style-type: none"> ➤ Establish redundant systems to eliminate or reduce discharges of marine debris and other pollutants causing impairments. ➤ Establish performance measures to measure effectiveness of mitigation activities and overall mission to protect enhance and restore beneficial uses of waters in project areas. ➤ Continue to thoroughly apply and enforce existing water quality requirements (e.g., permits, certifications, etc.) on projects, and treat complaints, tips and violations (noncompliance with requirements) as a high priority – particularly at port operations areas, truck traffic idling areas, and upland disposal areas of any dredged materials. ➤ Apply waste load allocations (pollutant level targets, in terms of mass discharge allowed) for port-area water bodies approved and in force. ➤ Continue to identify waste load allocations (pollutant level targets, in terms of mass discharge allowed) for port-area water bodies currently listed as impaired [pursuant to Clean Water Act section 303(d)]. ➤ Implement better ballast water exchange practices and identify opportunities to reduce and further mitigate exotic species introduction. ➤ Implement recommendations from studies to reduce water quality and beneficial use impacts from airborne emissions in port areas. ➤ Implement recommendations from studies to enhance and restore water quality and beneficial use of the waters (with special attention to potential environmental justice impacts and subsistence consumption and recreational uses) in communities surrounding projects. ➤ Continue to implement better land planning practices that employ the key principles of Low Impact Development (LID). 	<ul style="list-style-type: none"> ➤ Monitor performance of systems employed and practices implemented in previous terms and revise plans or practices as needed. ➤ Ongoing implementation of short-term actions. 	<ul style="list-style-type: none"> ➤ Ongoing implementation of intermediate actions.

**Table I-1
PRELIMINARY CANDIDATE ACTIONS – SUMMARY FOR FOUR CORRIDORS**

	Immediate Actions	Short-Term Actions (0-3 years)	Intermediate-Term Actions (4-10 years)	Long-Term Actions (more than 10 yrs)
103 Public Health and Environmental Mitigation – Hazardous Waste Management	<ul style="list-style-type: none"> ➤ Develop a statewide Hazardous Waste and Contaminated Media Management Plan for goods movement-related infrastructure projects to ensure the integrated, safe management of hazardous wastes and substances encountered during project design and construction. ➤ Account for the costs of any required management of contaminated soils, mitigation of other hazardous substances contamination, and oversight of compliance with related regulatory requirements in the planning and execution of infrastructure projects. ➤ Design infrastructure projects with an effort to minimize exposure to hazardous substances and to manage hazardous substances to minimize public health and environmental impacts of any removal, transportation, treatment, and onsite management. ➤ Ensure that hazardous substances mitigation approaches (such as on-site management, deed restrictions, etc.) will remain protective of public health and the environment for the life of the infrastructure project and that operations and maintenance plans that provide for ongoing monitoring and inspection of any remedial systems or site controls are in place where appropriate. 	<ul style="list-style-type: none"> ➤ Develop project specific Hazardous Waste and Contaminated Media Management Plans to ensure the integrated, safe management of hazardous wastes and substances encountered during project design and construction. 	<ul style="list-style-type: none"> ➤ Ongoing implementation of immediate and short-term actions. 	<ul style="list-style-type: none"> ➤ Ongoing implementation of immediate and short-term actions.

**Table I-1
PRELIMINARY CANDIDATE ACTIONS – SUMMARY FOR FOUR CORRIDORS**

	Immediate Actions	Short-Term Actions (0-3 years)	Intermediate-Term Actions (4-10 years)	Long-Term Actions (more than 10 yrs)
101 Community Impact Mitigation and Workforce Development	<p>Note: The actions listed in the Public Health and Environmental Mitigation section will provide significant health benefits to communities adjacent to ports, rail yards, intermodal facilities, and highways. Additional general actions include:</p> <p>Strategies</p> <ul style="list-style-type: none"> ➤ Enforce anti-idling rules. ➤ Reroute trucks. ➤ Conduct mitigation and pollution prevention. ➤ Develop community benefit agreements when desired by the community. ➤ Conduct targeted community assessments including monitoring as appropriate. ➤ Track emission reductions and estimated cancer risk reduction in communities. ➤ Preserve existing parks, open space, and natural areas. ➤ Coordinate with local city redevelopment departments to identify priority enhancement areas in adjacent communities. ➤ Develop and implement community enhancement projects. ➤ Emphasize landscaping and aesthetic improvements using local native plants. ➤ Increase enforcement of traffic and vehicle safety laws and regulations. ➤ Increase public and trucker education on safety and neighborhood issues. <p>Public Participation</p> <ul style="list-style-type: none"> ➤ Expand public outreach. ➤ Consult community members regarding infrastructure plans throughout the planning process. ➤ Establish Community Advisory Committee for the EIR /EIS stage of an infrastructure project (for projects that have not already gone through the environmental review process). 	<ul style="list-style-type: none"> ➤ Ongoing implementation of immediate actions. ➤ Use green equipment for construction of infrastructure projects (as available). ➤ Establish construction staging areas in locations to minimize impact on local circulation. ➤ Establish a community forum to address community concerns during construction. ➤ When considering operational changes to extend hours (including during construction), evaluate noise and light impacts on adjacent communities. ➤ Mitigate noise impacts in adjacent communities. ➤ Mitigate light impacts in adjacent communities. 	<ul style="list-style-type: none"> ➤ Ongoing implementation of immediate and short-term actions. 	<ul style="list-style-type: none"> ➤ Ongoing implementation of immediate, short-term, intermediate-term and long-term actions.

**Table I-1
PRELIMINARY CANDIDATE ACTIONS – SUMMARY FOR FOUR CORRIDORS**

	Immediate Actions	Short-Term Actions (0-3 years)	Intermediate-Term Actions (4-10 years)	Long-Term Actions (more than 10 yrs)
105 Community Impact Mitigation and Workforce Development Continued	<p>Public Participation, Continued</p> <ul style="list-style-type: none"> ➤ Hold public meetings when members of the affected community can attend (e.g., in the evening). ➤ Include language translation where appropriate. ➤ Draw on knowledge and experience from the community. <p>Land Use Planning</p> <ul style="list-style-type: none"> ➤ Integrate port and city planning/promote use of buffer zones between ports and surrounding communities. <p>Workforce Development</p> <ul style="list-style-type: none"> ➤ Partner with the California Community Colleges Economic and Workforce Preparation Division, the California State University System and other institutions of higher learning, K-12, and employers to respond to the demand for qualified workers and continuous workforce improvement. 	<ul style="list-style-type: none"> ➤ Provide goods movement job training within affected communities. ➤ Develop industry driven and industry recognized certificate programs (and curriculum) in the areas of transportation, logistics support, warehousing and storage, supply chain management and safety and security. ➤ Provide logistics (goods movement) training to incumbent workers to enhance productivity and create higher skilled higher wage jobs in this sector. ➤ Placement of workers into logistics industry by creating awareness of job opportunities and preparing job seekers with employable traits as required by industry. 	<ul style="list-style-type: none"> ➤ Provide goods movement job training within affected communities. ➤ Continuously develop and offer for credit and not-for-credit logistics and goods movement curriculum. ➤ Replicate model across California. 	<ul style="list-style-type: none"> ➤ Provide goods movement job training within affected communities. ➤ Create an educational continuum by articulating curriculum from K-12 through graduate school to provide incumbent workers, employers, and job seekers with continuous educational opportunities.

**Table I-1
PRELIMINARY CANDIDATE ACTIONS – SUMMARY FOR FOUR CORRIDORS**

	Immediate Actions	Short-Term Actions (0-3 years)	Intermediate-Term Actions (4-10 years)	Long-Term Actions (more than 10 yrs)
90 T Public Safety and Security	<p>Operational Improvements, Evaluations and Studies</p> <ul style="list-style-type: none"> ➤ Align CHP Foreign Export and Recovery (FEAR) efforts with Federal Homeland Security. ➤ Establish a multi-jurisdictional Port Security Task Force ➤ Evaluate cross-sectoral vulnerability of ports (power, water, etc). ➤ Evaluate all truck and rail routes out of port districts and air basins to determine long term velocity, security, and environmental opportunities. ➤ Develop a Federal, State, and Local funding strategy. ➤ Evaluate the "Agile Port" concept for public safety/homeland security advantages. ➤ Use the NAFTA model to understand the public safety and security issues. ➤ Evaluate lane departure technology to identify driver fatigue and safety scoring of operators. ➤ Continue support and implementation of safety improvement programs. ➤ Increase enforcement of traffic and vehicle safety laws and regulations. ➤ Increase public and trucker education on safety and neighborhood issues. ➤ Urge US Coast Guard District Eleven Command to adopt the Automated Secure Vessel Tracking System (ASVTS) developed by the Maritime Information Services of North America (MISNA). ➤ Evaluate new freight transportation technologies (maglev, SAFE shuttle, etc.) for Homeland Security and public safety applications. ➤ Evaluate <i>Green Freight Corridor</i> road and rail infrastructure with integrated sensor network for Homeland Security and public safety applications. 	<ul style="list-style-type: none"> ➤ Construct commercial vehicle enforcement facilities around the LA/LB and Oakland ports to enhance highway safety and security. ➤ Establish a pilot test program using hazardous materials movement of containers and a short haul rail system that "flushes out" the containers in the ports and rail yards. ➤ Develop a pilot project for creating a physical communication grid in the corridor. ➤ Use intelligence and automated info to identify and target high-risk containers. ➤ Pre-screen high-risk containers at point of departure. ➤ Use new detection technology to quickly prescreen. ➤ Develop joint inspection stations in the port districts and at the border crossing. ➤ Develop community web portal to provide real or near real time information on goods movement and freight mobility conditions across road and rail network within the region. ➤ Clear U.S. Customs at inland destinations. 	<ul style="list-style-type: none"> ➤ Retrofit freight vehicles with probes and smart sensors to measure speed, weather, pollution, lane departure, cargo location, customs data, container RFID information, and vehicle/frame condition inspection dates. ➤ Use smarter, tamper-evident containers with RFID e-seals. ➤ Develop a container loading and unloading program (similar to CTPAT) that addresses homeland security issues like peaking for local California businesses. 	<ul style="list-style-type: none"> ➤ Develop a Green Freight Corridor (similar to Customs Green Lane) program and system. ➤ Install sensors and environmental monitoring equipment along corridor to communicate between operators, vehicles, containers and the command center. ➤ Establish three integrating centers for all data and system managements at the ports, Mexican border, and the Inland Empire using the Metrolink model. ➤ Provide data feeds from corridor system to County Emergency center, the Command and Control Center at Camp Pendleton, the CHP command centers, and NORTHCOM.

TABLE I-2
GOODS MOVEMENT ACTION PLAN
TRADE CORRIDOR IMPROVEMENT FUND PROGRAM
BOND FUNDING RECOMMENDATIONS⁶

Corridor/Region Solution Set Route or Lead Agency and Project Title	Bond Funding	Project Construction Cost (in thousands)	Project Mitigation Cost	Project Total Cost	System Benefit
<i><u>Los Angeles/Inland Empire Corridor</u></i>					
Truck Emission Reduction and Congestion Mitigation ⁷					
• PierPass Extended Gate Hours Program					Provides for extended gate hours, reduced congestion and emissions
• PierPass Emission Reduction Program					Reduces emissions
• Virtual Container Yard					Reduces unnecessary truck trips to and from ports
• Common Chassis Pool					Enables more efficient use of equipment and reduces unnecessary truck trips

⁶ The project mitigation cost and project total cost columns are included to illustrate that the total cost of the project includes the cost of required mitigation, and that total cost should be funded as the cost of the project.

⁷ These programs are intended to be industry-funded.

TABLE I-2
GOODS MOVEMENT ACTION PLAN
TRADE CORRIDOR IMPROVEMENT FUND PROGRAM
BOND FUNDING RECOMMENDATIONS⁶

Corridor/Region Solution Set Route or Lead Agency and Project Title	Bond Funding	Project Construction Cost (in thousands)	Project Mitigation Cost	Project Total Cost	System Benefit
• Work rule flexibility ⁸					Provides means to improve efficiencies and enable truck owner-operators to increase number of daily turns
Truck Port Access Improvements					
• State Route 47, Alameda Corridor Expressway (including Schuyler Heim Bridge replacement)	111,000	557,000			Improves access to Terminal Island terminals and near-dock facilities
• I-710 Early Action Project: Port Terminus Improvements	60,000	300,000			Improves safety and access by upgrading State Route 1 (Pacific Coast Highway) and Anaheim Street interchanges and expands green space
• Port of Long Beach, Gerald Desmond Bridge Replacement	160,000	800,000			Improves access to Terminal Island; removes bottleneck to both ship and truck movements

⁸ This is currently under International Longshore and Warehouse Union (ILWU) consideration.

TABLE I-2
GOODS MOVEMENT ACTION PLAN
TRADE CORRIDOR IMPROVEMENT FUND PROGRAM
BOND FUNDING RECOMMENDATIONS⁶

Corridor/Region Solution Set Route or Lead Agency and Project Title	Bond Funding	Project Construction Cost (in thousands)	Project Mitigation Cost	Project Total Cost	System Benefit
Rail Mode Increase					
<ul style="list-style-type: none"> Port of Los Angeles/Burlington Northern Santa Fe, "Southern California International Gateway" Near Dock Facility (See Chapter V Text.) 	40,000	200,000			Reduces truck trips on Interstate 710; relieves rail terminal capacity constraint
<ul style="list-style-type: none"> Ports of Los Angeles and Long Beach/Union Pacific, Near Dock Intermodal Container Transfer Facility Completion (See Chapter V Text.) 	20,000	100,000			Reduces truck trips on Interstate 710; relieves rail terminal capacity constraint
<ul style="list-style-type: none"> Alameda Corridor East Grade Separations <ul style="list-style-type: none"> Los Angeles County Orange County Riverside County San Bernardino County 	313,000 112,000 158,000 <u>108,000</u> 691,000	1,565,000 562,000 788,000 <u>541,000</u> 3,456,000			Addresses community division safety issues; reduces vehicle emissions

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TABLE I-2
GOODS MOVEMENT ACTION PLAN
TRADE CORRIDOR IMPROVEMENT FUND PROGRAM
BOND FUNDING RECOMMENDATIONS⁶

Corridor/Region Solution Set Route or Lead Agency and Project Title	Bond Funding	Project Construction Cost (in thousands)	Project Mitigation Cost	Project Total Cost	System Benefit
System Throughput/Velocity Improvements					
<ul style="list-style-type: none"> • Burlington Northern Santa Fe/Union Pacific, Los Angeles Basin Rail Capacity Improvements (main line capacity, shuttle train demonstration project improvements) • Los Angeles County • Orange County • Riverside County • San Bernardino County 	<ul style="list-style-type: none"> 67,000 29,000 114,000 <u>212,000</u> 422,000 	<ul style="list-style-type: none"> 333,000 145,000 572,000 <u>1,061,000</u> 2,111,000 			Addresses current and projected 2010 system capacity constraints; enhances Metrolink/ Amtrak services; facilitates rail freight shuttle service demonstration
<ul style="list-style-type: none"> • Burlington Northern Santa Fe/Union Pacific, Colton Crossing Grade Separation 	56,000	280,000			Removes major railroad bottleneck; improves safety, reliability; enhances Metrolink/Amtrak services
<ul style="list-style-type: none"> • State Route 14 to Calgrove Blvd., Interstate 5 Truck Lanes 	12,000	60,000			Removes bottleneck; improves both truck and passenger vehicle velocity

TABLE I-2
GOODS MOVEMENT ACTION PLAN
TRADE CORRIDOR IMPROVEMENT FUND PROGRAM
BOND FUNDING RECOMMENDATIONS⁶

Corridor/Region Solution Set Route or Lead Agency and Project Title	Bond Funding	Project Construction Cost (in thousands)	Project Mitigation Cost	Project Total Cost	System Benefit
<i>Bay Area Corridor</i>					
Port Access Improvements					
<ul style="list-style-type: none"> Port of Oakland, 7th Street/Union Pacific Grade Separation Reconstruction 	50,000	250,000			Removes access bottleneck; improves throughput, reliability and safety
Rail Mode Increase					
<ul style="list-style-type: none"> Port of Oakland, Outer Harbor Intermodal Terminal 	65,000	325,000			Enhances capacity; improves performance of port intermodal operations, reduces truck trips
System Throughput/Velocity Improvements					
<ul style="list-style-type: none"> Union Pacific Railroad Martinez Subdivision, Oakland to Martinez, Capacity Improvement Project 	16,000	78,000			Improves access; relieves Capital Corridor, San Joaquin and rail freight train operational conflicts
<ul style="list-style-type: none"> Interstate 880, 23rd and 29th Avenue Interchanges, Operational Improvements 	18,000	91,000			Improves reliability and safety; enhances access to seaport and airport

TABLE I-2
GOODS MOVEMENT ACTION PLAN
TRADE CORRIDOR IMPROVEMENT FUND PROGRAM
BOND FUNDING RECOMMENDATIONS⁶

Corridor/Region Solution Set Route or Lead Agency and Project Title	Bond Funding	Project Construction Cost (in thousands)	Project Mitigation Cost	Project Total Cost	System Benefit
• Cordelia Truck Scales	22,000	110,000			Improves safety; would be coordinated with I-80/I-680/SR 12 interchange improvement projects.
<i>Central Valley Corridor</i>					
Port Access Improvements					
• State Route 4 (Crosstown Freeway) Extension to Port of Stockton	20,000	100,000			Improves throughput and access
Bay Area/Central Valley Access Improvements					
• Altamont Pass Rail Corridor/Central Valley Rail Freight Shuttle Demonstration Project	5,000	27,000			Addresses track alignment issues; facilitates shuttle and Altamont Commuter Express services
• I-580 Westbound Trucking Climbing Lanes	20,000	100,000			Improves velocity and safety
• I-580 Eastbound Truck Climbing Lanes	20,000	100,000			Improves velocity and safety

TABLE I-2
GOODS MOVEMENT ACTION PLAN
TRADE CORRIDOR IMPROVEMENT FUND PROGRAM
BOND FUNDING RECOMMENDATIONS⁶

Corridor/Region Solution Set Route or Lead Agency and Project Title	Bond Funding	Project Construction Cost (in thousands)	Project Mitigation Cost	Project Total Cost	System Benefit
<i>San Diego/Border Corridor</i>					
International Border Access/System Velocity					
• State Route 905 Six-Lane Freeway	59,000	494,000			Improves access to border; facilitates international trade (50% of unfunded balance)
• Otay Mesa East Border Crossing (new)	41,000	260,000			Improves access to border; facilitates international trade (partial funding)
• State Route 11, State Route 905 to Otay Mesa East Border Crossing	47,000	234,000			Provides access to new border crossing
Port Access Improvements					
• Port of San Diego- National City Marine Terminal Operational Improvements	11,000	57,000			Improves access

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TABLE I-2
GOODS MOVEMENT ACTION PLAN
TRADE CORRIDOR IMPROVEMENT FUND PROGRAM
BOND FUNDING RECOMMENDATIONS⁶

Corridor/Region Solution Set Route or Lead Agency and Project Title	Bond Funding	Project Construction Cost (in thousands)	Project Mitigation Cost	Project Total Cost	System Benefit
<i><u>State Gateways and Central Coast</u></i>					
System Throughput/Velocity Improvements					
<ul style="list-style-type: none"> • Burlington Northern Santa Fe, Tehachapi Pass Double-Track, Tunnel Modification 	16,000	82,000			Relieves bottleneck; provides for improved rail service to Port of Oakland, Central Valley
<ul style="list-style-type: none"> • Union Pacific, "Central Corridor" Double Track, Tunnels Modification 	18,000	90,000			Improves east-west operations and reliability; provides opportunity for extension of Capitol Corridor services to Reno.
<u>TOTAL</u>	<i>\$2,000,000</i>	<i>\$10,262,000</i>			

**Metropolitan Transportation Commission
Programming and Allocations Committee**

September 12, 2007

Item Number 4a

Subject: Trade Corridors Improvement Fund (TCIF) Update.

Background: Staff is providing an update on the TCIF program and a draft program of projects for your information. The TCIF program provides \$2 billion for improvements to the state's goods movement infrastructure for allocation by the California Transportation Commission (CTC). Although the CTC has not yet finalized the schedule or criteria for project selection, work is underway to develop a competitive and compelling program of projects.

MTC is working with the San Joaquin, Sacramento and Stanislaus Councils of Governments, as well as the Port of Oakland and the Alameda Congestion Management Agency, to develop a comprehensive trade strategy and program. The draft program outlined in the attachment includes \$800 million in Tier 1 projects. The projects are centered around two primary trade corridors in Northern California: the Central Corridor, roughly along I-80, and the Altamont Corridor, roughly along I-880/238/580. Both corridors are anchored at the Port of Oakland and include rail and highway projects.

Projects were initially screened based on: location within a major trade corridor, the availability of matching funds, and project readiness. Future evaluation criteria will also focus on trade mobility improvement, financial viability, deliverability and environmental considerations, including public health, and community support.

Staff will continue to work with our regional partners, as well as stakeholders, and come back to the Committee with a final list for Commission adoption in 2008 after the Legislature and CTC have outlined project selection criteria and the submission process.

- Issues:**
1. Final legislative direction is still pending. Further evaluation of projects is required to ensure that all projects in the final Tier 1 list are competitive and provide significant benefit to goods movement. Some projects still require a secured match, operational capability and/or mitigation measures to remain competitive.
 2. The impact of goods movement on communities located in proximity to major goods movement facilities has been a major issue in goods movement discussions to date. Air quality and safety concerns will be important issues throughout the process. There is, in fact, a separate \$1 billion pot of bond funds to address some of these issues administered by the California Air Resources Board.
 3. Our current draft proposal seeks \$800 million in State TCIF funding, which represents 40% of the total amount available statewide. Like the Corridor Mobility Improvement Account (CMIA) program for highway

projects, the TCIF program is expected to be extremely competitive – especially given the enormous and growing volume of goods entering the Ports of Los Angeles and Long Beach in Southern California.

Recommendation: Information.

Attachments: Executive Director's Memorandum



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Memorandum

TO: Programming and Allocations Committee

DATE: September 12, 2007

FR: Executive Director

RE: Trade Corridors Improvement Fund Update and Draft Projects Under Consideration

In November 2006, voters approved Proposition 1B, a roughly \$20 billion Transportation Bond. Proposition 1B included a total of \$3.1 billion for goods movement-related programs. This memo provides an update on the \$2 billion infrastructure element—the Trade Corridors Improvement Fund (TCIF) program—and a draft program of projects for your information. There is also a separate \$1 billion air quality program for allocation by the California Air Resources Board for air quality improvements related to goods movement.

Unlike the Corridor Mobility Improvement Account (CMIA), in the TCIF legislation, there is no mandated funding allocation between Southern and Northern California. In order to compete effectively with Southern California, our approach has been to work with MTC's neighboring regions to develop a comprehensive Northern California trade strategy and program. Our primary partners are the San Joaquin, Sacramento and Stanislaus Councils of Governments, as well as the Port of Oakland. Other partners include the Capitol and Altamont Corridor Express passenger services, the freight railroads, and regional business interests including the Bay Area Council and the East Bay Economic Development Alliance.

Currently, SB 9 (Lowenthal) is the primary legislative vehicle related to the implementation and administration of the TCIF. The Commission adopted Advocacy Principles (*see Attachment A*) for SB 9 in July. While negotiations on the bill continue, one consistent theme is that submissions to the TCIF should focus on key international trade gateways that are multi-regional and corridor-based. The *Regional Goods Movement Study* completed by MTC in 2004 identified two high priority interregional goods movement corridors: 1) I-80 – known as the Central Corridor; and 2) I-880/238/580 – known as the Altamont Corridor. Investment in these corridors together ensures the future viability and growth of the Port of Oakland as a trade gateway for both imports and exports, and strengthens the economic interconnections of the Sacramento and San Joaquin Valley regions with the Bay Area. Recognizing the importance of these two issues, MTC and our partner regional agencies have focused our efforts on developing a comprehensive program of rail and highway projects along these two trade corridors.

A. Draft program of projects

Attachment B summarizes our preliminary \$1.1 billion proposed program, and includes projects in our region, as well as projects from the San Joaquin, Sacramento and Stanislaus regions that together represent both Northern California trade corridors. Our approach is to have a multi-phased project list. The first Tier, totaling roughly \$800 million, reflects the highest priority projects for each region as candidates for TCIF funding. Tier 2, totaling \$300 million, is made up of those projects that play

an important role in goods movement in the corridors but that we do not believe will compete as well for the TCIF program. The \$2 billion provided by the bonds is simply the beginning of a long-term focus on goods movement. With federal reauthorization on the horizon, and a possible revenue stream for trade projects from the proposed container fee being considered by the state legislature, those projects that do not receive funding from TCIF will continue to be developed and pursued.

Attachment B is organized according to the elements described briefly below. A map and addendum of more detailed project descriptions will be provided at the Committee meeting. While all projects on the list require additional evaluation and development, there are some specific projects that will require significant work if they are to be included by MTC in our final TCIF submittal, and are so noted.

Anchor projects

Both the Central and the Altamont Corridors are anchored at the Port of Oakland, the fourth busiest container port in the country. The Port's highest priority (*see Attachment C*) are three major projects located at or near the Port of Oakland that are critical projects for both the Central and Altamont Corridors: 7th Street Grade Crossing, Martinez Subdivision Improvements and expanded intermodal capacity at the Outer Harbor Intermodal Terminal (OHIT). The 7th Street and OHIT projects both create the capacity to move more trains with fewer delays into and out of Oakland and create operational synergies with the Martinez Subdivision Improvements. The Martinez project would add much needed capacity and operational flexibility to the mainline heading north out of the Port of Oakland and used by Union Pacific (UP), Burlington Northern Santa Fe (BNSF), and the Capital Corridor/Amtrak service.

Central Corridor

The Central Corridor includes both UP mainline running from the Port of Oakland through Sacramento and over the Donner Summit to the transcontinental route to Chicago as well as I-80, a major route serving Northern California freight needs. The one highway project recommended in the Central Corridor is the reconstruction of the Cordelia Truck Scales. Proposed rail projects include improvements to the mainline both directly out of the Port of Oakland (the Martinez Subdivision) as well as through Sacramento (the Sacramento Rail Depot Realignment). In addition, a critical bottleneck connecting the region with all points east is at Donner Summit. The Donner Summit improvements would allow for double-stacked trains to traverse Donner Summit, improving the capacity, velocity and throughput of the Central Corridor and cutting nearly a day off the travel time for a train heading to or from the Bay Area from points east of California. The Capitol Corridor service has been in discussions with UP regarding additional passenger service east of Sacramento to Roseville and Auburn. These negotiations are critical to ensuring support for the project in the Sacramento region.

Altamont Corridor

The Altamont Corridor is composed of a broad mix of highway and rail projects. The Altamont Corridor is a key corridor for agricultural products being exported from the Central Valley via the Port of Oakland, as well as for the growing warehousing and distribution facilities located in the Central Valley. The highway projects identified in the program are specifically targeted towards strategic investments along corridors with high volumes of truck movements. Although truck climbing lanes over the Altamont were not included in Tier 1 due to lack of matching funds, we will continue to work with our partners to pursue those projects. I-880 Improvements at 23rd and 29th Avenues also needs to complete its match requirement in order to remain on the Tier 1 list.

Short haul rail services connecting the Port of Oakland and the Central Valley have been analyzed for a number of years as a strategy to move trucks from the freeway and on to rail. In all cases, the economic competitiveness of short haul rail compared to truck over the same distances remains a challenge and would require on-going operating subsidies. Rail right of way preservation in the Altamont Corridor between Tracy and Fremont that can serve as the backbone for a future short haul service to multiple points in the Central Valley is currently included in the Tier 1 program. Also included is the development of a proposed short haul rail terminus in Stanislaus County. The Crows Landing terminal is the only project on the list that assumes the existence of an entirely new, untested service. As such, there are unique questions regarding the operational and financial viability of this proposed project as a Tier 1 candidate, as short haul rail service does not currently exist. The project sponsor needs to address issues including: access to the Port of Oakland, operational changes to the Port's intermodal facilities, and the viability and source of an ongoing operating subsidy, in order for this project to be competitive.

B. Evaluation

Projects were evaluated based on their ability to meet TCIF program eligibility and expected competitiveness for selection. The Commission-approved advocacy principles identified general criteria with which to evaluate projects, pending further guidance from the state. The primary screens applied to the Tier 1 projects were: location on a major Northern California trade corridor (as defined above), match availability and project readiness. The TCIF legislation requires a minimum of a 1:1 match in order for a project to compete for funding. Most projects listed in the Tier 1 list either have a secure match or are on their way to doing so. While the railroads are engaged as funding partners for the mainline rail projects, and the Port brings significant dollars to the table for their priority projects, securing matching funds for highway projects has been difficult. Regarding project readiness, a five-year timeframe similar to that in the CMIA is anticipated. Projects that may not meet this readiness requirement include some components of short haul rail service and the Altamont Pass truck climbing lanes.

C. Next Steps for TCIF

The staff summary outlined in *Attachment B* for TCIF includes roughly \$800 million of investments aimed at relieving existing congestion and adding needed capacity in key trade corridors. Staff will continue to work with our regional partners, neighboring regions, the business community and local jurisdictions to refine our list of recommended projects, including the need to address air quality and community concerns—such as grade crossings—for particular projects. Staff will then return to you with a final list for Commission adoption early next year after the Legislature and CTC have outlined project selection criteria and the submission process.

Steve Heminger

Attachments: A – Advocacy Principles
B – Staff Project List
C – Letter from Port of Oakland

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Attachment A

MTC Principles for Advocacy for SB 9

Trade Corridor Improvement Fund - Project Selection

1. **Definition of Trade Regions and Corridors:** The regions defined in SB 9 should be those identified in the Goods Movement Action Plan. These are the: 1) Los Angeles/Inland Empire Region, 2) San Diego/Border Region, 3) Central Valley Region and 4) Bay Area Region. The definition of the Bay Area region must be sufficient to account for Northern California's primary trade corridors, which may physically be outside the nine-county Bay Area.
2. **Regional Targets:** Each region should set its own goals, objectives, and targets for both goods movement and emissions and to evaluate projects within that region based on how much they help achieve those goals, objectives and targets. Regional agencies, ports and local air districts would work together to establish the measures, in consultation with local jurisdictions.
3. **Dollar Distribution: Geographic Balance:** Given the diverse nature of current and future trade needs we support proposals to assign specific dollar amounts to regions articulated in section (1) above.
4. **Corridor Planning:** MTC strongly supports regional cooperation in goods movement planning and has been working extensively with our neighboring regions. However, corridor joint partnership agreements, such as a Joint Powers Authority, should not be required for the state's trade corridors. Effective planning and collaboration can occur without forming a new entity that would add bureaucracy and administrative burden.
5. **Match:** The 1:1 match requirement should remain. However, there should be some flexibility regarding match for highway projects. Options include:
 - A. Counting the federal component of local STIP and SHOPP dollars as a match, or
 - B. Allowing multiple projects either already programmed or underway along a key highway corridor, funded by local dollars, to count as a match.
6. **Delivery:** Projects should be in construction within 5-years of project selection.
7. **Selection Criteria:** Potential project selection criteria should be focused on trade mobility improvement, financial viability, deliverability and environmental considerations, including public health, and community support.

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PRELIMINARY: Northern California Trade Projects: These projects are preliminary staff recommendations and are subject to review and approval by regional policy boards.

Project #	Region/County sponsor	Projects	Project Cost Estimate	Trails	Match required	Match received and fully funded	Source	CAVY Recommended Project for Bond Financing	Notes
TIER 1									
<i>Costs in thousands</i>									
Anchor									
1	ALA/Port	7th Street Grade Crossing	\$ 250,000	\$ 125,000	\$ 125,000	Y	Port	X	Match to come from the Port. Key grade crossing and overpass work at primary gateway to the Port.
2	ALA/Port	Martinez Subdivision Improvements	\$ 300,000	\$ 150,000	\$ 150,000	N	UP	X	UP has said they will be a contributing partner, but no specific dollar amount known yet. The project will increase capacity along the primary rail line in to the Port, and also the Capitol Corridor route. Grade crossings must be addressed.
3	ALA/Port	Construct Outer Harbor Intermodal Terminal	\$ 325,000	\$ 162,500	\$ 162,500	Y	Port	X	New intermodal rail terminal at the Port of Oakland to serve both UP and BNSF. Provides increased intermodal capacity to help divert a higher fraction of container traffic to rail instead of truck. Increases rail capacity from 1.2m TEUs to 3.1m TEUs.
Anchor Total			\$ 875,000	\$ 437,500	\$ 437,500				
Central Corridor									
4	SACOG	Donner Summit Improvements	\$ 80,000	\$ 45,000	\$ 45,000	Y	UP	X	UP has committed to provide the match (1:1). Passenger rail concessions from UP for Capitol Corridor service from Sacramento to Roseville and Auburn are necessary for support.
5	SACOG	Sacramento Depot Rail Realignment	\$ 50,000	\$ 20,000	\$ 30,000	Y	Local		Rail realignment match already secured with local funds, greater than 1:1. Improves service efficiency and reliability for both UP and Capkors. Strong local support.
6	SOL	Cordoba Truck Scales	\$ 99,800	\$ 49,900	\$ 49,900	Y	Local	X	Match from bridge bids. Project improves truck flows near I-80/880 interchange and reduces unsafe conditions of trucks queuing onto I-80 and difficult weaving patterns.
7	SACOG/Port	Port of Sacramento Dredging	\$ 70,800	\$ 10,000	\$ 10,000	N	Local		Deepening the channel from 30' to 35'. Match to come from Port of Sacramento operating funds. \$30-60m needs to come from Corps because multi-year funding in which the Corps does it's budget (annual capability), the funds can be guaranteed only on an annual basis. Currently the Corps' FFY 2008 budget includes \$800,000, and \$600,000 has been proposed for the FFY 2008 budget.
Central Corridor Total			\$ 310,100	\$ 124,800	\$ 134,800				
Altamont Corridor									
8	SJ	Hwy 4 Extension to Port of Stockton (Phase 1)	\$ 120,000	\$ 50,000	\$ 80,000	Y	Local	X	Key access for the Port of Stockton; reduces major truck impacts on local community. Phase 1 match of \$80m from Measure K, Enterprise zone.
9	SJ	San Joaquin Rail Commission ROW purchase for future short haul service - Stockton to Fremont	\$ 160,000	\$ 75,000	\$ 75,000	Y	ACE/RM	X	Purchase of key segments of ROW. This is a critical foundation step to allow for eventual short haul rail service connecting the Central Valley to the Port. ACE match of \$75m from Regional sales tax. UP negotiations ongoing; therefore project cost in flux. Requires ROW to be made an eligible expense for bond funds. ACE currently operates on this ROW; multiple benefits from ownership. OMAP recommended continued investment on the Altamont Rail Corridor; this project provides foundation for rail shuttle.
10	Port	Tehachapi Pass Improvements	\$ 82,000	\$ 41,000	\$ 41,000	Y	BNSF	X	Match from BNSF. Increases key capacity for both commodity export from Valley and transshipment traffic from Port. Would open up rail capacity in the San Joaquin Valley.
11	ALA	I-880 Improvements @ 23rd & 23rd Avenue	\$ 91,000	\$ 45,500	\$ 45,500	N	Local	X	Key truck access route to the Port with clearance issues and off ramps. If match is not secured, becomes a Phase 2. Match possibly from local/regional highway funds, user fees or SHOPP.
12	Stan.	Short haul terminals at Crowe Landing development	\$ 52,000	\$ 26,000	\$ 26,000	N	Local/private		Short haul rail terminal option. Stanislaus County requesting investment on rail corridor serving the proposed facility. Private developer contributing to match; value of county land committed to project proposed as additional match source. Requires either operating rights from UP along the Coast Subdivision or investment along East Bay (R14-15.15) connecting to the Port of Oakland, as well as access to intermodal facility at Port - timing and feasibility of which are unclear. Requires #8 above for marine rail connection. Operating subsidy required.
Altamont Corridor Total			\$ 485,000	\$ 247,500	\$ 247,500				
TOTAL PHASE 1			\$ 1,680,102	\$ 809,800	\$ 819,800				
TIER 2									
Central Corridor									
13	MTC/SACOG	Capitol Corridor Operational Improvements	\$ 80,000	\$ 30,000	\$ 30,000	N	UP		Various rail upgrades along the corridor from Oakland to Sacramento. Improves service for both UP and Capkors.
Central Corridor Total			\$ 80,000	\$ 30,000	\$ 30,000				
Altamont Corridor									
Short haul rail: Bay Area - Central Valley									
14	ALA	Oakland Subdivision ROW Purchase	\$ 60,000	\$ 30,000	\$ 30,000	N	None		Short haul rail alignment option - links Niles Junction to Port of Oakland. Match would rely on larger Dumbarton project, which is underfunded and the project status unclear. Final cost is unclear as it will be a negotiation with UP. Not a top priority for the Port of Oakland.
15	ALA/SJ	Alameda Creek Bridge	\$ 32,000	\$ 16,000	\$ 16,000	N	None		Short haul rail alignment option - provides connection at Niles Junction to the Oakland Sub separating passenger and freight service. No match - was originally included as part of the Dumbarton Rail project but there is no funding available.
Altamont highway projects									
16	Stan.	State Route 132 Improvements	\$ 100,000	\$ 50,000	\$ 50,000	N	None		Expand capacity on RI 132; 16 mile project to connect w SR99. Key truck route in the Valley. Have \$14m federal available for easternmost portion, and possible TCRP funds. Phasing and scope being determined. May require ROW purchase to be eligible.
17	SJ	Hwy 4 Extension to Port of Stockton (Phase 2)	\$ 100,000	\$ 50,000	\$ 50,000	N	TBD/local	X	Phase 2 of key Port of Stockton connection (#8). Match TBD.
18	SJ	Sperry Road	\$ 65,000	\$ 32,500	\$ 32,500	N	Local		Extension of Sperry Road results in a new east/west arterial connection bt I-5 and SR 88. Includes 3 grade separations. EIR is complete. Match possibly available in regional sales tax.
19	SJ	I-5/580 SR 32/8rd interchange	\$ 41,000	\$ 20,500	\$ 20,500	Y	Local/private		Construction of new interchange on SR132 and widening of SR132 bt I-5/580. Would help serve aggregate businesses in the area. Match may come from private sector but is not committed.
20	ALA/SJ	EB I-580 Truck Climbing Lane Over Altamont	\$ 60,000	\$ 30,000	\$ 30,000	N	Local	X	Match source needed, TIP funds a possible match source. Strong support from Central Valley ag community. Caltrans staff is working on project development. Possible container fee match if highway projects are eligible.
21	ALA/SJ	WB I-580 Truck Climbing Lane Over Altamont	\$ 60,000	\$ 30,000	\$ 30,000	N	Local	X	Match source needed, TIP funds a possible match source. Strong support from Central Valley ag community. Caltrans staff is working on project development. Possible container fee match if highway projects are eligible.
22	ALA	North Airport Air Cargo Road Access Improvements	\$ 10,000	\$ 5,000	\$ 5,000	Y	Port		Project is first phase, another \$3.4M second phase for a later date. Match is Port funds. Improves capacity and access to North Airport air cargo tenants.
Altamont Corridor Total			\$ 518,000	\$ 259,000	\$ 259,000				
PHASE 2 TOTAL			\$ 578,000	\$ 289,000	\$ 289,000				
TOTAL PHASE 1 AND 2			\$ 2,268,102	\$ 1,098,800	\$ 1,108,800				

*Project numbers are NOT an indication of priority ranking. They are for identification purposes only.

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OMAR R. BENJAMIN
Executive Director

August 23, 2007

Mr. Steve Heminger
Executive Director
Metropolitan Transportation Commission
101 8th Street
Oakland, CA 94607

Dear Mr. Heminger:

This letter is in response to your request for an overview of the Port of Oakland's goods movement development priorities. I appreciate the opportunity to outline our planning objectives for your organization, specifically as they align with discussions and pending decisions regarding the Trade Corridor Improvement Fund (TCIF) element of the state infrastructure bond.

As you may be aware, the Port of Oakland's highest priority is to expand the capacity of the main rail lines between the Port of Oakland and points East, such as Chicago. Additionally, on-port capital projects such as the development of the Outer Harbor Intermodal Terminal and the reconstruction of the 7th Street Grade Separation will allow the Port to accommodate the expected increase in import commerce over the coming decades.

Regarding main rail line capacity, the Port has strongly advocated for congestion relief and capacity expansion projects along the Central Corridor, which runs northbound from the Port over the Donner Pass, and also along the Tehachapi Trade Corridor, which runs southbound over the Tehachapi mountains to the BNSF mainline to points east. Additionally, critical rail access and improvement projects exist along the Martinez subdivision, which serves as the primary rail access point to the Port's intermodal facilities. The Port of Oakland strongly supports the inclusion of these projects in any state infrastructure bond package related to the movement of goods because they are critical to the Port's future ability to handle an influx of intermodal commerce, primarily from the Pacific Rim.

The Port of Oakland has also worked with transportation partners to support planning for short-haul rail projects, which have the potential to help move cargo off the state's highways, lessen traffic congestion, and improve air quality. Potential service points throughout northern and central California to establish this service have included Fresno, Stockton, Crow's Landing, Sacramento and Shafter, among others.

Unfortunately, if improvements to the overall rail system are not made then local initiatives such as short-haul rail become infeasible due to congestion on the state's rail system as a whole. Thus, the Port's highest priority must be focused on expanding and improving the main rail line service to the Port's facilities.

Again, I appreciate your interest in the Port of Oakland's development objectives, and I look forward to working with you and other Northern California stakeholders to ensure that our region's current and future goods movement priorities are addressed.

Sincerely,

A handwritten signature in black ink, appearing to read 'Omar R. Benjamin', written over a circular stamp or mark.

Omar R. Benjamin
Executive Director

cc: Andrew Chesley, San Joaquin Council of Governments
Vince Harris, Stanislaus Council of Governments
Mike McKeever, Sacramento Area Council of Governments
Therese McMillan, Metropolitan Transportation Commission

PRELIMINARY: Northern California Trade Projects: These projects are preliminary staff recommendations and are subject to review and approval by regional policy boards.

Project	Project Cost Estimate	Funds	Match required	Notes
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TIER 1
costs in thousands

Project	Project Cost Estimate	Funds	Match required
1 ALA/Port 7th Street Grade Crossing	\$ 250,000	\$ 125,000	\$ 125,000
2 ALA/Port Martinez Subdivision Improvements	\$ 300,000	\$ 150,000	\$ 150,000
3 ALA/Port Construct Outer Harbor Intermodal Terminal	\$ 325,000	\$ 162,500	\$ 162,500
Anchor Total	\$ 875,000	\$ 437,500	\$ 437,500

Project	Project Cost Estimate	Funds	Match required	Notes
1	Y	Port	X	Match to come from the Port. Key grade crossing and overpass work at primary gateway to the Port.
2	N	UP	X	UP has said they will be a contributing partner, but no specific dollar amount known yet. The project will increase capacity along the primary rail line in to the Port, and also the Capitol Corridors route. Grade crossings must be addressed.
3	Y	Port	X	New intermodal rail terminal at the Port of Oakland to serve both UP and BNSF. Provides increased intermodal capacity to help divert a higher fraction of container traffic to rail instead of truck. Increases rail capacity from 1.2m TEUs to 3.1m TEUs.

Project	Project Cost Estimate	Funds	Match required
4 SACOG Donner Summit Improvements	\$ 90,000	\$ 45,000	\$ 45,000
5 SACOG Sacramento Depot Rail Realignment	\$ 50,000	\$ 20,000	\$ 30,000
6 SOL Cordella Truck Scales	\$ 98,800	\$ 49,800	\$ 49,800
7 SACOG Port Delta of Sacramento Dredging	\$ 70,500	\$ 10,000	\$ 10,000
Central Corridor Total	\$ 310,100	\$ 124,800	\$ 134,800

Project	Project Cost Estimate	Funds	Match required	Notes
4	Y	UP	X	UP has committed to provide the match (1:1). Passenger rail concessions from UP for Capitol Corridor service from Sacramento to Roseville and Auburn are necessary for support.
5	Y	Local	X	Rail realignment, match already secured with local funds, greater than 1:1, improves service efficiency and reliability for both UP and Capitols. Strong local support.
6	Y	Local	X	Match from bridge tolls. Project improves truck flows near I-80/880 interchange and reduces unsafe conditions of trucks queuing onto I-80 and difficult weaving patterns.
7	N	Local	X	Deepening the channel from 30' to 35'. Match to come from Port of Sacramento operating funds. \$50-60m needs to come from Corps because multi-year funding in which the Corps does it's budget (annual capability), the funds can be guaranteed only on an annual basis. Currently the Corps' FFY 2008 budget includes \$600,000, and \$600,000 has been proposed for the FFY 2009 budget.

Project	Project Cost Estimate	Funds	Match required
8 SJ Hwy 4 Extension to Port of Stockton (Phase 1)	\$ 120,000	\$ 60,000	\$ 60,000
9 SJ San Joaquin Rail Commission ROW purchase for future short haul service - Stockton to Fremont.	\$ 150,000	\$ 75,000	\$ 75,000
10 Port State Tehachapi Pass Improvements	\$ 82,000	\$ 41,000	\$ 41,000
11 ALA I-880 Improvements @ 29th & 23rd Avenues	\$ 91,000	\$ 45,500	\$ 45,500
12 Stan. Short haul terminus at Crows Landing development	\$ 52,000	\$ 26,000	\$ 26,000
Altamont Corridor Total	\$ 495,000	\$ 247,500	\$ 247,500
TOTAL PHASE 1	\$ 2,180,102	\$ 1,098,800	\$ 1,098,800

Project	Project Cost Estimate	Funds	Match required	Notes
8	Y	Local	X	Key access for the Port of Stockton; reduces major truck impacts on local community. Phase 1 match of \$60m from Measure K. Enterprise zone.
9	Y	ACE/RMK	X	Purchase of key segments of ROW. This is a critical foundation step to allow for eventual short haul rail service connecting the Central Valley to the Port. ACE match of \$75m from Regional sales tax. UP negotiations ongoing; therefore project cost in flux. Requires ROW to be made an eligible expense for bond funds. ACE currently operates on UP's ROW; multiple benefits from ownership. GMAP recommended continued investment on the Altamont Rail Corridor; this project provides foundation for rail shuttle.
10	Y	BNSF	X	Match from BNSF. Increases key capacity for both domestic export from Valley and transcontinental traffic from Port. Would open up rail capacity in the San Joaquin Valley.
11	N	Local	X	Key truck access route to the Port with clearance issues and difficult on and off ramps. If match is not secured, becomes a Phase 2. Match possibly from local/regional highway funds, user fees or SHOPP.
12	N	Local/private	X	Short haul rail terminus option. Stanislaus County requesting investment on rail corridor serving the proposed facility. Private developer contributing to match; value of county land committed to project proposed as additional match source. Requires either operating rights from UP along the Coast Subdivision or investment along East Bay (#14&15) connecting to the Port of Oakland, as well as access to intermodal facility at Port- timing and feasibility of which are unclear. Requires #9 above for mainline rail connection. Operating subsidy required.

TIER 2

Project	Project Cost Estimate	Funds	Match required
13 MTC/SACOG Capitol Corridor Operational Improvements	\$ 80,000	\$ 30,000	\$ 30,000
Central Corridor Total	\$ 80,000	\$ 30,000	\$ 30,000

Project	Project Cost Estimate	Funds	Match required	Notes
13	N	UP	X	Various rail upgrades along the corridor from Oakland to Sacramento. Improves service for both UP and Capitols.

Project	Project Cost Estimate	Funds	Match required
14 ALA Oakland Subdivision ROW Purchase	\$ 80,000	\$ 30,000	\$ 30,000
15 ALA/SJ Alameda Creek Bridge	\$ 32,000	\$ 16,000	\$ 16,000
16 Stan. State Route 132 Improvements	\$ 100,000	\$ 50,000	\$ 50,000
17 SJ Hwy 4 Extension to Port of Stockton (Phase 2)	\$ 100,000	\$ 50,000	\$ 50,000
18 SJ Sperry Road	\$ 65,000	\$ 32,500	\$ 32,500
19 SJ I-5/580 SR 32/Bird Interchange	\$ 41,000	\$ 20,500	\$ 20,500
20 ALA/SJ EB I-580 Truck Climbing Lane Over Altamont	\$ 80,000	\$ 30,000	\$ 30,000
21 ALA/SJ WB I-580 Truck Climbing Lane Over Altamont	\$ 50,000	\$ 25,000	\$ 25,000
22 ALA North Airport Air Cargo Road Access Improvements	\$ 10,000	\$ 5,000	\$ 5,000
Altamont Corridor Total	\$ 618,000	\$ 259,000	\$ 259,000
PHASE 2 TOTAL	\$ 678,000	\$ 289,000	\$ 289,000

Project	Project Cost Estimate	Funds	Match required	Notes
14	N	None	X	Short haul rail alignment option- links Niles Junction to Port of Oakland. Match would rely on larger Dumbarton project, which is underfunded and the project status unclear. Final cost is unclear as it will be a negotiation with UP. Not a top priority for the Port of Oakland.
15	N	None	X	Short haul rail alignment option- provides connection at Niles Junction to the Oakland Sub separating passenger and freight service. No match was originally included as part of the Dumbarton Rail project but there is no funding available.
16	N	None	X	Expand capacity on Rt 132; 15 mile project to connect w/ SR99. Key truck route in the Valley. Have \$14m federal available for easternmost portion, and possible TCRP funds. Phasing and scope being determined. May require ROW purchase to be eligible.
17	N	TBD/Local	X	Phase 2 of key Port of Stockton connection (#8). Match tbd.
18	Y	Local	X	Extension of Sperry Road results in a new east/west arterial connection bt I-5 and SR 99. Includes 3 grade separations. EIR is complete. Match possibly available in regional sales tax.
19	N	Local/private	X	Construction of new Interchange on SR132 and widening of SR132 bt I-5/580. Would help serve aggregate businesses in the area. Match may come from private sector but is not committed.
20	N	Local	X	Match source needed. ITIP funds a possible match source. Strong support from Central Valley ag community. Caltrans staff is working on project development. Possible container fee match if highway projects are eligible.
21	N	Local	X	Match source needed. ITIP funds a possible match source. Strong support from Central Valley ag community. Caltrans staff is working on project development. Possible container fee match if highway projects are eligible.
22	Y	Port	X	Project is first phase, another \$8.4M second phase for a later date. Match is Port funds. Improves capacity and access to North Airport air cargo tenants.

TOTAL PHASE 1 AND 2 \$ 2,258,102 \$ 1,098,800 \$ 1,108,800

*Project numbers are NOT an indication of priority ranking. They are for identification purposes only.

ATTACHMENT C

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STATE OF CALIFORNIA

ARNOLD SCHWARZENEGGER
Governor

Department of Alcoholic Beverage Control
Department of Corporations
Department of Financial Institutions
California Highway Patrol
California Housing Finance Agency
Department of Housing & Community Development
Department of Managed Health Care



DALE E. BONNER
Secretary

Department of Motor Vehicles
Office of the Patient Advocate
Department of Real Estate
Office of Military & Aerospace Support
Office of Real Estate Appraisers
Office of Traffic Safety
Department of Transportation

BUSINESS, TRANSPORTATION AND HOUSING AGENCY

September 19, 2007

Mr. James Ghielmetti
Chairman
California Transportation Commission
1120 N Street
Sacramento, CA 95814

RE: Trade Corridors Improvement Fund

Dear Mr. Ghielmetti:

The Business, Transportation and Housing Agency (BTH) is aware and appreciates that the California Transportation Commission (Commission) has been working hard over the past several months developing a framework for allocating the \$2 billion portion of the Trade Corridors Improvement Fund (TCIF), with the intent to call for project nominations by the end of 2007 and programming funds by March 2008.

As you know, years of under-investment and rapidly increasing demand have resulted in a growing backlog of needed investments in infrastructure and environmental mitigation for goods movement, a vitally important component of California's economic engine. We estimate the highest priority needs require an investment of at least \$16-20 billion in the next decade, and unfortunately, the purchasing power of existing TCIF dollars diminishes each day owing to rising construction costs.

The Governor feels strongly that goods movement transportation needs in California should be addressed from a statewide, systemic viewpoint so that bottlenecks are not simply shifted from one area to another. Highest priority should be given to projects that improve the statewide goods movement transportation system and achieve overall positive environmental impacts.

Based on information that surfaced during the Commission's proceedings and BTH's recent stakeholders meetings, it is clear that immediate and bold action is required to resolve regional differences and advance the goods movement agenda for the benefit of the state as a whole to

James Ghielmetti
September 19, 2007
Page 2 of 4

ensure that systemic improvements are addressed. We have a concern that a funding strategy that relies on pre-determined regional funding targets may omit projects of systemic statewide importance.

The Administration's Goods Movement Action Plan (GMAP) released in January 2007 identifies priority projects and lays out a comprehensive plan to address California's present and future goods movement needs. In addition, the California Marine and Intermodal Transportation Advisory Council (CALMITSAC) report, mandated by the Legislature in 2004 and released in April 2007, endorsed a largely overlapping set of priority projects. Both reports recognize and incorporate material from related studies and place major emphasis on infrastructure improvements, environmental impacts and remedial strategies.

Many of these same priorities have been acknowledged by stakeholders that have participated in the Commission's goods movement workshops and our stakeholder meetings during the months of June and July in each of the four trade corridors identified in the GMAP and CALMITSAC report. The meetings confirmed a general consensus on the State's highest priorities, although there remain some differences among the regions relating to which projects should be funded first and in what amounts. The stakeholder meetings also revealed a growing concern among all parties that the problems caused by the delay in addressing goods movement system needs are getting worse, while progress in addressing obvious priorities is moving much too slowly, even though funding is now available.

In addition, while there is much that California itself can do to address the issues associated with goods movement, it is also a matter of vital *national* interest to help fund infrastructure and transportation systems that will keep pace with the growth in global trade, while protecting the health and quality of life for local communities that host this growing flow of traffic. Therefore, there must be a strong federal commitment to major investments that maintain and upgrade our freight transportation infrastructure.

Swift action by the Commission and regional stakeholders will serve the state well by helping to:

- (1) focus state and national attention on California's highest goods movement priorities;
- (2) maximize leveraging opportunities through encouragement of public-private partnerships and other sources of matching funds;
- (3) ensure that investments with inter-regional and statewide benefits will receive due consideration; and
- (4) accelerate the programming and delivery of vital infrastructure projects.

For these reasons, we are asking the Commission to adjust its current approach and adopt by December 31, 2007, a program of TCIF investments to begin addressing the widely acknowledged backlog of goods movement priorities. This timetable will permit the Administration to include a definitive TCIF proposal in the Governor's FY 2008-09 budget proposal and ensure that the

James Ghielmetti
September 19, 2007
Page 3 of 4

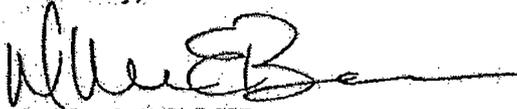
Legislature can be fully engaged in the appropriation process immediately upon receiving the budget proposal in January.

At the Commission's September 20 meeting, I will discuss with Commissioners in greater detail a proposed plan of action for adopting a program that: (1) addresses the state's most urgent needs; (2) balances the demands of large and small ports, as well as between seaports, airports, and land ports of entry; (3) provides reasonable geographic balance; and (4) emphasizes investments that improve trade corridor mobility while reducing diesel particulate and other emissions.

We believe a TCIF program can and should be adopted based on the guidelines and criteria set forth in the Bond Act. Any further guidelines or criteria the Commission or the Legislature may seek to adopt should take into consideration the impact on statewide interests and the delay in the allocation of TCIF dollars.

We appreciate the Commission's willingness to consider this approach and look forward to discussing how the Administration, the Commission and the Legislature can work with all interested parties to make timely and prudent investments that will improve the quality of life for all California residents.

Sincerely,



DALE E. BONNER
Secretary

James Ghielmetti
September 19, 2007
Page 4 of 4

cc: John Chalker, CTC Vice-Chair
Bob Alvarado, CTC Commissioner
Marian Bergeson, CTC Commissioner
James Earp, CTC Commissioner
Carl Guardino, CTC Commissioner
R. Kirk Lindsey, CTC Commissioner
Joseph Tavaglione, CTC Commissioner
Larry Zarian, CTC Commissioner
John Barna, CTC Executive Director
Will Kempton, Caltrans Director
Metropolitan Planning Organizations
Regional Transportation Planning Agencies
Port of Los Angeles
Port of Long Beach
Port of Oakland
Port of San Diego
Port of Stockton
Union Pacific Railroad
Burlington Northern Santa Fe Railroad
Alameda Corridor Transportation Authority
Senator Don Perata, President pro Tempore
Senator Dick Ackerman, Senate Republican Leader
Assembly Member Fabian Nufiez, Speaker of the Assembly
Assembly Member Michael Villines, Assembly Republican Leader
Senator Alan Lowenthal, Chair, Senate Transportation and Housing Committee
Senator Tom McClintock, Vice-Chair, Senate Transportation and Housing Committee
Assembly Member Pedro Nava, Chair, Assembly Transportation Committee
Assembly Member Mike DuVall, Vice-Chair, Assembly Transportation Committee
Linda Adams, Secretary, California Environmental Protection Agency
Mary Nichols, Chair, Air Resources Board
Mike Chrisman, Secretary, Resources Agency

CORRIDOR MANAGEMENT IMPROVEMENT ACCOUNT

Project Nomination Fact Sheet

Nominating Agency:		Fact Sheet Date:	
Contact Person	Janet Adams		12/01/05
Phone Number	(707) 424-6010	Fax Number	(707) 424-6074
Email Address	jadams@sta-sad.com		

Project Information:							
County	Caltrans District	PPNO *	EA *	Region/MPO/TIP ID *	Route / Corridor *	Post Mile Back *	Post Mile Ahead *
Solano	4	367D	04-609101		I-80	14.3	14.3
*NOTE: PPNO & EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO. Route/Corridor & Post Mile Back/Ahead used for State Highway System.							
Legislative Districts	Senate: 5		Congressional: 10				
	Assembly: 8						
Implementing Agency (by component)	PA&ED: STA/Caltrans			PS&E: Caltrans			
	R/W: STA/Caltrans			CON: Caltrans			
Project Title	Cordelia Truck Scale Relocation Project						

Location - Project Limits - Description and Scope of Work (Provide a project location map on a separate sheet and attach to this form)
 The first phase of the project would be to 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.

Description of Major Project Benefits

- * **Improve mobility.** Truck weaving movements and diverge/merge operations at the off-ramps and on-ramps to the scales contribute significantly to congestion on I-80 between SR 12 West and SR 12 East.
- * **Improve reliability.** The planned new scales within the interchange area will be able to process up to 1,000 trucks per hour.
- * **Improve safety.** Currently, the scales frequently cannot accommodate the peak period truck volumes, and the scales are periodically closed on a temporary basis to avoid truck queues backing up onto I-80 mainline travel lanes. This affects the safety of the entire network, as truck safety and weight inspections are not performed. Also, the project will minimize instances of trucks queuing back into mainline lanes and minimize weave and merge/diverge-related congestion, thereby reducing the number of congestion-related accidents.
- * **Improve connectivity.** Currently, extreme congestion in the corridor—caused in part by the truck traffic—leads to some 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 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.

Expected Source(s) of Additional Funding Necessary to Complete Project - as Identified Under 'Additional Need'

Project Delivery Milestones (month/year):	
Project Study Report (PSR) complete	Jun-02
Notice of Preparation Document Type: EIR/EIS	May-03
Begin Circulation of Draft Environmental Document	Jun-06
Final Approval of Environmental Document	Aug-09
Completion of plans, specifications, and estimates	Jan-11
Right-of-way certification	Jan-12
Ready for advertisement	Jan-12
Construction contract award	May-12
Construction contract acceptance	Dec-14

NOTE: The CTC Corridor Mobility Improvement Account (CMIA) Program Guidelines should have been read and understood prior to preparation of the CMIA Fact Sheet. A copy of the CTC CMIA Guidelines and a template of the Project Fact Sheet are available at: <http://www.dot.ca.gov/hq/transmp/and> and <http://www.ctc.ca.gov>

CORRIDOR MANAGEMENT IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
 (dollars in thousands and escalated)

Shaded fields are automatically calculated. Please do not fill these fields.

County	CD District	PPNO	EA	Date
Solano	4	3670	04-609101	1-Dec-06
Project Title				Region/MPO/TIP ID
Gordelia Truck Scale Relocation Project				0

*NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO.

Proposed Total Project Costs								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)	0	0	0	0	0	0	0	0
PS&E	0	0	4,000	5,000	3,020	0	0	12,020
R/W SUP (CT) *	0	0	729	729	0	0	0	1,458
CON SUP (CT) *	0	0	0	0	0	6,010	6,010	12,020
R/W	0	0	0	3,000	12,055	0	0	15,055
CON	0	0	0	0	0	0	29,695	29,695
TOTAL	0	0	4,729	8,729	15,075	6,010	35,705	69,300

Corridor Management Improvement Account (CMIA) Program								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E			4,000	5,000	3,020			12,020
R/W SUP (CT) *			729	729				1,458
CON SUP (CT) *						3,810		3,810
R/W				3,000	12,055			15,055
CON						17,458		17,458
TOTAL	0	0	4,729	8,729	15,075	17,458	35,705	69,300

*NOTE: R/W SUP and CON SUP to be used only for projects implemented by Caltrans.

Funding Source: RM1 (AB1171)								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *						2,200	6,010	8,210
R/W								0
CON						11,895	29,695	41,590
TOTAL	0	0	0	0	0	14,095	35,705	49,800

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0							

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0							

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CORRIDOR MANAGEMENT IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)

Shaded fields are automatically calculated. Please do not fill these fields.

				Date:	Dec-06
County	CT District	PPNO *	EA #	Region/MPO/TIP ID *	
Coloado	4	07/0	04-609101	0	
Project Title: Comanche Truck Scale Relocation Project					

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTP/MPO

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								
PS&E								
R/W SUP (CT) *								
CON SUP (CT) *								
R/W								
CON								
TOTAL								

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								
PS&E								
R/W SUP (CT) *								
CON SUP (CT) *								
R/W								
CON								
TOTAL								

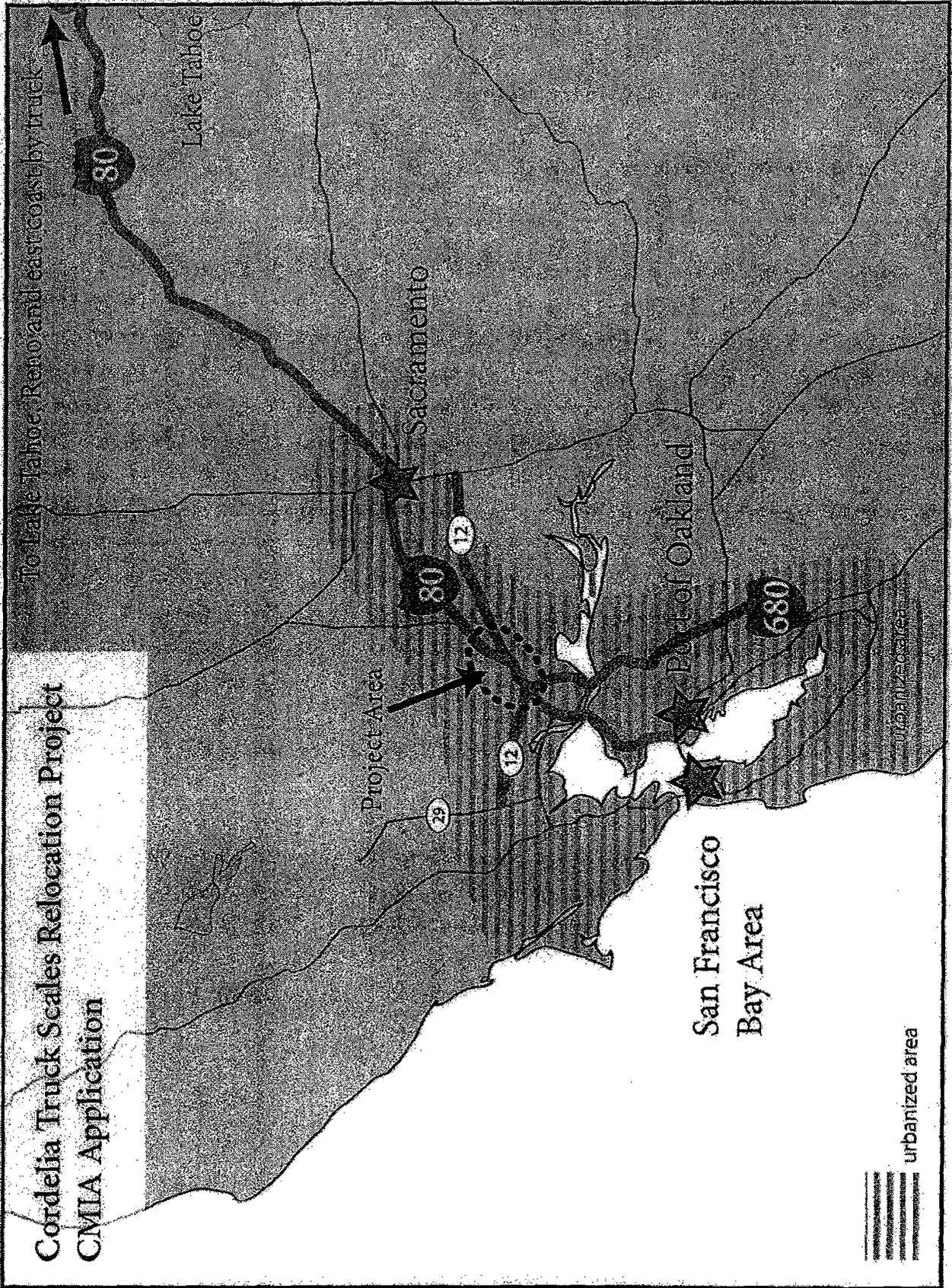
Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								
PS&E								
R/W SUP (CT) *								
CON SUP (CT) *								
R/W								
CON								
TOTAL								

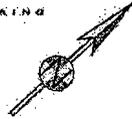
Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								
PS&E								
R/W SUP (CT) *								
CON SUP (CT) *								
R/W								
CON								
TOTAL								

Additional Funding Needs (funding needs not yet committed)								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13+	Total
E&P (PA&ED)								
PS&E								
R/W SUP (CT) *								
CON SUP (CT) *								
R/W								
CON								
TOTAL								

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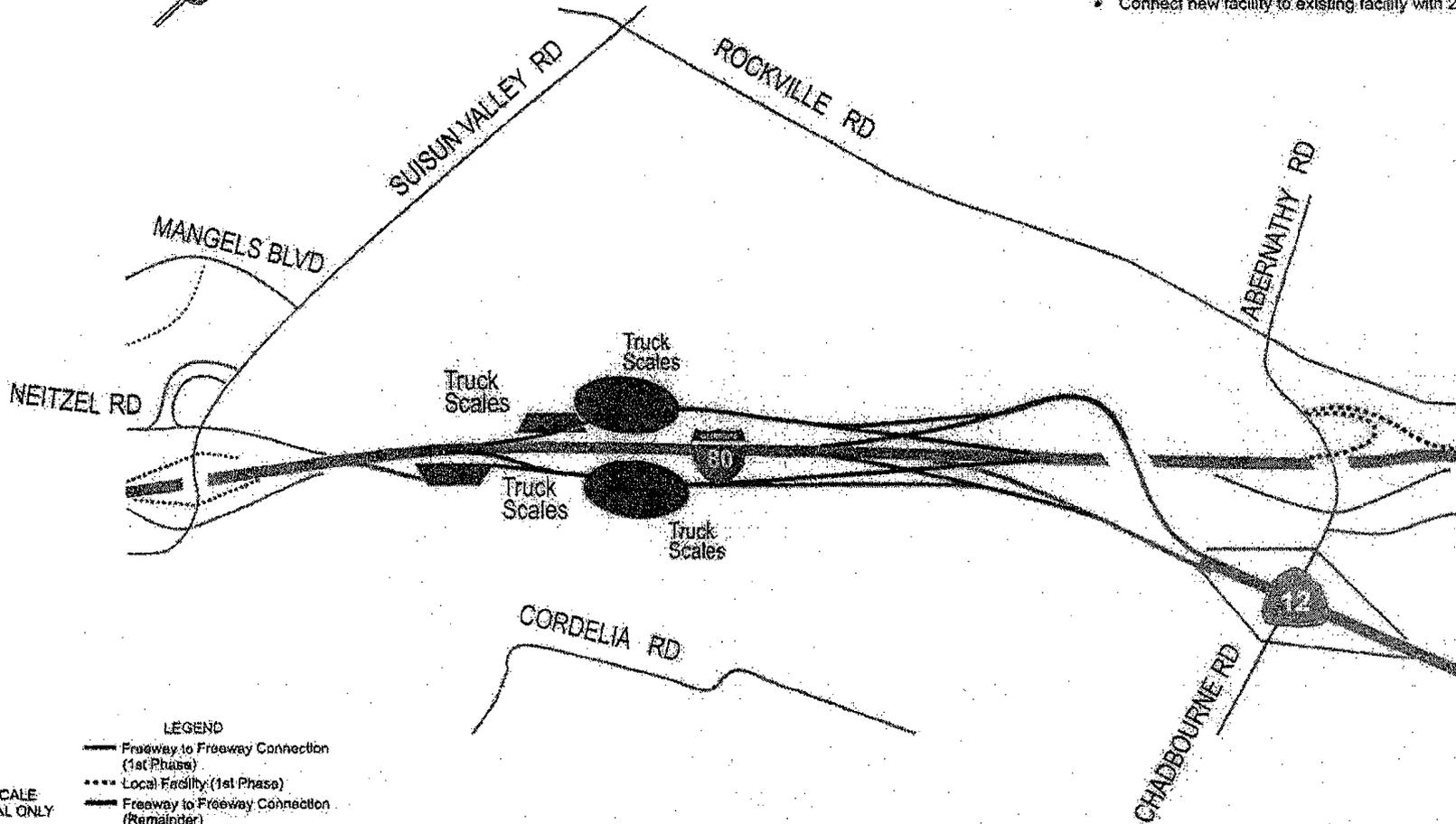




TRUCK SCALES Eastbound Facility

First Phase

- Construct new facility (all or part depending on available \$ and funding restrictions (truck scales vs. Mainline))
- Build 4-lane (ultimate width) bridge across Suisun Creek
- Construct I-80 to EB SR 12 braid with Truck Scale on ramp to I-80.
- Connect new facility to existing facility with 2-lane approach.



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NOT TO SCALE
CONCEPTUAL ONLY

- LEGEND**
- Freeway to Freeway Connection (1st Phase)
 - Local Facility (1st Phase)
 - Freeway to Freeway Connection (Remainder)
 - Local Facility (Remainder)



DATE: October 1, 2007
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: 2008 State Transportation Improvement Program (STIP)

Background:

The State Transportation Improvement Program (STIP) is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources. The STIP is composed of two sub-elements: 75% to the Regional Transportation Improvement Program (RTIP) with projects decided by regional agencies and 25% to the Interregional Transportation Improvement Program (ITIP) with projects nominated by Caltrans. The STIP cycle is programmed every two years and covers a five-year period.

The California Transportation Commission (CTC) has not yet adopted a 2008 STIP fund estimate. The draft fund estimate was released by the CTC on September 20, 2007 (Attachment A). CTC staff has indicated that Assembly Bill (AB) 717 (Perata), if signed by the Governor it will modify this fund estimate. Although it is not clear the exact impact of AB 717 on the fund estimate, it is expected that the aggregate amount of County STIP funds would decrease with a portion or all the base share being diverted to transit. It is scheduled the CTC will adopt the fund estimate at a special meeting on October 24, 2007 in Sacramento. The draft fund estimate provides a total of \$14.390 million for Solano County. The components of this estimate are; \$4.541 Base Share, \$10.424 million Highway Target, and \$0.844 million in Transportation Enhancement (TE) funds.

On September 12, 2007, the STA Board approved the programming of 5% of the 2008 STIP to Planning, Programming and Monitoring (PPM) purposes as allowed by Assembly Bill (AB) 2538 (Wolk). In addition, the STA Board approved a STIP Swap of \$1.9 million from the 2008 STIP funds to provide the STA with resources to progress the transportation needs of the county as well as having the flexibility to respond to changing needs. The implementation of the STIP Swap remain to be worked out with MTC.

Discussion:

Although the CTC has not yet adopted the 2008 STIP Fund Estimate, the amount estimated to be available for Solano County to program is:

Draft 2008 STIP (Fiscal Year (FY) 2011-12 and 2012-13)
(As Released by the CTC on September 20, 2007)
\$4.541 M Base Share (Through 2011-12)
\$10.424 M Highway Target (Through 2012-13)
\$0.844 M TE (Through 2012-13)

The PPM funds are programmed from the Highway Funds element of the overall STIP. The estimated PPM share from the 2008 STIP would be:

11/12 = \$360,000
12/13 = \$360,000
Total = \$0.720 M

The \$1.9 million in STIP Swap approved by the STA Board on September 12, 2007 is intended to be an off the top transaction, as the swap will benefit both transit and highway projects in the county. The TE funds that are associated with the STIP are associated with Transportation for Livable Communities (TLC) as part of the STA Alternatives Modes Strategies. These TE funds are not subject to this proposed programming of the STIP at this time. Therefore, the remaining 2008 STIP to be programmed after the STIP SWAP is estimated as follows:

\$8.242 M Highway Funds (after the \$0.72 M PPM is removed)
\$2.684 M Base Share (Thought to ultimately be PTA Funds)

Based on the Draft 10-Year Investment Plan that is a separate staff report, there are Tier One projects that have been identified for both the Highway/Major Roads element and for the Transit Facilities element. The Highway/Major Roads element will receive funding through the Highway Funds of the STIP and the Transit Facilities will receive funding through the PTA Funds of the STIP.

Tier One for the Highway/Major Road Projects are the Jepson Parkway segments. The Jepson Parkway environmental document is expected to be released for public comment as soon as Caltrans provides comments to the document. Once the Jepson Parkway project is approved, design and right of way acquisition can begin. This project has been a top STIP priority for the STA Board as reflected in the \$28 million currently programmed for the project. This project is subject to the STA's 50/50 policy whereas 50% of the funds will come from local sources, therefore each dollar of regional funds invested in the project yields a 1:1 match of local funds. This project was a priority to many Technical Advisory Committee (TAC) members during the programming discussion associated with the 2006 STIP Augmentation. However, the 2006 STIP Augmentation was directed to the SR 12 Jameson Canyon Project to leverage Proposition 1 B Corridor Mobility Investment Account (CMIA) funds. At this time, staff recommends that the balance of the 2008 STIP Highway funds go to the Jepson Parkway Project.

Tier One for Transit Projects are the Vallejo Ferry Maintenance Facility (Phase 1 and 2) and the Vacaville Intermodal Station (Phase 1). Both these projects, once fully funded can begin construction within five years. The Vallejo Ferry Maintenance Facility Project is intended to improve the operational efficiency of the ferry system. Continued investment in the ferry by the County will also show continued Solano County support for the ferry. Currently, there is a federal earmark proposed for this project of \$1 million by congressman George Miller. Certainty of this earmark will not be known until late fall 2007/early winter 2008. The short fall of this Project currently is \$2.713 million.

Secondly, it is proposed to fund the Vacaville's Intermodal Station (Phase 1). Once fully funded, this project will begin construction in FY 2008-09. The funding shortfall of this project is \$2.75 million. Once these projects are fully funded, staff recommends any remaining STIP

PTA funds be dedicated next to the Fairfield/Vacaville Rail Station subject to the development of a funding plan and schedule by the City of Fairfield that is reviewed and concurred with by the STA.

At the September 26, 2007 Technical Advisory Committee (TAC) meeting, this proposed action received unanimous support to send a recommendation to the STA Board to approve the Draft 2008 STIP as specified in Attachment B. Based upon the CTC adoption of the final FE for the 2008 STIP, staff may need to return to the STA Board for additional policy direction.

Fiscal Impact:

There is no direct fiscal impact to the STA budget with the proposed STIP programming at this time. However, the actual programming of STIP funds to the Jepson Parkway Project may provide resources to the STA staff for direct project related costs.

Recommendation:

Approve the Draft 2008 STIP as specified in Attachment B with the commitment to have the I-80 eastbound auxiliary lane between Travis Blvd. and Air Base Parkway be the next priority project study report completed and next STIP Highway Fund priority project.

Attachment:

- A. CTC Draft 2008 STIP Fund Estimate
- B. Draft 2008 STIP for Solano County

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DRAFT 2008 STIP FUND ESTIMATE
Summary of Targets and Shares

(\$1,000's)

County	2008 STIP Programming				
	Base	Highway Target	TE Target	Total Target	Maximum
	Share Through 2011-12	Target through 2012-13	Target through 2012-13	Target through 2012-13	Estimated Share through 2015-16
Alameda	12,881	30,192	2,751	43,127	125,174
Alpine - Amador - Calaveras	2,923	5,848	465	8,032	21,892
Butte	1,808	5,122	526	7,598	23,305
Colusa	3,234	4,515	138	5,166	9,292
Contra Costa	9,959	21,352	1,782	29,732	82,889
Del Norte	2,782	4,109	134	4,735	8,709
El Dorado LTC	0	692	337	2,275	12,313
Fresno	31,854	44,376	1,906	53,340	110,203
Glenn	3,791	4,836	147	5,530	9,936
Humboldt	4,745	11,752	532	14,257	30,139
Imperial	23,155	28,760	891	32,948	59,514
Inyo	8,754	13,778	721	17,171	38,685
Kern	17,420	58,839	2,497	70,582	145,063
Kings	9,982	13,490	373	15,242	26,356
Lake	6,867	8,310	229	9,388	16,227
Lassen	4,557	7,090	337	8,578	18,747
Los Angeles	0	53,881	16,837	133,072	635,378
Madera	3,530	5,867	387	7,454	17,525
Marin	0	0	521	0	0
Mariposa	2,874	5,714	138	6,361	10,462
Mendocino	4,866	8,041	501	10,398	25,351
Merced	6,996	10,815	606	13,667	31,763
Modoc	3,507	4,635	180	5,478	10,324
Mono	11,144	14,508	535	17,021	32,965
Monterey	1,146	7,371	976	11,959	41,061
Napa	0	1,399	323	2,918	12,556
Nevada	3,396	5,189	285	6,529	15,027
Orange	8,117	40,083	5,078	63,969	215,478
Placer TPA	0	0	535	0	0
Plumas	9,452	10,749	204	11,707	17,784
Riverside	0	0	3,639	10,422	118,967
Sacramento	14,439	29,305	2,362	40,414	110,877
San Benito	0	343	177	1,174	6,444
San Bernardino	50,278	85,256	4,728	107,495	248,556
San Diego	0	0	5,566	13,408	179,455
San Francisco	50,780	59,637	1,407	66,254	108,230
San Joaquin	12,813	26,597	1,236	32,413	69,296
San Luis Obispo	17,286	23,640	994	28,314	57,956
San Mateo	17,380	26,571	1,460	33,439	77,002
Santa Barbara	12,186	19,797	1,130	25,114	58,843
Santa Clara	0	0	3,221	5,367	101,460
Santa Cruz	54	5,357	561	7,997	24,741
Shasta	5,110	8,911	576	11,622	28,812
Sierra	365	971	95	1,421	4,272
Siskiyou	3,833	6,340	398	8,212	20,085
Solano	4,541	10,424	844	14,390	39,548
Sonoma	0	0	1,028	0	21,963
Stanislaus	14,613	21,295	958	25,800	54,377
Sutter	352	1,713	217	2,731	9,184
Tahoe RPA	4,238	6,406	141	7,071	11,287
Tehama	4,770	7,535	290	8,998	17,648
Trinity	4,382	5,684	207	6,657	12,829
Tulare	14,225	21,661	1,172	27,171	62,127
Tuolumne	832	2,579	234	3,681	10,668
Ventura	19,066	30,008	1,664	37,832	87,466
Yolo	737	3,846	462	5,819	19,605
Yuba	765	1,917	165	2,695	7,633
Statewide Regional	452,805	837,006	75,754	1,154,245	3,373,949
Interregional	140,195	310,994	25,250	429,755	1,183,051
TOTAL	593,000	1,148,000	101,004	1,584,000	4,557,000

	Carryover	New	Total
Statewide Flexible Capacity	0	1,148,000	1,148,000
Statewide PTA Capacity	35,000	300,000	335,000
Statewide TE Capacity	0	101,000	101,000
Total STIP Capacity	35,000	1,549,000	1,534,000

Draft 2008 STIP for Solano County
(\$14.390 Fund Estimate)

\$1.900 M STIP Swap

\$8.962 M Highway Funds

\$2.684 M Base Share (Thought to ultimately be PTA Funds)

Highway Funds:

\$0.720 M Planning, Programming and Monitoring (PPM)

\$8.242 M Jepson Parkway

Base Share (Thought to ultimately be PTA Funds)

\$1.342 Vallejo Ferry Maintenance Facility (Phase 1 and 2)

\$1.342 Vacaville Intermodal Station (Phase 1)

\$Pending Fairfield/Vacaville Rail Station



DATE: October 1, 2007
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Selection of 2008 STA Chair and Vice Chair

Background:

The STA policy for selection of STA Board Chair and Vice-Chair is identified in the STA's Joint Powers Agreement and stipulates that, "the members of the Transportation Authority shall select a chairperson and a vice-chairperson for the Transportation Authority, each of whom shall serve one year terms." Historically, the selection of the STA's Chair and Vice-Chair has taken place at the discretion of the STA Board. In February 2000, the STA Board established a policy to rotate the annual selection of the Chair and Vice-Chair among the STA's eight member agencies. As part of the action, the Board reserved the flexibility to juggle the rotation if the prospective incoming Chair was a recently appointed member of the STA Board. The intent being to provide the new Board Member with the opportunity to accumulate at least one year of experience on the STA Board before assuming the role and expanded responsibilities of STA Board Chair.

When the policy was adopted, the rotation was scheduled to begin in calendar year 2003 after the current two Board Members on the 2001 Executive Committee had served their term as STA Chair (former Mayor of Rio Vista Marci Coglianese and Solano County Supervisor John Silva). Beginning in 2003, the next Chair in the rotation would then come from the member agency whose representative had last served as STA Chair.

In 2000, then STA Chair Dan Donahue, former Council Member from the City of Vallejo, modified the membership of the STA's Executive Committee by inviting the outgoing Chair to remain on the Executive Committee with the new Chair, Vice-Chair and a fourth Board member scheduled to serve as Chair following the new Vice-Chair. The last two years, the STA Chair has opted to include Solano County's representative to the Metropolitan Transportation Commission (MTC), Supervisor Jim Spering, on the Committee. In order to comply with the Ralph M. Brown Act, a total of four members of the STA Board, one less than a quorum, are allowed to serve on the Executive Committee. This complement of past, current and prospective STA Chairs on the Executive Committee serves to provide a continuity of leadership and policy direction from the STA Board. The selection of the STA's Executive Committee remains at the discretion of the new STA Chair. With the completion of then Rio Vista Mayor Marci Coglianese's term as Chair in 2001, all eight STA member agencies had had the opportunity to serve as the Chair of the STA since 1991.

Discussion:

On September 12, 2007, the STA Board approved modifying the schedule for the rotation of the selection of Chair and Vice-Chair for 2008 based on the departure of STA's current Chair and Vice-Chair two months prior to the completion of their terms. At this same meeting, the Board scheduled the selection of the STA's Chair and Vice-Chair for 2008 for the meeting of October 12, 2007. Listed below is the revised schedule for rotation of STA Chairs:

<u>Year</u>	<u>Agency</u>
2008	Rio Vista
2009	Solano County
2010	Suisun City
2011	Fairfield
2012	Dixon
2013	Vacaville
2014	Vallejo
2015	Benicia

Recommendation:

Approve the following:

1. Selection of the STA Chair for 2008 Commencing with the STA Board Meeting of December 12, 2007;
2. Selection of the STA Vice-Chair for 2008 Commencing with the STA Board Meeting of December 12, 2007; and
3. Request the new Chair Designate the STA Executive Committee for 2008.



DATE: October 1, 2007
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Comprehensive Transportation Plan (CTP) Update

Background:

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

There have been substantial changes to the transportation environment in Solano County since the plan was last prepared and adopted, including new plans and studies, passage of Proposition 1B and the pending development of a new traffic model. STA has adopted the "50/50" funding policy for routes of regional significance. In addition, the Metropolitan Transportation Commission (MTC) is in the process of updating its Regional Transportation Plan (RTP). The substance of the RTP will be known in mid 2008, with final adoption in early 2009, just as the next bi-annual update of the Solano Congestion Management Plan (CMP) is ready to begin. For these reasons, staff recommends an update of the Solano CTP. This update is identified as Item 29 in the STA's Overall Work Plan adopted recently by the STA Board.

Discussion:

The 2005 CTP was developed after substantial public input from the citizens of the 7 cities and the county of Solano; three (3) community meetings were held in each jurisdiction. Each of the CTP elements was also reviewed by the applicable STA Board subcommittee. One of the results of this approach is each of the three (3) CTP elements is slightly different in structure. In addition, there is not a single overriding purpose statement for the CTP. Staff is proposing that each Element should have a safety strategy, and will draw in safety elements from such projects as Safe Routes to School and a new Safe Routes to Transit plan.

The 2007-08 CTP is proposed by staff to have a common structure for each of the elements. The CTP will have an overall purpose statement; each element will have its own purpose statement that ties in to the overall purpose. Each element will then have an inventory of existing facilities and services, an assessment of needs, goals to meet the needs and strategies to implement the goals. Each element will also have a funding strategy. Some of the information that will be contained in the CTP has been recently updated through the 2007 update of the Congestion Management Plan (CMP) and the Transit Consolidation Study.

The CTP will require environmental review under the requirements of the California Environmental Quality Act (CEQA). STA's legal counsel has determined that a programmatic Environmental Impact Report (EIR) will be required. Implementation of individual elements and projects identified in the programmatic EIR will be required to undergo more detailed CEQA analysis and, if appropriate, federal environmental review.

STA staff recommends substantial public outreach effort, but plans on making increased use of the STA website and other internet and media outreach tools. STA staff will meet with the planning staff of each city and the county, and make presentations at public Planning Commission meetings to seek additional and community based public comment. In addition, two (2) meetings are planned for each of the STA Board Subcommittees. Interested civic and issue groups, such as local Rotary clubs, Chambers of Commerce, the Greenbelt Alliance, and Highway 12 Associations will also be contacted for their input.

On September 26th, the STA TAC and Transit Consortium both unanimously recommended the STA Board approve the proposed schedule and scope of work for the CTP update.

Fiscal Impact:

The adopted Fiscal Year 2007-2008 budget identifies \$70,386 in funds for the CTP update, including \$52,335 in consultant costs. It is anticipated that most of the consultant costs will go towards preparation of the programmatic EIR.

Recommendation:

Adopt the attached schedule for updating the Solano Comprehensive Transportation Plan.

Attachment:

- A. Proposed CTP Update Schedule

PROPOSED CTP UPDATE SCHEDULE

Date	Task	Responsible Body
Jan 08	Review CTP: Purpose, Content, proposed new Purpose Statement and Organization Affirm membership/appoint new members to subcommittees	STA Board
Feb 08	Review CTP elements, proposed new Purpose Statement for each Element; Routes of Regional Significance designation and map	Freeways, Highways and Arterials subcommittee Transit subcommittee Alternative Modes subcommittee
Mar 08	Request for Proposals for Environmental consultant; review and recommend consultant. Select consultant and enter into contract for services.	STA staff and TAC subcommittee TAC subcommittee and STA Executive Director
April – June 2008	Meet with Planning Commissions and interested community groups	STA Staff
July 2008	Present Draft CTP elements to STA TAC and STA Board Subcommittees	STA Staff
August 2008	Draft Programmatic Environmental Impact Report – public release	STA Staff, consultant
October 2008	Review Final CTP and Programmatic EIR	STA TAC
December 2008	Adopt CTP and certify Programmatic EIR	

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DATE: October 1, 2007
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: 10-Year Investment Plan for Highways, Transit Facilities and Transit Fleet Capital Needs

Background:

The State Transportation Improvement Program (STIP) is expected to bring in approximately \$20 million every two years for Solano County over the four STIP cycles. The components of the STIP are Highway Funds, Public Transportation Account (PTA) and Transportation Enhancement (TE) funds. The exact amount of available funds for each STIP cycle will be based on the adopted state budget and California Transportation Commission (CTC)'s STIP Fund Estimate. Availability of funds from spillover to the PTA account may be limited due to current legislative activities.

On September 20, 2007, the CTC released the draft fund estimate. The draft 2008 STIP fund estimate for Solano County has been substantially changed from earlier estimates developed by the Metropolitan Transportation Commission (MTC) due to the structure of the approved state budget this year. Primarily, the loss of anticipated PTA spillover funds has reduced the STIP capacity state wide. Attachment A is the draft fund estimate released by the CTC. The STIP released has a category named "Base Shares" for which the distribution appears to be subject to pending Assembly Bill (AB) 717 (Perata) (Attachment B). Although it is not clear the exact impact of AB 717 on the fund estimate, it is thought that the Base Share amount would then be targeted to transit. It is expected the CTC will adopt the fund estimate at a special meeting on October 24, 2007 in Sacramento. The Solano County CTC draft fund estimate is as follows:

Draft 2008 STIP (Fiscal Year (FY) 2011-12 and 2012-13)
(As Released by the CTC on September 20, 2007)
\$4.541 M Base Share (Through 2011-12)
\$10.424 M Highway Target (Through 2012-13)
\$0.844 M TE (Through 2012-13)

MTC staff had completed a ten-year STIP fund estimate for the nine Bay Area counties. This fund estimate has not been adopted by the California Transportation Commission (CTC), but is rather an anticipated level of funding if no unexpected state budget crises occur. The fund estimates assumes a 5% growth with each STIP cycle. The estimates for the 2010 STIP and beyond are shown below, but based on the dramatic drop in PTS for the 2008 STIP, STA staff will work with MTC staff to update these estimates.

2010 STIP (FY 2013-14 and 2014-15)
\$13.154 M Highway Funds
\$9.405 M PTA Funds
\$0.877 M TE

2012 STIP (FY 2015-16 and 2016-17)

\$13.812 M Highway Funds

\$9.875 M PTA Funds

\$0.921 M TE

2014 STIP (FY 2017-18 and 2018-19)

\$14.502 M Highway Funds

\$10.369 M PTA Funds

\$0.967 M TE

The actual funds available for programming in each cycle are based on the California Transportation Commission (CTC)'s adopted fund estimate that is completed just prior to the actual programming of funds.

In January 2007 the STA Board was presented a two tier funding priority list for future STIP funds. These priorities were the bases of programming the 2006 STIP Augmentation in February 2007. This two-tier priority list is shown in Attachment C. This list is comprised of both highway/major road projects and transit projects.

With the passage of Proposition 1B by the voters in November 2006, the county will receive additional funds for transit projects. The Metropolitan Transportation Commission (MTC) passed Resolution 3814 (Attachment D) regarding the distribution and use of the \$347 million of Bay Area share of Proposition 1B Regional Transit capital funds and \$72 million of uncommitted State Transit Assistance (STA) regional discretionary funds estimated to be available over the next ten years. Of this total \$419 million to be available, Solano County will receive a portion of the funds through the \$35 million for Small Operators/North Counties - Capital Improvements. In addition the County will also receive funding from the \$133 million Lifeline Funding for Transit Operators and \$20 million State Transit Assistance (STA) Base/Proposition 42 Estimates for Lifeline Funding for Transit Operators.

MTC Resolution 3814 may bring to Solano County as much as \$600,000 per year over the next ten years from the \$35 million for Small Operators/North Counties - Capital Improvements. Specifics regarding the distribution of these funds are expected to be worked out by MTC this fall.

MTC's Lifeline Transportation Funding Program funding is intended to improve mobility for residents of low-income communities and, more specifically, to fund solutions identified through the community-based transportation plans. Each community's needs are unique and will therefore require different solutions to address local circumstances. In Solano and other counties, these funds have been used to fund Welfare to Work and Community Based Transportation Planning priority projects. In June 2006, the STA Board allocated the first Lifeline Funds for the County. The regional commitment to this program provided for in Resolution 3814 will provide additional resources for this program. Based on staff discussions with MTC it is estimated that Solano County will receive \$8 million over the ten years for eligible recipients.

The Draft 10-Year Investment Plan is intended to be a guide for not only programming decisions over the next decade but also to be a document that provides detailed information about priority projects in the County.

STA staff met with project sponsors for the transit projects and transit fleet needs. Sponsors submitted requested information relating to transit capital project details including unfunded needs. The highway/major road project information included in this Investment Plan is based on information in the I-80/I-680/I-780 Major Investment and Corridor Study, the State Route (SR) 12 Major Investment Study, or from updated project information. The Investment Plan appendix has the detailed project information and transit fleet needs.

Discussion:

The Draft 10-Year Investment Plan has two primary elements; Highway/Major Road Projects and Transit Projects/Transit Fleet Capital Needs. The Highway/Major Road Projects element of the Investment Plan has three tiers for projects: Tier One is projects that can begin construction in the next five years, Tier Two is projects that can begin construction in the next five to ten years, and Tier Three is projects that are in the planning phase and future longer range priorities for the STA Board.

The Transit Projects element of the Investment Plan will also have the same three tiered categories. The Transit Fleet Capital Needs (primarily matching funds for bus replacement) element of the Investment Plan will be prioritized with the primary fund source intended to be from the Proposition 1B Transit Capital funds to be allocated to Solano County through MTC Resolution 3814.

It is recommended that STA will update this Investment Plan every two years in association with the STIP cycles.

Attachment E is the Draft 10-Year Investment Plan. The Tier One priority for the Highway/Major Road Projects are the Jepson Parkway segments. The Jepson Parkway environmental document is expected to be released for public comment as soon as Caltrans provides comments to the document. Once the Jepson Parkway project is approved, design and right of way acquisition can begin.

Tier One for Transit Projects are the Vallejo Ferry Maintenance Facility (Phase 1 and 2) and the Vacaville Intermodal Station (Phase 1). Both these projects, once fully funded can begin construction within five years. The Vallejo Ferry Maintenance Facility Project is intended to improve the operational efficiency of the ferry system. Continued investment in the ferry by the County will also show regional support for the ferry. Vacaville's Intermodal Station (Phase 1), once fully funded will begin construction in FY 2008-09.

Fiscal Impact:

The 10-Year Investment Plan is intended to be a guide for future programming actions by the STA Board of STIP funds and Prop. 1B Transit Capital county share funds.

Recommendation:
Informational.

Attachments:

- A. CTC Draft 2008 STIP Fund Estimate
- B. AB 717 (Perata) Enrolled
- C. January 2007 STIP Funding Priorities
- D. MTC's Proposition 1B Regional Transit Funding – Resolution 3814
- E. Draft 10-Year Investment Plan

DRAFT 2008 STIP FUND ESTIMATE
Summary of Targets and Shares
(\$1,000's)

County	2008 STIP Programming				
	Base Share Through 2011-12	Highway Target through 2012-13	TE Target through 2012-13	Total Target through 2012-13	Maximum Estimated Share through 2015-16
Alameda	12,881	30,192	2,751	43,127	125,174
Alpine - Amador - Calaveras	2,923	5,848	465	8,032	21,892
Butte	1,808	5,122	526	7,598	23,305
Colusa	3,234	4,515	138	5,166	9,292
Contra Costa	9,959	21,352	1,782	29,732	82,889
Del Norte	2,782	4,109	134	4,735	8,709
El Dorado LTC	0	692	337	2,275	12,313
Fresno	31,854	44,376	1,906	53,340	110,203
Glenn	3,791	4,836	147	5,530	9,936
Humboldt	4,745	11,752	532	14,257	30,139
Imperial	23,155	28,760	891	32,948	59,514
Inyo	8,754	13,778	721	17,171	38,685
Kern	17,420	58,839	2,497	70,582	145,063
Kings	9,982	13,490	373	15,242	26,356
Lake	6,867	8,310	229	9,388	16,227
Lassen	4,557	7,090	337	8,678	18,747
Los Angeles	0	53,881	16,837	133,072	635,378
Madera	3,530	5,867	387	7,454	17,525
Marin	0	0	521	0	0
Mariposa	2,874	5,714	138	6,361	10,462
Mendocino	4,886	8,041	501	10,398	25,351
Merced	6,996	10,815	606	13,657	31,763
Modoc	3,507	4,635	180	5,478	10,824
Mono	11,144	14,508	535	17,021	32,965
Monterey	1,146	7,371	976	11,959	41,061
Napa	0	1,399	323	2,918	12,556
Nevada	3,396	5,189	285	5,529	15,027
Orange	8,117	40,083	5,078	63,969	215,478
Placer TPA	0	0	535	0	0
Plumas	9,452	10,749	204	11,707	17,784
Riverside	0	0	3,639	10,422	118,967
Sacramento	14,439	29,305	2,362	40,414	110,877
San Benito	0	343	177	1,174	6,444
San Bernardino	50,278	85,256	4,728	107,495	248,556
San Diego	0	0	5,566	13,408	179,455
San Francisco	50,780	59,537	1,407	66,254	108,230
San Joaquin	12,813	26,597	1,236	32,413	69,296
San Luis Obispo	17,286	23,640	994	28,314	57,956
San Mateo	17,380	26,571	1,460	33,439	77,002
Santa Barbara	12,186	19,797	1,130	25,114	58,843
Santa Clara	0	0	3,221	5,367	101,460
Santa Cruz	54	5,357	561	7,997	24,741
Shasta	5,110	8,911	576	11,622	28,812
Sierra	365	971	95	1,421	4,272
Siskiyou	3,833	6,340	398	8,212	20,085
Solano	4,541	10,424	844	14,390	39,548
Sonoma	0	0	1,028	0	21,963
Stanislaus	14,613	21,295	958	25,800	54,377
Sutter	352	1,713	217	2,731	9,184
Tahoe RPA	4,238	6,406	141	7,071	11,287
Tehama	4,770	7,635	290	8,998	17,648
Trinity	4,382	5,684	207	6,657	12,829
Tulare	14,225	21,661	1,172	27,171	62,127
Tuolumne	832	2,579	234	3,881	10,668
Ventura	19,066	30,008	1,664	37,332	87,466
Yolo	737	3,546	462	5,819	19,605
Yuba	755	1,917	165	2,695	7,633
Statewide Regional	452,805	837,006	75,754	1,154,245	3,373,949
Interregional	140,195	310,994	25,250	429,755	1,183,051
TOTAL	593,000	1,148,000	101,004	1,584,000	4,557,000

	Carryover	New	Total
Statewide Flexible Capacity	0	1,148,000	1,148,000
Statewide PTA Capacity	35,000	300,000	335,000
Statewide TE Capacity	0	101,000	101,000
Total STIP Capacity	35,000	1,549,000	1,584,000

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ATTACHMENT B

BILL NUMBER: SB 717 ENROLLED
BILL TEXT

PASSED THE SENATE SEPTEMBER 12, 2007
PASSED THE ASSEMBLY SEPTEMBER 11, 2007
AMENDED IN ASSEMBLY SEPTEMBER 7, 2007
AMENDED IN ASSEMBLY AUGUST 28, 2007
AMENDED IN SENATE MAY 10, 2007

INTRODUCED BY Senator Perata

FEBRUARY 23, 2007

An act to add Section 7104.2 to the Revenue and Taxation Code, relating to transportation, and making an appropriation therefor.

LEGISLATIVE COUNSEL'S DIGEST

SB 717, Perata. Transportation Investment Fund.

Existing law specifies the allocation of funds in the Transportation Investment Fund, derived from a portion of the sales tax on gasoline, to various transportation projects and programs. Article XIX B of the California Constitution requires, commencing with the 2003-04 fiscal year, that sales taxes on motor vehicle fuel that are deposited into the General Fund be transferred to the Transportation Investment Fund for allocation for those transportation purposes until the end of the 2007-08 fiscal year. Thereafter, Article XIX B requires these revenues to be allocated to broad categories of transportation purposes, including 20% for programs funded by the Public Transportation Account, 40% for transportation capital improvement projects in the State Transportation Improvement Program, and 40% for apportionment to cities and counties pursuant to certain formulas for road maintenance and construction purposes.

This bill would continue the Transportation Investment Fund in existence and would specify the use of revenues deposited in that fund from gasoline sales tax revenues subject to Article XIX B beginning in the 2008-09 fiscal year. Moneys in the fund would be continuously appropriated without regard to fiscal year.

Appropriation: yes.

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. Section 7104.2 is added to the Revenue and Taxation Code, to read:

7104.2. (a) The Transportation Investment Fund (hereafter the fund) in the State Treasury is hereby continued in existence. All revenues transferred to the fund pursuant to Article XIX B of the California Constitution beginning with the 2008-09 fiscal year shall be available for expenditure as provided in this section. Notwithstanding Section 13340 of the Government Code or any other provision of law, moneys in the fund are continuously appropriated without regard to fiscal years for disbursement in the manner and for the purposes set forth in this section.

(b) All of the following shall occur on a quarterly basis:

(1) The State Board of Equalization, in consultation with the Department of Finance, shall estimate the amount that is transferred to the General Fund under subdivision (b) of Section 7102 that is attributable to revenue collected for the sale, storage, use, or other consumption in this state of motor vehicle fuel, as defined in Section 7304.

(2) The State Board of Equalization shall inform the Controller, in writing, of the amount estimated under paragraph (1).

(3) Commencing with the 2008-09 fiscal year, the Controller shall transfer the amount estimated under paragraph (1) from the General Fund to the fund.

(c) For each quarter, commencing with the 2008-09 fiscal year, the Controller shall make all of the following transfers and apportionments from the fund:

(1) To the Public Transportation Account, a trust fund in the State Transportation Fund, 20 percent of the revenues deposited in the fund. Funds transferred under this paragraph shall be allocated as follows:

(A) Twenty-five percent to the Department of Transportation for purposes of subdivision (a) and (b) of Section 99315 of the Public Utilities Code.

(B) Thirty-seven and one-half percent to the Controller, for allocation pursuant to Section 99314 of the Public Utilities Code. Funds allocated under this subparagraph shall be subject to all of the provisions governing funds allocated under Section 99314 of the Public Utilities Code.

(C) Thirty-seven and one-half percent to the Controller, for allocation pursuant to Section 99313 of the Public Utilities Code. Funds allocated under this subparagraph shall be subject to all of the provisions governing funds allocated under Section 99313 of the Public Utilities Code.

(2) To the Department of Transportation for expenditure for transportation capital improvement projects subject to all of the rules governing the State Transportation Improvement Program, 40 percent of the revenues deposited in the fund.

(3) To the Controller for apportionment pursuant to paragraphs (A) and (B), 40 percent of the revenues deposited in the fund.

(A) Of the amount available under this paragraph, 50 percent shall be apportioned by the Controller to the counties, including a city and county, in accordance with the following formulas:

(i) Seventy-five percent of the funds payable under this subparagraph shall be apportioned among the counties in the proportion that the number of fee-paid and exempt vehicles that are registered in the county bears to the number of fee-paid and exempt vehicles registered in the state.

(ii) Twenty-five percent of the funds payable under this subparagraph shall be apportioned among the counties in the proportion that the number of miles of maintained county roads in each county bears to the total number of miles of maintained county roads in the state. For the purposes of apportioning funds under this subparagraph, any roads within the boundaries of a city and county that are not state highways shall be deemed to be county roads.

(B) Of the amount available under this paragraph, 50 percent shall be apportioned by the Controller to cities, including a city and county, in the proportion that the total population of the city bears to the total population of all the cities in the state.

(d) Funds received under subparagraph (A) or (B) of paragraph (3) of subdivision (c) shall be deposited as follows in order to avoid the commingling of those funds with other local funds:

(1) In the case of a city, into the city account that is designated for the receipt of state funds allocated for transportation purposes.

(2) In the case of a county, into the county road fund.

(3) In the case of a city and county, into a local account that is designated for the receipt of state funds allocated for transportation purposes.

(e) Funds allocated to a city, county, or city and county under subparagraph (A) or (B) of paragraph (3) of subdivision (c) shall be used only for street and highway maintenance, rehabilitation, reconstruction, and storm damage repair. For purposes of this section, the following terms have the following meanings:

(1) "Maintenance" means either or both of the following:

(A) Patching.

(B) Overlay and sealing.

(2) "Reconstruction" includes any overlay, sealing, or widening of the roadway, if the widening is necessary to bring the roadway width to the desirable minimum width consistent with the geometric design criteria of the department for 3R (reconstruction, resurfacing, and rehabilitation) projects that are not on a freeway, but does not include widening for the purpose of increasing the traffic capacity of a street or highway.

(3) "Storm damage repair" is repair or reconstruction of local streets and highways and related drainage improvements that have been damaged due to winter storms and flooding, and construction of drainage improvements to mitigate future roadway flooding and damage problems, in those jurisdictions that have been declared disaster areas by the President of the United States, where the costs of those repairs are ineligible for emergency funding with Federal Emergency Relief (ER) funds or Federal Emergency Management Administration (FEMA) funds.

(f) (1) Cities and counties shall maintain their existing commitment of local funds for street and highway maintenance, rehabilitation, reconstruction, and storm damage repair in order to remain eligible for the allocation of funds pursuant to subparagraph (A) or (B) of paragraph (3) of subdivision (c).

(2) In order to receive any allocation pursuant to subparagraph (A) or (B) of paragraph (3) of subdivision (c), the city or county shall annually expend from its general fund for street, road, and highway purposes an amount not less than the annual average of its expenditures from its general fund during the 1996-97, 1997-98, and 1998-99 fiscal years, as reported to the Controller pursuant to Section 2151 of the Streets and Highways Code. For purposes of this paragraph, in calculating a city's or county's annual general fund expenditures and its average general fund expenditures for the 1996-97, 1997-98, and 1998-99 fiscal years, any unrestricted funds that the city or county may expend at its discretion, including vehicle in-lieu tax revenues and revenues from fines and forfeitures, expended for street and highway purposes shall be considered expenditures from the general fund. One-time allocations that have been expended for street and highway purposes, but which may not be available on an ongoing basis, including revenue provided under the Teeter Plan Bond Law of 1994 (Chapter 6.6 (commencing with Section 54773) of Part 1 of Division 2 of Title 5 of the Government Code, may

not be considered when calculating a city's or county's annual general fund expenditures.

(3) For any city incorporated after July 1, 1996, the Controller shall calculate an annual average of expenditure for the period between July 1, 1996, and December 31, 2000, that the city was incorporated.

(4) For purposes of paragraph (2), the Controller may request fiscal data from cities and counties in addition to data provided pursuant to Section 2151, for the 1996-97, 1997-98, and 1998-99 fiscal years. Each city and county shall furnish the data to the Controller not later than 120 days after receiving the request. The Controller may withhold payment to cities and counties that do not comply with the request for information or that provide incomplete data.

(5) The Controller may perform audits to ensure compliance with paragraph (2) when deemed necessary. Any city or county that has not complied with paragraph (2) shall reimburse the state for the funds it received during that fiscal year. Any funds withheld or returned as a result of a failure to comply with paragraph (2) shall be reallocated to the other counties and cities whose expenditures are in compliance.

(6) If a city or county fails to comply with the requirements of paragraph (2) in a particular fiscal year, the city or county may expend during that fiscal year and the following fiscal year a total amount that is not less than the total amount required to be expended for those fiscal years for purposes of complying with paragraph (2).

(7) The allocation made under subparagraph (A) or (B) of paragraph (3) of subdivision (c) shall be expended not later than the end of the fiscal year following the fiscal year in which the allocation was made, and any funds not expended within that period shall be returned to the Controller and shall be reallocated to the other cities and counties pursuant to the allocation formulas set forth in subparagraph (A) or (B) of paragraph (3) of subdivision (c).

(g) For the purpose of allocating funds under subparagraph (A) or (B) of paragraph (3) of subdivision (c) to counties, cities, and a city and county, the Controller shall use the most recent population estimates prepared by the Demographic Research Unit of the Department of Finance. For a city that incorporated after January 1, 2008, that does not appear on the most recent population estimates prepared by the Demographic Research Unit, the Controller shall use the population determined for that city under Section 11005.3.

Tier One (Near Term Projects):

Jepson Parkway

1. *Walters Road Extension* – This new road alignment will provide a grade separated crossing of the Union Pacific Rail main line as well as a new north-south route parallel to Peabody Road. It also improves access to the City of Fairfield's Industrial Park.
2. *Vanden Road* – The widening of this existing road in unincorporated Solano County is needed to improve safety along this narrow county road that provides access to the North Gate of Travis AFB.
3. *Walters Road* – A minor widening for the segment between E. Tabor and Air Base Parkway is planned to provide a raised median and shoulders.
4. *Leisure Town Road* – The widening of Leisure Town Road to four lanes, between I-80 and Vanden Road, addresses future needs on the northern half of the Jepson Parkway corridor.
5. *Cement Hill Road* – The widening of the segment of Cement Hill between Walters Road Extension and Peabody Road provides the final link in the four-lane parkway.

North Connector – West Section

The Central and East Sections are currently fully funded with construction scheduled to begin in 2007 for the Central Section and 2008 for the East Section. The West Section should be constructed in conjunction with the I-80/I-680/State Route (SR) 12 Interchange Project.

EB I-80 Aux. Lane: Travis to Air Base Pkwy

Potential Tier One Projects (Waiting List):

- Travis Air Force Base Access
- WB I-80 Aux. Lane: W. Texas to Abernathy
- WB I-80 Aux. Lane: Waterman to Travis Blvd.
- Vallejo Station
- *Fairfield-Vacaville Train Station (Phase 1)*
- I-80/I-680/SR 12 Interchange
- *Vallejo Ferry Maintenance Facility (Phase 1 and Phase 2)*
- *Vacaville Intermodal Station (Phase 1)*

Tier Two (Long Term Projects):

I-80 High Occupancy Vehicle (HOV) Lane Opportunity Project

Provide for the environmental and design to keep the project shelf ready while construction funding is sought from both the Regional Measure 2 (RM 2) and Interregional Transportation Improvement Program (ITIP) for the Project.

SR 12 Jameson Canyon Project – Phase 2

Caltrans projects the environmental document will be completed in January 2008. The financial support to the Project from STA is important to be sure there is a demonstrated

share in the partnership with Napa County Transportation Planning Agency (NCTPA) and Caltrans. Should this project be a successful recipient of funding from the Corridor Mobility Improvement Account (CMIA), it is recommended that this project be shifted to a Tier One project and have Solano County STIP be programmed to provide for proportional share of the support costs for design, right-of-way, and construction

Dixon Multi-Modal Transportation Center

Based on the demonstrated success of the City of Dixon combined with the determination to deliver the next phase of the improvements, it is recommended to provide for funding the preliminary engineering and environmental.

Potential Tier Two Projects (Waiting List):

- *Curtola Park-and-Ride (Vallejo)*
- *Benicia Intermodal Transportation Center*
- *Fairfield Transportation Center (Phase 4)*
- *Vacaville Intermodal Transportation Center (Phase 2)*



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
Tel: 510.464.7700
TDD/TTY: 510.464.7769
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Memorandum

TO: Commission

DATE: June 20, 2007

FR: Executive Director

RE: Proposition 1B Regional Transit Funding – Resolution 3814

At its May meeting, the Commission approved a motion to continue this item to the June 27th meeting to provide more time to resolve the Caltrain Right-of-Way issue and consider the BART Board match proposal for the East Contra Costa and Warm Springs BART extension projects. The Commission directed staff to develop funding options for consideration on June 27th. This memo outlines the original staff proposal and three additional options. Further analysis is included in the attached Powerpoint presentation.

Summary

At its January meeting, the Legislation Committee directed staff to prepare a draft proposal for the Proposition 1B Population-based Transit capital funding, with an emphasis on how these funds might help address the needs of low-income and minority communities.

The staff proposal, released at the March 7, 2007 Programming and Allocations Committee meeting, developed a framework for the distribution of the roughly \$347 million in Proposition 1B Regional Transit capital funds and the \$72 million in uncommitted State Transit Assistance (STA) regional discretionary funds estimated to be available over the next ten years.

After the March meeting and with input from advisory committees, partner agencies and the public, staff released a revised proposal for the May 9, 2007 Programming and Allocations Committee.

At the May 9th committee meeting, staff was directed to continue working with the partner agencies on the Caltrain Right-of-Way (ROW) issue, consider an offer from the BART Board to provide \$20 million Proposition 1B-revenue funds each to the East Contra Costa and Warm Springs BART extension projects if MTC would match with Proposition 1B-population funds, and review the request to eliminate the match requirement for Small Operator Capital funds.

On the Caltrain ROW condition, discussions between San Francisco, San Mateo, and Santa Clara officials have been on-going. We will present an update – and, we hope, a resolution of this issue – at the June 27th Commission meeting.

Proposal Options

The chart below outlines the staff proposal and three additional options for funding the BART projects. Additional funding detail on each option is included in the Powerpoint presentation.

Proposed Investment Category	May 9th Staff			
	Proposal	Option #1	Option #2	Option #3
Lifeline Funding for Transit Operators	153	134	139	143
Urban Core Transit Improvements	169	209	209	203
Small Operators - Operating Enhancements	41	41	41	41
Small Operators - Capital Improvements	35	35	30	32
Zero Emission Buses	10	0	0	0
Program Reserves	11	0	0	0
Total	419	419	419	419

Option 1

Accept BART’s \$40 million match offer. To make room for the additional \$40 million, funding for the Program Reserve (\$11 million) and the Zero Emission Bus (ZEB) program (\$10 million) is eliminated. The remaining \$19 million is deducted from the Lifeline program.

Option 2

Accept BART’s \$40 million match offer. To make room for the additional \$40 million, funding for the Program Reserve (\$11 million) and ZEB program (\$10 million) is eliminated. The remaining \$19 million is deducted proportionally from the Lifeline program and the Small Operator Capital program.

Option 3

Accept BART’s match offer at a proportionally reduced amount of \$34 million (\$6 million less than the request). To make room for the additional \$34 million, funding for the Program Reserve (\$11 million) and the ZEB program (\$10 million) is eliminated. The remaining \$13 million is deducted proportionally from the Lifeline program and the Small Operator Capital program.

The options assume a static funding level of \$419 million. Should the final enacted FY 2007-08 State Budget include Spillover revenues, these and future Spillover revenues could backfill any reductions made to the Lifeline, Small Operator or Urban Core programs.

Under all options, staff recommends that Attachments A and B to Resolution 3814 be amended as follows:

1. Increase by \$11 million operating funding to the Lifeline program as a result of shifting prior reserve funds (Attachment A);
2. Elimination of the match requirement for Small Operator Capital funds (Attachment B, #10);
3. Increasing the commitment by \$10 million, for a total of \$20 million, in federal formula program funds for the ZEB program to replace the Proposition 1B funds (Attachment B, #11); and
4. Any programmatic reductions in the approved option will be restored through FY 2007-08 and future Spillover revenues. (Attachment B, new general term)

Resolution 3814 – Proposition 1B Regional Transit Funding
June 27, 2007
Page 3 of 3

Staff recommends that the above four modifications be included with the option selected by the Commission. Once the Commission adopts an option, the attached resolution will be updated to reflect the Commission action.

Steve Heminger

Attachment
J:\COMMITTEE\Commission\2007\June 2007\Prop 1B Transit-June 2007 memo.doc

Date: June 27, 2007
W.L.: 1515
Referred by: PAC

ABSTRACT

Resolution No. 3814

This resolution adopts the programming framework for the Proposition 1B Regional Transit Funding Program for the San Francisco Bay Area.

Further discussion of this action is contained in the MTC Executive Director's Memorandum dated May 9, 2007.

Attachment A	Proposition 1B Investment Categories
Attachment A-1	Estimated Uncommitted STA Base and Proposition 42 Investment Categories
Attachment B	Terms and Conditions

Date: June 27, 2007
W.I.: 1515
Referred by: PAC

RE: Programming Framework for the Proposition 1B Regional Transit Funding Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3814

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, MTC has adopted, pursuant to Government Code Sections 66508 and 65080, a Regional Transportation Plan (RTP); and

WHEREAS, Senate Bill 1266 (Statutes 2006, Chapter 25) establishes the Public Transportation Modernization, Improvement, and Service Enhancement Account as part of the Highway, Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 (Government Code 8879.20 *et seq.*) ; and

WHEREAS, MTC is the recipient of the population-based funding in the Public Transportation Modernization, Improvement, and Service Enhancement Account and State Transit Assistance (STA) funds pursuant to Public Utilities Code Section 99313 and 99314; and

WHEREAS, MTC is the recipient of the population-based State Transit Assistance (STA) funds pursuant to Public Utilities Code Section 99312; and

WHEREAS, MTC has developed, in cooperation with partner agencies and public input, a Programming Framework for the Proposition 1B Regional Transit Funding Program, including additional STA base and Proposition 42 funding estimated to be available between FY 2008-09 and FY 2017-18 after meeting existing commitments; and

WHEREAS, staff has prepared program priorities for the Proposition 1B funding established in Attachment A and subject to conditions in Attachment B, said attachments attached hereto and incorporated herein as though set forth at length; and

WHEREAS, staff has prepared program priorities for the additional STA Base and Proposition 42 funds, after considering existing commitments between FY 2008-09 and FY 2017-18, established in Attachment A-1, attached hereto and incorporated herein as though set forth at length, and subject to conditions in Attachment B; and

WHEREAS, a public comment and input period was held between March 7, 2007 and May 1, 2007 on the Programming Framework for the Proposition 1B Regional Transit Funding Program; and

WHEREAS, MTC's Programming and Allocations Committee has considered public comments and input and recommends adoption of the Programming Framework for the Proposition 1B Regional Transit Funding Program; now, therefore, be it

RESOLVED, that MTC adopts the Programming Framework for the Proposition 1B Regional Transit Funding Program, attached hereto as Attachment A and A-1 and finds it consistent with the RTP or proposed changes to the RTP; and, be it further

RESOLVED, that staff is directed to identify and adopt annual priorities for the Proposition 1B funding based on annual appropriation levels set by the Legislature, project cash flow needs, and funding limits and conditions established in Attachments A and B; and

RESOLVED, that staff is directed to identify a specific allocation method for State Transit Assistance (STA) Population Base and Proposition 42 funds, identified in Attachment A-1, no later than December 2007, before the development of the FY 2008-09 Fund Estimate; and

RESOLVED, that staff prepare amendments to the existing STA Population-Based Policy (MTC Resolution 2310) to incorporate the funding allocation established to allow annual estimates for programs in Attachment A-1 for further Commission review and approval; and

RESOLVED, that MTC's adoption of the Programming Framework for the Proposition 1B Regional Transit Funding Program is for planning purposes only, with each project still subject to MTC's project review and application approval pursuant to MTC Resolution Nos. 3115 and 3075; and, be it further

RESOLVED, that the Executive Director shall forward a copy of this resolution, and such other information as may be required to the California Transportation Commission, Caltrans, and to such other agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Bill Dodd, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on June 27, 2007.

Date: June 27, 2007
W.I.: 1515
Referred by: PAC

Attachment A
Resolution No. 3814
Page 1 of 1

Proposition 1B Commitments

Investment Category	Source	Amount (in millions)
Lifeline		
Lifeline Funding for Transit Operators	Prop 1B	133
Subtotal - Lifeline Program		133
Urban Core Transit Improvements		
BART to SFO/Warm Springs	Prop 1B	24
San Francisco Muni Central Subway	Prop 1B	100
Santa Clara VTA Line 522/523 Bus Rapid Transit	Prop 1B	45
Subtotal - Urban Core Transit Improvements		169
Small Operators/North Counties		
Small Operators - Capital Improvements	Prop 1B	35
Subtotal - Small Operators		35
Zero Emission Bus Program		
ZEB AC Transit	Prop 1B	6
ZEB Santa Clara VTA	Prop 1B	4
Subtotal - Zero Emission Buses		10
Total		\$347

Note: Based on Bay Area population share of Proposition 1B Transit, using 19% of \$1.5 billion statewide population total.

Date: June 27, 2007
W.I.: 1515
Referred by: PAC

Attachment A-1
Resolution No. 3814
Page 1 of 1

**STA Base and Proposition 42 Estimates
(Based on 10-year revenue forecast: FY 2008-09 to FY 2017-2018)**

Investment Category	Source	Estimated Amount (in millions)
Lifeline		
Lifeline Funding for Transit Operators	STA Base	20
Subtotal - Lifeline Program		20
Small Operators/North Counties		
Small Operators - Operating Enhancements	STA Prop 42	41
Subtotal - Small Operators		41
Program Reserve		
Program Reserves	STA Base	6
Program Reserves	STA Prop 42	5
Subtotal - Program Reserves		11
Total		\$72

Note: Based on estimated funding using revenues included in September 2006 Short Range Transit Plans and after considering existing program commitments.

Date: June 27, 2007
W.I.: 1515
Referred by: PAC

Attachment B
Resolution No. 3814
Page 1 of 1

Terms and Conditions

General Terms

1. Up to \$32 million in Regional Coordination expenses may be swapped to Prop 1B capital funds to increase the operating capacity within the augmented Lifeline program.

Lifeline

2. The Lifeline program will be administered through the existing county-level process managed by the congestion management agencies (and co-administered in Santa Clara County by VTA and the County Social Services Agency). Project selection will be determined county by county based on priorities developed through the local Community Based Transportation Plan or an equivalent as identified in the Lifeline Transportation Program guidelines. Additional projects identified by transit operators that benefit low-income residents may also be eligible if approved through the countywide project evaluation process.
3. Funding amounts in the Lifeline program will be assigned to each county, based on that county's share of poverty population reported in the 2000 Census. The county distribution percentages may be revisited when 2010 Census information is available.

Urban Core

4. The BART to SFO/WSX funds are subject to MTC Resolutions 3795, 3147, and 3767 that govern the BART-SFO Settlement Agreement.
5. Other projects in the Urban Core Transit Improvements category shall match the Proposition 1B contribution with a 1:1 match using the Proposition 1B Transit Revenue-based funds.
6. Other projects in the Urban Core Transit Improvements category shall demonstrate a full funding plan.
7. Proposition 1B funding for the Santa Clara VTA Line 522/523 Bus Rapid Transit and the San Francisco Muni Central Subway is contingent upon settlement of outstanding Caltrain Right-of-Way issues between Santa Clara VTA, SFMTA, and Samtrans.

Small Operators/Northern Counties

8. Eligible agencies for the Small Operator/Northern Counties funding category are: Central Contra Costa Transit Authority, Eastern Contra Costa Transit Authority, Livermore Amador Valley Transit Authority, Union City Transit, Western Contra Costa Transit Authority and all STA-eligible transit operators in Marin, Napa, Solano and Sonoma counties.
9. Allocations to Solano county operators in the Small Operator/Northern Counties category shall follow concurrences by the Solano Transportation Authority to aid in transit service coordination and potential agency consolidation efforts.

10. Operators in the Small Operator/Northern Counties category shall match the Proposition 1B contribution with a 2:1 match (for every \$2 in Population-based funds, provide \$1 match of local/other funds). The Proposition 1B funds can be used as the local match for FTA projects.

Zero Emission Bus (ZEB) Program

11. Up to \$10 million in regional Surface Transportation Program and/or Federal Transit Administration formula funds will be directed to the ZEB program to fulfill program commitments.

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**Draft 10-Year State Transportation Improvement Program (STIP) Investment Plan
for Highway and Transit Capital Projects**

List of Tier 1, Tier 2, and Tier 3 projects (10-04-07)

Tier 1 Highway Projects "Projects that can begin construction in the next 5 years"				
Sponsor	Project	Details	Cost	Shortfall
STA	Jepson Parkway	Vanden Road Segment	\$27.8 M	\$0 (STIP funding identified for Jepson Parkway)
		Leisure Town (Alamo to Orange)	\$34.2 M	\$34.2 M
		Leisure Town (Vanden to Alamo)	\$18.9 M	\$18.9 M
		Cement Hill Segment	\$8.5 M	\$8.5 M
		Walters Road Extension	\$41.1 M	\$41.1 M
		Walters Road Widening	\$5.0 M	\$5.0 M
STA	North Connector – West	West Segment of North Connector	\$32.0 M	\$32.0 M
Caltrans	EB I-80 Aux Lane – Fairfield	Travis to Air Base Parkway	\$5.0 M (by 2012)	\$5.0 M
Solano County	Travis AFB Access	Canon Road and north gate improvements	\$5.6 M	\$4.6 M
		South gate improvements	\$2.25 M	\$0 M
STA	I-80/I-680/SR12 Interchange	First Phase	\$1,200 M	\$1,200 M
STA	Trucks Scales Relocation	Phase 1 (EB Scales)	\$99.6 M	\$99.6 M

Tier 2 Highway Projects "Projects that can begin construction in the next 10 years"				
Sponsor	Project	Details	Cost	Shortfall
Caltrans	WB I-80 Aux Lane	W. Texas to Abernathy	\$5.8 M	\$5.8 M
Caltrans	WB I-80 Aux Lane	Waterman to Travis Blvd	\$5.8 M	\$5.8 M
STA	I-80/I-680/SR12 Interchange	Remaining Phases	\$1,200 M	\$1,200 M
Caltrans	SR12 East Median Barrier	From Suisun City to Rio Vista	(est.) \$100 M	(est.) \$100 M
STA	Truck Scales Relocation	Phase 2 (WB Scales)	(est.) \$128 M	(est.) \$128 M

Tier 3 Highway Projects "Projects that are in the planning phase and are priorities to the STA Board"				
Sponsor	Project	Details	Cost	Shortfall
Caltrans	I-80/I-680/SR12 Interchange	Remaining Phases	\$1.2 Billion	\$1.2 Billion
Caltrans	Rio Vista Bridge Realignment/Replacement	To be studied	pending	pending
Caltrans	SR113 Improvements	To be studied	Pending	pending

Tier 1 Transit Projects

"Projects that can begin construction in the next 5 years"

Sponsor	Project	Details	Cost	Shortfall
Fairfield	Fairfield/Vacaville Rail Station	CON in FY 10-11	\$40.8 M	\$11.5 M
Vacaville	Vacaville Intermodal Station (Ph 1)	CON in FY 08-09	\$11.5 M	\$2.8 M
Vallejo	Vallejo Ferry Maintenance Facility (Ph 1&2)	Move operations to Mare Island	\$11.4 M	\$2.7 M
Vallejo	Vallejo Station		\$64 M	\$11 M

Tier 2 Transit Projects

"Projects that can begin construction in the next 10 years"

Sponsor	Project	Details	Cost	Shortfall
Dixon	Dixon Transportation Center	Phase 3 – FY09-10 Phase 4 – FY10-11 Phase 5 – FY10-11	\$13.7 M	\$10.5 M
Fairfield	Central Transfer Station	FY 08-09 & 09-10	\$6.6 M	\$2.0 M
Fairfield	Fairfield Transportation Center	Phase 2 – FY 09-10, 10-11	\$16.1 M	\$8.0 M
Fairfield	Red Top Park and Ride	CON in FY 08-09	\$2.3 M	\$1.9 M
Rio Vista	Church Rd/SR12 Park and Ride	CON in FY 09-10	\$2.3 M	\$2.3 M

Tier 3 Transit Projects

"Projects that are in the planning phase and are priorities to the STA Board"

Sponsor	Project	Details	Cost	Shortfall
Benicia	Transit Stop Improvements		\$0.5 M	\$0.5 M
Benicia	Transit Maintenance Facility	Park 20 buses and staff 25 employees	\$1.25 M	\$1.25 M
Fairfield	Gold Hill Park and Ride	CON in FY 10-11	\$2.8 M	\$2.8 M
Rio Vista	Downtown Park and Ride	CON in FY 10-11	\$0.3 M	\$0.3 M
Rio Vista	Transit Corporation Yard		\$1.3 M	\$1.3 M

STA FLEET REPLACEMENT COST SUMMARY

TIER 1 FLEET REPLACEMENT – Five Years ending FY 2011-12			
Fleet Type	Assumptions	Total Cost	Unfunded Local Match
Intercity	3 Buses Replaced in Tier 1	\$1,707,750	\$341,550
Local Fixed Route	55 Buses Replaced in Tier 1	\$20,382,860	\$4,076,572
Paratransit	36 Vehicles Replaced in Tier 1; Assumes 5 year vehicle life	\$3,003,971	\$600,794
TOTAL		\$25,094,581	\$5,018,916

TIER 2 FLEET REPLACEMENT – Five Years ending FY 2015-2016			
Fleet Type	Assumptions	Total Cost	Unfunded Local Match
Intercity	47 Buses Replaced in Tier 2	\$34,500,873	\$6,900,175
Local Fixed Route	23 Buses Replaced in Tier 2	\$10,277,799	\$2,055,560
Paratransit	6 Vehicles Replaced in Tier 2; Assumes 5 year vehicle life	\$3,522,818	\$704,564
TOTAL		\$48,301,491	\$9,660,298

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DATE: October 1, 2007
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: North Connector Project – Status Update

Background:

STA staff has been working with project consultants, Caltrans and FHWA to complete improvements to the I-80/I-680/SR12 Interchange Complex. In order to advance improvements to the Interchange Complex in a timely fashion, three independent projects were identified for implementation, one of which is for the North Connector Project.

The proposed North Connector Project is a new intra-city/county roadway that provides a parallel arterial to ensure the local roadway system can serve local traffic and I-80 can better serve regional traffic through the I-80/I-680/SR12 Interchange area. The proposed Project consists of four lanes from Chadbourne Road at SR 12 East heading north to Abernathy Road and continuing west (parallel to I-80) over a new bridge at Suisun Creek, thereby connecting to the recently approved local devolvement project (Fairfield Corporate Commons Project). In addition, the North Connector would construct a two lane roadway, west from the existing Business Center Drive to SR 12 (Jameson Canyon) at Red Top Road.

Discussion:

Environmental Impact Report

The first step in the project delivery process for the North Connector Project is the preparation of the Environmental Document. In March 2007, the STA Board directed staff to proceed with the preparation of an Environmental Impact Report (EIR). The Draft EIR was circulated on September 10, 2007 and the comment period will close on October 26, 2007. The public hearing for the EIR is scheduled for October 4, 2007 at the Solano County Administration Center at 6:30 PM. The Final EIR is anticipated to be brought to the STA Board for approval at their December 2007 or January 2008 Board Meeting.

Final Design, Right-of-Way Acquisition and Construction

Upon completion of the EIR, STA design consultants will move forward with final design and right-of-way acquisition for the East Segment of the North Connector project. These phases of the project delivery process are expected to take 12-24 months. The range for completed these phases are based on recent changes to the processes associated with right-of-way acquisition (Senate Bill 1210). Staff will be working closely with the design and right-of-way consultants to complete this phase as close to 12 months as possible, with the project delivery goal of advertising the North Connector project for

construction in February 2007 and start of construction in May 2007. Staff will also be evaluating the possibility of implementing two advance construction packages: 1) Installation of Signals at the Abernathy Interchange at I-80; and 2) The relocation of Solano Irrigation District facilities required for the project. The overall schedule is presented in the table below.

North Connector – East Segment Current Schedule		
Phase-Milestone	Planned	
	Start Date	Completion Date
Environmental Document	10/02	12/07-01/08
Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED)	10/02	12/07-01/08
Final Design and R/W Acquisition	01/08	01/09-01/10
Construction	05/09-05/10	08/10-08/11

Fiscal Impact:

The North Connector Project is funded from several fund sources including, Traffic Congestion Relief Program (TCRP), Regional Measure 2 (RM 2) and State Transportation Improvement Program (STIP).

Recommendation:

Informational.



DATE: October 1, 2007
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Route 30 Performance Update for Fiscal Year (FY) 2006-07

Background:

Fairfield-Suisun Transit (FST) operates Rt. 30 on behalf of the Solano Transportation Authority (STA). Route 30 is funded by Transportation Development Act (TDA) funds from Fairfield, Suisun City, Vacaville, Dixon, and the County of Solano. Over the years, the STA has secured a variety of other funds for this route. This includes Transportation Fund for Clean Air from the Bay Area Air Quality Management District, Clean Air Funds from the Yolo Solano Air Quality Management District, and State Transit Assistance Funds. An updated multi-year funding agreement has been under development for the funding distribution from FY 2005-06 and beyond.

Route 30 has been operating five roundtrips, Monday-Friday, to Sacramento since March 2003. This route is a commuter focused express bus route that connects several local jurisdictions, including Fairfield, Vacaville, and Dixon to Davis and Sacramento. The purpose of the extension to Sacramento was to improve the general performance and farebox recovery on the route as well as to address an Unmet Transit Needs issue. Since this service change was made to extend the service to Sacramento, ridership and performance have continued to increase and improve.

Discussion:

Route 30's performance has been steadily improving over the past few years. Ridership gains were quickly apparent after the implementation of the new service to Sacramento in the Spring of 2003. The farebox recovery has gradually improved. Prior to the route's restructuring, Route 30 ridership averaged about 50 passengers/day with a farebox recovery ratio of 12%. As presented, monthly ridership has steadily increased (see Attachment A). Daily ridership since the beginning of 2007 has averaged about 141 passengers/day.

In October 2006, Fairfield Suisun Transit increased their fares. With the combination of increased ridership, the farebox recovery for FY 2006-07 is estimated at 30% according to Fairfield Suisun Transit and is projected to be 33% for next year. In December, staff will provide an annual update for Route 90 and Solano Paratransit.

Fiscal Impact:

None.

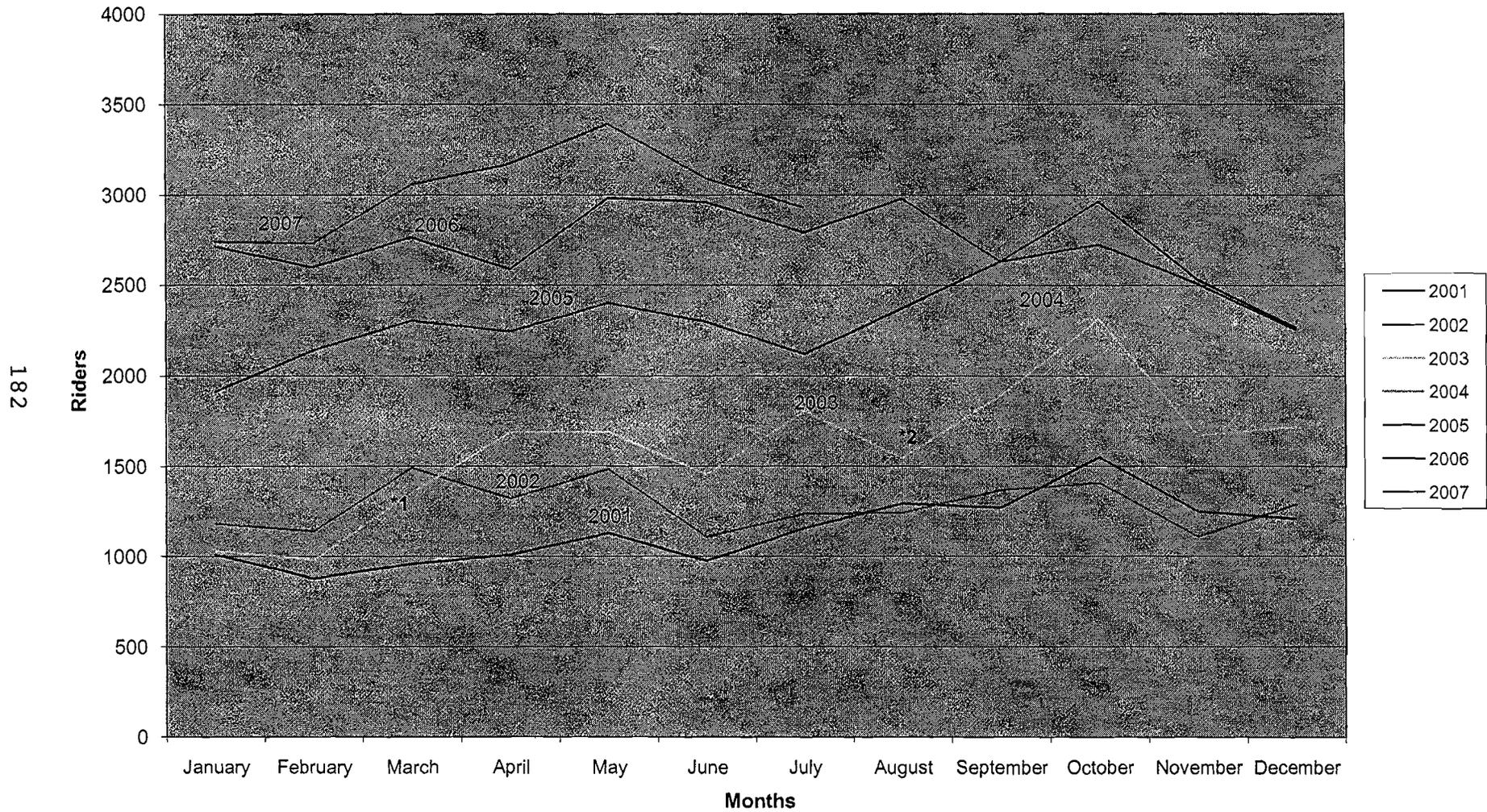
Recommendation:

Informational.

Attachment:

A. Multi-year Route 30 Monthly Ridership Graph

Route 30 Ridership



*1 Rt. 30 extended to Sacramento

*2 Equipment change from local coaches to over-the-road coaches



DATE: October 1, 2007
TO: STA Board
FROM: Judy Leaks, Program Manager/Analyst
RE: Solano Napa Commuter Information (SNCI) Program
Fiscal Year (FY) 2006-07 Year-End Report

Background:

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

The STA Board approved the FY 2006-07 Work Program for the SNCI Program in September 2006 (Attachment A). The Work Program included nine major elements.

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

Discussion:

With the completion of the fiscal year, STA staff has prepared a FY 2006-07 Annual Report of the SNCI Program (Attachment B).

The SNCI Program has had an active and productive year. Following are the highlights of accomplishments from selected program elements.

1. Customer Service

SNCI staff assisted over 3,200 individuals who called in requesting rideshare, transit, and other information. Over 775 carpool/vanpool matchlists were processed; 403 were for newly interested commuters and 287 were updates.

Thousands of materials were distributed in response to phone calls, through numerous displays, at events, and through other means. Over 31,000 pieces of public transit schedules were distributed along with 7,837 SNCI Commuter Guides, 7,048 BikeLink maps and 9,015 SolanoExpress brochures.

2. **Employer Program**

Employers throughout Solano and Napa Counties have received a range of employer services. All employers were mailed a holiday greeting in December, which highlighted SNCI's services encouraging them to contact SNCI in the New Year. Presentations detailing the benefits of alternative commute programs have been made to 19 employers, 15 employer events have been staffed, and density maps have been created for 2 employers (Mariani Packing Company in the City of Vacaville and Owens-Corning Cultured Stone in the City of Napa).

The SNCI Program provides employers commute alternative information. These employers act as key channels to reach local employees. During the spring of 2007, staff developed a new employer outreach strategy (The Solano Commute Challenge) that incorporated strengthening partnerships with business organizations such as Chambers of Commerce and others. The overall goal for this campaign is to increase and sustain Solano County employees' use of alternative transportation. Prize awards and raffle opportunities will be provided to participants who meet the goal. Information about the Solano Commute Challenge was posted on the STA's website along with a registration form where targeted employers can indicate their interest in participating in the Challenge. Solano Commute Challenge campaign materials were mailed to targeted employers at the end of June.

3. **Vanpool Program**

The SNCI vanpool program continues to provide quality customer service and support to new and existing vanpools. Ten new vanpools traveling through, to, or from Napa and Solano counties were formed by staff last year. Staff also performed 446 vanpool assists, which include processing Motor Vehicle Reports per Department of Motor Vehicle requirements, issuing Sworn Statement Cards, processing driver medical reimbursements, distributing van signs and/or bridge scrip, researching information for vanpools, and other assistance as needed. Customizations were made to the vanpool module of the Regional Rideshare Ridematch database. These modifications will help better serve the existing vanpools and make regular contact with vanpool coordinators and drivers more systematic.

4. **Incentives**

SNCI offers three ongoing commuter incentives: Vanpool Back-up Driver Incentive, Vanpool Formation Incentive, and a Bicycle Incentive. Ten (10) new vanpools received a start-up incentive and 27 individuals received the back-up drive incentive during the past year for a total of \$6,100 distributed. Both vanpool incentives are ongoing and continue to support new and existing vanpools. Seven (7) individuals applied for and received the Bicycle Incentive.

5. **Emergency Ride Home**

The Solano County Emergency Ride Home (ERH) Program, implemented in early 2006, has 37 employers registered. There were 8 new employer additions in FY 2006-07. During the year, there were 5 requests to use the Solano County ERH program. The Napa County ERH Program was launched in late spring 2007, by July 1, 2007, 5 employers had joined.

6. **SNCI Awareness Campaign**
For the first time in many years, there was no Fall Employer Marketing Campaign. Instead, SNCI participated in the Solano Express Marketing Campaign, fulfilling the customer service support role.

7. **California Bike to Work Campaign**
California Bike to Work Week, May 14-18, 2007, was designed to encourage drive-alone commuters to try bicycling to work. Over 1,100 individuals from Solano and Napa counties participated this year. The campaign included employer and general public outreach; newspaper and radio advertising; locally donated prizes; 12 strategically placed energizer stations; and two “contests” with winners from each county - the Bike Commuter of the Year and the Team Bike Challenge.

8. **General Marketing**
Staff maintained 118 display racks throughout Solano and Napa Counties with SNCI literature and regional transit information – this included 9 new display racks added in the first half of FY 2006-07. A total of 54 events were staffed throughout Napa and Solano Counties: 15 employer events and 39 community events. SNCI also promoted services through various local printed publications.

9. **Partnerships**
Staff has been an active participant in Solano’s Children’s Network Constructing Connections committee and the Napa Clean Air Coalition including providing technical assistance with the group’s development of a car-free tourism website. The Lifeline funding program has helped advance projects identified through Community Based Transportation Plans and Welfare to Work.

Recommendation:
Informational.

Attachments:

- A. SNCI Work Program FY 2006-07
- B. FY 2006-07 Annual Report

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**Solano Napa Commuter Information (SNCI)
Work Program
FY 2006-07**

1. **Customer Service**: Provide the general public with high quality, personalized rideshare, transit, and other non-drive alone trip planning through teleservices, internet and through other means. Continue to incorporate regional customer service tools such as 511, 511.org and others.
2. **Employer Program**: Outreach and be a resource for Solano and Napa employers for commuter alternative information including setting up internal rideshare programs. Maximize these key channels of reaching local employees. SNCI will continue to concentrate efforts with large employers through distribution of materials, events, major promotions, surveying, and other means. Coordination with Solano EDC, Napa Valley EDC, chambers of commerce, and other business organizations.
3. **Vanpool Program**: Form 20 vanpools and handle the support of over 100 vanpools while assisting with the support of several dozen more.
4. **Incentives**: Evaluate, update and promote SNCI's commuter incentives. Continue to develop, administer, and broaden the outreach of vanpool, bicycle, transit, and employee incentive programs.
5. **Emergency Ride Home**: Broaden outreach and marketing of the emergency ride home program to Solano County employers. The emergency ride home incentive will be launched and marketed this year to employers in Napa County.
6. **SNCI Awareness Campaign**: Develop and implement a campaign to increase general awareness of SNCI and SNCI's non-drive alone services in Solano and Napa counties.
7. **California Bike to Work Campaign**: Take the lead in coordinating the 2007 Bike to Work campaign in Solano and Napa counties. Coordinate with State, regional, and local organizers to promote bicycling locally.
8. **General Marketing**: Maintain a presence in Solano and Napa on an on-going basis through a variety of general marketing activities for rideshare, bicycling, and targeted transit services. These include distribution of a Commuter Guide, offering services at community events, managing transportation displays, producing information materials, print ads, radio ads, direct mail, public and media relations, cross-promotions with other agencies, and more.
9. **Partnerships**: Coordinate with outside agencies to support and advance the use of non-drive alone modes of travel in all segments of the community. This would include assisting with the implementation of Welfare to Work transportation projects in partnership with the Counties of Solano and Napa; assisting local jurisdictions and non-profits implementing projects identified through Community Based Transportation Plans; Children's Network and other entities.

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**SOLANO | NAPA
COMMUTER INFO**

**Annual Report
FY 2006-2007**



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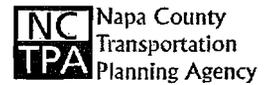
Overview

About SNCI

The Solano Transportation Authority's (STA) Solano Napa Commuter Information (SNCI) is a public agency program offering free information and services for using alternative transportation in Solano and Napa counties and surrounding regions.

The SNCI program is funded by the Metropolitan Transportation Commission (MTC), Bay Area Air Quality Management District (BAAQMD), and Yolo Solano Air Quality Management District (YSAQMD) for the purpose of managing countywide and regional rideshare programs in Napa and Solano Counties and providing air quality improvements through trip reduction.

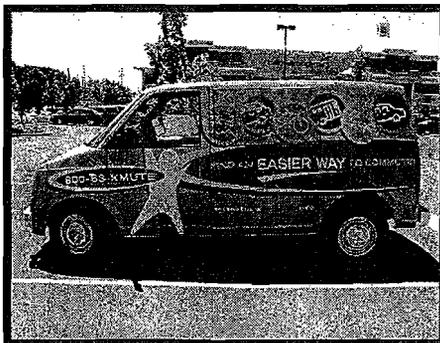
The STA Board approved the FY 2006-07 Work Program for the Solano Napa Commuter Information (SNCI) Program in September 2006. The Work Program included nine major elements: Customer Service, Employer Program, Vanpool Program, Incentives, Emergency Ride Home, SNCI Awareness Campaign, California Bike to Work Campaign, General Marketing, and Partnerships.



SOLANO | NAPA
COMMUTER INFO



BAY AREA
AIR QUALITY
TRANSPORTATION
FUND FOR
CLEAN AIR



General Public Services and Outreach

Customer Service

SNCI provides a high level of customer service via telephone, internet, and community events. During FY 2006-07, staff responded to over 3,200 information calls; providing ridematching services, local and regional transit trip planning, Baylink Ferry and Capitol Corridor schedules, and more. Approximately 400 new matchlists and 300 updated matchlists were processed.



SNCI also provides a variety of public transit schedules on behalf of local and regional transit agencies. Approximately 55,000 pieces of public transit and other commuter information were distributed in FY 2006-07:

- 31,000 public transit
- 7,837 SNCI Commuter Guides
- 9,015 SolanoLinks Transit Connections brochures
- 7,048 Solano-Yolo BikeLinks maps

The SNCI phone system is integrated with the Bay Area's regional 511 travel information system. Because of a high level of recognition and awareness of SNCI's longstanding 800-53-KMUTE phone number in Solano and Napa counties, it is maintained as well.

The SNCI program website is a comprehensive tool that allows individuals to access information and request ridematching or transit information twenty-four hours a day. The website is updated with regional campaign information, commuter incentive information, and links to other programs of interest.

Events

SNCI has staffed 54 events in Solano and Napa Counties, providing in-person ridematching and transit-trip planning services. These events include:

- Farmer's markets in Benicia, Fairfield, Napa, Rio Vista, St. Helena, Vacaville, and Vallejo
- Health Fairs
- Benefits Fairs
- Employer Events
- Earth Day Events
- Community Events

Did You Know?

Over 9,000 pieces of rideshare and public transit literature were distributed at local community events.





Display Racks

In the past year, SNCI continued to provide, supply, and maintain 118 display racks with current ridesharing and transit information at locations throughout Solano and Napa Counties: city halls, community centers, libraries, social service agencies, chambers of commerce, and large employers. This is an increase of 9 new display racks during the past year.

Marketing

SNCI regularly places advertisements in local newspapers and on local radio stations as part of regional rideshare campaigns and throughout the year to increase general program awareness. Other advertising avenues are also used, such as Chamber of Commerce “Hot Sheets,” countywide relocation guides, and city specific visitor’s guides.



We can help you get around town, to Sacramento, Napa, the Bay Area, and beyond!!

Get around the easy way!

Ferry ~ Train ~ BART ~ Bus

800-53-KMUTE

SOLANO | NAPA
COMMUTER INFO

STRA
SOLANO TRANSIT AUTHORITY

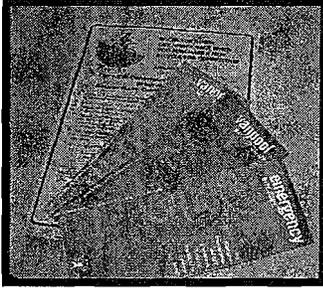
Vanpool Program



Vanpool formation and maintenance are the cornerstones of the vanpool program. SNCI works with individuals and employers to illustrate the significant benefits of vanpooling and encourage vanpool formation. During FY 2006-07, SNCI formed a total of 10 new vanpools. The majority of these newly formed vanpools originate in Solano and travel to other Bay Area counties. Several travel to/from the Sacramento region.

Vanpool maintenance and assistance are also integral to keeping vanpools on the road. Staff performed 446 vanpool assists. Vanpool assists include processing Motor Vehicle Reports (MVR), issuing Sworn Statement Cards, processing medical reimbursements, distributing van signs and/or bridge scrip, researching information for vanpools, and other assistance as needed.

Incentive Programs



Solano Napa Commuter Information staff administers three ongoing incentive programs designed to encourage drive alone commuters to use alternative modes of transportation. Two vanpool incentives are provided to vanpools traveling to, from, or through Solano County. One bicycle incentive is provided to individuals living or working in Solano County.

Vanpool Start-Up Incentive

The *vanpool start-up incentive* is designed to encourage the formation of vanpools and help get them on the road. Vanpool drivers/coordinators are offered incentives in the form of gas cards during the first four months, when their vanpool is at least 70% full and they are actively recruiting new passengers. Vans can receive \$100 worth of gas cards per empty seat during the first eligible month, \$75 during the second month, \$50 during the third month, and \$25 during the fourth and final month of the incentive program. During the fiscal year, 10 vans received the vanpool start-up incentive.

Vanpool Back-Up Driver Incentive

The *vanpool back-up driver incentive* is designed to keep active vans on the road by encouraging passengers to become back-up drivers to avoid driver burn out. Back-up drivers are vital to vanpool longevity. Back-up drivers are offered \$100 in gas cards over two months after demonstrating that they have driven at least 5 times each month. During the fiscal year, 27 commuters received the back-up driver incentive.



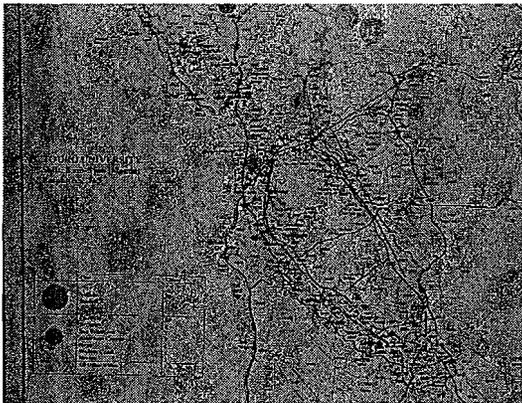
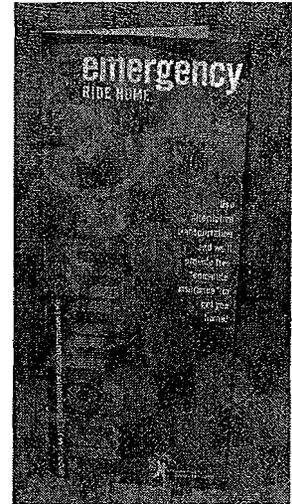
Bicycle Incentive

Solano County residents and employees are offered an incentive to cover 60% of the cost of a new bicycle, up to \$100 for commuting to work. This program is designed to encourage commuters who work within biking distance of home to bicycle as an alternative commute mode. Seven individuals received the bicycle incentive.

Emergency Ride Home

The Emergency Ride Home (ERH) Program for Solano County has been in operation since January 2006, while the Napa County ERH Program was implemented in May 2007. The objective of these programs is to encourage the use of commute alternatives such as carpooling, vanpooling, public transit, walking or bicycling, by providing a free ride home to program participants in cases of emergency. By alleviating workers' concerns about their ability to return home in the event of unexpected circumstances, the ERH program can help maximize the use of alternative transportation in Solano and Napa Counties.

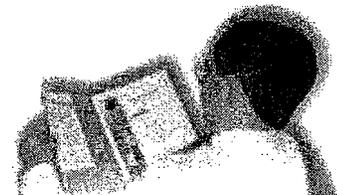
Thirty-seven employers in Solano County have registered for the ERH Program, representing 11,000 employees that are eligible to sign up. During the year there were 5 requests to use the ERH program. Some of the larger registered employers include Travis Air Force Base, Kaiser Permanente Medical Center, Genentech, the City of Fairfield, and Jelly Belly. Eleven employers with 1-50 employees have also registered, demonstrating how ERH provides great value to smaller employers.



Employer Programs

SNCI works with employers in Solano and Napa counties to help them improve their employees commute and reduce the number of drive alone commute trips. A database of over 500 employers in the two counties is maintained and kept current. This database is used to promote SNCI services and programs through periodic mailings and emails.

SNCI staff attends events at employer sites such as benefits fairs and Earth Day celebrations. Nineteen employer consultations and presentations were made in a one-on-one or small group setting with human resource managers or other staff to demonstrate how Solano Napa Commuter Information can help them provide easier ways to commute for employees.



Working with Chambers of Commerce and other business-oriented organizations allow staff to network and communicate directly with employers. During the year, staff has networked at a number of Chamber of Commerce activities, workshops, and committees in addition to staffing booths at Business Expos.



During Spring of 2007, staff developed a more aggressive employer outreach strategy (The Solano Commute Challenge) that incorporated strengthening partnerships with business organizations such as Chambers of Commerce and others. The overall goal for this campaign was to increase and sustain Solano County employees' use of alternative transportation. A program of rewards and incentives for employer coordinators and

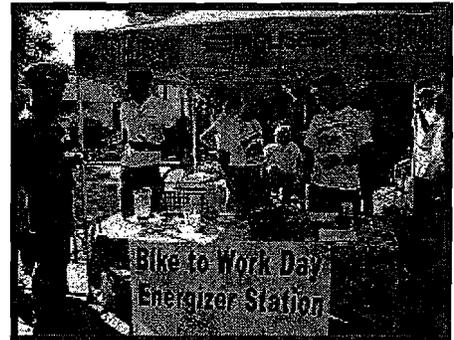
participating employees was incorporated. Information about the Solano Commute Challenge was posted on the STA's website along with a registration form where targeted employers can indicate their interest in participating in the Challenge. Solano Commute Challenge campaign materials were mailed to targeted employers at the end of June. The campaign is scheduled for July 1 – October 31, 2007.

SNCI staff attends BAAQMD Resource Team meetings in both Solano and Napa counties. Both of these teams are made up of stakeholders in regional air quality issues and work on projects specific to their county.

Rideshare Campaigns

California Bike to Work Week

Bike to Work Week is held each year in May and is coordinated in Solano and Napa counties by SNCI staff. This statewide event is designed to persuade drive alone commuters to try bicycling to work, at least one day a week. To assist and motivate bicycle commuters, energizer stations are set up throughout the Bay Area and provide cyclists with refreshments, Bike to Work giveaways, and registration forms. SNCI supported a total of 12 energizer stations throughout the two counties.



A Bike to Work Week campaign packet was distributed to over 300 employers in the two counties to encourage employee participation. Local print and radio advertising was used to promote the campaign as well.

An estimated 1,100 Solano and Napa County residents participated in Bike to Work Week by submitting a registration form, visiting an energizer station, or biking to school.

Scott Morrison of Solano County and Joel King of Napa County received the 2007 Bike Commuter of the Year award. The county winners of the Team Bike Challenge were the Solano Cyclo Slugs (Solano County) and the Redwood Retreads (Napa County).

Strong community support for Bike to Work Week resulted in a successful campaign. Prizes were donated by local bike shops and businesses, advocates and community members helped organize and staff energizer stations, and teachers and principals promoted Bike to School to local schoolchildren.

SNCI Program Staff

Director of Transit and Rideshare Services	Elizabeth Richards
Program Manager/Analyst	Judy Leaks
Commute Consultant	Yolanda Dillinger
Commute Consultant	Sorel Klein
Administrative Assistant	Sharon Doray

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DATE: October 1, 2007
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Solano Napa Travel Demand Model Update

Background:

The original purpose of the Solano County traffic demand model was to meet the monitoring requirements of the state's congestion management program established in 1990 as well as the biennial Solano Congestion Management Program (CMP). Regional models, such as the Solano Napa Travel Demand Model, are required by the Metropolitan Transportation Commission (MTC) to be consistent with a modeling checklist developed by MTC, including the population and jobs projections of the Association of Bay Area Governments.

In January of 2006, MTC and STA signed an agreement to update and enhance the Solano Napa Travel Demand Model. This updated model includes a road network and land use projections through 2030, and detailed assignment of trips to alternative modes such as transit and carpool. One of the reasons MTC agreed to fund \$100,000 of the approximately \$130,000 cost was to produce a model that can be used to test scenarios in the "I-80 Corridor Smart Growth Study." The agreement anticipated completion of this work by September 2006. STA has contracted with DKS Associates to develop the updated or Phase 2 of the Solano Napa Travel Demand Model.

Completion of the modeling work has been substantially delayed. The base year road network, land uses and model results have been completed and calibrated. The year 2030 network has been agreed to by the Model Technical Advisory Committee (TAC), and the land use files produced by Dowling and Associates have also been accepted. DKS anticipates running the 2030 model by September 21, and providing results to the Model TAC in the last week of September.

Discussion:

STA, member cities and consultant staff have been working to finalize 2030 land use projections for one remaining traffic zone. The information was provided on the consultant on September 28, and model runs are expected during the first week of October. A meeting of the Model TAC is tentatively set for October 11th to review the model results. Simultaneously, MTC will prepare 3 alternative land use scenarios as part of the I-80 Corridor Smart Growth Study to examine the impacts of land use changes to traffic flow patterns.

If accepted by the Model TAC, the new model will be presented to the STA TAC at its November meeting. The Napa County Transportation and Planning Agency TAC will also be asked to review the model at approximately the same time. If accepted by both TACs, the model will be presented to the two agency Boards in December for adoption.

MTC will run the I-80 Corridor Smart Growth Scenarios and have a final report by the end of 2007.

If the Model TAC accepts the 2030 results at its October meeting, STA anticipates allowing consultants to use the new model in project studies, with the caveat that it has not been adopted by the agency Boards. Once the Agency Boards adopt the model, all plans and studies will be required to use the new model.

Upon completion of the 2030 model, STA will begin working with member agencies to develop 2035 and 2040 projections. This is needed to meet the Caltrans requirements to show the utility of a project for at least 25 years after completion.

Fiscal Impact:

None.

Recommendation:

Informational.



DATE: October 1, 2007
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: State Route (SR) 12 Status Update

Background:

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

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

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

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

Discussion:

1) *OTS Grant*

Because of a change in application requirements, CHP was required to resubmit their application for the Office of Traffic Safety (OTS) Grant. Solano CHP officers have been told that they are at the top of the list for corridor safety awards from OTS, and a formal announcement is now expected in October. The expected time frame of the grant will be March 1, 2008 through February 28, 2009.

In the mean time, the Solano County office of the California Highway Patrol (CHP) continues to conduct enhanced enforcement on SR 12 between Suisun City and Rio Vista. Initially, 2,000 hours of overtime were allotted for special enforcement, but those hours have been expended. However, additional officers have been assigned to the Solano CHP office, and those officers are used for enhanced SR 12 enforcement. CHP also continues to track the home town of violators cited on SR 12. The communities with the greatest number of cited drivers are Fairfield, Stockton, Suisun City and Antioch. Statistics for the March through August time frame are show in the attached graph (Attachment A).

2) *State Legislation*

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

3) *Education*
STA staff is working with KUIC to prepare a Public Service Announcement (PSA) for radio, and working with the City of Fairfield staff to prepare a cable TV PSA that can be shown in a variety of jurisdictions. In addition, a SR 12 Events Calendar is being prepared showing all planned events. The calendar will include activity on the Jameson Canyon portion of SR 12. In addition, significant publicity was gained for the corridor by the October 1st signing ceremony for AB 112.

4) *Engineering*
Installation of approximately 5.5 miles of concrete “K-Rail” barriers from the Suisun City city limits to Lambie Road is underway, and will be completed in October. This project will complete the near-term improvements promised by Caltrans at the March 2007 news conference.

Caltrans has completed installation of shoulder and median rumble strips, and has striped the entire centerline from Suisun City to Rio Vista as a double-yellow “No Passing” line. Changeable message and speed feedback signs have also been installed.

Caltrans is planning to apply an overlay to the Rio Vista bridge in late September or early October. During this project, the bridge will be closed to traffic from 9:00 p.m. to 5:00 a.m. for approximately 2 weeks. The exact dates have yet to be set.

Caltrans has set a schedule for spring and summer 2008 work to improve vertical cross-sections and create shoulders on additional portions of SR 12, including the installation of left turn lanes at several intersections, including the SR 12/SR 113 intersection. Caltrans is doing environmental and right-of-way acquisition work at this time.

The next meeting of the SR 12 Steering Committee is set for December 6th at 10:00 a.m. at a location to be determined. Prior to the steering committee meeting, a field visit to Contra Costa to tour the SR 4 Bypass project area is being scheduled by STA staff.

The members of the SR 12 Steering Committee are:

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

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

Sue Ward, California Highway Patrol, Solano County
Bijan Sartipi, Caltrans District 4/Doanh Nguyen, Caltrans District 4
Wil Ridder, San Joaquin Council of Governments
Brent Salmi, Rio Vista Public Works
Gene Cortright, Fairfield Public Works
Lee Evans, Suisun City Public Works
Birgetta Corsello, Solano County
Daryl Halls, STA/Janet Adams, STA

Construction for the SR 12 Jameson Canyon truck climbing lane is scheduled for February 2008 (tree removal), with excavation starting as soon as weather conditions allow. The public comment period on the SR 12 Jameson Canyon widening project has closed, and Caltrans is compiling the comments received.

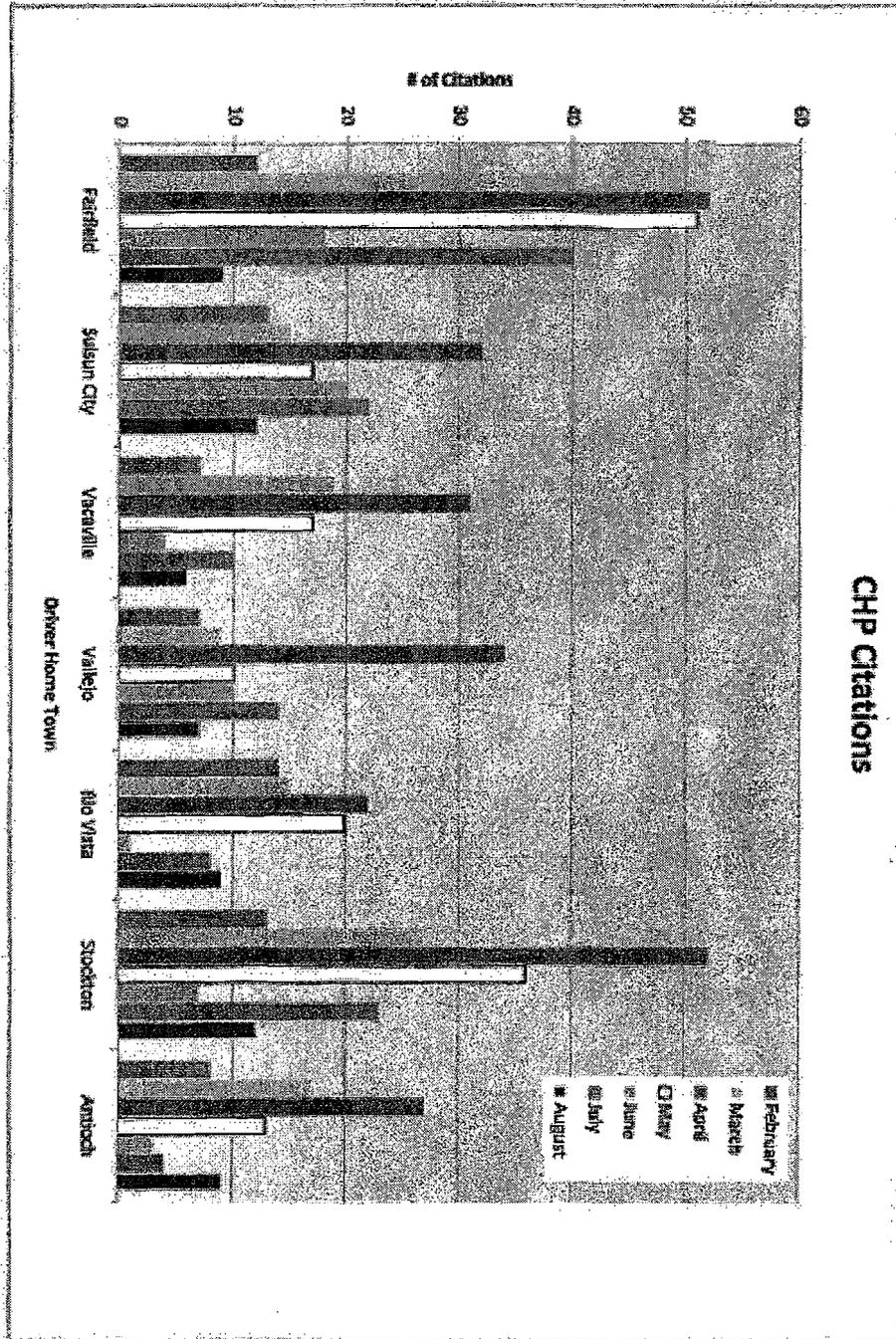
Fiscal Impact:

None.

Recommendation:

Informational.

CHP Citations





DATE: September 12, 2007
TO: STA Board
FROM: Susan Furtado, Financial Analyst/Accountant
RE: Abandoned Vehicle Abatement (AVA) Annual Report
Fiscal Year (FY) 2006-07

Background:

The Solano Transportation Authority (STA) administers the Abandoned Vehicle Abatement (AVA) Program for Solano County. These administration duties include disbursing funds collected by the State Controller's Office from the Department of Motor Vehicle (DMV) vehicle registration fee of \$1 per registered vehicle, using the funding formula of 50% based on population and 50% on vehicles abated.

California Vehicle Code (VC) Section 22710(f) defines qualified abandoned vehicle abatement, as those vehicles marked as abandoned by an AVA Member Agency. AVA Program qualifying vehicles are registered vehicles with California License Plate.

STA's administration duty is in accordance with the VC Section 22710, which requires AVA Member Agencies to adopt an ordinance establishing procedures for the abatement and for recovery of cost. The money received from the DMV shall be used only for the abatement, removal, and disposal of a public nuisance of any abandoned, wrecked, dismantled, or inoperative vehicle or parts from private or public property.

Discussion:

In FY 2006-07, STA was allocated \$365,066 in AVA Program Funds. Subsequently, STA disbursed these funds plus interest earned (\$2,448) throughout the fiscal year based on the state funding formula and AVA Program expenditure reimbursement requests submitted by the member agencies. STA deducted \$10,924 (3%) of the funding received for FY 2006-07 for administrative cost. In compliance with the AVA Program requirement, STA has submitted its annual fiscal year-end report to the State Controller's Office before the required due date of October 31st.

The AVA Member Agencies for Solano County are the City of Benicia, City of Dixon, City of Fairfield, City of Vacaville, City of Vallejo, City of Suisun City, and the County of Solano. The City of Rio Vista has been invited to participate in the program; however, they do not currently have many abandoned vehicle and want to defer their participation for a later time.

The following is a matrix summarizing FY 2006-07 numbers of abated vehicles and cost reimbursements submitted by the members of the Solano County's AVA Program:

Member Agency	FY 2006-07			FY 2005-06		
	# of Abated Vehicles	Reimbursed Amount	Average Cost	# of Abated Vehicles	Reimbursed Amount	Average Cost
City of Benicia	18	\$12,376	\$688	27	\$11,744	\$435
City of Dixon	702	\$5,778	\$8	628	\$8,360	\$13
City of Fairfield	554	\$50,615	\$91	640	\$52,086	\$81
City of Suisun	338	\$33,266	\$98	370	\$42,139	\$114
City of Vacaville	229	\$54,595	\$238	295	\$63,666	\$216
City of Vallejo	1,421	\$140,532	\$99	655	\$103,218	\$158
Solano County Unincorporated	790	\$59,427	\$75	808	\$74,428	\$92
Total	4,052	\$356,589	\$88	3423	\$355,641	\$104

Fiscal Impact:

None

Recommendation:

Informational.



DATE: September 28, 2007
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Fiscal Year (FY) 2007-08 Transportation Development Act (TDA)
Distribution for Solano County – Fund Estimate Update

Background:

Transportation Development Act (TDA) Article 4/8 funds are generated from sales tax and 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, several agencies share in the cost of various transit services (e.g., Solano Paratransit, Route 30, Route 40, Route 80, etc.) that support more than one agency in the county through the use of a portion of their individual TDA funds.

Although each agency within the county and the Solano Transportation Authority (STA) submit individual claims for TDA Article 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 Metropolitan Transportation Commission (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 as the basis for its claim approvals. TDA claims submitted to MTC must be equal to or lower than shown on the TDA matrix.

At the June 2007 STA Board meeting, the final FY 2007-08 TDA Matrix was presented. The FY 2007-08 revenue estimate and carryover were based on MTC's February 2007 estimate that has been approved by the MTC Commission.

Discussion:

MTC's February fund estimate was used throughout the development of the TDA matrix. In late July and September, MTC approved revised TDA estimates based upon actual revenue and the results of the State budget. For Solano County, there was an overall decrease in TDA funds from the February estimate totaling \$350,923. There was a decrease in TDA funds for all jurisdictions except Fairfield (see Attachment A for the breakdown by jurisdiction). Intercity and paratransit services claimed by others remained

whole. Local TDA funded services in Benicia, Dixon, and Vallejo may be impacted the greatest as they claimed, or planned to claim, 100% of the February fund estimate and these jurisdictions use all their TDA for transit.

Recommendation:

Informational.

Attachment:

- A. FY 2007-08 TDA Fund Estimate Summary

FY2007-08 MTC TDA Estimates for Solano

TDA Article 4/8

	Feb-07	Jul-07	Sep-07	Net Change (Feb-Sept)	TDA 100% Transit
Notes		(1)	(2)		
Benicia	\$ 1,124,507	\$ 1,061,988	\$ 1,061,988	\$ (62,519)	Yes
Dixon	\$ 698,009	\$ 662,998	\$ 662,998	\$ (35,011)	Yes
Fairfield	\$ 7,022,947	\$ 7,164,451	\$ 7,164,451	\$ 141,504	Yes
Rio Vista	\$ 712,385	\$ 706,041	\$ 706,041	\$ (6,344)	No
Suisun City	\$ 1,228,213	\$ 1,175,657	\$ 1,175,657	\$ (52,556)	No
Vacaville	\$ 4,264,254	\$ 4,205,464	\$ 4,205,464	\$ (58,790)	No
Vallejo	\$ 4,811,472	\$ 4,568,587	\$ 4,568,587	\$ (242,885)	Yes
Solano County	\$ 778,883	\$ 744,561	\$ 744,561	\$ (34,322)	No
TOTAL	\$ 20,640,670	\$ 20,289,747	\$ 20,289,747	\$ (350,923)	

Notes:

1. Updated based on actual revenues received
2. No change; "updated" in conjunction with STAF fund estimate updates based on State budget resolution

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DATE: October 1, 2007
 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 in September:

1. Follow up on MTC Federal Obligation Plan Federal Fiscal Year (FFY) 2007-08 for Surface Transportation Program (STP)/ Congestion Mitigation & Air Quality Improvement Program (CMAQ) funds:

The following two projects were the last projects to obligate funding in FY 2007-08:

Projects in MTC's FY 2006-07 Federal Obligation Plan			
Agency	TIP ID	Project	Status/Deadlines
Benicia	SOL010021	Benicia - West "K" Street Rehabilitation	\$40,000 of additional \$75,000 obligated as part of revised E76. Remaining \$35,000 will be deobligated.
Fairfield	SOL010023	Hilborn Road Rehabilitation	\$23,407 not obligated as part of project. Funding will be deobligated.

The following are projects that will be included in the FY 2007-08 Federal Obligation Plan since they are the current projects in the TIP:

Potential projects for the FY 2007-08 Federal Obligation Plan			
Agency	TIP ID	Project	Status/Deadlines
Rio Vista	SOL050052	Rio Vista – 2 nd St. Rehabilitation	Possible reprogramming of \$77,000 funds.
Vacaville	SOL050059	Nob Hill Bike Path	\$300,000 in ENV
Vallejo	SOL010027	Vallejo – Lemon St. Rehabilitation	\$25,000 for PE in FY07-08. Additional \$672,000 in FY 2008-09 could be advanced.

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

Federally Funded projects* with funds from STA Funding Programs in FY 2007-08 and FY 2008-09 to be amended into the TIP				
Agency	Project	STA Funding Program	2007-09 Total Federal Funds	Planned E-76 Request Date
Benicia	State Park Road Overcrossing	Bike/Ped	\$671,000	Required by March 2009
Benicia	State Park Road Overcrossing	TLC Capital	\$960,000	Required by March 2009
Fairfield	McGary Road Regional Bike Path	Bike/Ped	\$640,000	Required by March 2009
Fairfield	West Texas Street Gateway Project	Bike/Ped	\$85,000	February 2008
Solano County	Old Town Cordelia Improvement Project	TLC Capital	\$500,000	Required by March 2009
Solano County	Vacaville-Dixon Bikeway Phase II	Bike/Ped	\$343,000	January 2008
Solano County	Vacaville-Dixon Bikeway Phase III	Bike/Ped	\$337,000	Required by March 2009
Vacaville	Nob Hill Bike Path	Bike/Ped	\$300,000	March 2008
Vacaville	Ulatis Creek Bike Path (Allison to I-80)	Bike/Ped	\$169,000	Required by March 2009
Vacaville	Ulatis Creek Bike Path (Ulatis to Leisure Town)	Bike/Ped	\$37,098	March 2007

*Included TE funded projects are considered federal, but are programmed by the California Transportation Commission (CTC) as part of the State Transportation Improvement Program (STIP) process, not the MTC TIP process. Solano Bicycle Pedestrian Projects use a combination of TDA Article 3 funding and federal funding. TDA-Article 3 funding is not listed.

Projects that are programmed in FY 2008-09 have the opportunity to advance their projects into FY 2007-08 using “expedited project selection” through Caltrans Local Assistance. Projects that are advanced in this fashion will be held to FY 2008-09 project delivery deadlines and given the flexibility to request obligation sooner using FY 2007-08 obligation authority. This will be done on a case-by-case basis between Caltrans local assistance and MTC.

All of these projects will require resolutions of local support from project sponsor governing bodies (see attachment A). **Please send these to the STA for new projects by October 24th.** You can obtain an electronic copy of this resolution on MTC’s website here:

<http://www.mtc.ca.gov/funding/STPCMAQ/#VII>

2. Inactive Obligations

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

June 2007 Inactive Projects (and projects carried over from March 2007 period)			
<ul style="list-style-type: none"> • Submit an invoice by August 9, 2007 • Submit a justification form or deobligation request by August 29, 2007. 			
Agency	Project	Unexpended Funds	Status
Vallejo	Intersection of SR 29 and Carolina Street, Install Signal	\$24,771.00	In final voucher process
Vacaville	Alamo Creek, N. Side Fr. Alamo To Marshall Rd , Ped/Bike Path	\$111,515.30	Invoice sent in August.
Projects that will become inactive by September 2007			
Vacaville	Nut Tree Rd from Ulatis Dr to Orange Dr, AC Overlay	\$645,000	Invoice sent early August.
Projects that will become inactive by December 2007			
Solano County	Cook Lane At Baker Slough Bridge Replacement (BRLO 923145)	\$0	Need to follow up with local assistance.
Solano County	Pleasants Valley Rd; Cherry Glen To Foothill, Road Rehabilitation (STPL 923527)	\$0	Need to follow up with local assistance.
Solano County	Abernathy Rd From Fairfield's Linear Park North, Bike Path (CML 923526)	\$0	Need to follow up with local assistance.

3. Update on FTA Transfer of Funds:

At MTC's last Project Delivery Working Group, Craig Goldblatt, MTC, described the latest changes to how FHWA to FTA funds transfers work (see Attachment B). Currently, to obligate FHWA funding for a transit project, a project sponsor could meet the obligation deadline (May 31 of that fiscal year) by transferring the funding to FTA. This is done by applying the transfer to a separate FTA grant. When the transfer was accepted, the project is considered obligated and the FHWA deadline was met.

However, the FHWA obligation authority must still be used during that federal fiscal year, to meet FHWA deadlines (Sept 30 of that year). FTA transferred funding may be considered obligated, but project sponsors will still need to execute the FTA grant before September 30 of that federal fiscal year to keep the grant funds. For additional information about these funding transfer deadlines, please contact either Craig Goldblatt or Elizabeth Richards.

4. STA Project Delivery Working Group, September 25, 2007:

The Solano PDWG agenda for September 25th will be emailed out to PDWG and TAC members by September 20th for their review.

Recommendation:

Informational.

Attachments:

- A. Boilerplate Resolution of Local Support, MTC
- B. MTC report on FTA transfer requirements, 9-17-07



METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: Programming and Delivery Working Group

DATE: September 17, 2007

FR: Craig Goldblatt

RE: Federal Fund Transfers (Flex)

The Federal Highway Administration (FHWA) has recently clarified the procedure for transferring (or “flexing”) FHWA funds to the Federal Transit Administration. The attached memorandum explains the transfer process, as well as the forms necessary to process the transfer. This follows up the item brought to the April Programming and Delivery Working Group meeting on the same topic.

Attachments

A – Memorandum from FHWA regarding Transferring FHWA Funds to Other Agencies, dated July 19, 2007

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U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

Subject: **INFORMATION:** Fund Transfers to Other Agencies
and Among Title 23 Programs

Date: July 19, 2007

From: A. Thomas Park
Chief Financial Officer

Reply to
Attn. of: HCFM-1

To: Associate Administrators
Chief Counsel
Directors of Field Services
Federal Lands Highway Division Engineers
Resource Center Director
Division Administrators

The provisions contained in sections 1108, 1119(b), 1935 and 1936 of Public Law 109-59, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) expanded the transferability of funds to other agencies and among programs. This memorandum consolidates processes and procedures for the following types of transfers:

- (1) between the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA);
- (2) from a State to FHWA or to another State;
- (3) between programs;
- (4) to other Federal agencies; and
- (5) between designated projects.

To minimize the risk of Federal funds being designated as inactive, transfers should only be made when the funds are ready to be obligated by the receiving agency. As a general rule, obligation authority shall be transferred in the same manner and amount as the funds for projects that are transferred, in accordance with title 23 United States Code (U.S.C.) 104 (k)(4), as amended by section 1108 of SAFETEA-LU. An exception to this treatment occurs when a State chooses to pay the Federal share directly to another Federal agency and claim reimbursement from FHWA. (See "Transfers From a State to a Federal Agency Other Than FHWA or FTA" below.) An approved transfer of funds does not relieve the State's requirement to provide the non-Federal share for the costs of a project.

To facilitate the timely processing of all transfers, the State should use the attached FHWA transfer request form (Attachment 1) to identify appropriate information about fund type and amount, the entity receiving funds, necessary project detail, and other applicable certifications and requirements. Each

**AMERICAN
ECONOMY**

section below outlines the specific requirements for different types of transfer requests. The Division Office should review, concur, and submit the scanned transfer request by e-mail to the Office of Budget to ensure timely processing, appropriate coordination among Headquarters program offices, and subsequent Division Office notification when all actions have been completed.

(1) TRANSFERS BETWEEN FHWA AND FTA.

As amended by section 1108 of SAFETEA-LU, 23 U.S.C. 104(k)(1) provides that title 23 funds made available for transit projects or for transportation planning may be transferred to FTA and administered under the provisions of chapter 53 of title 49, United States Code. Similarly, 23 U.S.C. 104(k)(2) provides that chapter 53, title 49 funds made available for highway projects or transportation planning may be transferred to and administered by FHWA. Comparable, but not identical, transfer provisions enacted with the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 are included in 49 U.S.C. 5334(h):

“(h) Transfer of Amounts and Non-Government Share.--(1) Amounts made available for a mass transportation project under title 23 shall be transferred to and administered by the Secretary of Transportation under this chapter. Amounts made available for a highway project under this chapter shall be transferred to and administered by the Secretary under title 23.”

The transfer between FHWA and FTA is optional under the provisions of 23 U.S.C. 104 but is required under 49 U.S.C. 5334(h). The later enacted legislative provisions in 23 U.S.C. 104 govern transfers of title 23 funds.

Attachment 2 identifies (a) title 23 funds with transit eligibility that may be transferred to FTA, (b) FHWA funds with no transit eligibility that may be transferred to other title 23 programs with such eligibility, and (c) title 49 funds that have highway eligibility. Any unobligated title 23 funds transferred to FTA that are later transferred back to the FHWA will be reviewed on a case-by-case basis to determine the remaining period of funding availability.

(2) FROM A STATE TO FHWA OR FROM A STATE TO ANOTHER STATE.

As amended by section 1108 of SAFETEA-LU, 23 U.S.C. 104(k)(3) provides that a State may transfer funds apportioned or allocated under title 23, to another State or to the FHWA, with their concurrence, to finance a project eligible for assistance with those funds. In addition to facilitating transfers of funds for pool-funded planning or research studies, this provision permits transfers between States and to FHWA for other purposes. Pool-funded transfers will continue to be coordinated with the Office of Financial Services.

Funds apportioned or allocated to a State for the Surface Transportation Program (STP) and attributed to an urbanized area of a State with a population of over 200,000 individuals under 23 U.S.C. 133(d)(3), may be transferred to FHWA only if the metropolitan planning organization designated for the area concurs, in writing, with the transfer request form.

For a transfer under 23 U.S.C. 104(k)(3), the State should submit a completed FHWA transfer request form to the FHWA Division Office for review and concurrence. If the project being undertaken meets the requirements of title 23, the request will be forwarded to the Office of Budget for coordination of action.

For transfers to either FHWA, or to another State, the Office of Budget will coordinate with the FMIS Team to reduce the unobligated balance(s) of the applicable program funds of the State requesting the transfer. The FMIS Team will withdraw an equivalent amount of obligation authority from that State in FMIS.

If the transfer is from a State to FHWA, the Division Office will follow the “lock box” process for transmittal of any State funds submitted to the FHWA for the payment of the non-Federal share. If the transfer is to another State, the Office of Budget will coordinate with the FMIS Team to withdraw the obligation authority from FMIS and allocate the funds and obligation authority to the other State. The affected Division Office(s) will be notified when the transaction is completed.

After completion of the project, the receiving FHWA Division or Headquarters program office will coordinate with the Office of Budget to facilitate the return of any remaining contract authority and obligation authority to the State that transferred the funds following final payment. Any funds that are released shall be credited back to the same category of funds from which the funds were transferred. The Office of Budget will coordinate the return of any obligation authority with the affected Division Office to mitigate the risk of lapsing of the obligation authority.

For non-traditional projects for which the State DOT does not have the expertise to administer, and is either unable or unwilling to remain accountable by making a sub-grant to a sub-recipient; and an appropriate Federal agency does not have the necessary contracting authority with which to directly undertake the project, the State DOT may request a transfer to FHWA under the authority of 23 U.S.C. 104(k)(3). If the Division Office chooses not to administer the project, it will work with an appropriate Federal agency to provide oversight of the grant funding and project and provide the grant assistance to an entity eligible for assistance under the law. The FHWA Division Office will negotiate with the grantor Federal agency to ensure that applicable Federal requirements are carried out, and memorialize the framework under which the project or activity will be carried out. Generally, a transfer allocation will be established with the Federal agency receiving the funds and overseeing the grant activity (please contact the Office of Budget for details to effect such an allocation). For those Federal agencies unable to accept transfer allocations, but willing to administer grant funds on behalf of FHWA, the FHWA will enter into an inter/intra-agency agreement under the provisions of the Economy Act (please contact the Office of Acquisition Management for details).

(3) TRANSFERS BETWEEN TITLE 23 PROGRAMS.

As amended by section 1401(a)(3)(B) of SAFETEA-LU, 23 U.S.C. 126, Uniform Transferability of Federal-aid Highway Funds, provides for the transfers between the following programs:

- National Highway System
- Congestion Mitigation and Air Quality Improvement
- Surface Transportation Program
- Interstate Maintenance
- Highway Safety Improvement Program
- Highway Bridge Program
- Recreational Trails

Additionally, 23 U.S.C. 104(g), outlines a State’s options for transferring apportioned Highway Bridge Program or Rail-Highway Crossing funds. There are several provisions that permit transfers above 50 percent or that limit transfers to less than 50 percent. Attachment 2 includes transfer provisions for specific programs.

To request a transfer under either 23 U.S.C. 104(g) or 23 U.S.C. 126, the State should submit a completed FHWA transfer request form to the FHWA Division Office indicating the type and amount of funds to be transferred. The Division Office must determine if the requested transfer is within the allowable limits as described in attached provisions, indicate concurrence with the State’s request, and submit the request to the Office of Budget for coordination of action. The FMIS Team will process transfers in FMIS.

(4) TRANSFERS FROM A STATE TO A FEDERAL AGENCY OTHER THAN FHWA OR FTA.

Section 132 of title 23, "Payments on Federal-aid projects undertaken by a Federal agency," as amended by section 1119 of SAFETEA-LU, provides that when a proposed Federal-aid project is undertaken by a Federal agency in accordance with an agreement between a State and the Federal agency, the State may direct the Secretary to transfer the funds for the Federal share of the project directly to the Federal agency.

Instead of a direct transfer, the State has the option to pay the Federal share directly to the Federal agency and then claim reimbursement from FHWA. For projects where the State has exercised the option to pay the Federal share directly to the Federal agency and then claim reimbursement from FHWA, any available funds remaining in excess of the Federal share as provided in the final voucher submitted by the State shall be recovered from the Federal agency, reimbursed to the State and credited to the same category of funds from which the Federal payment was made. Implementing Guidance was issued by the Office of Program Administration for High Priority Projects and Transportation Improvements (<http://www.fhwa.dot.gov/specialfunding/congdesign.cfm>) for the transfer of funds made available under SAFETEA-LU.

To request a transfer under 23 U.S.C. 132, the State should prepare and submit a completed FHWA transfer request form to the FHWA Division Office. The request should indicate: the project(s) to be financed with the transferred funds, the type and amount of funds to be transferred, the name of the Federal agency (including a point of contact) receiving the funds, and that the Federal agency has agreed to undertake the project(s). Upon receipt of the FHWA transfer request form, the Division Office must: determine that the project(s) being undertaken meets the requirements of title 23; concur in the State's request; and submit the request to the Office of Budget for coordination of action.

The State should also certify that an agreement is in place between the State and the Federal agency, accepting the transfer, ensuring that title 23 and other applicable Federal requirements will be met. The agreement must indicate that funds transferred to another Federal agency shall be administered in accordance with title 23 U.S.C. and all other applicable Federal requirements. These requirements include, but are not limited to, transportation planning, National Environmental Policy Act, title VI of the Civil Rights Act of 1964, participation of disadvantaged business enterprises, prevailing wage rates, and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. Other Federal agencies may utilize their own construction contracting requirements in lieu of those imposed on a State under title 23.

The State is responsible for any non-Federal share required on the project. Funds appropriated to a Federal Land Management Agency may be used to pay the non-Federal share as authorized under 23 U.S.C. 120(k). In addition, funds appropriated under 23 U.S.C. 204 to carry out Federal Lands Highway Program projects may be used to pay the non-Federal share of the cost of any project that is funded under title 23 or chapter 53 of title 49 and that provides access to or within Federal or Indian lands.

For non-traditional projects for which the State DOT does not have the expertise to administer, and is either unable or unwilling to remain accountable by making a sub-grant to a sub-recipient, the appropriate Federal agency does not have the necessary contracting authority with which to undertake the project, the State DOT may request a transfer to FHWA under the provisions of 23 U.S.C. 104(k)(3) for appropriate action. Please refer to section 2 of this memorandum for more information.

(5) TRANSFERS BETWEEN PROJECTS.

The flexibility permitted in SAFETEA-LU sections 1935 (Project Flexibility) and 1936 (Advances) will be in accordance with the High Priority Projects and Transportation Improvements Implementing Guidance (<http://www.fhwa.dot.gov/specialfunding/congdesign.cfm>) issued by the Office of Program Administration.

If there are questions concerning these provisions, please contact Dale Gray at (202) 366-0978 or Dave Bruce at (202) 366-0368, or via e-mail at dale.gray@dot.gov or david.bruce@dot.gov. For questions concerning specific transfer requests, please contact the Office of Budget.

Attachments (2)

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INSTRUCTIONS FOR FHWA TRANSFER REQUEST

The worksheet is designed to reduce paperwork by allowing multiple transfer requests to be submitted simultaneously. Signatures on the transfer request by authorized officials of both the State transportation department and FHWA Division Office indicating approval of the movement of contract authority and/or obligation authority eliminates the need for separate letters to be submitted to headquarters.

Completion of General Information Section

Type of Transfer Request:

Determine the type of transfer request. Choose either worksheet *"FHWA to FLH or Other Agency"* or *"Within State or to Other State"*.

On worksheet *Within State or to Other State*, select type of transfer from the drop down menu:

- Between Programs – Apportioned Fund to Fund
- Between Projects – Demo to Demo Project
- Between Projects – Special Limitation
- State to State – Non-Pooled Funded (including Demos)
- State to State – Pooled Fund Project

No selection is required on *FHWA to FLH or Other Agency* worksheet.

Depending on the type of transfer request selected, data fields automatically may be cross-hatched. Data should not be entered in any cross-hatched field.

Requesting Agency:

Enter the State name.

Transfer to State:

Enter the name of the State which should receive the transfer only if Type of Transfer is:

- State to State - Non-Pooled Fund (including Demos) or
- State to State - Pooled Fund.

Transfer Request Contact:

Each field is **REQUIRED**. Enter name (first and last), position title, telephone number (including area code) and e-mail address of the person who should be contacted concerning the transfer request.

Tracking Numbers:

Enter the State tracking number, if applicable. The FHWA/OCFO field is for use by the OCFO. Do not enter data in this field.

Completion of "Transfer From" Details

Item # and Description of Fund - From:

Enter the program fund(s) to be transferred.

An asterisk (*) beside a program description indicates that more information is **required**. Complete the additional information field (limited to 500 characters) and attach supplementary sheets if more room is needed for explanatory notes.

- * For Bridge Program, indicate the percentage indicator of the fund. For example, 85% On System.
- * For High Priority Projects, enter the description of the project as itemized in the public law.
- * For SPR or PL program funds transferred to another State for administration of a pooled fund project, enter the title of the pooled fund project. (Note that other funds such as NHS, STP, EB can also be transferred for a pooled funded project.)
- * For STP program funds, indicate the suballocation. For example, Optional Safety. If the funds are apportioned for obligation in a designated urban area, enter the name of the urban area.
- * For Transportation Improvement Projects, enter the description of the project as itemized in the public law.

----- For each Item # with an X, complete the four items on the row as applicable. -----

Fiscal Year

Enter the fiscal year of the fund. Requests may be delayed or rejected if submitted without the fiscal year of the fund to be transferred.

Program Code

Enter the four-character FMIS program code of the program fund to be transferred. Fund codes established for obligation through Delphi cannot be transferred through these means.

Demo ID or Urban Area Code

Demo ID or Urban Area Code is required for certain fund transfers. Enter the 5-character Demo ID or the 3-digit urban area code.

Amount

Enter the dollar amount of funds to be transferred.

An equal amount of limitation, where applicable, will be transferred. For transfer of limitation only of demonstration projects, the Type of Transfer Request selected must be "Demo to Demo Limitation (including Q920 to formula)". Use the Transfer of Funds Worksheet to determine the percentage of total apportionment and determine eligibility for transfer.

Total From:

This field is automatically calculated. It is the total amount of funds to be transferred.

Completion of "Transfer To" Details

From Item # and Description of Fund - To:

Enter the Item # and program fund(s) from left-hand (From) side the right-hand (To) side.

An asterisk (*) beside a fund description indicates that more information is required. Complete the additional information field and attach supplementary sheets if more room is needed for explanatory notes.

* For Bridge Program, indicate the percentage indicator of the fund. For example, 85% On System.

* For High Priority Projects, enter the description of the project as itemized in the public law.

* For SPR or PL program funds transferred to another State for administration of a pooled fund project, enter the title of the pooled fund project. (Note that other funds such as NHS, STP, EB can also be transferred for a pooled funded project.)

* For STP program funds, indicate the suballocation. For example, Optional Safety. If the funds are apportioned for obligation in a designated urban area, enter the name of the urban area.

* For Transportation Improvement Projects, enter the description of the project as itemized in the public law.

Program Code

Enter the four-character FMIS program code of the program fund to receive transferred funds. Fund codes established for obligation through Delphi cannot be transferred through these means.

Demo ID or Urban Area Code

Demo ID or Urban Area Code is required for certain fund transfers. Enter the 5-character Demo ID or the 3-digit urban area code.

Amount

Enter the dollar amount of funds to be received by the program.

Total Transfer:

This field is automatically calculated from entries in the Amount column.

Approvals and Submission

The transfer request must be signed by authorized representatives of both the State transportation department and the FHWA Division Office. Signatures, titles of approving officials and dates of approval are REQUIRED.

Completed transfer requests should be sent electronically to the OCFO - Office of Budget (e-mail HCF-10).

Authority to Collect Information

This collection of information is required to obtain benefits and will be used to process fund transfers to other agencies and among Title 23 programs. Sections 1108, 1119(b), 1935, and 1936 of Public Law 109-59, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) expanded the transferability of funds to other agencies and among programs. This information collection will ensure the States requests are accurately executed and the requests are allowable by law. Public reporting burden is estimated to average one half hour per response, including the time for reviewing instructions searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information.

Please note that an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a currently valid OMB control number. The OMB control number for this collection is 2125-XXXX (*OMB will provide the #*). Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, Federal Highway Administration, 1200 New Jersey Ave., SE, Washington, DC 20590. Expiration date: (*OMB will provide the date#*)

TEST: FHWA TRANSFER REQUEST - APPORTIONED FUNDS

Type of Transfer Request: Between Programs - Apportioned Fund to Fund

In accordance with provisions of title 23 U.S.C., the State transportation department indicated below requests that Federal-aid Highway Program contract authority and/or obligation authority be transferred as shown.

Requesting Agency: _____	Transfer to State: _____	Transfer Request Contact: _____	Name Title: _____ Telephone: _____ Email: _____	Tracking Numbers				
				<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; text-align: center;">State</td> <td style="width: 50%; text-align: center;">FHWA/OCFO</td> </tr> <tr> <td style="height: 30px;"></td> <td></td> </tr> </table>	State	FHWA/OCFO		
State	FHWA/OCFO							

Item #	Description of Fund - From	Fiscal Year	Program Code	Demo ID or Urban Area Code	Amount	From Item #	Description of Fund - To	Program Code	Demo ID or Urban Area Code	Amount	
1	_____	_____	_____	_____	_____		_____	_____	_____	_____	
2	_____	_____	_____	_____	_____		_____	_____	_____	_____	
3	_____	_____	_____	_____	_____		_____	_____	_____	_____	
4	_____	_____	_____	_____	_____		_____	_____	_____	_____	
5	_____	_____	_____	_____	_____		_____	_____	_____	_____	
6	_____	_____	_____	_____	_____		_____	_____	_____	_____	
7	_____	_____	_____	_____	_____		_____	_____	_____	_____	
8	_____	_____	_____	_____	_____		_____	_____	_____	_____	
9	_____	_____	_____	_____	_____		_____	_____	_____	_____	
10	_____	_____	_____	_____	_____		_____	_____	_____	_____	
11	_____	_____	_____	_____	_____		_____	_____	_____	_____	
12	_____	_____	_____	_____	_____		_____	_____	_____	_____	
13	_____	_____	_____	_____	_____		_____	_____	_____	_____	
14	_____	_____	_____	_____	_____		_____	_____	_____	_____	
15	_____	_____	_____	_____	_____		_____	_____	_____	_____	
16	_____	_____	_____	_____	_____		_____	_____	_____	_____	
17	_____	_____	_____	_____	_____		_____	_____	_____	_____	
18	_____	_____	_____	_____	_____		_____	_____	_____	_____	
19	_____	_____	_____	_____	_____		_____	_____	_____	_____	
20	_____	_____	_____	_____	_____		_____	_____	_____	_____	
#REF!					TOTAL FROM	\$0.00					
					TOTAL TRANSFER					\$0.00	

Enter Item # (above) and Project Description, Urban Area or other additional information

For State-to-State transfer of funds and limitation

Has the State entered into an agreement with the agency indicated above to receive, obligate, expend and manage these funds for specified project(s)?

Yes

No

STATE TRANSPORTATION DEPARTMENT

I certify that the funds requested for transfer are in accordance with the applicable provisions of title 23 U.S.C.; that the funds are unobligated and uncommitted; and that the percentage of funds to be transferred combined with previous transfers does not exceed the permissible amount eligible for transfer under the affected program categories according to applicable State and Federal laws and regulations. Where applicable, concurrence from affected Metropolitan Planning Organizations and other agencies has been obtained and recorded in this office. Further, I certify that I have the authority to approve the transfer of Federal-aid Highway program funds.

Date of Approval

Title of Approving Official

FHWA DIVISION ADMINISTRATOR CONCURRENCE

I certify that I have reviewed the request to transfer funds as itemized above; that this request is in accordance with provisions of title 23 U.S.C. and FHWA policy and procedures; and I have the authority to approve transfer of Federal-aid Highway program funds.

Date of Approval

Title of Approving Official

226

TEST: FHWA TRANSFER REQUEST - APPORTIONED FUNDS
 Type of Transfer Request: Apportioned Funds to a DOT Agency or Federal Department

In accordance with provisions of title 23 U.S.C., the State transportation department indicated below requests that Federal-aid Highway Program contract authority and obligation authority be transferred as shown.

Requesting Agency: _____

Transfer Request Contact: Name _____
 Title _____
 Telephone _____
 Email _____

Tracking Numbers	
State	FHWA

Item #	Description of Fund - From	Fiscal Year	Program Code	Demo ID or Urban Area Code	Amount
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					
TOTAL FROM					\$0.00

From Item #	Description of Entity - To	Amount
TOTAL TRANSFER		\$0.00

For State-to-State transfer of contract authority and obligation authority	
Has the State entered into an agreement with the agency indicated above to receive, obligate, expend and manage these funds for specified project(s)?	<input type="checkbox"/> Yes <input type="checkbox"/> No
OCFO Comments	

Enter Item # (above), Project Description, Urban Area or other additional information

Enter Item # and Project Description, Urban Area or other additional information

STATE DEPARTMENT OF TRANSPORTATION

I certify that the funds requested for transfer are in accordance with the applicable provisions of title 23 U.S.C.; that the funds are unobligated and uncommitted; and that the percentage of funds to be transferred combined with previous transfers does not exceed the permissible amount eligible for transfer under the affected program categories according to applicable State and Federal laws and regulations. Where applicable, concurrence from affected Metropolitan Planning Organizations and other agencies has been obtained and recorded in this office. Further, I certify that I have the authority to approve the transfer of Federal-aid Highway program funds.

 Date of Approval

 Title of Approving Official

FHWA DIVISION ADMINISTRATOR CONCURRENCE

I certify that I have reviewed the request to transfer funds as itemized above; that this request is in accordance with provisions of title 23 U.S.C. and FHWA policy and procedures; and I have the authority to approve transfer of Federal-aid Highway program funds.

 Date of Approval

 Title of Approving Official

227

**FHWA and FTA Funds That May be Used for Either Highway or Transit Purposes
and Title 23 Program Transfer Provisions**

Federal Highway Administration Programs			
Primary Purpose	Eligible Transit Activities	Transfer Among Title 23 Programs [23 U.S.C. 126 & 104(g)]	Interagency Transfer Considerations
<i>National Highway System (NHS) (23 U.S.C. 103)</i>			
Improvements to rural and urban roads that are part of the NHS or that are NHS Intermodal connectors.	Transit improvements within a NHS corridor, subject to statutory conditions set in 23 U.S.C. 103 (b)(6)(C); transportation planning in accordance with 23 U.S.C. 134 & 135; fringe and corridor parking facilities; carpool and vanpool projects; public transportation management systems under 23 U.S.C. 303; publicly owned intracity and intercity bus terminals.	Up to 50% may be transferred to CMAQ, STP, IM, HSIP, RTP, and/or HBP.	May be administered by FHWA or may be transferred to FTA for transit projects eligible for NHS funds under 23 U.S.C. 103(b)(6).
<i>Equity Bonus (EB) (23 U.S.C. 105)</i>			
Same as STP.	Same as STP.	None.	Same as STP.
<i>Interstate Maintenance (IM) (23 U.S.C. 119)</i>			
Resurfacing, restoring, rehabilitating, and reconstructing most routes on the Interstate system.	No direct transit uses.	Up to 50% may be transferred to NHS, CMAQ, STP, HSIP, RTP, and/or HBP. Up to 100% may be transferred to STP or NHS if the State certifies to the Secretary that any part of the sums of IM funds apportioned to the State are in excess of the needs of the State for resurfacing, restoring, or rehabilitating Interstate System routes and the State is adequately maintaining the Interstate System and the Secretary accepts such certification.	Must first be transferred to another 23 U.S.C. program that has transit eligibility before the funds may be transferred to FTA.

<i>Railway-Highway Crossing (HRGX) 23 U.S.C. 130</i>			
Elimination of hazards at railway-highway crossings.	No direct transit uses.	Under 23 U.S.C. 104(g): up to 40% may be transferred to the HBP if approved by the Secretary as being in the public interest; up to 100% may be transferred to the HBP if approved by the Secretary as being in the public interest & the State provides assurance that the needs of the program are being met.	N/A
<i>Surface Transportation Program (STP) (23 U.S.C. 133)</i>			
Construction, reconstruction, rehabilitation, resurfacing, restoration, and operational improvements for highways and bridges including construction or reconstruction necessary to accommodate other transportation modes.	Capital costs of transit projects that are eligible under Ch. 53 of 49 U.S.C., including vehicles and facilities, publicly or privately owned, that are used to provide intercity bus service; carpool projects and fringe & corridor parking facilities; transit safety infrastructure improvements and programs; transit research, development and technology transfer; surface transportation planning programs; public transportation management systems under 23 U.S.C. 303.	Up to 50% may be transferred to NHS, CMAQ, HSIP, IM, RTP, and/or HBP, except that funds suballocated under 23 U.S.C. 133(d)(3) for use in areas of a State may not be transferred to other 23 U.S.C. programs.	May be administered by FHWA or may be transferred to FTA for transit projects eligible for STP funds under 23 U.S.C. 133(b).
<i>Surface Transportation Program Transportation Enhancements Set-aside (TE) (23 U.S.C. 133(d)(2))</i>			
12 specific activities included in the definition of Transportation Enhancement Activities in 23 U.S.C. 101(a)(35).	Although transit is not specifically mentioned in the list of 12 eligible TE activities, some of the eligible TE activities benefit transit.	Up to 25% of the increase above the FY97 Transportation Enhancements or Safety amount may be transferred to NHS, CMAQ, IM, HSIP, RTP, and/or HBP.	May be administered by FHWA or may be transferred to FTA for TE projects that benefit transit.
<i>Highway Bridge Program (HBP) (23 U.S.C. 144)</i>			
Replace and rehabilitate deficient highway bridges and to seismically retrofit bridges located on any public road.	No direct transit uses.	Up to 50% may be transferred to NHS, CMAQ, STP, IM, HSIP, and/or RTP. Transfer of any HBP funds after September 30, 1997, will result in deduction of the amount of the transfer from the total cost of deficient bridges in the State and all States in the succeeding fiscal	Must first be transferred to another 23 U.S.C. program that has transit eligibility before the funds may be transferred to FTA.

		<p>year.</p> <p>Under 23 U.S.C. 104(g): up to 40% may be transferred to the HRG if approved by the Secretary as being in the public interest; up to 100% may be transferred to the HRG if approved by the Secretary as being in the public interest & the State provides assurance that the needs of the program are being met. Funds provided for Off-System bridges may not be transferred to other 23 U.S.C. programs without a needs determination</p>	
<i>Construction of Ferry Boats & Ferry Terminal Facilities (23 U.S.C. 147)</i>			
<p>Construction of ferry boats and ferry terminal facilities in accordance with section 129(c). Priority in the allocation of funds is to be given to those ferry systems, and public entities responsible for developing ferries, that—(1) provide critical access to areas that are not well-served by other modes of surface transportation; (2) carry the greatest number of passengers and vehicles; or (3) carry the greatest number of passengers in passenger only service.</p>	<p>Passenger ferry boats & terminal facilities.</p>	<p>None</p>	<p>May be administered by FHWA or may be transferred to FTA for transit projects eligible under 23 U.S.C. 147.</p>
<i>Highway Safety Improvement Program (HSIP) (23 U.S.C. 148)</i>			
<p>To achieve a significant reduction in traffic fatalities and serious injuries on public roads.</p>	<p>No direct transit uses.</p>	<p>Up to 50% may be transferred to NHS, CMAQ, STP, IM, RTP, and/or HBP.</p>	<p>Must first be transferred to another 23 U.S.C. program that has transit eligibility before the funds may be transferred to FTA.</p>

<i>Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. 149)</i>			
Projects in nonattainment and maintenance areas that reduce transportation related emissions.	<p>Transit capital projects and operating expenses for new services. Operating assistance is limited to new or expanded transportation services and to 3 years.</p> <p>Funds may only be used in nonattainment and maintenance areas and projects must demonstrate an air quality benefit.</p> <p>States without nonattainment or maintenance areas may use their minimum apportionment of CMAQ for any project in the State eligible under either CMAQ or STP.</p>	An amount not to exceed 50 percent of the difference between the State's annual apportionment and the amount the State would have received if the CMAQ program was authorized at \$1.35 billion for that year may be transferred to NHS, STP, IM, HSIP, RTP, and/or HBP. Funds transferred to other title 23 programs must still be expended within the State's nonattainment or maintenance areas.	May be administered by FHWA or may be transferred to FTA for transit projects eligible for CMAQ funds under 23 U.S.C. 149(b).
<i>Federal Lands Highways Program (FLHP) (23 U.S.C. 204)</i>			
Coordinated program of public roads and transit facilities serving Federal and Indian lands. Funding is broken into 4 discrete sources: Indian Reservation Roads (IRR); Public Lands Highway – Discretionary & Forest Highways; Parkways & Park Roads; Refuge Roads	<p>May be used for transit facilities within, adjacent, or providing access to public lands, national parks, national forests, refuge roads, and Indian reservations.</p> <p>Refuge roads category funds may not be used for new construction and transit.</p>	None.	May be administered by FHWA or may be transferred to FTA for transit projects eligible for FLH funds under 23 U.S.C. 204(h).
<i>Recreational Trails Program (RTP) (23 U.S.C. 206)</i>			
Develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses.	No direct transit uses.	Up to 50% may be transferred to NHS, CMAQ, STP, IM, HSIP, and/or HBP, subject to approval of the State agency administering the RTP.	Cannot be transferred to FTA.
<i>Statewide Planning & Research (SPR) (23 U.S.C. 505)</i>			
Highway and transit planning; statewide transportation planning under 23 U.S.C. 135; metropolitan transportation planning under 23 U.S.C. 134.	49 U.S.C. 5305 statewide transportation planning process; public transportation management systems under 23 U.S.C. 303.	None.	SPR funds for planning may be transferred to FTA at the request of the State DOT to be combined with 49 U.S.C. 5305(e) statewide planning funds as a consolidated planning grant. The 25% of SPR funds that can only be used for RD&T may not be transferred.

Coordinated Border Infrastructure Program (CBIP) (S-LU Section 1303)			
To improve the safe movement of motor vehicles at or across the border between the United States and Canada and the border between the United States and Mexico.	Improvements to existing transportation and supporting infrastructure that facilitate cross-border vehicle movements (for highway or transit projects).	None.	Cannot be transferred to FTA.
Nonmotorized Transportation Pilot Program (S-LU Sec. 1807)			
To demonstrate the extent to which bicycling and walking can carry a significant part of the transportation load, and represent a major portion of the transportation solution, within 4 identified communities.	Sidewalks, bicycle lanes, and pedestrian and bicycle paths that connect directly to transit stations.	None.	Cannot be transferred to FTA.

Federal Transit Administration Programs			
Primary Purpose	Eligible Highway Categories	Transfer Among Title 49 Programs	Interagency Transfer Considerations
Metropolitan Planning Program (MPP) (49 U.S.C. 5305(d))			
To carry out the metropolitan transportation planning process under 49 U.S.C. 5303.	23 U.S.C. 134 metropolitan transportation planning process	None.	May be transferred to FHWA at the request of the State DOT to be combined with 23 U.S.C. 104(f) metropolitan planning funds as a consolidated planning grant; FHWA matching ratio may be used for MPP funds in a consolidated planning grant (CPG).
Statewide Planning & Research (SPR) (49 U.S.C. 5305(e))			
To carry out the provisions of 49 U.S.C. sections 5304, 5306, 5315, and 5322.	23 U.S.C. 135 statewide transportation planning process.	None.	SPR funds for state planning may be transferred to FHWA at the request of the State DOT to be combined with 23 U.S.C. 505 statewide planning funds as a consolidated planning grant FHWA matching ratio may be used for SPR funds in a consolidated planning grant (CPG).
Urbanized Area Formula Grants (Section 5307) Transit capital and planning assistance to urbanized areas with populations over 50,000 and operating assistance to areas with populations of 50,000 - 200,000.	In a Transportation Management Area, the MPO may elect to transfer portions of its FTA Section 5307 (Urbanized Area Formula Grants) funds that cannot be used for operating assistance to FHWA for highway projects subject to the requirements of 49 U.S.C. 5307(b)(2).	Funds apportioned to the Governor under Section 5307 may be transferred to the Nonurbanized Formula Program (Section 5311).	FTA funds must be transferred to FHWA if they are to be used for highway purposes. Only funds in designated TMAs (urbanized areas with population 200,000 and greater) that cannot be used for operating assistance may be made available for highway projects.

**Resolution of Local Support
SAFETEA STP/CMAQ Funding**

Resolution No.

Authorizing the filing of an application for federal Surface Transportation Program (STP) and/or Congestion Mitigation and Air Quality Improvement (CMAQ) funding and committing the necessary non-federal match and stating the assurance to complete the project

WHEREAS, (INSERT APPLICANT NAME HERE) (herein referred as APPLICANT) is submitting an application to the Metropolitan Transportation Commission (MTC) for (INSERT STP/CMAQ FUNDING \$ AMOUNT HERE) in funding from the federal Surface Transportation Program (STP) and/or Congestion Mitigation and Air Quality Improvement (CMAQ) program for the (INSERT PROJECT TITLE(S) HERE) (herein referred as PROJECT) for the MTC (INSERT THE MTC FUNDING PROGRAM TITLE(S) HERE AND THE MTC PROGRAM RESOLUTION NUMBER(S) HERE)) (herein referred as PROGRAM); and

WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA) (Public Law 109-59, August 10, 2005) continues the Surface Transportation Program (23 U.S.C. § 133) and the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149); and

WHEREAS, pursuant to SAFETEA, and the regulations promulgated thereunder, eligible project sponsors wishing to receive federal Surface Transportation Program and/or Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funds for a project shall submit an application first with the appropriate Metropolitan Planning Organization (MPO), for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

WHEREAS, the Metropolitan Transportation Commission (MTC) is the MPO for the nine counties of the San Francisco Bay region; and

WHEREAS, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of STP/CMAQ funds; and

WHEREAS, APPLICANT is an eligible project sponsor for STP/CMAQ funds; and

WHEREAS, as part of the application for STP/CMAQ funding, MTC requires a resolution adopted by the responsible implementing agency stating the following:

- 1) the commitment of necessary local matching funds of at least 11.47%; and
- 2) that the sponsor understands that the STP/CMAQ funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with additional STP/CMAQ funds; and
- 3) that the project will comply with the procedures specified in Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and
- 4) the assurance of the sponsor to complete the project as described in the application, and if approved, as included in MTC's TIP; and
- 5) that the project will comply with all the project-specific requirements as set forth in

(INSERT THE APPLICABLE MTC FUNDING PROGRAM).

NOW, THEREFORE, BE IT RESOLVED that (APPLICANT) is authorized to execute and file an application for funding under the Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) of SAFETEA for (PROJECT); and be it further

RESOLVED that the APPLICANT by adopting this resolution does hereby state that:

1. APPLICANT will provide (\$ minimum match amount) in non-federal matching funds; and
2. APPLICANT understands that the STP/CMAQ funding for the project is fixed at the MTC approved programmed amount, and that any cost increases must be funded by the APPLICANT from other funds, and that APPLICANT does not expect any cost increases to be funded with additional STP/CMAQ funding; and
3. APPLICANT understands the funding deadlines associated with these funds and will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, as revised); and
4. PROJECT will be implemented as described in the complete application and in this resolution and, if approved, for the amount programmed in the MTC federal TIP; and
5. APPLICANT and the PROJECT will comply with the requirements as set forth in (INSERT APPLICABLE MTC FUNDING PROGRAM); and therefore be it further

RESOLVED that APPLICANT is an eligible sponsor of STP/CMAQ funded projects; and be it further

RESOLVED that APPLICANT is authorized to submit an application for STP/CMAQ funds for the PROJECT; and be it further

RESOLVED that there is no legal impediment to APPLICANT making applications for the funds; and be it further

RESOLVED that there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and be it further

RESOLVED that APPLICANT authorizes its Executive Director, General Manager, or designee to execute and file an application with MTC for STP/CMAQ funding for the PROJECT as referenced in this resolution; and be it further

RESOLVED that a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and be it further

RESOLVED that the MTC is requested to support the application for the PROJECT described in the resolution and to include the PROJECT, if approved, in MTC's TIP.



DATE: October 2, 2007
 TO: STA Board
 FROM: Sara Woo, Planning Assistant
 RE: Funding Opportunities Summary

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

Fund Source	Application Available From	Application Due
Caltrans Transportation Planning Grant – Environmental Justice: Context-Sensitive Planning	Surinder Sikand, Caltrans (510) 286-5472	October 13, 2007
Caltrans Planning Grant – Community-Based Planning	Beth Thomas, Caltrans (510) 286-7227	October 13, 2007
Caltrans Planning Grant – Federal Transportation Account (FTA) 5303 Partnership Planning	Cameron Oakes, Caltrans (510) 622-5758	October 13, 2007
Caltrans Planning Grant – FTA 5303 Statewide Transit Planning Studies	Blesilda Gebreyesus, Caltrans (510) 286-5578	October 13, 2007
Caltrans Planning Grant – FTA 5303 Transit Technical Planning Assistance	Blesilda Gebreyesus, Caltrans (510) 286-5578	October 13, 2007
Caltrans Planning Grant – FTA 5303 Transit Professionals Development	Blesilda Gebreyesus, Caltrans (510) 286-5578	October 13, 2007
San Francisco Bay Trails Project	Maureen Gaffney, Association of Bay Area Governments (ABAG) (510) 464-7909	\$6 Million Available; Open Until Funds Exhausted
Climate Protection Grant Program*	Abby Young, Bay Area Air Quality Management District (BAAQMD) (415) 749-4754	November 9, 2007
State-legislated Safe Routes to School (SR2S) Program	Sylvia Fung, Caltrans (510) 286-5226	November 16, 2007

2008 Regional Signal Timing Program*	Shruti Hari, Metropolitan Transportation Commission (MTC) (510) 817-5960	November 16, 2007
Federal Safe Routes to School (SRTS) Program	Sylvia Fung, Caltrans (510) 286-5226	December 30, 2007 (Tentative)

*New funding opportunity



FUNDING OPPORTUNITY
California State Parks
Habitat Conservation Fund
Due October 1, 2007

TO: STA Board
FROM: Sara Woo, Planning Assistant

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

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

Program Description: Funded as part of the California Wildlife Protection Act of 1990 to protect wildlife and educate the public about wildlife.

Funding Available: \$2 million is available under the program. Cities, counties and districts are eligible to apply. The HCF program requires a dollar for dollar match from a non-state source.

Eligible Projects: The following categories will be funded during the upcoming grant cycle:

1. Rare, Threatened, Endangered, or Fully Protected Species Habitat
2. Wetland Habitat
3. Riparian Habitat

Examples:

- City of Vacaville – Alamo Creek Acquisition \$500,000, FY 2007/08
- City of Vacaville – Pleasants Valley Encinosa Acquisition \$250,000, FY 2005/06
- City of Vacaville – Ulatis Creek \$72,000, FY 1997/98; \$86,400 & \$54,000, FY 1996/97

Further Details: <http://www.parks.ca.gov>

Program Contact Person: Matthew Farris, California Department of Parks and Recreation
(916) 651-7738
mfarr@parks.ca.gov

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



FUNDING OPPORTUNITY
California State Parks
Recreational Trails Program (RTP)
Due October 1, 2007

TO: STA Board
FROM: Sara Woo, Planning Assistant

This summary of the Recreational Trails 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: Cities, counties, districts, state agencies and nonprofit organizations with management responsibilities over public lands.

Program Description: The Recreational Trails Program provides funds annually for recreational trails and trails-related projects.

Funding Available: Approximately \$3-4 million will be available for non-motorized projects and approximately \$1.65 million for motorized projects based on the federal Fiscal Year 2006-07 appropriation. Minimum match of 12% required.

- Eligible Projects:**
- Maintenance and restoration of existing recreational trails (motorized projects only);
 - Development and rehabilitation of trailside and trailhead facilities and trail linkages for recreational trails;
 - Purchase and lease of recreational trail construction and maintenance equipment (motorized projects only);
 - Construction of new recreational trails
 - Acquisition of easements and fee simple title to property for recreational trails or recreational trail corridors;
 - Operation of educational programs to promote safety and environmental protection as those objectives relate to the use of recreational trails (motorized projects only).

Further Details: <http://www.parks.ca.gov>

Program Contact Person: Non-Motorized Projects: Matthew Farris, (916) 651-7738, mfarr@parks.ca.gov
Motorized Projects: Dan Canfield, (916) 324-1574, dcanfield@parks.ca.gov

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



FUNDING OPPORTUNITY
Caltrans Transportation Planning Grant
Environmental Justice: Context-Sensitive Planning
Due October 13, 2007

TO: STA Board
FROM: Sara Woo, Planning Assistant

This summary of the Caltrans Planning Grant for Environmental Justice: Context-Sensitive Planning 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: Applicants: Cities, counties, transit districts and Native American Tribal Governments.
Sub-applicants: Non-profits, Community Based Organizations, Local Transportation Commissions, etc.

Program Description: Funds projects that promote public participation in planning to improve mobility, access, equity, affordable housing, and economic opportunities for low-income, minority and Native American communities

Funding Available: \$3 million from the State Highway Account for FY 07/08. Maximum grant amount is \$250,000. A local match equal to 10% of the grant request is required, of which half may be in-kind.

- Eligible Projects:
- Identification and involvement of under-represented groups in planning and project development.
 - Planning and Safety improvements for pedestrians and bicycles
 - Developing Guidelines and supporting information for EJ element of a General Plan
 - Transportation Projects in underdeveloped rural agricultural areas
 - Transportation Planning that enhances the business climate, affordable housing, and economic development in under-served communities development

- Examples:
- Monument Corridor Marketing and Outreach Project, Central Contra Costa Transit Authority - \$87,200, FY 05/06
 - Fruitvale Alive!/City of Oakland - \$170,000, FY 03/04
 - Le Grand, Circulation Plan – 68,400, FY 03/04

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

Program Contact Person: Surinder Sikand, Caltrans District 4, (510) 286-5472

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



FUNDING OPPORTUNITY
Caltrans Transportation Planning Grant
Community-Based Planning
Due October 13, 2007

TO: STA Board
FROM: Sara Woo, Planning Assistant

This summary of the Caltrans Transportation Planning Grant for Community-Based Planning is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

- Eligible Project Sponsors: Cities, counties, transit districts and Public Entities. Sub recipients: Non-profits, Private Sector entities, Universities, etc.
- Program Description: Funds transportation and land use planning that promote public participation and support livable community concepts.
- Funding Available: \$3 million from the State Highway Account for FY 06/07. Maximum grant amount is \$300,000. A local match equal to 20% of the grant request is required, of which half may be in-kind.
- Eligible Projects:
- Long-term sustainable community/economic development growth studies or plans
 - Safe, innovative, and complete pedestrian/bicycle/transit linkage studies or plans
 - Community to school linkage studies or plans
 - Jobs and affordable housing proximity studies or plans
 - Transit Oriented/Adjacent Development or “transit village” studies or plans
 - Community transit facility/infrastructure studies or plans
 - Mixed-land use development studies or plans
 - Form-based or smart code development
 - Context sensitive streetscapes or town center studies or plans
 - Grid street system studies or plans
 - Community revitalization studies or plans
 - Context sensitive community development planning
 - Studies for community-friendly goods movement transportation corridors, ports, and airports

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

Program Contact Person: Beth Thomas, Caltrans District 4, (510) 286-7227

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



FUNDING OPPORTUNITY

Caltrans Transportation Planning Grant

FTA 5303 Partnership Planning

Due October 13, 2007

TO: STA Board
FROM: Sara Woo, Planning Assistant

This summary of the Caltrans Transportation Planning Grant for Partnership Planning 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: MPOs/RTPs as applicants. Others may apply as sub-recipients. Contact MTC for their sub-recipient process details.

Program Description: The Partnership Planning Grant promotes planning studies that have a statewide benefit or multi-regional significance or both.

Funding Available: Approximately \$1 million will be available in FY 2007-08. The maximum amount per grant is \$300,000 with a 20% non-federal local match.

Eligible Projects:

- Regional, inter-county, and/or statewide mobility and access needs
- Land use and smart growth studies
- Corridor studies and corridor preservation studies
- Projects that evaluate transportation issues involving ground access to international borders, seaports, airports, intermodal facilities, freight hubs, and recreational sites

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

Program Contact Person: Cameron Oakes, Caltrans District 4, (510) 622-5758

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



FUNDING OPPORTUNITY
Caltrans Transportation Planning Grant
FTA 5303 Statewide Transit Planning Studies
Due October 13, 2007

TO: STA Board
FROM: Sara Woo, Planning Assistant

This summary of the Caltrans Transportation Planning Grant for Statewide Transit Planning Studies 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: MPOs/RTPs as applicants. Others may apply as sub-recipients. Contact MTC for their sub-recipient process details.

Program Description: Funds studies that reduce urban transportation needs and improve transit on a statewide or multi-regional level.

Funding Available: \$1,200,000 available with a grant cap of \$300,000. 11.47% non-Federal funds or in-kind local match required.

- Eligible Projects:
- GIS development
 - Transit-oriented development (TOD) studies
 - Transit planning
 - Development tools
 - Development models

Example:

- Transit-Related Child Care Study, Child Care Coordinating Council of San Mateo County - \$84,100

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

Program Contact Person: Blesilda Gebreyesus, Caltrans District 4, (510) 286-5578

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



FUNDING OPPORTUNITY
Caltrans Transportation Planning Grant
FTA 5303 Transit Technical Planning Assistance
Due October 13, 2007

TO: STA Board
FROM: Sara Woo, Planning Assistant

This summary of the Caltrans Transportation Planning Grant for Transit Technical Planning Assistance 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: MPOs/RTPs as applicants. Others may apply as sub-recipients. Contact MTC for their sub-recipient process details.

Program Description: Funds public intermodal transportation planning studies for rural transit service (Population of 50K or less).

Funding Available: \$900,000 available with a grant cap of \$100,000. 11.47% non-Federal funds or in-kind local match required.

Eligible Projects:

- Short-range transit development plans
- Ridership surveys
- Transit coordination studies

Example:

- Western Placer County Options for Transit Service Consolidation, Placer County Transportation Planning Agency - \$13,280

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

Program Contact Person: Blesilda Gebreyesus, Caltrans District 4, (510) 286-5578

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



FUNDING OPPORTUNITY
Caltrans Transportation Planning Grant
FTA 5303 Transit Professionals Development
Due October 13, 2007

TO: STA Board
FROM: Sara Woo, Planning Assistant

This summary of the Caltrans Transportation Planning Grant for Transit Professionals Development 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: MPOs/RTPs as applicants. Others may apply as sub-recipients. Contact MTC for their sub-recipient process details.

Program Description: *Transit Professionals Development*: Fund training and development of transit planning professionals and students.

Funding Available: \$200,000 available with a grant cap of \$50,000. 11.47% non-Federal funds or in-kind local match required.

Eligible Projects:

- Training manuals
- Internships

Example:

- Professional Development and Transit Internships, Yolo County Transportation District - \$46,478

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

Program Contact Person: Blesilda Gebreyesus, Caltrans District 4, (510) 286-5578

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



FUNDING OPPORTUNITY
San Francisco Bay Trails Project
No Due Date; Applications Open Until Available Funding is Exhausted

TO: STA Board
FROM: Sara Woo, Planning Assistant

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

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

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

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

Eligible Projects: Projects with San Francisco Bay Trails.

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

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

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

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



FUNDING OPPORTUNITY

Climate Protection Grant Program

Due November 9, 2007

TO: STA Board
FROM: Sara Woo, Planning Assistant

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

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

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

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

Eligible Projects: Projects with San Francisco Bay Trails.

Examples:

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

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

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

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



FUNDING OPPORTUNITY
**California State-legislated Safe Routes to School (SR2S)
Program**
November 16, 2007

TO: STA Board
FROM: Sara Woo, Planning Assistant

This summary of the SR2S 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: Cities and counties.

Program Description: The goals of the program are to reduce injuries and fatalities to school children and to encourage increased walking and bicycling among students.

The program achieves these goals by constructing facilities that enhance the safety for pedestrians and bicyclists. By enhancing the safety of the pathways, trails, sidewalks, and crossings, the likelihood of attracting and encouraging other students to walk and bike increases.

Funding Available: Approximately \$25.5 million is available for FY 2007/2008; local match is 10 percent.

Eligible Projects: Infrastructure projects.

Examples:

- City of Fairfield – E. Ruth Sheldon Elementary School and T.C. McDaniels School; FY 2004/2005 – \$53,100
- City of Vacaville – 15 Elementary Schools, 3 Jr. High Schools, 3 High Schools, 1 Charter School; FY 2002/2003 – \$178,200
- County of Solano – Benjamin Franklin Middle School; FY 2002/2003 – \$81,000

Further Details: <http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/sr2s.htm>

Program Contact Person: Sylvia Fung, Local Assistance Engineer (Caltrans, District 4), (510) 286-5226, Sylvia.fung@dot.ca.gov

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



FUNDING OPPORTUNITY

Federal Safe Routes to School (SRTS) Program

December 30, 2007 (tentative)

TO: STA Board
FROM: Sara Woo, Planning Assistant

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

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

Program Description: The goals of the program are to reduce injuries and fatalities to school children and to encourage increased walking and bicycling among students.

The second FY 2007/2008 call for projects is due sometime by the end of September 2007.

Funding Available: Approximately \$26.8 million is available for FY 2007/2008; no local match, 100 percent federally reimbursed.

Eligible Projects: Infrastructure and non-infrastructure projects.

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

Program Contact Person: Sylvia Fung, Local Assistance Engineer (Caltrans, District 4), (510) 286-5226, Sylvia.fung@dot.ca.gov

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



DATE: October 2, 2007
TO: STA Board
FROM: Johanna Masiclat, Clerk of the Board
RE: Updated STA Board Meeting Schedule for Calendar Year 2007

Discussion:

Attached is the updated STA Board meeting schedule for Calendar Year 2007.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. STA Board Meeting Schedule for the Calendar Year 2007



Solano Transportation Authority

STA BOARD MEETING SCHEDULE
Calendar Year 2007

DATE	TIME	DESCRIPTION	LOCATION	STATUS
February 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
March 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
April 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
May 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
June 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
July 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
August	NO MEETING – SUMMER RECESS			
September 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
October 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
November 14	6:00 p.m.	STA 10 th Annual Awards	Baci's Ristoranti Empress Theatre Vallejo	Confirmed
December 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed



DATE: October 1, 2007
TO: STA Board
FROM: Sam Shelton, Assistant Project Manager
RE: Presentation on Safe Routes to School (SR2S) Plan

Background:

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

The SR2S outreach process is split into three major phases:

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

Discussion:

The STA is currently meeting with all eight local Safe Routes to School (SR2S) task forces to revise and recommend their local SR2S plans to their city councils and school boards. Attachment A describes each city's status in more detail. Attached is a projected schedule of the remaining task force and committee meetings before the STA Board adopts the Final Countywide SR2S plan (see Attachment B). The City of Benicia was the first city to complete the taskforce process and will recommend the Benicia SR2S Plan to their school board and city council in November.

Once all of the local SR2S plans have been adopted and recommended to the STA for inclusion in the STA Countywide SR2S Plan, the STA Board will consider adoption of the countywide plan in January or February of 2008.

After the plan is adopted, a call for projects through a Pilot SR2S Implementation Program will be considered by the STA Board. Since the only identified source of this funding will be Eastern Congestion Mitigation and Air Quality (ECMAQ), only the cities of Dixon, Vacaville, Rio Vista and Solano County will be eligible to apply for this first pilot program. Currently, \$120,000 in funding is being considered as part of this pilot program for pedestrian path, bike path, and transit improvements near schools. STA staff is currently reviewing other options to fund pilot SR2S projects throughout the county.

Nearly \$100 million in Federal and State Safe Routes to School grants will be available this fall. The State SR2S grant program funds mainly capital projects for K-12 schools and applications are due to Caltrans by November 16th. The Federal SRTS grant program is for

a variety of engineering, education, enforcement, and encouragement projects for K-8 schools. Federal applications are expected to be due by late December (see Attachment C).

During this planning process, many task forces have already implemented ideas found in the draft plans:

- The City of Benicia has completed walking audit and planning events at all of the schools in Benicia. They have committed city funds to build a traffic signal on Military East in front of Benicia High School and intends to study additional traffic calming of road dieting as part of this project.
- The City of Dixon has already painted and signed recommended loading zones to increase safety in front of Anderson Elementary School.
- The City of Fairfield's Traffic Engineering staff, Fairfield Police Staff, and Fairfield-Suisun Unified School district have been listing minor engineering changes (signage, striping, curb paint) during STA SR2S planning events that can be implemented in the next few months.
- The City of Suisun City has begun conducting reviews of standard signage and pavement treatments for Suisun City schools. Work orders for changes near Suisun Elementary were submitted in late September.
- The City of Rio Vista is resurfacing Second St. in front of Riverview Middle School as well as restriping crosswalks to better serve students as identified during the STA's SR2S planning event on 9-27-07.
- The City of Vacaville and the Vacaville Unified School District have already taken into account SR2S planned projects with their current remodeling efforts at Will C. Wood High School so they do not conflict.
- The City of Vallejo is working jointly with the Vallejo Unified School District and Vallejo Police Department to move the school bus loading zone at Steffan Manor Elementary School onto Georgia St, relieving congestion and enhancing safety of kids exiting school from the main entrance on Cedar St.

Recommendation:
Informational.

Attachments:

- A. STA Safe Routes to School (SR2S) Program Status Report, 10-01-2007
- B. SR2S Task Force and STA Committee meeting schedule, 09-18-07
- C. Federal and State Safe Routes to School grants webpage

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

09-18-2007



Phase 1 – Complete

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

Phase 2 – Underway

Public Input Process

Community Task Forces	Next Meeting	Status
Benicia	October or November City Council and School Board meetings	Local plan to be recommended to city council and school board.
Dixon	Review Final Dixon SR2S Plan on 10/3/07	Local plan to be recommended to city council and school board.
Fairfield	Review Draft Local SR2S Plan in 8/29/07	Local plan to be recommended to city council and school board.
Suisun City	Review Draft Local SR2S Plan in 9/18/07	Local plan to be recommended to city council and school board.
Rio Vista	SR2S Event to be held at Riverview Elementary School on 9/25/07	Local plan to be drafted after Riverview Elementary SR2S planning event on 9/25/07.
Vacaville	Review Final Vacaville SR2S Plan on 10/25/07	Local plan to be recommended to city council and school board.
Vallejo	Review Final Local SR2S Plan on 10/24/07	Local plan to be recommended to city council and school board.
County of Solano	Review draft Countywide STA SR2S Plan in November or December	Countywide plan in early stages of development.

Below are the 28 schools currently participating in the STA's Safe Routes to School Program:

City	28 Schools Participating
Benicia	<ul style="list-style-type: none"> • Benicia High School • Benicia Middle School • Henderson Elementary School • Mary Farmar Elementary School • Matthew Turner Elementary School • Robert Semple Elementary School • St. Dominic's Catholic School
Dixon	<ul style="list-style-type: none"> • Anderson Elementary School • Tremont Elementary School
Fairfield	<ul style="list-style-type: none"> • Anna Kyle Elementary School • David Weir Elementary School (9-24-07)* • Laurel Creek Elementary School (9-26-07) • E. Ruth Sheldon Elementary School (10-09-07) • Vanden High School (10-11-07)
Suisun City	<ul style="list-style-type: none"> • Dan O. Root Elementary School (10-16-07) • Suisun Elementary School
Rio Vista	<ul style="list-style-type: none"> • D.H. White Elementary School • Riverview Middle School (9-25-07)
Vacaville	<ul style="list-style-type: none"> • Alamo Elementary School • Callison Elementary School • Cambridge Elementary School (10-04-07) • Hemlock Elementary School (10-15-07) • Foxboro Elementary School (9-27-07) • Paden Elementary School (10-22-07) • Sierra Vista Elementary School (10-02-07) • Will C. Wood High School
Vallejo	<ul style="list-style-type: none"> • Steffan Manor Elementary School • Widenmann Elementary School (9-20-07)

*Contact Sam Shelton at 707-427-5244 to attend an upcoming planning event at 6:00pm that evening.

Phase 3 – Not Underway

STA Countywide SR2S Study Development

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

STA Committees	Target Meeting Dates
Technical, Bicycle, and Pedestrian Advisory Committees	Draft review, November 2007. Final review, Nov/Dec 2007.
STA Board	Adoption, Jan/Feb 2007.

Background:

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

The SR2S outreach process is split into three major phases:

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

- 2) Community Task Force meetings

Multi-disciplinary community task forces are responsible for:

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

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

STA SR2S Countywide Steering Committee

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

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

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

Phase 1 – Establish SR2S Study Process – COMPLETE

This committee met monthly to establish the SR2S Study Process:

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

Phase 2 – Community Task Forces – IN PROGRESS

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

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

Phase 3 –STA Board adoption of the SR2S Study

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

- October 23, 2007
 - Receive countywide update on task forces from STA
 - Review draft text of countywide SR2S plan
 - Forward draft text to STA advisory committees for review
- November 13, 2007
 - Receive countywide update on task forces from STA
 - Review final draft countywide SR2S plan
 - Recommend STA Board Adoption of the STA Countywide SR2S Plan, after all local agencies have adopted local SR2S plans.

Benicia

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

Phase 1 – Introductory Presentations - COMPLETE

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

Phase 2 – Community Task Forces – IN PROGRESS

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

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

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

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

Private schools have been contacted for program inclusion:

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

Dixon

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

Phase 1 – Introductory Presentations - COMPLETE

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

Phase 2 – Community Task Forces – IN PROGRESS

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

Below are target dates for community task force meetings.

Meeting/Event	Dates
First Community Task Force Meeting <ul style="list-style-type: none"> • Introductions, SR2S Process Overview 	February 28
School Based Training Audit	March 29 Principal's meeting April 18 Anderson Elementary School Event
Independent School Based Audits Conducted	April to September May 15 Tremont Elementary
Second Community Task Force Meeting <ul style="list-style-type: none"> • STA presents Draft SR2S Plan for initial comments 	September 5th
Third Community Task Force Meeting <ul style="list-style-type: none"> • Present Final SR2S Plan 	October 3rd
Local Adoption of SR2S Plan	City Council Adoption, November 2007 School Board Adoption, November 2007

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

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

Fairfield

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

Phase 1 – Introductory Presentations - COMPLETE

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

Phase 2 – Community Task Forces – IN PROGRESS

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

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

Meeting/Event	Dates
First Community Task Force Meeting <ul style="list-style-type: none"> • Introductions, SR2S Process Overview 	March 12
School Based Training Audit	March 26 Principal’s meeting, April 26 Anna Kyle Elementary School Event
Independent School Based Audits Conducted	April - October
Second Community Task Force Meeting <ul style="list-style-type: none"> • STA presents Draft SR2S Plan for initial comments 	August 29th
Third Community Task Force Meeting <ul style="list-style-type: none"> • Present Final SR2S Plan 	October 17th
Local Adoption of SR2S Plan	Fairfield City Council Adoption, November 2007 Fairfield Suisun USD, November 2007 Travis USD, November 2007

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

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

Rio Vista

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

Phase 1 – Introductory Presentations - COMPLETE

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

Phase 2 – Community Task Forces – IN PROGRESS

Rio Vista's SR2S Community Task Force – PENDING
 Rio Vista Joint Use Ad-hoc Committee to be appointed by city council and school board as Safe Routes to School Community Task Force

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

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

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

Suisun City

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

Phase 1 – Introductory Presentations - COMPLETE

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

Phase 2 – Community Task Forces – IN PROGRESS

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

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

Meeting/Event	Dates
First Community Task Force Meeting <ul style="list-style-type: none"> • Introductions, SR2S Process Overview 	March 12
School Based Training Audit	March 26 Principal's meeting
Independent School Based Audits Conducted	April – October June 7 Suisun Elementary
Second Community Task Force Meeting <ul style="list-style-type: none"> • STA presents Draft SR2S Plan for initial comments 	September 19th
Third Community Task Force Meeting <ul style="list-style-type: none"> • Present Final SR2S Plan 	October 29th
Local Adoption of SR2S Plan	City Council Adoption, November 2007 Fairfield-Suisun USD, November 2007

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

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

Vacaville

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

Phase 1 – Introductory Presentations - COMPLETE

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

Phase 2 – Community Task Forces – IN PROGRESS

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

Below are target dates for community task force meetings.

Meeting/Event	Dates
First Community Task Force Meeting • Introductions, SR2S Process Overview	February 21
School Based Training Audit	March 13 & 27 Principal's meeting May 16 Will C. Wood High School event
Independent School Based Audits Conducted	May – September May 23 Alamo Elementary
Second Community Task Force Meeting • STA presents Draft SR2S Plan for initial comments	August 30th
Third Community Task Force Meeting • Present Final SR2S Plan	October 25th
Local Adoption of SR2S Plan	City Council Adoption, Oct/November 2007 Vacaville USD, Oct/November 2007

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

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

Vallejo

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

Phase 1 – Introductory Presentations - COMPLETE

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

Phase 2 – Community Task Forces – IN PROGRESS

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

Below are target dates for community task force meetings.

Meeting/Event	Dates
First Community Task Force Meeting <ul style="list-style-type: none"> • Introductions, SR2S Process Overview 	February 15
School Based Training Audit	March 5 Principal meeting, April 19 Steffan Manor Elementary event
Independent School Based Audits Conducted	March – September
Second Community Task Force Meeting <ul style="list-style-type: none"> • STA presents Draft SR2S Plan for initial comments 	August 17 th
Third Community Task Force Meeting <ul style="list-style-type: none"> • Present Final SR2S Plan 	October 24 th
Local Adoption of SR2S Plan	City Council Adoption, Nov 2007 School Board Adoption, Nov 2007

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

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

County of Solano

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

Phase 1 – Introductory Presentations - COMPLETE

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

Phase 2 – Community Task Forces – IN PROGRESS

A Draft Countywide Safe Routes to School plan will come to the County Board of Supervisors for their review in November 2007. SR2S Steering Committee member, Robin Cox with the County Department of Public Health will help deliver the proposed plan and its specific health and safety benefits to County Board of Supervisors with STA staff.

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

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

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

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

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STA Safe Routes to School (SR2S) Calendar of Meetings, 9-18-07

Community Task Forces	*Review Draft Local Plan (Alta)	*Recommend Final Local Plan (Alta)	City Council Adoption of Local Plan	School Board Adoption of Local Plan	
Benicia	Aug 16	Sept 6	Oct 16, Nov 6	Nov 1	
Dixon	Sept 5	Oct 3	Oct 23	Oct 18	
Fairfield	Aug 29	Oct 17	Dec 4	Nov 8 (FF)	Nov 13 (Tr)
Suisun	Sept 19	Oct 29	Nov 20		
Rio Vista	(audit, Sept 25) Oct 30?	Nov ##	Dec 6	Nov 20	
Vacaville	Aug 30	Oct 25	Nov 13	Nov 15	
Vallejo	Sept 17	Oct 24	Nov 27	Nov 21	

STA Committees	Review Draft Countywide Plan	Recommend Final Countywide Plan	STA Adoption of Countywide Plan
SR2S Steering Committee	Oct 23	Nov 13 / Dec 4	
Bicycle Advisory Committee	(emailed)	Nov 1	
Pedestrian Advisory Committee	(emailed)	Nov 15	
Technical Advisory Committee	*Nov 28 (Alta)	*Dec 26/Jan 2008 (Alta)	
County Board of Supervisors	Dec 4	Jan 8	
STA Board			Jan 9/ Feb 13

*Alta Planning attendance required

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Safe Routes to School

Division of Local Assistance

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Safe Routes To School Programs

California has two separate and distinct Safe Routes to School programs:

- **The State-legislated Safe Routes to School program (SR2S)**

The State-legislated Safe Routes to School program (SR2S) is contained in Streets & Highways Code Section 2330-2334. This program has been active since 2000 and is recognized by the acronym of SR2S. For more information on this program go to: <http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/sr2s.htm>

NOTE: A CALL FOR PROJECTS WAS ANNOUNCED ON AUGUST 30, 2007; APPLICATIONS ARE DUE ON NOVEMBER 16, 2007.

- **The Federal Safe Routes to School program (SRTS)**

The Federal Safe Routes to School program (SRTS) was authorized by SAFETEA-LU (the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users). This federal program has different eligibility and local match requirements than the state-legislated program. The acronym for this program is SRTS. For more information on this program go to: <http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/srts.htm>



Program comparison...

Safe Routes To School Programs		
Program	State - SR2S	Federal - SRTS
Legislative Authority	Streets & Highways Code Section 2330-2334	Section 1404 in SAFETEA-LU
Expires	N/A	September 30, 2009
Eligible Applicants	Cities and counties	State, local, regional agencies; cities and counties; non-profit organizations; schools/school districts; and Native American Tribes
Eligible Projects	Infrastructure projects	Infrastructure and non-infrastructure projects

Local Match	10% required	None; 100% federally reimbursed
Project Completion Deadline	Within 4 state FYs after project is programmed	Within 4 federal FYs after funds are obligated
Location Restriction on Infrastructure Projects	None	Infrastructure projects must be within 2 miles of a grade school or middle school
Targeted Beneficiaries	Children in grades K-12	Children in grades K-8
Cycles Completed	6 cycles	1 cycle
Next Call for Projects	August, 2007 (Cycle 7)	September, 2007 (Cycle 2)
Available Funding	\$52M in Cycle 7 (06/07 & 07/08)	\$46M in Cycle 2 (08/09 & 09/10)

[Go to State SR2S Program website](#)

[Go to Federal SRTS Program website](#)

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