



Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

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MEETING NOTICE

April 12, 2006

Members:

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

**STA Board Meeting
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.**

Time 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 – 6:05 p.m.)	Chair Augustine
II. PLEDGE OF ALLEGIANCE	
III. APPROVAL OF AGENDA	
IV. OPPORTUNITY FOR PUBLIC COMMENT (6:05 - 6:10 p.m.)	

Pursuant to the Brown Act, each public agency 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 5 minutes per speaker. 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 shall be made 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. Sec. 12132) and the Ralph M. Brown Act (Cal. Govt. Code Sec. 54954.2). Persons requesting a disability-related modification or accommodation should contact Johanna Masielat, Clerk of the Board, at 707.424.6008 during regular business hours, at least 24 hours prior to the time of the meeting.

2006 STA BOARD MEMBERS

Len Augustine Chair City of Vacaville	Anthony Intintoli Vice Chair City of Vallejo	Steve Messina City of Benicia	Mary Ann Courville City of Dixon	Harry Price City of Fairfield	Jim Spering City of Suisun City	Ed Woodruff City of Rio Vista	John Silva County of Solano
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2006 STA BOARD ALTERNATES

Steve Wilkins	Gary Cloutier	Alan Schwartzman	Gil Vega	Jack Batson	Mike Segala	Ron Jones	John Vasquez
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- V. **EXECUTIVE DIRECTOR'S REPORT** Daryl K. Halls
(6:10 - 6:15 p.m.) – Pg 1
- VI. **COMMENTS FROM STAFF, CALTRANS AND MTC**
(6:15 – 6:25 p.m.)
- A. **Caltrans Report** Doanh Nguyen
 1. Status of I-80 Repaving
 2. Status of Red Top Slide
- B. **MTC Report**
- C. **STA Report** Chair Augustine
 1. Report on Federal Legislative Trip to Washington, D.C.
 2. Status of 2006 STIP/SHOPP Janet Adams
- VII. **CONSENT CALENDAR**
Recommendation:
Approve the following consent items in one motion.
(Note: Items under consent calendar may be removed for separate discussion.)
(6:25 – 6:30 p.m.)
- A. **STA Board Minutes of March 8, 2006** Johanna Masiclat
Recommendation:
Approve minutes of March 8, 2006.
Pg. 5
- B. **Review Draft TAC Minutes of March 29, 2006** Johanna Masiclat
Recommendation:
Receive and file.
Pg. 13
- C. **STA Board Meeting Schedule for Calendar Year 2006** Johanna Masiclat
Recommendation:
Informational.
Pg. 19
- D. **STA Accounting Policy and Procedures Manual Update** Susan Furtado
Recommendation:
Approve and adopt STA Accounting Policies and Procedures Manual Update as presented in Attachment A.
Pg. 23

- E. STA Co-Sponsorship of Countywide Planning Commissioner Training Seminar** Dan Christians
- Recommendation:
Authorize the Executive Director to provide up to a maximum of \$2,700 of T-PLUS funds to co-sponsor the "Role of the Planning Commissioner," seminar to be held on Saturday, April 29, 2006.
Pg. 29
- F. Appointments to STA/YSAQMD Clean Air Fund Application Review Committee** Robert Guerrero
- Recommendation:
Appoint Len Augustine and Mary Ann Courville (or the suggested STA Board Alternates if either of the recommended STA Board Members are not able to service on the committee) as the STA Board members from the YSAQMD area to participate in the STA/YSAQMD Clean Air Application Review Committee.
Pg. 33
- G. Contract Amendment #5 – The Ferguson Group for Federal Legislative Advocacy** Jayne Bauer
- Recommendation:
Approve the following:
- 1. Authorize the Executive Director to approve Contract Amendment #5 with the Ferguson Group, LLC, for federal legislative advocacy services through March 31, 2007 at a cost not to exceed \$86,000.*
 - 2. Authorize the Executive Director to forward letters to the Cities of Fairfield, Vacaville and Vallejo requesting their continued participation, not to exceed \$21,500 each, in the partnership to provide federal advocacy services in pursuit of federal funding for the STA's four priority projects.*
 - 3. The expenditure of an amount not to exceed \$21,500 to cover the STA's contribution for this contract.*
- Pg. 37**

VIII. ACTION ITEMS – NON FINANCIAL

- A. Development of Highway Corridor Operational Policies** Janet Adams
- Recommendation:
Authorize the Executive Director to:
- 1. Refine the purpose and goals of the Highway Corridor Operational Policy(s) with the TAC.*
 - 2. Seek funding from MTC to retain a consultant to develop Highway Corridor Operational Policy(s).*
- (6:30 – 6:40 p.m.) - **Pg. 53**

IX. INFORMATION ITEMS

- A. Safe Routes to School (SR2S) Study Public Input Process and Steering Committee Appointments** Janet Adams
Informational
Pg.
(6:40 – 6:50 p.m.) - Pg. 55
- B. Legislative Update – April 2006** Jayne Bauer
Informational
Pg.
(6:50 – 6:55 p.m.) - Pg. 77
- (No Discussion Necessary)**
- C. Lifeline Transportation Funding Program** Elizabeth Richards
Informational
Pg. 87
- D. Final Business Plan for the Capitol Corridor (FY 2006-07 – FY 2007-08)** Dan Christians
Informational
Pg. 89
- E. Regional Measure 2 (RM 2) Update** Janet Adams
Informational
Pg. 123
- F. Contracts Status Report:** Janet Adams
1. Jepson Parkway
2. North Connector
3. I-80 HOV Lanes (Red Top to Air Base Parkway)
4. I-80/I-680/SR 12 Interchange
5. Project Management Services
Informational
Pg. 137
- G. Local Projects Delivery Update** Sam Shelton
Informational
Pg. 141
- H. MTC Routine Accommodation of Bicyclist and Pedestrians in the Bay Area** Robert Guerrero
Informational
Pg. 165
- I. California Strategic Highway Safety Plan (SHSP)** Robert Guerrero
Informational
Pg. 171

J. Funding Opportunities Summary
Informational
Pg. 177

Sam Shelton

X. BOARD MEMBERS COMMENTS

XI. ADJOURNMENT

The next regular meeting of the STA Board is scheduled for
Wednesday, May 10, 2006, 6:00 p.m., Suisun City Hall Council Chambers.

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M E M O R A N D U M

DATE: March 31, 2006
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – April 2006

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.

STA Board Visits Washington, D.C.

On April 3-6, 2006, Board Members Augustine, Intintoli, Price and Woodruff along with Jayne Bauer and I will be traveling to Washington, D.C., for meetings with members of the Solano County Federal Legislative delegation and/or their staff to advocate for federal matching funds for the STA's four priority federal projects. STA's efforts over the past five years have resulted in subsequent Congressional support for Federal Appropriations and Reauthorization earmarks for the I-80/I-680/SR 12 Interchange, Jepson Parkway, Vallejo Station, and Fairfield/Vacaville Rail Station. At the Board meeting, members of the STA Board and staff will provide an update regarding the progress made at these meetings.

Safe Routes to Schools (SR2S) Presentations to Begin in April/May 2006 *

STA staff has begun scheduling Safe Routes to Schools presentations to various school boards located throughout Solano County. On April 14, 2006, I am scheduled to introduce this new program at a countywide meeting of Solano County's School Superintendents. Early participation from each of the school districts, cities, County of Solano, and public safety will help ensure this program is a success.

Highway Corridor Operational Policy *

STA is working closely with the California Department of Transportation (Caltrans), Federal Highways Administration (FHWA), and local agencies to implement various improvements on I-80 and SR 12 over the next few years. The I-80/I-680/I-780 Major Investment and Corridor Study, the SR 12 Major Investment Study and subsequent SR 12 Implementation Plan established a list of short and long range projects. Several short-term projects will result in the implementation of new High Occupancy Vehicle (HOV) lanes on I-80, median barriers on SR 12, potential new sound walls, and the replacement of highway landscaping along these major commute corridors. Prior to the implementation of these projects, staff is recommending the STA consider and develop operational policies pertaining to the entire highway corridor. At the meeting, Janet Adams, Director of Projects, will provide a summary on a number of these policy issues.

Adoption of Updated Accounting Policies and Procedures Manual*

Susan Furtado, STA's Finance Analyst/Accountant, has completed a thorough update and revision to STA's Accounting Policies and Procedures Manual for review and adoption by the STA Board. Originally adopted in 2002, this update recommends improvements and adjustments to the STA's internal controls, financial management policies, financial reporting, accounting system and procurement policies and procedures.

STA Staff Updates

To replace the recently departed Jennifer Tongson, I have appointed Sam Shelton to fill the vacant Assistant Project Manager position. He will assume this position on April 3, 2006. For the past two years, Sam has performed admirably in the position of Planning Assistant. Mr. Shelton will take over responsibility for the lead staff for monitoring a variety of regional, state and federal transportation fund sources, assisting local project sponsors to ensure the timely delivery of their projects, serve as the agency's Disadvantaged Business Enterprise (DBE) officer, and coordinate the initiation and completion of the new Safe Routes to Schools program, (Phase 2 of the Countywide Safety Plan). In this capacity, he will be transferring from Strategic Planning to Project Development, but will continue to serve as lead staff for the STA's Bicycle Advisory Committee (BAC).

As part of this transition and reassignment of job responsibilities, the lead staff assignment for the STA's Paratransit Coordinating Council (PCC) has been assigned to Anna McLaughlin. Anna is an Administrative Analyst in the STA's Rideshare and Transit Services Department. Recently, she has been responsible for and will continue to manage the implementation of the STA's new Emergency Ride Home program and SNCI's various commuter incentives programs.

The STA will be recruiting for a new Planning Assistant or Projects Assistant to backfill this vacant position. The STA is interested in successfully recruiting and hiring a qualified replacement within the next three months.

Attachments:

- B. STA Acronyms List



A C R O N Y M S L I S T

ABAG	Association of Bay Area Governments	PMP	Pavement Management Program
ADA	American with Disabilities Act	PMS	Pavement Management System
AVA	Abandoned Vehicle Abatement	PMS	Pavement Management System
APDE	Advanced Project Development Element (STIP)	PNR	Park and Ride
AQMD	Air Quality Management Plan	POP	Program of Projects
BAAQMD	Bay Area Air Quality Management District	PSR	Project Study Report
BABC	Bay Area Bicycle Coalition	PTAC	Partnership Technical Advisory Committee (MTC)
BAC	Bicycle Advisory Committee	RABA	Revenue Alignment Budget Authority
BCDC	Bay Conservation and Development Commission	REPEG	Regional Environmental Public Education Group
BT&H	Business, Transportation & Housing Agency	RFP	Request for Proposal
CALTRANS	California Department of Transportation	RFQ	Request for Qualification
CARB	California Air Resource Board	RRP	Regional Rideshare Program
CCCTA	Central Contra Costa Transportation Authority	RTEP	Regional Transit Expansion Policy
CEQA	California Environmental Quality Act	RTIP	Regional Transportation Improvement Program
CHP	California Highway Patrol	RTMC	Regional Transit Marketing Committee
CIP	Capital Improvement Program	RTP	Regional Transportation Plan
CMA	Congestion Management Agency	RTPA	Regional Transportation Planning Agency
CMAQ	Congestion Mitigation and Air Quality	SACOG	Sacramento Area Council of Governments
CMP	Congestion Management Program	SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act
CNG	Compressed Natural Gas	SCTA	Sonoma County Transportation Authority
CTA	County Transportation Authority	SHOPP	State Highway Operations and Protection Program
CTC	California Transportation Commission	SJCOG	San Joaquin Council of Governments
CTEP	County Transportation Expenditure Plan	SNCI	Solano Napa Commuter Information
CTP	Comprehensive Transportation Plan	SOV	Single Occupant Vehicle
DBE	Disadvantaged Business Enterprise	SMAQMD	Sacramento Metropolitan Air Quality Management District
DOT	Federal Department of Transportation	SP&R	State Planning and Research
EIR	Environmental Impact Report	SR2S	Safe Routes to School
EIS	Environmental Impact Statement	SR2T	Safe Routes to Transit
EPA	Environmental Protection Agency	SRITP	Short Range Intercity Transit Plan
FHWA	Federal Highway Administration	S RTP	Short Range Transit Plan
FTA	Federal Transit Administration	STA	Solano Transportation Authority
GARVEE	Grant Anticipation Revenue Vehicle	STAF	State Transit Assistance Fund
GIS	Geographic Information System	STIA	Solano Transportation Improvement Authority
HIP	Housing Incentive Program	STIP	State Transportation Improvement Program
HOV	High Occupancy Vehicle	STP	Surface Transportation Program
ISTEA	Intermodal Surface Transportation Efficiency Act	TAC	Technical Advisory Committee
ITIP	Interregional Transportation Improvement Program	TANF	Temporary Assistance for Needy Families
ITS	Intelligent Transportation System	TAZ	Transportation Analysis Zone
JARC	Jobs Access Reverse Commute	TCI	Transit Capital Improvement
JPA	Joint Powers Agreement	TCM	Transportation Control Measure
LS&R	Local Streets and Roads	TCRP	Transportation Congestion Relief Program
LTA	Local Transportation Funds	TDA	Transportation Development Act
LEV	Low Emission Vehicle	TDM	Transportation Demand Management
LIFT	Low Income Flexible Transportation	TEA	Transportation Enhancement Activity
LOS	Level of Service	TEA-21	Transportation Efficiency Act for the 21 st Century
LTF	Local Transportation Funds	TFCA	Transportation for Clean Air Funds
MIS	Major Investment Study	TIP	Transportation Improvement Program
MOU	Memorandum of Understanding	TLC	Transportation for Livable Communities
MPO	Metropolitan Planning Organization	TMA	Transportation Management Association
MTC	Metropolitan Transportation Commission	TMTAC	Transportation Management Technical Advisory Committee
MTS	Metropolitan Transportation System	TOS	Traffic Operation System
NEPA	National Environmental Policy Act	TRAC	Trails Advisory Committee
NCTPA	Napa County Transportation Planning Agency	TSM	Transportation Systems Management
NHS	National Highway System	UZA	Urbanized Area
OTS	Office of Traffic Safety	VTA	Valley Transportation Authority (Santa Clara)
PAC	Pedestrian Advisory Committee	W2W	Welfare to Work
PCC	Paratransit Coordinating Council	WCCCTAC	West Contra Costa County Transportation Advisory Committee
PCR/P	Planning and Congestion Relief Program	YSAQMD	Yolo/Solano Air Quality Management District
PDS	Project Development Support	ZEV	Zero Emission Vehicle
PDT	Project Delivery Team		

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SOLANO TRANSPORTATION AUTHORITY
Minutes for Meeting of
March 8, 2006

I. CALL TO ORDER

Chair Augustine called the regular meeting to order at 6:10 p.m. A quorum was confirmed.

MEMBERS

PRESENT:	Len Augustine (Chair)	City of Vacaville
	Anthony Intintoli (Vice Chair)	City of Vallejo
	Steve Messina	City of Benicia
	Gil Vega (Alternate Member)	City of Dixon
	Jack Batson (Alternate Member)	City of Fairfield
	Ed Woodruff	City of Rio Vista
	Jim Spering	City of Suisun City
	John Silva	County of Solano

MEMBERS

ABSENT:	Mary Ann Courville	City of Dixon
	Harry Price	City of Fairfield

STAFF

PRESENT:	Daryl K. Halls	Executive Director
	Charles Lamoree	Legal Counsel
	Johanna Masielat	Clerk of the Board
	Janet Adams	Director of Projects
	Elizabeth Richards	Director of Transit and Rideshare Services
	Anna McLaughlin	Program Manger/Analyst
	Susan Furtado	Financial Analyst/Accountant
	Jayne Bauer	Marketing and Legislative Program Manager
	Robert Guerrero	Associate Planner
	Jennifer Tongson	Assistant Project Manager
	Sam Shelton	Planning Assistant

ALSO

PRESENT:	Vice Mayor Alan Schwartzman	Benicia City Council
	Mike Segala	Suisun City Council
	Mike Duncan	City of Fairfield
	Gian Aggarwal	City of Vacaville
	Mark Akaba	City of Vallejo
	Birgitta Corsello	County of Solano
	Doanh Nguyen	Caltrans District 4
	Barry Eberling	The Daily Republic
	Marvin Padgett	Fairfield Resident

II. PLEDGE OF ALLEGIANCE

III. APPROVAL OF AGENDA

On a motion by Member Messina, and a second by Alternate Member Batson, the STA Board approved the agenda.

IV. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

V. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls provided an update on the following topics:

- STA Board Visits Sacramento
- Adoption of the Alternative Modes Funding Strategy will Dedicate New Revenue Source for Implementation of Bike, Pedestrian and TLC Projects
- FY 2005/06 Budget Revisions Proposed to Reflect Priority Projects *
- Enhanced Transit Coordination *
- Departure of Assistant Project Manager

VI. COMMENTS FROM STAFF, CALTRANS AND MTC

A. Caltrans Report:

Doanh Nguyen, Caltrans Project Manager, provided a follow-up report to the lane delineation on I-80 at Leisure Town Road in Vacaville, the flooding causes and prevention activities along I-80 in Fairfield, and District IV's request for emergency SHOPP funds to repair I-80.

B. MTC Report:

None reported.

C. STA Report:

1. Proclamation of Appreciation – Jennifer Tongson

Chair Augustine presented Jennifer Tongson's proclamation of appreciation.

VII. CONSENT CALENDAR

On a motion by Member Spering, and a second by Vice Chair Intintoli, the staff recommendations for consent calendar items A through H were unanimously approved.

- A. **STA Board Minutes of February 8, 2006**
Recommendation:
Approve STA Board minutes of February 8, 2006.
- B. **Review Draft TAC Minutes of February 22, 2006**
Recommendation:
Receive and file.
- C. **STA Board Meeting Schedule for Calendar Year 2006**
Recommendation:
Informational.
- D. **FY 2005-06 2nd Quarter Budget Report**
Recommendation:
Receive and file.
- E. **Contract Amendment with Korve Engineering for North Connector Project (Project Report/Environmental Document)**
Recommendation:
Authorize the Executive Director to approve Amendment No. 3 for the Korve Engineering Contract to extend the term of the contract to March 31, 2007.
- F. **Consultant Selection and Contract Approval for Design Services for the North Connector Project**
Recommendation:
Authorize the Executive Director to enter into an agreement with BKF Engineers to provide final design services for the North Connector project for an amount not to exceed \$1,750,000.
- G. **FY 2006-07 TFCA 40% Program Manager Guidelines and Call for Projects**
Recommendation:
Approve the following:
 - 1. FY 2006-07 Solano TFCA 40% Program Manager Guidelines.
 - 2. Authorize the Executive Director to initiate a Call for Projects for the FY 2006-07 TFCA Program Manager funds.
- H. **SolanoLinks Transit Consortium Draft 2006 Work Plan**
Recommendation:
Approve the SolanoLinks Transit Consortium 2006 Work Plan as specified in Attachment A.

VIII. ACTION ITEMS: FINANCIAL

A. FY 2005-06 Mid-Year Budget Revision

Daryl Halls reviewed the proposed FY 2005-06 mid-year budget revision of revenues and expenditures balanced at \$9.64 million with \$270,000 in budget reserve. He outlined the revised budget and detailed schedules that list each fund source and program expenditures that reflect changes in the amount of approximately \$2.41 million. He stated that due to additional fund sources for new projects and carryover funds at the close of the annual audit of FY 2005-06, the estimated annual FY 2005-06 revenue has been increased to \$9.64 million.

Board Comments:

None presented.

Recommendation:

Approve the Mid-Year revision for the FY 2005-06 Budget as shown in Attachment A.

On a motion by Member Messina, and a second by Vice Chair Intintoli, the staff recommendation was unanimously approved.

B. Alternative Modes Funding Strategy

Robert Guerrero provided an overview of the Alternative Modes Strategy slightly revised to clarify the total anticipated contribution to the Solano Napa Commuter Information's Rideshare Activities from the BAAQMD's TFCA Program. He stated that all other recommendations regarding the Alternative Modes Funding Strategy previously discussed at the January 25, 2006 TAC meeting remain the same which includes an estimated \$10 million available for alternative modes projects over the next 3 years. He noted that the Alternative Modes Committee review and recommend TLC Projects to the STA Board, and the TAC will review and recommend projects associated in the "other" category to the STA Board.

Board Comments:

None presented.

Recommendation:

Approve the STA's Alternative Modes Funding Strategy as specified in Attachment A.

On a motion by Member Messina, and a second by Vice Chair Intintoli, the staff recommendation was unanimously approved.

IX. ACTION ITEMS: NON-FINANCIAL

A. Intercity Transit Funding Agreement – Status Update

Elizabeth Richards reviewed the proposed Intercity Transit Funding (ITF) Working Group's Guiding Principles and the proposed Intercity Transit Service Route Analysis Evaluation Parameters. She stated that once a draft methodology for the Intercity Transit Service subsidy sharing and the underlying costs and revenues have been agreed to by the transit operators and funding partners, this will be brought through the TAC and to the STA Board for approval.

Public/Board Comments:

Member Messina suggested expanding the language of the Guiding Principles to indicate reinforcing and protecting the seniors and school kids to meet the needs of all users. He requested to table this item until the next STA Board in April.

Alternate Member Batson requested clarification regarding the Unmet Transit Needs under Policy/Coverage Requirements of the potential route analysis evaluation parameters. Elizabeth Richards responded that in order to qualify for Transportation Development Act (TDA) funding for Local Streets and Roads (LS&R), MTC conducts a yearly formal procedure to meet any unmet transit needs, as defined by MTC, in Solano County.

Recommendation:

Approve the following:

1. Guiding Principles for the Funding of Intercity Transit Service as specified in Attachment A.
2. Service Evaluation Parameters as specified in Attachment B.

On a motion by Member Messina, and a second by Member Spring, the STA Board voted to table this item until the next meeting in April.

B. State Legislative Update – March 2006

Jayne Bauer reviewed the three (3) bills pertaining to a proposed bond measure for transportation (AB 1783 (Nunez)), (SB 1024 (Perata/Torlakson)), (SB 1665 (Dutton)) and the draft STA Principles for State Infrastructure Financing consistent with the policies of the 2006 STA Legislative Priorities and Platform based primarily on the principles drafted by the Bay Area CMA Directors.

Daryl Halls outlined the infrastructure funding priorities and the legislative interest in transit leads to the redirection of some funds from one General Obligation (GO) bond proposal to fund an expanded transit program component. He stated that in addition to the Capitol Corridor rail improvements, staff is recommending three transit projects be placed on the STA's priority list of projects for state funding (Vallejo Terminal, Fairfield/Vacaville Rail Station and Capitol Corridor Track Improvements, and I-80/I-680 Express Bus Intermodal Stations in Vallejo, Benicia, Fairfield and Vacaville).

Board Comments:

Alternate Member Gil Vega asked why is the Dixon Intermodal Station not included in the priority list? Daryl Halls responded that the Board identified the priority transit projects and that the Federal Appropriations will help all rail stations under the Capitol Corridor Track Improvements which includes Dixon Intermodal Station.

Approve the following:

1. Adopt a watch position on the following bills pertaining to a proposed bond measure for transportation:
 - A. AB 1783 (Nunez)
 - B. SB 1024 (Perata/Torlakson)
 - C. SB 1165 (Dutton)
2. Adopt a support position on AB 2538 (Wolk)
3. Approve the Draft STA Principles for State Infrastructure Financing as specified in Attachment H.
4. Approve the following three transit projects on the STA's priority list of projects for state funding:
 - Vallejo Ferry Terminal
 - Fairfield/Vacaville Rail Station and Capitol Corridor Track Improvements
 - I-80/I-680 Express Bus Intermodal Stations in Vallejo, Benicia, Fairfield and Vacaville

On a motion by Vice Chair Intintoli, and a second by Member Spering, the staff recommendation was unanimously approved.

X. INFORMATION ITEMS (No Discussion Necessary)

- A. **STA Priority Projects/Overall Work Plan for FY 2006-07 and FY 2007-08**
- B. **Solano Napa Commuter Information (SNCI) Program FY 2005-06 Mid-Year Report**
- C. **Update on Implementation of Disadvantaged Business Enterprise (DBE) Program**
- D. **2007 TIP Development**
- E. **Highway Projects Status Report:**
 1. **I-80/I-680/SR 12 Interchange**
 2. **North Connector**
 3. **I-80 HOV Project: Red Top Road to Air Base Parkway**
 4. **Jepson Parkway**
 5. **Highway 37**

6. Highway 12 (Jameson Canyon)
7. I-80 SHOPP Rehabilitation Project
8. SHOPP Projects
9. SR 113 (Downtown Dixon)
10. Caltrans Storm Damage Projects

F. Funding Opportunities Summary

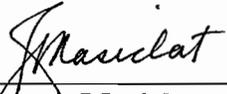
XI. BOARD MEMBER COMMENTS:

None presented.

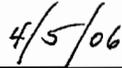
XII. ADJOURNMENT

The STA Board meeting was adjourned at 7:00 p.m. The next regular meeting of the STA Board is scheduled at 6:00 p.m., Wednesday, April 12, 2006 at the Suisun City Hall Council Chambers.

Attested By:



Johanna Masielat
Clerk of the Board



Date

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TECHNICAL ADVISORY COMMITTEE
DRAFT
Minutes of the meeting
March 29, 2006

I. CALL TO ORDER

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

Present:

TAC Members Present:	Michel Throne	City of Benicia
	Royce Cunningham	City of Dixon
	Charlie Beck	City of Fairfield
	Gary Cullen	City of Suisun City
	Dale Pfeiffer	City of Vacaville
	Gary Leach	City of Vallejo
	Paul Wiese	County of Solano

Others Present:

Mike Duncan	City of Fairfield
Lee Evans	City of Suisun City
Gian Aggarwal	City of Vacaville
Ed Huestis	City of Vacaville
Daryl Halls	STA
Janet Adams	STA
Elizabeth Richards	STA/SNCI
Sam Shelton	STA
Johanna Masielat	STA
Anne Cheng	Alta Planning and Design

II. APPROVAL OF AGENDA

By consensus, the STA TAC unanimously approved the agenda.

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: None presented.

MTC: None presented.

STA: Janet Adams distributed and reported on MTC's 2006 RTIP Proposal. She stated that roughly \$100 million in highway/local roads programming in MTC's proposal will be removed. She addressed several alternatives proposed by the CTC to adjust the region's highway/roads programming within the new capacity.

Other: None presented.

V. CONSENT CALENDAR

On a motion by Michael Throne, and a second by Gary Cullen, the STA TAC unanimously approved Consent Calendar Items A through D.

Recommendations:

A. Minutes of the TAC Meeting of February 22, 2006

Recommendation:

Approve minutes of February 22, 2006.

B. STA Board Meeting Highlights of March 8, 2006

Informational

C. STA 2006 Board Meeting Calendar Update

Informational

D. Funding Opportunities Summary

Informational

VI. ACTION ITEMS

A. STA Draft Highway Corridor Operational Policy Purpose and Scope

Janet Adams outlined the need to develop operational policy(s) with stakeholders that will agree on roles and responsibilities of each agency relating to long term planning, corridor management, and visual. She also indicated that the STA is proposing to seek funding from the Metropolitan Transportation Commission (MTC) to hire a consultant to develop the policy in conjunction with the STA, local agencies, and Caltrans.

Recommendation:

Forward recommendation to the STA Board authorizing the Executive Director to:

1. Refine the Purpose and Goals of the Highway Corridor Operational Policy(s) with the TAC.
2. Seek funding from MTC to retain a consultant to develop Highway Corridor Operational Policy(s).

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

B. Safe Routes to School (SR2S) Study Public Outreach Process and Steering Committee Appointments

Anne Cheng, Alta Planning and Design, provided an update to the Safe Routes to School Study, and Sam Shelton outlined and reviewed the extensive SR2S public input process split into three major phases: 1) City Council & School District Board presentations; 2) Community Task Force meetings; and 3) City Council, School District Board, and STA Board adoption of the SR2S Study. He added that a SR2S Steering Committee, comprised of eight (8) members along with STA staff and Alta Planning & Design will help create these goals, objectives, and criteria which will be recommended to the STA TAC in May 2006 and will recommend the goals, objectives, and criteria to the STA Board in June 2006.

Recommendation:

Appoint two (2) Technical Advisory Committee members to the Safe Routes to School (SR2S) Steering Committee.

On a motion by Gary Cullen, and a second by Michael Throne, the STA TAC appointed members Charlie Beck, City of Fairfield, and Gary Leach, City of Vallejo, to the Safe Routes to School (SR2S) Steering Committee.

C. MTC Routine Accommodation of Bicyclist and Pedestrians in the Bay Area

Sam Shelton reviewed the proposed recommendations of MTC's Draft Routine Accommodations for Bicyclists and Pedestrians in the Bay Area report which staff recommends support for MTC's overall effort. He stated that MTC staff is recommending that TDA Article 3, Regional Bike/Ped, and TLC funds be restricted to be used only for improvements to existing substandard facilities that are not part of a roadway rehabilitation project and further recommended that the funding be restricted to not fund new non-motorized facilities that need to be built to mitigate roadway construction activities. He continued by saying that staff does not support this specific recommendation and instead recommends requesting MTC's routine accommodation recommendations for bicycle and pedestrian projects not restrict the amount, percentage or use of potential bicycle and pedestrian project funding.

After further discussion, the TAC reviewed this item and unanimously recommended to table this item until the meeting in May for further discussion after MTC's Local Streets and Roads Committee reviews on April 7, 2006.

Recommendation:

Forward a recommendation to request MTC's routine accommodation recommendations for bicycle and pedestrian projects do not restrict the amount, percentage or use of potential bicycle and pedestrian project funding.

On a motion by Charlie Beck, and a second by Michael Throne, the STA TAC voted to table this item until the meeting in May for further discussion after MTC's Local Streets and Roads Committee reviews on April 7, 2006.

VII. INFORMATION ITEMS

A. State Legislative Update – March 2006

Jayne Bauer stated that state legislators are currently working around the clock to obtain a consensus on a unified bond proposal to put on the June election ballot. She distributed and reported on the infrastructure bond negotiations which the Legislature and the Governor failed to work out a solution to be placed on the statewide June 6 Primary Election Ballot.

She also highlighted the meeting that took place between four STA Board members and four State legislative representatives in Sacramento on March 1, 2006 regarding the STA's 2006 transportation priorities in Solano County.

B. Draft Business Plan for the Capitol Corridor (FY 2006-07 – FY 2007-08) and Public Workshops

Janet Adams reviewed the draft Business Plan for the Capitol Corridor for FY 2006-07 and FY 2007-08, which was released for public review and comment by the Board of Directors of the Capitol Corridor Joint Powers Authority (CCJPA). She cited that comments on the plan are due by March 30, 2006 and can be submitted via the CCJPA website at www.capitolcorridor.org or by mail to the CCJPA.

C. Regional Measure 2 (RM 2)

Janet Adams provided a status update to the projects, major issues, and schedule for each phase of the STA sponsored projects for all Solano County capital RM 2 projects. She outlined the specific status and next steps for the county projects as follows: Vallejo Ferry Intermodal Station, Vallejo Curtola Transit Center, Benicia Intermodal Facility, Benicia Park and Ride, Fairfield Transportation Center, Fairfield/Vacaville Intermodal Rail Station and Track Improvements, Vacaville, Intermodal Station, I-80/I-680/SR 12 Interchange/North Connector, and HOV Lanes (Red Top Road to Air Base Parkway).

D. Contracts Status Report:

- 1. Jepson Parkway**
- 2. North Connector**
- 3. I-80 HOV Lanes (Red Top to Air Base Parkway)**
- 4. I-80/I-680/SR 12 Interchange**
- 5. Project Management Services**

Janet Adams provided a status report to the contracts (listed above) that will provide services for the delivery of capital improvement projects in Solano County. She stated that these contracts are funded through a variety of funds including Traffic Congestion Relief Program (TCRP), Regional Measure 2 (RM 2), Federal Earmarks, and local funding.

E. Project Delivery Update

Sam Shelton outlined the three project delivery announcements and reminders: 1) 2007 TIP Development Deadline: Friday, March 31, 2006; 2) Pending amendment of revised Regional Project-Delivery Policy for SAFETEA-LU STP and CMAQ Funds (MTC Adoption in April); and 3) FY 2005-06 Obligated Projects, Authorization to Proceed (E-76) Deadline: April 1, 2006.

F. California Strategic Highway Safety Plan (SHSP)

Sam Shelton reviewed the development of the draft SHSP and stated that the draft SHSP is available to review online at www.dot.ca.gov/hq/traffops/survey/SHSP/. He said that staff will continue to track the progress of the SHSP and will notify the STA TAC and Consortium of any new developments.

G. Lifeline Transportation Funding Program Advisory Committee

Elizabeth Richards announced that the first Call for Projects is planned for release in late March 2006 with applications due at the end of May. She indicated that the Lifeline Advisory Committee is scheduled to meet on March 22 to review and input on the Call for Projects materials and overall schedule. She said that recommendations will be made in late May to evaluate and recommend project proposals for funding and in conjunction with the STA Board's Transit Subcommittee and then submitted to the STA Board for approval.

VIII. ADJOURNMENT

The meeting was adjourned at 3:10 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, April 26, 2006.**

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DATE: April 3, 2006
TO: STA Board
FROM: Johanna Masiclat, Clerk of the Board
RE: STA Board Meeting Schedule Update

Discussion:

Attached is the updated STA Board meeting schedule for calendar year 2006.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

A. STA Board Meeting Schedule for the Calendar Year 2006

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STA BOARD MEETING SCHEDULE
(For the Calendar Year 2006)

DATE	TIME	DESCRIPTION	LOCATION	STATUS
April 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
May 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
June 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
July 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
August	No Meeting			
September 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
October 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
November 8	6:00 p.m.	STA 9th Annual Awards	TBD - Vacaville	TBD
December 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed

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DATE: March 31, 2006
TO: STA Board
FROM: Susan Furtado, Financial Analyst/Accountant
RE: STA Accounting Policies and Procedures Manual Update

Background:

In July 2002, the STA Accounting Policies and Procedures Manual was approved and adopted by the STA Board. The purpose of the Accounting Policies and Procedures Manual is to provide information and policy direction on the accounting and administration of grants and budget revenues and expenditures. This Manual guides STA staff in the application of various federal and state laws and regulations to grants awarded by the U.S. government and other funding sources. The Accounting Policies and Procedures Manual contains the essential fiscal policies of STA as of the date of issue. As additional matters regarding the accounting policies and procedures arise, STA may need to amend the Accounting Policies and Procedures Manual.

Discussion:

STA's current Accounting Policies and Procedures Manual is proposed to be updated in order to ensure its conformance and compliance with generally accepted accounting policies and procedures of the *Government Accounting Standards Board Number 34 (GASB 34)*, *Single Audit Act of 1984*, and the *Office of Management and Budget (OMB) Circular A-133 (Audits of States, Local Governments, and Non-Profit Organizations)*, and *Circular A-87 (Cost Principles of State, Local, and Indian Tribal Government)*.

STA accounting staff has made updates, modifications and improvements to the following sections with the Accounting Policies and Procedures Manual:

1. Internal control systems
2. Signature authorities, amount limit for authorization and approval
3. Financial management policies
4. Records retention
5. Financial reporting
6. Annual audit requirements
7. Accounting System
8. Procurement policies and procedures

The updated STA Accounting Policies and Procedures Manual has been reviewed and edited by Management, Accounting Staff, and Legal Counsel. Also attached is a copy of the updated Budget Calendar for 2006.

Fiscal Impact

None

Recommendation:

Approve and adopt STA Accounting Policies and Procedures Manual Update as presented in Attachment A.

Attachments:

- A. STA Accounting Policies and Procedures Manual Update
(Note: A copy of the STA Accounting Policies and Procedures Manual Update is available upon request. See attached.)
- B. 2006 Budget and Fiscal Reporting Calendar.

**A copy of the
STA Accounting Policies and Procedures Manual
has been provided to the STA Board members
under separate enclosure.**

**You may obtain a copy of the
STA Accounting Policies and Procedures Manual
by visiting the STA website: www.solanolinks.com
or contact our office at
(707) 424-6075.**

Thank you.

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2006 Budget and Fiscal Reporting Calendar

STA Board Meeting Schedule:

APRIL	Accounting Policies and Procedures Manual Update
MAY	FY 2005-06 3rd Quarter Budget Report FY 2006-07 Gas Tax/TDA Contributions
JUNE	FY 2005-06 Final Budget Revision FY 2006-07 Budget Revision and FY 2007-08 Proposed Budget adoption FY 2006-07 Employee Health Benefit Update FY 2006-07 COLA Approval Salary and Benefit Survey Results and Recommendations Office Lease Renewal
JULY	None
AUGUST	No Scheduled STA Board Meeting
SEPTEMBER	FY 2005-06 4th Quarter Budget Report.
OCTOBER	FY 2006-07 1st Quarter Budget Report.
NOVEMBER	STA's 9th Annual Awards Program No Scheduled STA Board Meeting
DECEMBER	FY 2006-07 Mid-Year Budget Revision. FY 2005-06 Annual Audit Report.

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DATE: March 30, 2006
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: STA Co-Sponsorship of Countywide Planning Commissioner
Training Seminar

Background:

The Metropolitan Transportation Commission's (MTC)'s Transportation Planning and Land Use Solutions (T-PLUS) Program was created in 2002-03, and supported by each of the nine Bay Area Congestion Management Agencies (CMA's), to develop a local transportation/land use integration program that would implement principles that had been previously developed including the following:

- Respect the authority of local governments to make land use decisions
- Extend the MTC/CMA linkage that already exists for transportation planning and programming
- Acknowledge that the CMA enabling statute explicitly recognizes their role in monitoring and mitigating the effects of local land use decisions on the transportation network.
- Take advantage of the fact that most CMA Boards include representation from each city and county organized on a sub-regional basis

A set of options were then developed for expanded MTC/CMA work program activities and incorporated into each of the MTC/CMA's Annual Work Program to include incentives, mitigation, planning, best practices and housing needs related activities. Out of this effort the Countywide Transportation for Livable Communities Program was formed and a more specific set of work tasks for each individual CMA was developed.

For past three program years (FY 2004 through FY 2006), STA has received an additional \$150,000 of federal STP-planning funds per year specifically for implementing T-PLUS related activities.

Some recent T-PLUS activities of the STA have included awarding of \$125,000 of Transportation for Livable Community (TLC) planning grants; participating with MTC, the Association of Bay Area Governments (ABAG) and the Sacramento Area Council of Governments (SACOG) to initiate the I-80/Capitol Corridor Smarter Growth Study; creating the Solano TLC Program and Guidelines; and developing the Alternative Modes Funding Strategy. In the next few months, STA will be making a Call for Projects for programming the next cycle(s) of Countywide TLC Capital funds (totaling approximately \$3.2 million of Transportation Enhancements (TE) and Congestion Mitigation Air Quality (CMAQ) funds for FY 2008 and FY 2009). In addition to Solano County's TLC Call for Projects, MTC is anticipated to make a Call for Projects for Regional TLC funding. STA

staff will coordinate a TLC application workshop with MTC for both funding programs in early May 2006.

Discussion:

The Solano County Planning Director's Group is organizing a countywide planning seminar entitled "Role of the Planning Commissioner," to be held on Saturday, April 29, 2006. The STA has been invited to participate and requested to help sponsor the event for about \$2,700.

STA staff believes co-sponsoring this event with T-PLUS funds would be an appropriate and timely use of T-Plus funds, would allow the STA an opportunity to provide a presentation on the STA's overall planning program to the planning commissioners in Solano County and give each of the participant's a preview of the schedule, workshops and capital funding opportunities for the next cycle of Regional TLC and County TLC Programs (both scheduled for summer of 2006).

Attached is a letter of request and a draft agenda of the proposed seminar.

Fiscal Impact:

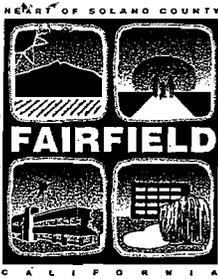
The \$2,700 would be funded from the 2005-06 STA Budget titled, Transportation for Livable Community Program. As of March 1, 2006 approximately \$5,000 of the TLC funds are available for this type of activity.

Recommendation:

Authorize the Executive Director to provide up to a maximum of \$2,700 of T-PLUS funds to co-sponsor the "Role of the Planning Commissioner," seminar to be held on Saturday, April 29, 2006.

Attachment:

- A. Letter from Joseph A. Lucchio, Economic Development Project Manager, dated March 16, 2006, describing the countywide training seminar entitled "The Role of the Planning Commissioner," and requesting participation and sponsorship from the STA.



CITY OF FAIRFIELD

Founded 1856

Incorporated December 12, 1903

DEPARTMENT OF PLANNING AND DEVELOPMENT

RECEIVED

MAR 17 2006

SOLANO TRANSPORTATION AUTHORITY

Home of Travis Air Force Base

March 16, 2006

COUNCIL

- Mayor Harry T. Price 707.428.7395
Vice-Mayor Jack Batson 707.429.6298
Councilmembers Marilyn Farley, Frank Kardos, John Mraz

City Manager Kevin O'Rourke 707.428.7400

City Attorney Greg Stepanicich 707.428.7419

City Clerk Arietta Cortright 707.428.7384

City Treasurer Oscar G. Reyes, Jr. 707.428.7496

DEPARTMENTS

Community Services 707.428.7465

Finance 707.428.7496

Fire 707.428.7375

Human Resources 707.428.7394

Planning & Development 707.428.7461

Police 707.428.7551

Public Works 707.428.7485

Dan Christians
Assistant Executive Director/Director of Planning
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

Re: Countywide Planning Commissioner Training

Dear Dan:

The City of Fairfield has taken the lead in organizing a countywide training seminar for the Planning Commissioners of the seven cities in Solano County, entitled "The Role of the Planning Commissioner". The seminar is currently scheduled for April 29, 2006 between the hours of 9 a.m. and 1 p.m. The Draft Agenda for the meeting includes: Overview Of Responsibilities; Legal Framework Governing Critical Requirements; Meetings And Public Hearings; Property Rights And Taking; Fees And Dedications; Making Proper Findings; and Creating/Maintaining Vital Communities.

The City of Fairfield would welcome participation in this seminar by the Solano Transportation Authority and would like to include your Transportation for Livable Communities program presentation after the discussion on Creating/Maintaining Vital Communities. We also appreciate your offer to pay for the event with your federal Transportation Planning and Land Use Solutions (T-Plus) program funds. The cost of the event is \$1,800 plus the cost of a handbook estimated at \$10-15 per person and lunch, which will be approximately \$7 per person. We are anticipating approximately 40 persons to attend the seminar. I have attached the Draft Agenda which reflects STA's participation in the seminar and have allotted STA 45 minutes. Please let us know if this is sufficient.

If you should have any questions, please feel free to contact me at (707) 428-7647. Thank you again for your offer to participate in and fund this seminar, it is greatly appreciated.

Sincerely,

Handwritten signature of Joseph A. Luccio

JOSEPH A. LUCCIO
Economic Development Project Manager

JAL:ccs

Attachment: Draft Agenda

(DRAFT) AGENDA

Role of the Planning Commissioner

April 29, 2006

Tom Jacobson
Professor - Environmental Studies and Planning - Sonoma State University

Gary Binger
Director - Urban Land Institute California Smart Growth Initiative

Dan Christians
Solano Transportation Authority

INTRODUCTIONS	9:00
I. OVERVIEW OF RESPONSIBILITIES	9:15
A. Long range vision vs. current development review	
B. Linking land use policies with capital improvements	
C. Differentiating the roles of staff, commissioners, policymakers and citizens	
D. Why a planning commission?	
II. LEGAL FRAMEWORK GOVERNING CRITICAL REQUIREMENTS	9:45
A. Environmental Review and CEQA	
B. General and specific plans	
C. Zoning and subdivision review	
BREAK	10:30
III. MEETINGS AND PUBLIC HEARINGS	10:45
<i>Guest presenter:</i>	
A. Conducting meetings and public hearings	
B. Chairing meetings and public hearings	
C. Conducting a public hearing vs. having a workshop	
IV. PROPERTY RIGHTS AND TAKING; FEES AND DEDICATIONS	11:30
V. MAKING PROPER FINDINGS	12:00
VI. CREATING/MAINTAINING VITAL COMMUNITIES	12:15
A. Common site planning problems	
B. How site plans can be more pedestrian and transit-oriented	
C. Successful compact and mixed-use development strategies	
D. Private sector support for architectural excellence	
VII. TRANSPORTATION FOR LIVABLE COMMUNITIES PROGRAM	1:00
ADJOURN	1:45



DATE: March 30, 2006
TO: STA Board
FROM: Robert Guerrero, Associate Planner
RE: Appointments to STA/YSAQMD Clean Air Fund Application
Review Committee

Background:

Similar to the Bay Area Air Quality Management District's (BAAQMD) Transportation Fund for Clean Air (TFCA), the Yolo Solano Air Quality Management District (YSAQMD) annually provides funding for motor vehicle air pollution reduction projects in the Yolo Solano Air Basin through the YSAQMD Clean Air Program. Funding for this program is provided by a \$4 Department of Motor Vehicle (DMV) registration fee established under Assembly Bill (AB) 2766 and a special property tax (AB 8) generated from Solano County properties located in the YSAQMD.

Solano County historically receives approximately \$290,000 annually from the YSAQMD for clean air projects such as: Alternative Fuels Infrastructure, Low Emission Vehicles, Alternative Transportation, Transit Services, and Public Education and Information. STA member agencies located in the Yolo Solano Air Basin (Dixon, Rio Vista, Vacaville, and Solano County) and public schools and universities in these areas are eligible for the program.

STA has previously participated in programming YSAQMD Clean Air Funds by appointing two STA Board members (or alternates) to the Application Review Committee. In the past, the committee functioned as an application screening board in which Solano County applications were actually reviewed and recommended for funding prior to them being formally submitted to the YSAQMD. The Air District then had another committee consisting of YSAQMD Board members review the recommendations made by the STA/YSAQMD screening committee and the formally submitted applications before making yet another recommendation to the YSAQMD Board. In an effort to reduce this redundancy, these two processes have been combined into one review committee and one recommendation to the YSAQMD Board. Solano County applicants no longer have the benefit of getting initial feedback by a screening committee prior to formally submitting their application and therefore must complete a full application to compete for Clean Air funding.

Discussion:

It is requested the STA Board appoint two board members or alternates to participate in the FY 2006-07 STA/YSAQMD Clean Air Funds Committee. The participants representing the YSAQMD Board will be:

Michael Reagan, Solano Board of Supervisors
John Vasquez, Solano Board of Supervisors
Ed Woodruff, City of Rio Vista

YSAQMD staff indicated that they prefer two STA Board participants from the cities that are located in YSAQMD area. Since the Solano County Board of Supervisors and the City of Rio Vista are already represented, this would suggest the following eligible STA Board members:

Len Augustine (or Steve Wilkins - City of Vacaville Alternate)
Mary Ann Courville (or Gil Vega - City of Dixon Alternate)

The YSAQMD Clean Air Applications have already been submitted (see attachment for a complete listing of applications received from Solano County). Staff from the YSAQMD indicated that there is an estimated \$360,000 available for FY 2006-07 Clean Air Funding. The STA/YSAQMD Clean Air Application Review Committee will need to meet either the week of April 17th or April 24th to review the applications and provide a recommendation to the YSAQMD Board of Directors.

Recommendation:

Appoint Len Augustine and Mary Ann Courville (or the suggested STA Board Alternates if either of the recommended STA Board Members are not able to service on the committee) as the STA Board members from the YSAQMD area to participate in the STA/YSAQMD Clean Air Application Review Committee.

Attachment:

A. List of FY 2006-07 Solano County Application Submittals

Solano County YSAQMD Clean Air Fund Application Committee
 FY2006-07

	Applicant	Project	Funding requested
1	Breathe California	Clean Air Awareness Program - Solano County	\$ 10,000
4	Rio Vista, City of	Rio Vista Delta Breeze SR 12/160 Service	\$ 30,000
5	Solano County Dept. of Resource Management	Vacaville-Dixon Bikeway (phase 1)	\$ 150,000
7	Vacaville Sanitary Service	Retrofit 9 Refuse Trucks for NOx and PM Emission Reductions	\$ 94,500
8	Vacaville, City of	Alternative Fuel Vehicle Incentive Program	\$ 30,000
9	Vacaville, City of	Centennial Bikeway (Browns Valley Parkway to Vaca Valley Parkway)	\$ 80,000
10	Vacaville, City of	Nob Hill Bike Path	\$ 20,000
11	Vacaville, City of	Ulatis Creek Bike Path (Ulatis Drive to Leisure Town Road)	\$ 125,000
TOTALS			539,500

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DATE: April 5, 2006
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Contract Amendment #5 to the Ferguson Group for
Federal Legislative Advocacy

Background:

In March 2001, the STA Board authorized staff to enter into a contract with The Ferguson Group (TFG) LLC for legislative advocacy services in support of STA's Federal priority projects. Since that time there have been four amendments to that contract, which expires on March 31, 2006.

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

Discussion:

The Ferguson Group (TFG), LLC, continued to provide a high level of advocacy service during the 2005-06 and the 2006-07 Federal Legislative processes. Mike Miller of TFG has consistently informed STA about activities in the federal arena, coordinated all necessary paperwork to insure high priority placement of STA Priority Projects in the annual appropriations and recent reauthorization process, and organized and helped strategize lobbying trips to Washington, D.C., for STA Board and staff members. TFG has also demonstrated their effective and positive relationships with Solano County's federal representatives and their staffs.

In FY 2006, TFG federal advocacy services focused on the following projects which were proposed for funding under SAFETEA-LU as well as the FY 2006 Transportation appropriations bill:

- I-80/I-680/SR 12 Interchange (SAFETEA-LU);
- Jepson Parkway (SAFETEA-LU);
- Vallejo Station Intermodal Facility (Appropriations); and
- Fairfield/Vacaville Intermodal Facility (Appropriations).

In addition to ensuring all required requests and documents were filed with appropriate offices in advance of all deadlines, TFG regularly lobbied congressional offices in

support of all four requests and arranged STA's annual Washington, D.C. trip to lobby the congressional delegation directly in support of all four projects. SAFETEA-LU was enacted on August 10, 2005. The bill included the following earmarks for STA projects:

- I-80/I-680/SR 12 Interchange: \$17.48 million; and
- Jepson Parkway: \$3.2 million.

The FY 2006 Transportation Appropriations Bill was enacted on November 30, 2005. The bill included the following earmarks for STA projects:

- Vallejo Station Intermodal Facility: \$850,000; and
- Fairfield/Vacaville Intermodal Facility: \$500,000.

In addition to reauthorization and appropriations efforts, TFG monitors transportation legislation that directly or indirectly affected STA and provides guidance as appropriate. TFG also maintains contact with the Northern California congressional delegation to keep those offices focused regarding STA's agenda.

TFG coordinated STA's successful 2005 and 2006 lobbying trips to Washington. They worked closely with STA to develop a specific plan for face-to-face lobbying activities and also worked closely with STA staff to develop exhibits. They also provided draft letters and other draft communications for STA's review and consideration.

Late in 2005, TFG worked closely with STA staff to develop STA's FY 2007 federal platform which is currently being pursued on Capitol Hill.

In April 2005, the STA Board approved the annual contract with the Ferguson Group for federal advocacy services for \$84,000 (\$80,000, plus \$4,000 to cover direct travel and reimbursable expenses directly related to the services provided by the consultant under this contract). STA staff recommends the continuation of the contract with the Ferguson Group at the rate of \$86,000 per year (\$84,000, plus \$2,000 to cover travel and reimbursable expenses) as outlined in the Proposed Scope of Work (Attachment A) with the contract extended for a twelve-month period until March 31, 2007. As prescribed in the four-agency contract for the provisions of this contract, the costs for the contract are equally distributed to the four agencies with the STA's contribution being \$21,500 per year.

Fiscal Impact:

The fiscal impact to the STA Budget is \$21,500 per year. The STA's \$21,500 contribution is budgeted in the STA's FY 2006-07 General Operations Services Category for this amount.

Recommendation:

Approve the following:

1. Authorize the Executive Director to approve Contract Amendment #5 with the Ferguson Group, LLC, for federal legislative advocacy services through March 31, 2007 at a cost not to exceed \$86,000.

2. 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 four priority projects.
3. The expenditure of an amount not to exceed \$21,500 to cover the STA's contribution for this contract.

Attachment:

- A. Proposed Scope of Work (April 2006 – March 2007)

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The Ferguson Group, LLC

1434 Third Street ♦ Suite 3 ♦ Napa, CA ♦ 94559
Phone (707) 254-8400 ♦ Fax (707) 254-8420



Solano Transportation Authority
City of Fairfield
City of Vacaville
City of Vallejo

Proposed Scope of Work
April 2006 – March 2007

February 27, 2006

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Table of Contents

- A. Scope of Work – Generally.**
 - B. Scope of Work – Tasks and Work Product.**
 - C. Project Team.**
 - D. Agreement Terms – Professional Services and Expenses.**
-

The Ferguson Group is pleased to present for consideration this proposed 2006-2007 scope of work for federal advocacy services to the Solano Transportation Authority, the City of Fairfield, the City of Vacaville, and the City of Vallejo (“the Clients” hereafter). We are happy to discuss the scope of work to ensure our efforts meet the needs of the Clients.

Please note that some of the work outlined in this scope is currently underway. We are including information regarding ongoing efforts for purposes of completeness.

A. Scope of Work – Generally.

The Clients Needs. The Ferguson Group understands that our federal advocacy services will continue to focus on the following projects proposed for funding in the Fiscal Year 2007 appropriations funding cycle:

- 80/680 Interchange;
- Travis Access Improvements (Jepson Parkway);
- Vallejo Intermodal Facility; and
- Fairfield / Vacaville Intermodal Facility.

In addition, it is our understanding that federal advocacy services will include preliminary work on the next transportation reauthorization bill. Services will also include monitoring transportation legislation that may directly or indirectly affect the Clients, and advising the Clients regarding supporting or opposing such legislation.

Working with Legislative and Administration Offices. A key component of our efforts is to consistently provide reliable and useful information to elected officials and staff at the federal level. Over years of working with Congress and Administration officials and offices, The Ferguson Group has developed strong working relationships – based on trust and reliance – with key legislators, Administration officials and staff. The Ferguson Group’s ongoing dialogue with Northern California’s congressional delegation provides an extraordinarily valuable benefit to the Clients from the outset. In addition, Capitol Hill is often an unstable work environment, and The Ferguson Group adapts quickly to changes in office holders, committee membership, and congressional staff to help secure continuity in support for projects.

The Ferguson Group will maintain continuous contact with the Northern California congressional delegation to keep those offices focused on the Clients’ agenda. We will also enhance the Clients’ relationship with the Administration, congressional leadership, and congressional committee staff. We have strong working relationships with House and Senate committee leaders from both parties, and we maintain key contacts within the White House and federal agencies that have proven beneficial to our clients and their agendas.

Coordinating Lobbying Trips. The Ferguson Group and the Clients are already coordinating our April 2006 lobbying trip to Washington. We are working closely with the Clients to develop a specific plan for face-to-face lobbying activities between the Clients, elected officials and staff and appropriate Members of Congress, Senators, and congressional staff. In addition to area

representatives, The Ferguson Group will target and scheduled meetings with key Members and staff of germane congressional committees. We will continue to advise the Clients regarding whether any additional meetings in Washington are advisable and will coordinate any such meetings. We will also continue to advise the Clients regarding meetings and other communications with our regional congressional delegation and staff in California.

Team Approach. The Ferguson Group utilizes a team approach to bring our client's expertise to bear on all projects. While The Ferguson Group will promote the Clients' interests on a regular basis with Members of Congress, Senators, and key staff, we also anticipate advising and assisting the Clients in direct communications with legislators, congressional staff, and federal administrative agency officials.

Summary of Regular Activities. The Ferguson Group will continue to regularly undertake the following activities on behalf of the Clients in Calendar Year 2006 (please note that many of these activities are already underway or have been completed):

- Assist in the preparation of funding requests to Congress and the federal agencies.
- Act as liaison with the California congressional delegation, as well as facilitate meetings and communications with other key Members of Congress, Senators, and staff.
- Act as liaison with federal agency officials and staff.
- Prepare briefing sheets, talking points, and other materials needed for meetings with congressional offices and the Administration.
- Draft testimony for congressional hearings (if useful).
- Prepare support letters, letters of request for assistance, and all other support materials needed to ensure the success of goals and objectives.
- Review and report on all pertinent, pending legislation and regulations, including all pre-legislative session committee meetings, hearings, and conferences.
- Attend relevant industry meetings in Washington.

Progress Reports. The Ferguson Group will provide regular progress reports to the Clients specifically tailored to the status of the Clients' projects. The Ferguson Group will also regularly provide legislative updates focusing on transportation.

Reporting Requirements and Filings. The Ferguson Group prepares and files all necessary reporting and disclosure documents as required under federal law.

B. Scope of Work – Tasks and Work Product.

The Ferguson Group will assist the Clients in all matters of interest to the Clients pertaining to the federal funding for the four projects identified *supra*. We will also advise the Clients regarding germane legislative, regulatory, and other administrative matters not directly related to federal funding. The milestones and pace of our efforts are driven by the Fiscal Year 2007 congressional budget process, and other legislation related to federal spending. Our strategy to achieve the Clients' objectives consists of two main components:

- Project development; and
- Project advocacy.

Both components are essential to success and must be carried out fully. If a good project lacks proper advocacy, it is likely to be pushed aside during the budget process and left without funding. Similarly, a flawed project usually will not withstand the tests of the congressional appropriations notwithstanding a comprehensive advocacy effort. The Ferguson Group will work with the Clients to ensure that project development and advocacy are efficient, effective, and result in putting projects in the best possible position to receive federal funding.

Project Development. Our approach to project development is based on formulating and prioritizing requests for federal funding which:

- address important needs and goals as established by the Clients;
- meet any and all formal or informal criteria for federal funding as established by Congress or administrative agencies; and
- fit the needs and philosophies of the Clients' congressional delegation and are likely to be successfully supported and promoted by the delegation.

Much of our project development work is already complete. We have assisted the Clients in identifying and developing our projects based on the criteria outlined *supra*. We will continue to work with the Clients to fine-tune our project requests.

The following points present project development tasks in approximate chronological order. We note again that project development is ongoing, and some of the tasks and work product set forth below are already complete.

Task 1: Research and Identify Federal Funding Opportunities (Nov 05 - Jan 06). The Ferguson Group (TFG) reviews and identifies federal funding opportunities. This research allows us to efficiently assess the likelihood of funding for projects in the early phases of specific project development. In addition to reviewing legislation and administration publications, TFG maintains communications with key Members of Congress, congressional staff, and

Administration officials and staff regarding funding opportunities and trends. This task is already well underway.

- Work product: research and develop funding opportunity information for meetings with the Clients, communications with congressional and Administration contacts regarding funding opportunities and trends.

Task 2: Initial Congressional Delegation Review (Jan – Feb 06). TFG will continue to discuss the proposed project agenda on an informal basis with key congressional representatives to secure initial support or identify challenges associated with particular projects.

- Work product: briefing materials for congressional meetings.

Task 3: Finalize Project Agenda, Descriptions, & Project Submission (Feb – Mar 06). The Ferguson Group continues to work with the Clients to develop and refine our project requests. TFG will continue to discuss congressional comments on our project agenda.

TFG will work with the Clients to finalize project descriptions and supporting materials for project submission – including subcommittee and Member questionnaires – for FY 07 appropriations. TFG will draft correspondence to congressional offices requesting support for projects. TFG will coordinate communications with congressional offices and confirm submission of project requests in advance of congressional deadlines. TFG also provides to congressional offices, whenever possible, draft correspondence for the use of congressional offices.

- Work product: project descriptions, supporting materials, congressional correspondence and other communications.

Project Advocacy. Our approach to project advocacy is based on the following two precepts:

- Our clients are the best advocates for our projects; and
- The more we ease burdens on congressional offices, the more success we realize.

With the foregoing in mind, the project advocacy component and phase of our strategy includes the tasks outlined below.

Task 4: Project Submission and Initial Support (Feb – March 06). While ensuring project submission deadlines are met by the Client as well as by the congressional offices, TFG advocates on behalf of the Client for early congressional support for the Clients' project agenda. TFG supports congressional staff with project descriptions and draft correspondence to appropriations committees in support of funding requests. TFG drafts correspondence from the Client requesting project support and provides project background memoranda to congressional staff. TFG meets with congressional staff to ensure project submission and support.

- Work product: communications with congressional offices, draft Client correspondence, draft congressional correspondence, congressional memoranda, any and all project support material required or requested by congressional committees.

Task 5: Client Advocacy (Mar – May 06). TFG will continue to provide full advocacy support to the Clients, including but not limited to meeting scheduling, briefing materials and talking points for meetings, meeting attendance and participation, and travel assistance. TFG staff will continue to accompany the Clients to meetings in Washington and follows up on action items resulting from meetings, including letters of appreciation. TFG also advises the Clients regarding additional communications at key points throughout the reauthorization and appropriations processes, and provides draft correspondence, contact information, and talking points to the Clients. TFG will also advise the Clients regarding building and maintaining a strong working relationship with congressional offices, and as appropriate, with Administration officials and staff.

- Work product: meeting schedules, briefing materials, talking points, draft correspondence, communications with the Clients.

Task 6: TFG Advocacy (Ongoing). Throughout the FY 07 budget process, TFG will regularly communicate with Members of Congress, their staff, and key committee staffers in support of the Clients' funding requests. TFG will meet and communicate regularly with congressional offices. TFG will provide full support to congressional offices, including support letters to authorizing committees, appropriations committees, talking points for Member and staff meetings, memoranda regarding project and budget status, draft congressional testimony, and other communications as requested by congressional offices. TFG will track legislation of interest to the Clients, including appropriations and other legislation, and will report key developments in the legislative process to the Clients. TFG staff will continue to attend relevant committee hearings and markups and will provide updates to the Clients.

- Work product: communications with congressional representatives, draft correspondence, support materials, memoranda for congressional offices regarding project status, and other support as requested and needed by congressional offices, attend congressional hearings.

Task 7: Client Communications (Ongoing). The Ferguson Group's presence in Northern California has always promoted open and easy communications between our team and the Clients. TFG will continue to be fully accessible to the Clients, providing regular written reports regarding project status, being available for meetings in Solano County, and being available via telephone and email to answer questions and respond to other inquiries and requests from the Clients. In addition to meetings with the Clients, TFG is available to attend other meetings in Northern California of interest to the Clients, including joint powers authority meetings, advisory board meetings, and other meetings. TFG personnel is also available to the Clients at anytime to check and track the status of any legislation or regulatory activity at the federal level, as well as to advise the Clients regarding any potential impact of the matter on the Clients. In addition, TFG would track local and regional news affecting the projects and the Clients, and draws germane issues and opportunities to the attention of Clients.

- Work product: meetings in Solano County, written status reports, other communications as necessary, meetings with other relevant entities, respond to information requests from the Clients, monitor local and regional news.

Task 8: Outcomes and Project Assessment (Sept – Nov 06). Upon final determinations by Congress or agencies, TFG reports results to the Clients immediately upon information availability, and provides copies of relevant legislation, congressional reports, and other documents when made available to TFG or the public. TFG debriefs congressional offices regarding project results and reports findings to the Clients. TFG also provides outcomes assessments, assisting TFG and the Clients in formulating the Clients’ federal agenda for the next cycle. TFG also provides draft letters of appreciation as appropriate.

Work product: communications regarding results and assessment of federal agenda, debriefing congressional offices regarding outcomes.

C. Project Team.

The Ferguson Group is composed of professional lobbyists who have spent the majority of their professional careers working in congressional offices and as federal lobbyists. In addition to the Principal managing the client’s projects and issues, our firm makes available the expertise and resources of all of our professionals and tailors our efforts to best meet the demands of a specific project.

Our project team will remain in place as we move forward, ensuring continuity of representation and continued expansion of our “institutional knowledge” of each project.

- **Michael Miller, Partner.**

Michael represents local and regional governments, specializing in appropriations law and process. Michael focuses on transportation, economic development, and water resources. Michael is former Counsel to Congressman Robert T. Matsui (D-CA) in Washington, where he focused on transportation authorizations and appropriations, as well as other regional issues and projects. He received his B.A. with High Honors in Political Science from the University of California. He received his J.D. from the College of William and Mary in Virginia, and his LL.M (Master of Laws) from the University of the Pacific. Michael is a member of the State Bar of California.

- **Kristi More, Principal – Napa, California**

Kristi focuses on transportation, water, economic development, and environmental policy and appropriations issues. Kristi is a former staff assistant for California Assemblyman Jim Battin, and was an intern for District of Columbia Office of the Corporation Counsel, concentrating on legal and legislative issues concerning the abuse and neglect of children and the elderly. Kristi is also a former intern for California Cattlemen’s Association, focusing at the state and federal

level on land, water, and air quality issues. Kristi received her B.A. in Political Science from the University of California at Davis.

D. Agreement Terms – Professional Services and Expenses.

The Ferguson Group has represented the Clients since 2001. For our agreement extending through March 2007, The Ferguson Group proposes to continue to represent the Clients under our existing agreement terms:

- Monthly retainer at \$7000/month; and
- Reimbursable expenses not to exceed \$2000/annually.

Once again, The Ferguson Group is pleased to have the opportunity to present this scope of work to the Solano Transportation Authority, the City of Fairfield, the City of Vacaville, and the City of Vallejo. Please feel free to contact Mike Miller at (707) 254-8400 with any questions or comments regarding this scope of work. Thank you.

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DATE: March 30, 2006
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: Development of Highway Corridor Operational Policies

Background:

Currently the Solano Transportation Authority (STA) does not have a Highway Corridor Operational Policy(s) that would provide guidance for capital improvement projects along the highway corridors in the county related to the operational areas of Intelligent Transportation Systems (ITS), ramp metering, High Occupancy Vehicle (HOV) lanes, and visual features such as landscaping, hardscaping, and sound walls aesthetics. A Highway Corridor Operational Policy would provide implementing agencies such as, STA, the seven cities, the county and Caltrans uniform guidelines in consideration of these features.

Discussion:

Solano County is productively working to improve its highway corridors. While all the improvements are needed and vital to the growing demands of the county, they are being completed independently by Caltrans and STA with respect to long range ITS vision, ramp metering, HOV lanes and a visual look linking the improvements throughout the county.

STA, in conjunction with the Technical Advisory Committee (TAC) and Caltrans, need to develop policies that will provide this overall and coordinated vision for future improvements. STA recommends developing a set of operational policies with the stakeholders that will agree on roles and responsibilities of each agency. STA is proposing to seek funding from the Metropolitan Transportation Commission (MTC) to hire a consultant to develop these policies in conjunction with the STA, local agencies, and Caltrans. In addition, the consultant will participate in coordinating with the agencies in adopting the Highway Corridor Operational Policy(s).

The main purpose is to develop policy(s) relating to long term planning, corridor management, and visual implementation. Development of the policy(s) is to be done with all stakeholders. To make such policies effective, each potential implementing agency would need to adopt such policies.

The scope of the policy(s) would be limited to features that are included in highway projects and constructed within Caltrans right-of-way.

On March 29, 2006, both the Transit Consortium and STA TAC concurred with the proposed recommendation.

Fiscal Impact:

The estimated cost for the consultant contract is \$100,000 for which STA will seek funding from MTC. These funds are not currently identified in the STA's FY 2005-06 or FY 2006-07 budget.

Recommendation:

Authorize the Executive Director to:

1. Refine the purpose and goals of the Highway Corridor Operational Policy(s) with the TAC.
2. Seek funding from MTC to retain a consultant to develop Highway Corridor Operational Policy(s).



DATE: March 30, 2006
TO: STA Board
FROM: Sam Shelton, Planning Assistant
RE: Safe Routes to Schools (SR2S) Study
Public Input Process and Steering Committee Appointments

Background:

In July 2005, the STA adopted the Solano Travel Safety Plan, Phase 1, an update of the safety plan developed in 1998 by the STA. The Solano Travel Safety Plan identifies vehicle accident rates along major intersections in each jurisdiction and along highway segments in Solano County, and also identified pedestrian and bicycle accident rates in each jurisdiction.

In September 2005, STA retained Alta Planning + Design to conduct the Safe Routes to Schools / Safe Routes to Transit (SR2S/SR2T) Study, which is Phase 2 of the Solano Travel Safety Plan. Phase 2 will expand on the findings from Phase 1 by identifying and prioritizing a list of potential bicycle/pedestrian improvements and safety projects specifically eligible for the State Safe Routes to Schools Program (SR2S) and the Regional Safe Routes to Transit Program (SR2T).

The SR2S Program is intended to improve and enhance the safety of pedestrian and bicycle facilities and related infrastructures to provide safe passage around schools. Eligible projects will include capital improvement projects as well as education, enforcement and encouragement activities and programs that are incidental to the overall cost of the project, such as developing safety and health awareness materials and education programs.

The SR2T Program will be developed after the SR2S Program has been developed. In the meantime, SR2T applications should be consistent with existing STA plans, such as the Solano Transportation for Livable Communities Plan, Solano Countywide Pedestrian Plan and Solano Countywide Bicycle Plan.

During December 2005, Alta Planning + Design surveyed STA's member agencies to create an existing conditions report which included:

- 1) Existing and programmed SR2S and SR2T projects/programs in Solano County to serve as a benchmark for the study;
- 2) Planned/proposed SR2S and SR2T projects that local agencies will be seeking future funding to implement;
- 3) Available existing bicycle/pedestrian collision or count data in order to assist in prioritizing future project needs.

Attached are the results of the existing conditions surveys (See Attachment B).

Discussion:

Over the next year, STA will be coordinating an extensive SR2S public input process. This effort will gather input from local agencies, school districts, and the public on existing and planned efforts, as well as other local safety needs and potential SR2S projects. The public input effort will target local city councils, Solano County school boards and institutions, the Solano County Board of Supervisors, the STA Board, SolanoLinks Transit Consortium, the STA Technical Advisory Committee (TAC), Bicycle Advisory Committee (BAC), Pedestrian Advisory Committee (PAC), and the Paratransit Coordinating Council (PCC).

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.

Phase 1: City Council & School District Board presentations

SR2S introduction presentations will be given to these groups to brief them on the STA's proposed Safe Routes to School Program. They will then be requested to make appointments to their local SR2S Community Task Forces. These initial presentations will be held from mid-April to early June 2006.

Phase 2: SR2S Community Task Force meetings

The STA will help facilitate public input meetings in coordination with Community Task Forces, each responsible for creating a local list of prioritized SR2S projects and program priorities.

Members of each task force will include:

- City Council appointment
- School District Board appointment
- Police Department representative
- STA TAC local representative
- STA BAC local representative
- STA PAC local representative

STA will provide each task force with meeting materials such as summary handouts, maps, survey forms, and other outreach and marketing materials. Each local priority list will be brought before their City Council and School District Board for a recommendation to adopt and for the STA Board to incorporate their list into STA's SR2S Study.

STA expects to coordinate with two to three SR2S Community Task Forces every three months, ending Phase 2 by about June 2007. (See Attachment A)

- September-November 2006
Benicia and Vacaville
- January-March 2007
Vallejo, Dixon, and Rio Vista
- April-June 2007
Fairfield/Suisun, Travis, and Solano Community College

Phase 3: SR2S Study Adoption

STA will complete the SR2S Study, including a Countywide SR2S Priority Projects List in the fall of 2007. Each of the STA Board's advisory committees will be asked to give a recommendation to the STA Board to adopt the study. The STA Board will be asked to approve the SR2S Study by the end of 2007.

SR2S Steering Committee

Before each Community Task Force can begin to list and prioritize their SR2S projects, they must have clear SR2S Goals, Objectives, and Criteria to follow. A SR2S Steering Committee, comprised of eight (8) members along with STA staff and Alta Planning + Design will help create these goals, objectives, and criteria.

The SR2S Steering Committee is proposed to be composed of:

- Two TAC appointed representatives (Appointed on March 29th)
- Two Police Department representatives
- Two Solano County Office of Education appointed representatives (Appointed on April 14th)
- STA BAC Chair
- STA PAC Chair

This committee will also help refine the Phase 2 public input process. The committee will recommend the SR2S Goals, Objectives, and Criteria to the STA TAC in May 2006. The STA TAC will recommend the goals, objectives, and criteria to the STA Board in June 2006.

On March 29, the TAC appointed two representatives to the SR2S Steering Committee, Gary Leach from the City of Vallejo and Charlie Beck from the City of Fairfield.

Recommendation:

Informational.

Attachments:

- A. Draft SR2S Public Input Schedule
- B. Draft Existing Conditions Report

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2006/2007 Solano Safe Routes to Schools Public Outreach Schedule

Phase 1: City Council & School District Board presentations			
Date	City Council Meetings	School District Meetings	STA Meetings
2006			
April			
12			STA Board SR2S Outreach Process presentation, 6:00 pm
14		Solano Office Of Education, 11:00 am	
18		River Delta USD, 6:30pm	
19		Vallejo USD, 5:00 pm	
May			
2	Benicia, 7:00 pm		
3		Solano Community College, 7:00 pm	
4		Benicia USD, 7:00 pm	
8-12			SR2S Steering Committee
9		Travis USD, 5:00 pm	
16	Suisun City, 7:00 pm		
18		Vacaville USD, 5:00 pm & Dixon USD, 7:00 pm	
25		Fairfield/Suisun USD, 7:00 pm	
23	Vallejo, 7:00 pm		
30	County Board of Supervisors, 2:00 pm		
31			TAC recommends SR2S Goals, Objectives and Criteria to STA Board
June			
1	Rio Vista, 7:00 pm		
6	Fairfield, 7:00 pm		
13	Vacaville, 7:00 pm		
14			STA Board Adopts SR2S Goals, Objectives, and Criteria. (renew Alta's contract)
27	Dixon, 7:00 pm		
June-August	City Councils appoint SR2S Community Task Force members	School Districts appoint SR2S Community Task Force members	STA Staff & Alta Planning + Design create meeting materials

<u>Phase 2: SR2S Community Task Force meetings</u>			
September, October, & November	<ul style="list-style-type: none"> • Benicia and Vacaville Public Outreach meetings • City Councils and School Boards adopt local priority lists 		
2007			
January, February, & March	<ul style="list-style-type: none"> • Vallejo, Dixon, and Rio Vista Outreach meetings • City Councils and School Boards adopt local priority lists 		
April, May, & June	<ul style="list-style-type: none"> • Fairfield/Suisun, Travis, and Solano Community College Public Outreach Meetings • City Councils and School Boards adopt local priority lists 		
July-August			STA Staff & Alta Planning + Design complete SR2S Study
<u>Phase 3: SR2S Study Adoption</u>			
September & October		Office of Education Adopts SR2S Study	STA advisory committees recommend study adoption
December			STA Board Adopts SR2S Study

**Solano County Safe Routes to School and Transit
Draft Existing Conditions Report**

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1. PLANNING AND POLICY CONTEXT

This chapter provides an overview of planning and policy documents from the Solano County Transportation Authority that is relevant to the development of the Solano County Safe Routes to School and Transit Study. Each plan or study is summarized in the context of how it contributes to the development of the Solano County Safe Routes to School or Safe Routes to Transit Study. Of particular use to this document are lists of recommended projects identified and prioritized with associated cost estimates and conceptual designs. Most of the following documents are focused on transit related initiatives. There are some references to school related access, however information is mostly only provided in the form of maps that include school locations.

1.1. SOLANO COMPREHENSIVE TRANSPORTATION PLAN - CTP 2030

1.1.1. TRANSIT ELEMENT

Date Adopted: January 2005

The Transit Element of the Comprehensive Transportation Plan provides a strategy for doubling the number of daily transit trips by 2030 through a combination of intercity bus, intercity passenger rail, ferry, paratransit and transit support facilities. The Transit Element includes a summary of transit studies completed and underway, goals and objectives to provide vision for an expanded network, an assessment of existing travel demand and projected growth in demand, a baseline assessment of transit service provider responsibilities and capacities, and funding sources. The plan provides a useful snapshot of financial and statistical figures for each service provider. Most pertinent to development of the Safe Routes to Transit portion of the plan is the section on Intercity Transit Support System Elements, starting on page 89. This section describes planned improvements to existing intermodal stations and plans for new intermodal stations. A summary of capacities for existing park and ride lots, park and ride lot expansion sites as well as proposed new sites are included. Recommendations to improve intermodal bus transit oriented centers and intermodal ferry and rail centers are also included in the text of this plan, however most of the improvements are covered in minimum detail.

1.1.2. ALTERNATIVE MODES ELEMENT

Date Adopted: January 2005

The Alternative Modes Element of the Comprehensive Transportation Plan is driven by three goals: 1) Ensuring the connection between land use and transportation planning, 2) Revitalizing existing urban centers, 3) Identifying Transportation for Livable Communities Projects that achieve these goals. The Alternative Modes Element also includes Objectives that include developing new plans and studies as well as keeping existing alternative mode plans current. The objectives promote the development of comprehensive support systems and infrastructure for: 1) bicycling and walking, 2) multi-modal connections, 3) Transportation for Livable Communities (TLC) projects, 4) ridesharing, 5) alternative fuels, and 6) transit. The plan further describes each of these alternative mode sub-elements, referencing existing documents and summarizing goals and policies stated in each jurisdiction that supports the modes while providing brief descriptions of relevant program funding sources, background federal, state

1. Planning and Policy Context DRAFT

and local legislation to provide context. Specific projects are identified in each plan in addition to a brief listing of priority projects with accompanying countywide maps highlighting existing and proposed bike and pedestrian paths, lanes and routes. The alternative modes element provides a comprehensive inventory, highlighting priority projects within each plan, although for the purposes of this study, the individual referenced plans will provide a more complete list of projects to be considered.

1.2. COUNTYWIDE BICYCLE PLAN

Date Adopted: January 2004

The 2004 Solano Countywide Bicycle Plan is the most recent edition of the first plan created in 1995. Since 1995 this is the third Caltrans Bicycle Transportation Account (BTA) eligible update. The plan includes standard BTA required elements: a) estimated number of existing and projected bicycle commuters, b) map and description of existing and proposed land uses, c) map and description of existing and proposed bikeways, d) map and description of existing and proposed bicycle parking, e) map and description of existing and proposed bicycle parking facilities adjacent to transit centers, f) map and description of existing and proposed bicycle changing and showering facilities, g) descriptions of bicycle safety and education programs, h) community involvement in developing the plan, i) description of the plans consistency with other plans, j) list of proposed and prioritized projects, k) description of past bicycle facility expenditures. Since the creation of the 2004 plan, 30.4 miles out of 416 miles of roadway in the county carry bicycle lane, while off-street bikeways (dedicated non-automotive) total 13 miles. The 2004 plan calls for a comprehensive bikeway network of 138 miles, comprised of Class I multi-use paths, Class II bike lanes and Class III bike routes. The plan was updated with feedback from the County Bicycle Advisory Committee and will rely on the BAC to provide guidance for project implementation.

Solano Yolo Bikelinks Map 2004 – this map was developed as a recommendation of the Countywide Bicycle Plan. The Map provides a map of all bicycle facilities in the vicinity of Solano and Yolo Counties. The Map also provides user guidance on proper riding protocol, hand signals and contact information for support resources such as local bicycle groups and bike shops.

1.3. COUNTYWIDE PEDESTRIAN PLAN

Date Adopted: October 2004

The Countywide Pedestrian Plan was developed as a complete tool kit for aiding member jurisdictions with developing programmatic framework within their respective administrations. The tools are designed to provide background information that is easily adapted for use in grant applications, or outreach and marketing materials. Key features of this Plan that will be useful for developing the Safe Routes to School and Transit Study include summaries of collision statistics for each jurisdiction, a complete cost for implementing planned pedestrian projects, totaling \$25 Million, relevant land use policies for member jurisdictions, and descriptions of existing safe routes to school programs. Currently the City of Benecia has the most active program, while other jurisdictions have begun to apply for and receive funding. The plan also provides sample pedestrian design guidelines, a countywide inventory of pedestrian facilities and projects categorized by type with narrative descriptions and maps of pedestrian centers.

1.4. TRANSPORTATION FOR LIVABLE COMMUNITIES PLAN

Date Adopted: October 2004

This plan is a coordinated strategy document that provides the policy background for the concept of Transportation for Livable Communities and identifies projects suitable for application to the Metropolitan Transportation Commission's (MTC) Transportation for Livable Communities and Housing Incentives Programs. To date Solano County has received over \$3.5 Million in TLC funding. Funded projects include the Dixon Streetscape Revitalization Project, Jepson Parkway Bikeway Segments 9 and 10 in Suisun City, Downtown RioVista Revitalization Plan, Suisun City Main Street, Vacaville Davis Street, Vallejo Sereno Transit Village, and Vallejo Georgia Street.

The plan further provides an inventory of identified projects, cost estimates and project development sheets. These projects will be useful in identifying the Safe Routes to Transit portions of the plan. Much of this will be easily adapted for SR2T program eligibility. Most of the proposed projects are focused on three themes: Transit access, Housing, bikeways and streetscapes.

1.5. I-80 / I-680 / I-780 TRANSIT CORRIDOR STUDY

Date Adopted: July 2004

A significant amount of the work completed for *I-80 / I-680 / I-780 Transit Corridor Study* the could benefit the current study, in particular the evaluation of bus stop locations, demand estimation, and cost estimates. The following summarizes the most relevant components of the rail study.

This report describes the existing condition and future expansion of intercity bus routes within the region including and surrounding Solano County. The focus on the plan is primarily on intercity travel to and from the county to three key portals including the Vallejo Ferry Terminal, Pleasant Hill BART Station and El Cerrito Del Norte Station. There are currently eight intercity bus routes operated by Solano County transit agencies. One route extends to Davis and Sacramento, two routes connect to the Pleasant Hill BART Station, two routes connect to the Vallejo Ferry Terminal and three routes connect to the El Cerrito del Norte BART Station. Together the eight regional bus routes serve 3,540 weekday passenger trips. Due to Solano County's high rate of ridesharing, the plan makes an explicit attempt to assess Park & Ride lot conditions and potential for expanding transit to these portals to transit which are rapidly growing in popularity. The recommendations provided in this document primarily focus on revising existing routes to respond better to ridership demands and additional new routes to the destination portals.

The document provides service performance characteristics of each transit line, a fare matrix; congestions patterns and trends; plans for HOV expansion. Chapter 3 Existing Park and Ride and Transit Center Facilities, is the most relevant to this study as it includes conceptual design plans for proposed improvements. Useful maps and descriptions of locations of employers with over 200 employees are also included in the plan.

1. Planning and Policy Context DRAFT

1.6. SOLANO COUNTY SENIOR AND DISABLED TRANSIT STUDY

Date Adopted: June 2004

The goal of this study is to characterize travel needs of a rapidly aging population as well as the disabled community. The study provides a comprehensive list of trip destinations and summaries of extensive surveying and stakeholder interviews. The plan provides short, mid and long term recommendations for both fixed route service and paratransit service. The primary issue for all of these recommendations is the lack of frequency and lack of service on weekends. Additionally the plan identifies a high and short term priority for providing driver sensitivity training. Other issues that need remedying are improved access to published schedules, dedicated access to grocery stores, pharmacies and medical offices. Additionally the study identifies a need to increase paratransit service capacity by improving understanding scheduling software and disincentives for no-shows. Cost estimates were provided for all the programs.

1.7. TRAVEL SAFETY STUDY - PHASE 1

Date Adopted: July 2005

The Solano Travel Safety Plan identifies vehicle accident rates along major intersections in each jurisdiction and along highway segments in Solano County, and also identifies pedestrian and bicycle accident rates in each jurisdiction. The Phase 1 Solano Travel Safety Plan is an update of the safety plan developed in 1998. Phase 2 of the Travel Safety Plan will expand on the findings from Phase 1 by identifying and prioritizing a list of potential bicycle/pedestrian improvements and safety projects specifically eligible for the State Safe Routes to Schools Program (SR2S) and the Regional Safe Routes to Transit Program (SR2T). This document serves as Phase 2 of the 2005 Travel Safety Study 2005 update.

1.8. STATE ROUTE 12 TRANSIT CORRIDOR STUDY

Date Adopted: October 2005

This study provides recommendations for improving intercity transit connections between Solano and Napa Counties. The study is nearing completion with a draft version currently circulating for comments. The study sets forth proposed transit route alignments and a three part phased system for implementing recommendations. The ultimate goal is to provide transit connections between Rio Vista and the Napa Valley along the State Route 12 corridor. The plan objectives related to improved safety for transit access will be integrated into long range aspects of Safe Routes to Transit portion of the study as these routes do not currently exist.

1.9. JEPSON PARKWAY CONCEPT PLAN

Date Adopted: May 2000

The Jepson Parkway Concept Plan was developed with the assistance of MTC's Transportation for Livable Communities Planning Grant. The goal of this plan was to provide an essential north-south connection in Solano County, relieve increasing congestion, embed multi-modal options in roadway

planning, preserve open space and utilize land use policies to enhance improved usage of alternative modes. The 12 mile Parkway spans the distance between the I-80/Leisure Town Road Interchange in Vacaville to the State Route 12/Walters Road intersection in Suisun City. The Plan is divided into five elements: Transit, Bicycle and Pedestrian, Landscape, Land Use/Design, and Roadway Phasing and Management. The document identifies existing bus routes, transit stations, planned bus stop locations and school locations. No explicit plans for connecting to schools are included.

AGENCY RESPONSE TO SAFE ROUTES TO SCHOOL AND TRANSIT PROJECTS SURVEY (02/08/06)

City	Lead Agency	Status			Estimated Construction	Budget	Pedestrian	Bicycle	SR2S	SR2T	Description	Location
		Planned	Programmed	Existing								
Dixon												
Fairfield												
Rio Vista												
Solano County	DRM	x			Two Years after funding	\$250,000	x		x		Homeacres Ave Sidewalk Installation	Homeacres community to Beverly Hills ES - West Side of Homeacres Ave
Solano County	DRM	x			One year after funding	\$100,000	x		x		Benecia Rd Lighted Crosswalk at Taylor Ave	Homeacres community
Solano County	DRM	x			One year after funding	\$125,000	x		x		Benecia Rd Lighted Crosswalk at Starr Ave	Starr Subdivision
Solano County	DRM		x		2006	\$500,000	x			x	Fulton Ave Sidewalk Installation	Homeacres community to Beverly Hills ES - North Side of Fulton Ave
Solano County	DRM	x			Two Years after funding	\$400,000	x		x		Tolenas Ave Sidewalk Installation	Tolenas community to Tolenas ES West Side of Tolenas Ave
Solano County	DRM	x			Two Years after funding	\$800,000	x		x		Old Town Cordelia Sidewalk Installation	Cordelia community to Rodriguez HS
Solano County	DRM	x			Three Years after funding	\$3,000,000	x	x	x		Cantelaw Rd Multi-Use Path Installation	English Hills community to Browns Valley ES - North Side of Cantelaw Rd b/t English Hills Rd And Timm Rd

SOLANO COUNTY SR25 & SR2T

City	Lead Agency	Planning	Programmed	Status	Estimated Construction	Budget	SR25	SR2T	SR2	SR1	Description	Location
Solano County	DRM	x			Two Years after funding	\$2,000,000	x	x			Timm Rd Multi-Use Path Installation	English Hills community to Browns Valley ES - West Side of Timm Rd b/t Peaceful Glen Rd and Cantelaw Rd
Solano County	DRM	x			Two Years after funding	\$200,000	x				Suisun Valley School Pedestrian Improvements	Sidewalks for a pick up area
Suisun City	PWD	x	x		TBD	\$225,000	x	x			construct sidewalks and add bike lanes	East Side of Marina Blvd b/t Driftwood Dr and SR12
Suisun City	PWD	x			TBD	\$100,000	x				Radar Speed Signs	4 School Locations
Suisun City	PWD	x			TBD	\$85,000	x				Bulbout Installation	Crystal MS - Francisco Dr and Whispering Bay Ln
Suisun City	PWD	x			TBD	\$750,000	x	x			Class 1 Bike Path	South Side of SR12 b/t Marina Blvd and Grizzly Island Rd
Vacaville	City of Vacaville			x	July 2003	\$210,368	x				Constructed Sidewalks	Padan School, Vacaville Christian Academy
Vacaville	City of Vacaville			x	Oct 2004	\$157,126	x				Installed 18 Radar Speed signs	Citywide
Vallejo	City of Vallejo	x			Summer 2006	\$425,000	x				Radar Speed Signs	15 Select Schools
Vallejo + Benecia	Finance Dept.			x	06-07	\$980,000		x			Vallejo and Benecia Transit Stop Improvement Project	100 Bus Shelters

FIGURE 1

Solano County
Existing Conditions 2006

- Legend
- Schools
 - Parks
 - Interstate Highway
 - State Route
 - Major Roads
 - Transit Centers

DRAFT MAP

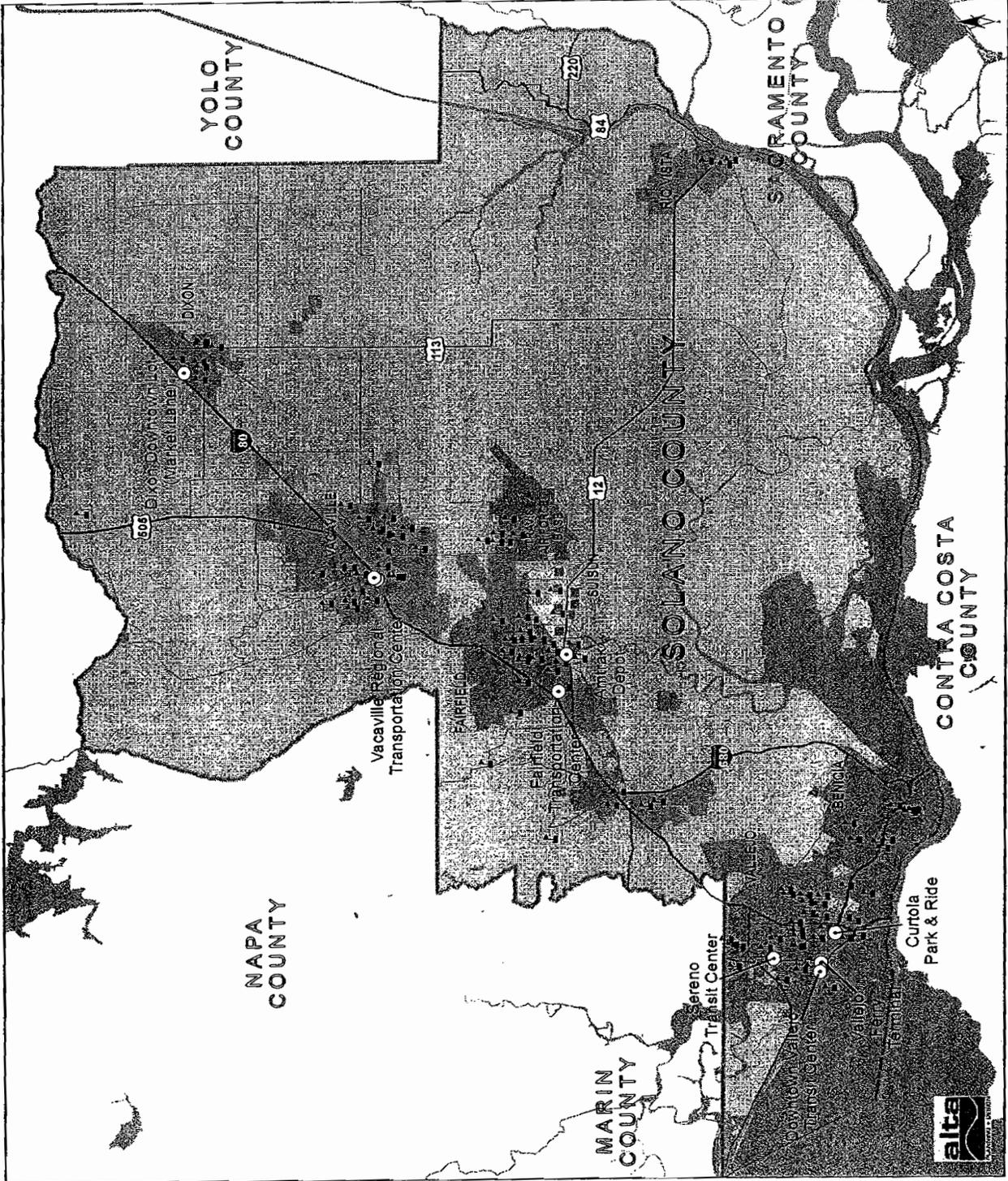
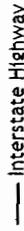
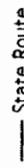
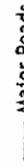


FIGURE 2

**City of Benicia
Existing Conditions 2006**

Legend

-  Schools
-  Parks
-  Interstate Highway
-  State Route
-  Major Roads
-  Government Buildings
-  Police Stations



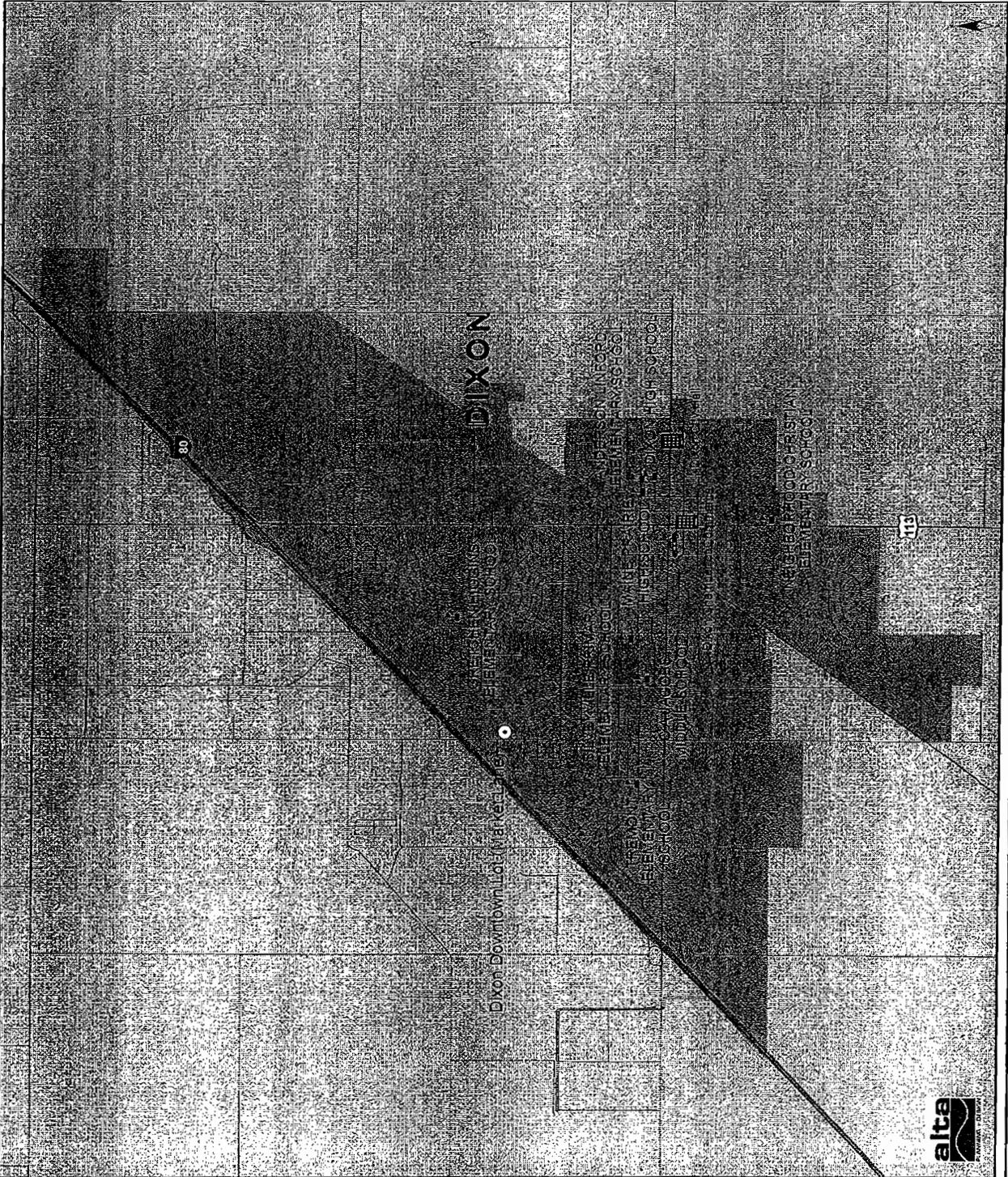
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FIGURE 3

City of Dixon
Existing Conditions 2006

- Legend
- Schools
 - Parks
 - Interstate Highway
 - State Route
 - Major Roads
 - Government Buildings
 - Police Stations
 - Transit Centers



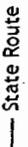
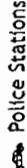
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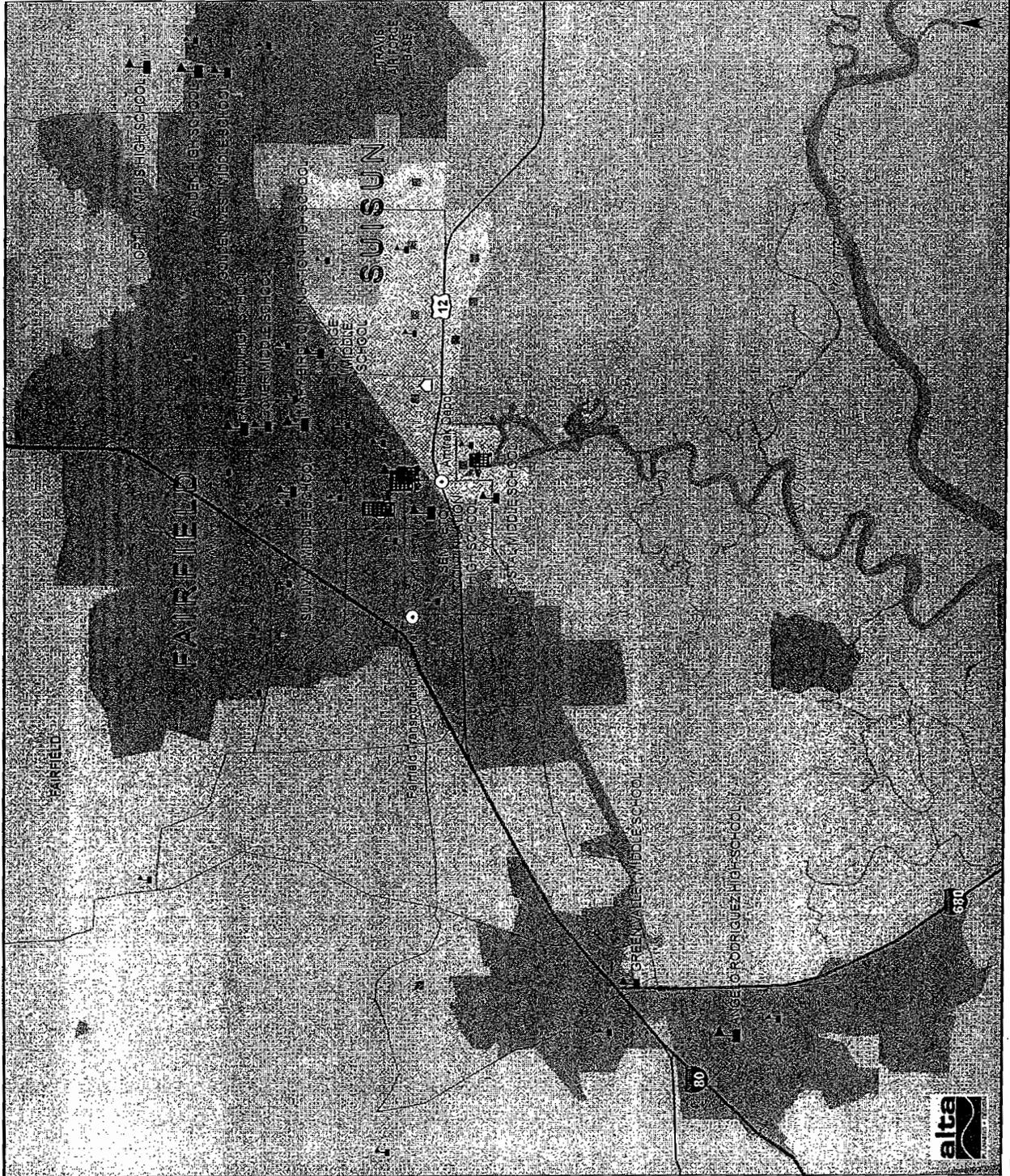


FIGURE 4

**Cities of Fairfield and Suisun
Existing Conditions 2006**

Legend

-  Schools
-  Parks
-  Interstate Highway
-  State Route
-  Major Roads
-  Government Buildings
-  Police Stations
-  Transit Centers

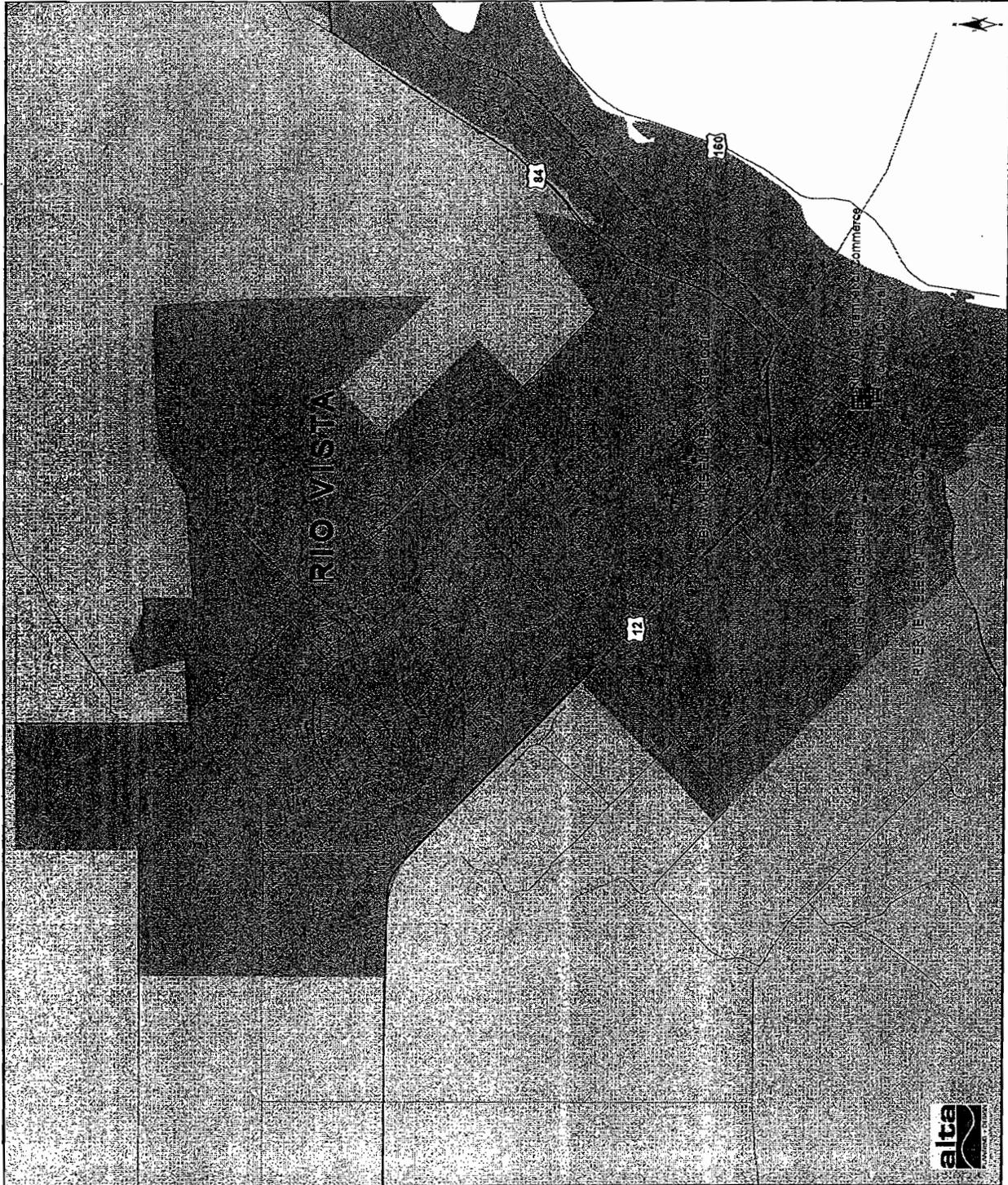


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FIGURE 5

**City of Rio Vista
Existing Conditions 2006**

- Legend**
- Schools
 - Parks
 - Interstate Highway
 - State Route
 - Major Roads
 - Government Buildings
 - Police Stations
 - Transit Centers



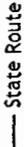
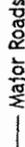
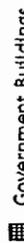
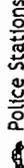
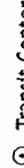
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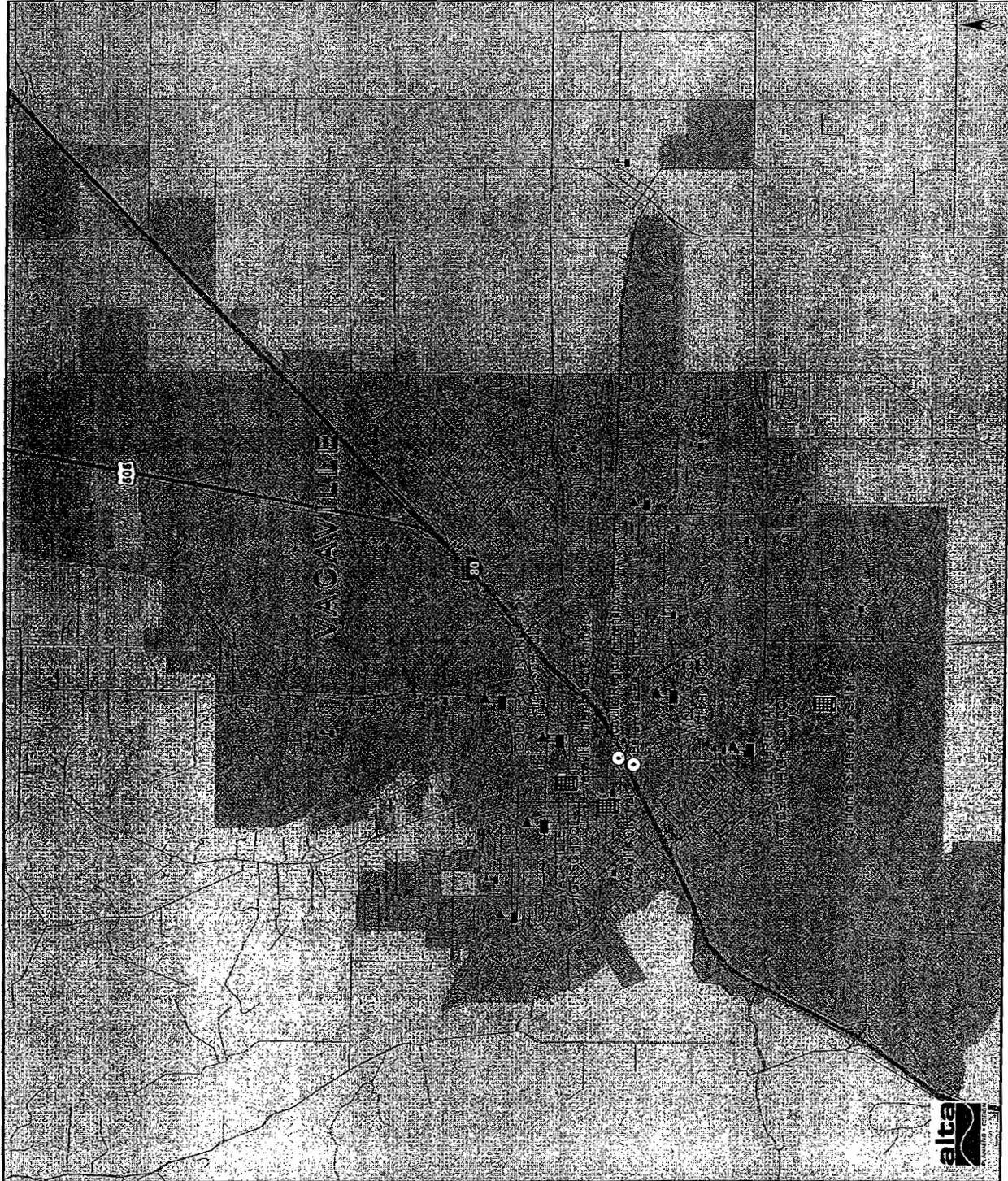


FIGURE 6

**City of Vacaville
Existing Conditions 2006**

Legend

-  Schools
-  Parks
-  Interstate Highway
-  State Route
-  Major Roads
-  Government Buildings
-  Police Stations
-  Transit Centers



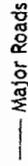
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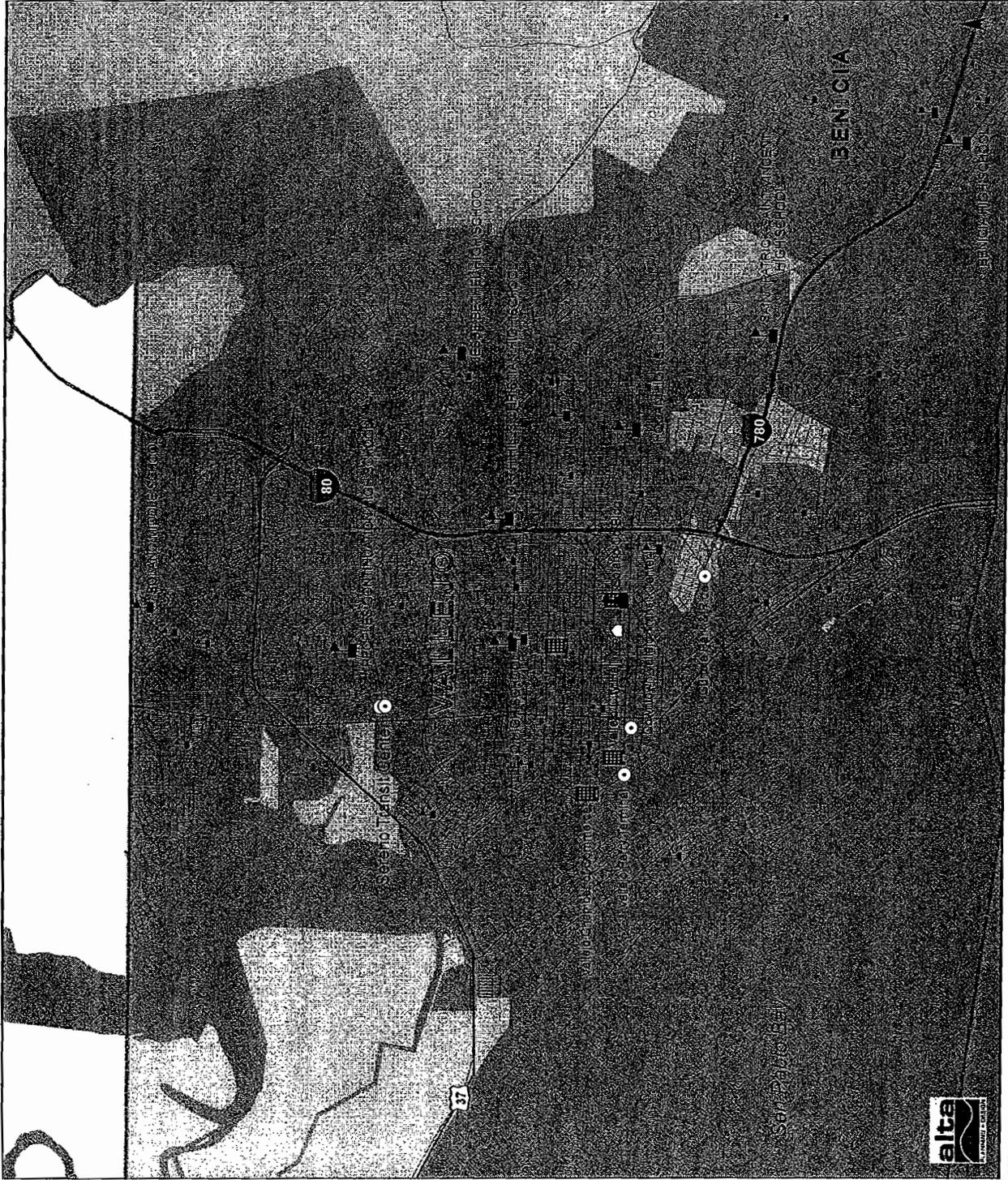


FIGURE 7

**City of Vallejo
Existing Conditions 2006**

Legend

-  Schools
-  Parks
-  Interstate Highway
-  State Route
-  Major Roads
-  Government Buildings
-  Police Stations
-  Transit Centers



DRAFT MAP





DATE: March 30, 2006
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update – April 2006

Background:

Each year, STA staff monitors state and federal legislation that pertains directly to transportation and related issues.

Discussion:

State

The release of Governor Schwarzenegger's long-term \$222 billion infrastructure plan for California prompted the state legislature to initially strive to draft a unified bond proposal to be placed on the June 2006 election ballot. The effort failed, but negotiations now continue toward the November 2006 ballot deadline. The State Legislative Update (Attachment A) provided by Shaw/Yoder further details the recent bond package discussions.

Federal

Four STA Board members will meet with congressional representatives in Washington, D.C. on April 4th and 5th, 2006 regarding the STA's 2006-07 transportation priorities for Solano County. A copy of "Solano County's April 2006 Priority Projects, Fiscal Year 2007 Federal Appropriations Requests" is included (Attachment B under separate enclosure), as well as the meeting itinerary (Attachment C). A report on the trip will be given at the April 12 Board meeting. The Federal Legislative Update from The Ferguson Group (Attachment D) is also included for your information.

Recommendation:

Informational.

Attachments:

- A. Shaw/Yoder State Legislative Update
- B. Solano County's April 2006 Priority Projects, Fiscal Year 2007 Federal Appropriations Requests (under separate enclosure)
- C. Meeting Itinerary for STA Annual Federal Legislative Trip to Washington, D.C.
- D. The Ferguson Group Federal Legislative Update

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March 30, 2006

To: Board Members, Solano Transportation Authority

Fm: Joshua W. Shaw, Partner
Shaw / Yoder, Inc.

RE: LEGISLATIVE UPDATE

Infrastructure Bonds

On March 16th we reported that the Legislature and Governor failed to work out a solution acceptable to all parties for an infrastructure bond funding package to be placed on the statewide June 6 Primary Election Ballot. Since January 5th, when the Governor first presented his "State of the State Address" and unveiled his *Strategic Growth Plan (SGP)*, a multi-billion-dollar infrastructure bond proposal with concurrent policy initiatives, a plan containing billions of dollars in new highway and other transportation investments, all participants in the state legislative process had been sprinting towards a mid-March deadline to put together a package in time for the Primary Ballot; that sprint ground to a crawl, then a halt, on the night of the 16th.

Before the final negotiations fell through, there had been hope of a significant funding package being moved to the ballot as late as Thursday night (March 9th), one generating new revenue streams for several STA priorities. Specifically, at that time the legislative Democratic leadership had worked out amongst themselves and most of their caucus members a \$47 billion package mirroring much of the Governor's priorities, with additional spending in the areas of housing, environmental mitigation, transit and education facilities. While it was smaller overall in scope than the Governor's proposal, this package did seem to quickly garner a lot of support, and the Governor seemed eager to maneuver almost any package through in order to declare victory.

The transportation components of most interest to STA were probably:

- High Priority Corridor Improvements
(80/680 & other STA projects eligible) -- \$4.5 billion
- STIP Augmentation -- \$1.0 b
- SHOPP – Highway Rehabilitation -- \$0.750 b
- State – Local Partnership Program (match) -- \$1.0 b
- Rail / Bus / Transit Improvements -- \$4.5 b
- Local Bridge Seismic Retrofit -- \$0.125 b

Tel: 916.446.4656
Fax: 916.446.4318
1414 K Street, Suite 320
Sacramento, CA 95814

The package also included these transportation-related and “smart growth” measures:

- Transit Security Program -- \$0.5 b
- Grade Separations -- \$0.3 b
- Transit Oriented Development -- \$0.3 b
- Infill Incentives -- \$0.65 b
- Safe Routes to School -- \$0.05 b

Unfortunately, while the Governor seemed accepting (if not supportive) of most of the Democratic priorities, he was ultimately unable to rally enough support in either the Senate or Assembly Republican caucuses to make the whole deal palatable (i.e. capable of sustaining the required 2/3-vote requirement on each House’s Floor). Specifically, the “ask” by legislative Republicans still included significant policy changes that, in turn, offended many Democrats, including major CEQA reform for transportation projects funded out of the bond act, additional design-build authority on state highways, and the use of “public-private-partnerships” on transportation projects (as well, many Republicans were generally opposed to bond financing, on principle, without concurrent revenues to back the debt service). Moreover, the Governor and several key Republicans also made their support contingent on at least one major funding enhancement *not* included in the Democratic package: significant surface water storage facilities (i.e. dams and reservoirs).

While March 10th had been held out by the state printing office and the Secretary of State as the last day by which the Legislature and Governor had to pass a measure in time to get it on the June 6th Ballot pamphlet, and while a Democratic bill was put up on the Senate Floor that night and failed passage, the parties continued to negotiate, including through March 15th.

That night, however, it all fell apart, when the “Big 5” realized they could not hold the whole package together, and instead tried a last-ditch effort to single out levee funding and education facilities for a smaller June bond package. When it became apparent that Senate President Pro Tem Don Perata didn’t want to take that smaller step – and lose the momentum on the larger package – the remaining activities were largely theatrics. Namely, the Senate Democratic leadership, apparently in a “preemptive strike” in response to the Assembly Speaker’s pending effort to send over just two bond bills – one for levees and one for education facilities – prepared a \$1 billion general fund appropriation bill just for levees, and then adjourned for the night after sending that to the Assembly Floor. In the hastily-convened Senate Appropriations Committee hearing on that bill earlier in the evening, Senator Perata stated his intent to send the bill over and then to adjourn the Senate for the week (i.e. and therefore *not take up any* additional infrastructure measures, including the two bills being prepared by the Assembly). He stated his intent to instead work on the total infrastructure package later in the year, for a November General Election Ballot.

Shortly thereafter, the Assembly Democratic leadership took up and passed off its Floor two 2/3-majority vote bills -- one for levees (which passed 62-4) and one for education facilities (which passed with a slightly less wide margin) – and sent them to the now-adjourned Senate. The Assembly session ended with an announcement that there would be no Assembly Floor session the remainder of the week.

Thus, no further substantive work was attempted or achieved to place on the June Primary Ballot a comprehensive bond funding package, including transportation investments.

The next day, the Governor was quoted in the papers as “guaranteeing” that a bond deal would be struck in time for the November ballot. Since then, we have monitored the negotiations; we can report that talks have indeed taken place, but it is not clear that these have produced significantly more progress, if any, than was made up until March 15th. The latest effort is nominally focused on putting a package together before the Legislature takes its short Spring Recess (scheduled to begin April 6th).

Legislation

We have been working with Assemblymember Lois Wolk to prepare for the first policy hearing of her bill addressing STA’s planning, programming & monitoring (PPM) funding needs (AB 2538). Introduced on behalf of the STA and other planning agencies, this bill would make the following changes to the Government Code prescribing elements of STIP funding:

- Establish that the total amount available for PPM shall be no less than 5 percent of a STIP totaling \$1.25 billion; and
- Provide that each RTPA and LCTC may program up to 5 percent of its county share for PPM activities.

This could generate several hundreds of thousands of dollars for STA PPM purposes. We have been working with the California Association of Councils of Governments to obtain their support, as well as with individual planning agencies to ensure as broad support as possible.

Budget

The Legislature’s various budget subcommittees in each House have begun to hold informational hearings on the Governor’s proposed 2006-07 Budget. We will monitor and report on these for you, with an emphasis on the transportation subcommittees. We will also follow up on your recent meetings in the Capitol with Senate Transportation Budget Subcommittee #4 Chair Machado and Assembly Transportation Budget Subcommittee #5 member Wolk to re-emphasize your priorities, including full funding of Proposition 42.

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**SOLANO TRANSPORTATION AUTHORITY
FEDERAL LEGISLATIVE TRIP
WASHINGTON, D.C. MEETING ITINERARY
APRIL 4-5, 2006**

Tuesday, April 4	
11:00 a.m.	Chris Thompson, Legislative Assistant Office of Senator Dianne Feinstein
1:00 p.m.	Colton Campbell, Legislative Assistant Office of Representative Mike Thompson
2:00 p.m.	Jennifer Goldstein, Legislative Assistant Office of Representative Dan Lungren 2448 Rayburn House Office Building (202) 225-5716
3:00 p.m.	Justin Hamilton, Legislative Director Office of Representative George Miller
4:30 p.m.	Jim Tymon House Committee on Transportation and Infrastructure
Wednesday, April 5	
10:00 a.m.	Robert Herbert, Legislative Assistant Office of Senator Harry Reid
10:30 a.m.	Laurie Saroff, Legislative Assistant Office of Senator Barbara Boxer
11:15 a.m.	Paul Kidwell, Legislative Assistant Office of Representative Ellen Tauscher
1:30 p.m.	Local Media Calls by STA Board Members:
2:00 p.m.	Lara Levison Office of Minority Leader Nancy Pelosi

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1434 Third Street ♦ Suite 3 ♦ Napa, CA ♦ 94459 ♦ Phone 707.254.8400 ♦ Fax 707.598.0533

To: Solano Transportation Authority Board of Directors
 From: Mike Miller
 Re: Federal Update
 Date: March 24, 2006

1. Appropriations Update.

The chart below outlines STA's Fiscal Year 2007 requests.

<i>Project</i>	<i>Request</i>	<i>Status</i>
Vallejo Intermodal Station	\$4 million	Request submitted to House and Senate delegation. House deadline March 16. Senate deadline April 26.
Fairfield / Vacaville Intermodal Station	\$1.9 million	Request submitted to House and Senate delegation. House deadline March 16. Senate deadline April 26.
I-80/680 Interchange	\$6 million	Request submitted to House and Senate delegation. House deadline March 16. Senate deadline April 26.
Travis AFB Access Improvements (Jepson)	\$3 million	Request submitted to House and Senate delegation. House deadline March 16. Senate deadline April 26.

1. Fiscal Year 2007 Appropriations

In March, The Ferguson Group continued working on STA's Fiscal Year 2007 appropriations requests. All required forms were submitted to our House and Senate delegation offices prior to all Member and Subcommittee deadlines. House Members were required to submit their appropriations requests to the Transportation appropriations subcommittee for consideration by March 16. Senate earmark requests are due on or before April 26. TFG will continue to work with congressional staff on STA's requests.

House subcommittee and committee markups could start in April; more scheduling information should be available the week of March 27. The Senate deadline for Transportation Appropriations requests is April 26, so Transportation markups on the Senate side are likely in May or June.

2. Washington, D.C. Meetings.

The Ferguson Group continues coordinating STA's Washington meetings on April 4-5. We have secured or requested meetings with our House and Senate delegation Members and staff. We are also working with STA staff to determine whether meetings with Administration agency officials and staff at the Federal Highways Administration and the Federal Transit Administration would be helpful.

3. Earmark Reform.

There is news about the general status of earmark requests for Fiscal Year 2007. The total number of requests for seven of the ten appropriations subcommittees – including requests for earmarks in the Transportation appropriations bill – is down by over 40% according to committee counts completed last Friday and reported yesterday. There were approximately 15,000 earmark requests made by Members, down from last year's total of almost 27,000 for the same seven subcommittees.

Requests for the Transportation-Treasury Appropriations Subcommittee were down 55%, to 2,400 from 5,400 in FY06. However, this number should be viewed with the understanding that this bill also funds HUD's economic development initiative (EDI) account, and EDI has drawn significant negative opinion for perceived irresponsible earmarking in past years. While transportation requests might be down in FY 2007, for now we might assume that a large portion of the reduction is due to a large decrease in the number of Member requests for EDI earmarks.

Please contact Mike Miller at (707) 254-8400 if you have any questions regarding this report or need additional information.



DATE: March 30, 2006
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
SUBJECT: Lifeline Transportation Funding Program Advisory Committee

Background:

The Metropolitan Transportation Commission's (MTC) Lifeline Transportation 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.

Funds for three years will be allocated by MTC for Solano Lifeline Transportation Projects in the amount of \$1,076,866. The funding will be derived from a variety of sources including Congestion Management Air Quality (CMAQ), Jobs Access Reverse Commute (JARC) and State Transit Assistance Funds (STAF). Each of these funding sources have guidelines on how the funds may be spent which, in total, will influence the types of Lifeline projects that may be funded.

For the first time, the STA will be managing Lifeline Funds. STA will select the Solano Lifeline projects for funding and submit these to MTC. STA staff has been working with MTC staff to transition the program to the STA from the issuance of the Call for Projects, establishing evaluation criteria jointly with MTC, approving projects for funding as well as monitoring and overseeing projects and programs. In December 2005, the STA Board approved the establishment of a Lifeline Advisory Committee to evaluate Solano County project proposals.

Discussion:

The Lifeline Advisory Committee met March 22 to review and input on the Call for Projects materials and overall schedule. The first Call for Projects was released March 27, 2006 with applications due May 26. The Call for Projects was distributed to all Solano transit operators and over 50 other organizations throughout Solano County; the Call for Projects is also available on the STA website.

The Lifeline Advisory Committee will meet again in June 2006 to evaluate and recommend project proposals for funding. The recommendations will be made in conjunction with the STA Board's Transit Subcommittee and then submitted to the STA Board for approval in July.

Recommendation:

Informational.

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DATE: April 3, 2006
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: Final Business Plan for the Capitol Corridor
(FY 2006-07 and FY 2007-08)

Background:

As the policy body that reviews the Capitol Corridor intercity train service (Auburn-Sacramento-Davis-Suisun City/Fairfield, Martinez-Emeryville/San Francisco-Oakland-San Jose), the Capitol Corridor Joint Powers Authority (CCJPA), as the administrator of this rail and bus feeder service, is responsible for preparing and submitting to the Secretary of Business, Transportation and Housing Agency (BT&H), an annual business plan update, which identifies the CCJPA's request for state funds to provide projected levels of Capitol Corridor intercity rail service (including dedicated feeder buses).

Mayor Jim Spering and Mayor Mary Ann Courville serve as the STA Board members and Mayor Len Augustine is the STA Board alternate on the 16-member Capitol Corridor Joint Powers Board (CCJPB). STA staff serves on the Capitol Corridor Staff Coordinating Group (SCG).

Discussion:

The Board of Directors of the Capital Corridor Joint Powers Authority (CCJPA) has released its Final Business Plan for FY 2006-07 and FY 2007-08 (Attachment A).

The business plan is premised upon the state's current financial deficit situation over the next two fiscal years and:

- ✓ Maintains the current 24-train service plan (12 daily roundtrips) for FY 2006-07 and FY 2007-08 (with funded services increase to San Jose and Roseville/Auburn in FY 2006-07) and with the potential, if funding is available, to expand Sacramento-Oakland service to 32 weekday trains;
- ✓ Assumes for the first time in two years, additional capital programming capacity available from the 2006 State Transportation Improvement Program (STIP) to fund some or all of the capital projects nominated by the CCJPA including track improvements made possible by the \$4.2 million swap of STIP for RM 2 funds approved by the STA Board last fall; and
- ✓ Builds on the successes of previous award-winning marketing campaigns to raise awareness of the Capital Corridor "brand" as a viable transport alternative along the Northern California's congested highway corridors.

As part of the public review process, the CCJPA invited members of the public to attend the annual series of workshops to have direct input into the future plans for the Capitol Corridor (i.e. fares, schedules stations) as the CCJPA Board seeks to make the train service the preferred means of travel along the congested I-80/I-680/I-880 highway corridor. The schedule for the public workshops was as follows:

Thursday, March 23, 2006

Capitol Corridor Train 540, Rear Coach Car, 5:00 pm - 6:00 pm

BART Boardroom, 344 20th Street, Kaiser Center Mall, 3rd Floor Oakland, 5:30 pm - 7:00 pm

Monday, March 27, 2006

Capitol Corridor Train 542, Rear Coach Car, 4:15 pm - 6:40 pm

Capitol Corridor Train 544, Rear Coach Car, 5:40 p.m. - 7:15 pm

Tuesday, March 28, 2006

Capitol Corridor Train 538, Rear Coach Car, 3:30 pm - 6:30 pm

Wednesday, March 29, 2006

Capitol Corridor Train 545, Rear Coach Car, 5:00 pm - 6:00 p.m.

Capitol Corridor Train 547, Rear Coach Car, 6:00 pm - 7:00 pm

Recommendation:

Informational.

Attachment:

- A. Final Business Plan for the Capitol Corridor Joint Powers Authority
(FY 2006-07 and FY 2007-08)

CAPITOL CORRIDOR



RECEIVED

March 31, 2006

The Honorable Sunne Wright McPeak
 Secretary
 State of California Business, Transportation and Housing Agency
 980 Ninth Street, Suite 2450
 Sacramento, CA 95814-2719

APR - 5 2006

SOLANO TRANSPORTATION
 AUTHORITY

SUBJECT: CCJPA FY 2006-07 – FY 2007-08 Business Plan Update – FINAL

Dear Secretary McPeak:

In accordance with the Interagency Transfer Agreement between the Capitol Corridor Joint Powers Authority and the State of California, on behalf of the Capitol Corridor Joint Powers Authority (CCJPA), I am pleased to submit to you the final Business Plan Update for the Capitol Corridor intercity passenger train service for FY 2006-07 – FY 2007-08. The CCJPA Board of Directors formally adopted this Business Plan Update at its February 15, 2006 meeting and enclosed is Resolution 06-01, which stipulates the submission of this business plan to BT&H. In conjunction with the development of this business plan, the CCJPA conducted seven public workshops throughout the service territory to gain public comment.

In summary, this submission is premised upon the state's continuing constrained financial situation and therefore the Business Plan Update for the Capitol Corridor is designed "to stay the course" and includes the following:

- Maintains the current 24-train service plan for FY 2006-07 and FY 2007-08 (with funded service increases to San Jose and Roseville/Auburn in FY 2006-07) and we are planning to expand Sacramento-Oakland service to 32 weekday trains when the financing plan is completed;
- Includes, for the first time in over two years, additional capital programming available from the 2006 State Transportation Improvement Program (STIP) to fund some or all of the capital projects nominated by the CCJPA; and
- Builds upon the success of previous award-winning marketing campaigns/programs to raise the awareness of the Capitol Corridor "brand" as a viable transport alternative along the Northern California's congested highway corridors.

The CCJPA's business plan acknowledges the positive partnerships with those agencies that assist us in our service delivery (Caltrans, Amtrak, and the Union Pacific Railroad). These partners have provided the CCJPA with the resources to make the Capitol Corridor service a safe, reliable, frequent, and cost-effective transportation service that meets the demands of the traveling public between the Bay Area and Sacramento metropolitan regions.

The CCJPA appreciates the support and assistance from BT&H as we continue our management efforts to further improve upon the success achieved by the Capitol Corridor service. Please contact me at (510) 464-6990 if you have any questions regarding the business plan.

Sincerely,



Eugene K. Skoropowski, AIA
 Managing Director

Enclosures

cc: CCJPA Board of Directors
 Will Kempton, Caltrans – Director
 Bill Bronte, Caltrans - Division of Rail

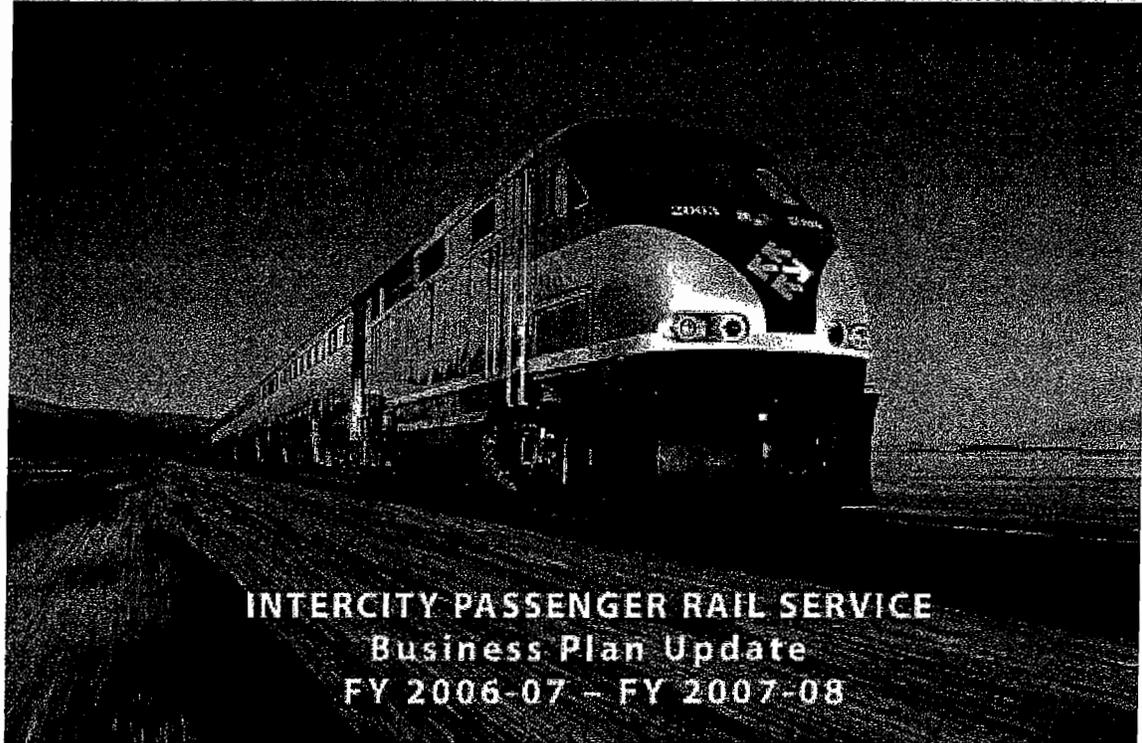
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
 300 LAKESIDE DRIVE, 14TH FLOOR EAST, OAKLAND CA 94612
 510.464.6995 (V) 510.464.6901 (F)

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CAPITOL CORRIDOR

Auburn - Sacramento - Davis - Suisun/Fairfield - Martinez - Oakland/San Francisco - San Jose



Prepared by
Capitol Corridor Joint Powers Authority

Prepared for
State of California
Business, Transportation and Housing Agency
April 2006

FINAL

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Executive Summary

Introduction. This Business Plan Update presents an overview of the Capitol Corridor Joint Powers Authority’s (CCJPA’s) strategic plan and funding request for the next two fiscal years (FY 2006-07 and FY 2007-08), to be submitted to the Secretary of the Business, Transportation and Housing Agency in April 2006. This Business Plan Update identifies the service and capital improvements that have contributed to the Capitol Corridor’s growth over the past five years, and incorporates customer input as put forth in Chapter 263 of State Law.

In FY 2004-05, the CCJPA continued to raise the bar on the performance of the Capitol Corridor service, setting new records for ridership and revenues for 12 consecutive months, with results exceeding the performance standards.

The CCJPA is governed by a Board of Directors, comprised of 16 elected officials from six member agencies along the 170-mile Capitol Corridor rail route (see Figure 1-1):

- Placer County Transportation Planning Agency (PCTPA)
- Solano Transportation Authority (STA)
- Yolo County Transportation District (YCTD)
- Sacramento Regional Transit District (Sac RT)
- San Francisco Bay Area Rapid Transit District (BART)
- Santa Clara Valley Transportation Authority (VTA)

As administrator of the service, the CCJPA’s primary focus is the continuous improvement of the Capitol Corridor through effective cost management, revenue enhancement, and customer service in the delivery of a safe, reliable, frequent, and high-quality passenger rail service that is a viable transportation alternative to the congested I-80, I-680, and I-880 highway corridors.

History. The Capitol Corridor service began in December 1991 with six daily trains between San Jose and Sacramento. The CCJPA assumed management responsibility for the service in October 1998; since then it has grown to become the third busiest intercity passenger rail service in the nation. In April 2001, the CCJPA expanded service to 18 daily trains using six trainsets in the State-owned Northern California fleet (Capitol Corridor and San Joaquin services). In FY 2002-03, using seven trainsets and the same operating budget for 18 daily trains, service was increased three times: to 20 weekday trains (18 weekend) in October 2002; 22 weekday trains in January 2003; and 24 weekday trains in April 2003. These expansions were accomplished with no increase in budget by reallocating funds from discontinued motorcoach routes.

Operating Plan. With the ongoing limitations in the State of California budget, the trend of flat allocations is expected to continue with the Draft State Budget for FY 2006-07. Within this allocation the CCJPA plans to expand upon the current service plan with added trains to and from San Jose. This service level will be maintained at a minimum over the next two fiscal years with anticipated CCJPA operating expenses as follows:

Capitol Corridor Service	FY 2006-07	FY 2007-08
Oakland – Sacramento	24 weekday trains (18 weekend)	24 weekday trains (18 weekend)
Oakland – San Jose	14 daily trains	14 daily trains
Sacramento – Roseville	Up to 6 daily trains	Up to 6 daily trains
Roseville – Auburn	Up to 4 daily trains	Up to 4 daily trains
Total Budget (Operations, Marketing & Administration)	\$26,204,000	\$26,194,000

Performance Standards. In April 2005, the CCJPA Board updated its Vision Plan, which established standards for the Capitol Corridor in usage (ridership), cost efficiency (system operating ratio), and reliability (on-time performance) and strengthened partnerships with the service operators, Amtrak and the Union Pacific Railroad (UPRR). In FY 2004-05, the CCJPA continued to raise the bar on the performance of the Capitol Corridor service, setting new records for ridership and revenues for 12 consecutive months, with results exceeding the performance standards:

Capitol Corridor Service FY 2006-07–FY 2007-08 Business Plan Update (Final April 2006)

- Ridership grew 8% in FY 2004-05; to date, FY 2005-06 ridership is 1% above last year.
- Revenue grew 16% during FY 2004-05; to date, FY 2005-06 revenue is up 5%.
- System operating ratio (a.k.a. farebox return) improved to 43% in FY 2004-05; to date, the FY 2005-06 operating ratio is 49%.
- On-time performance (OTP) remained steady at 85% in FY 2004-05; to date FY 2005-06 OTP is a sub-standard 68% due to service disruptions from December 2005 through February 2006, primarily caused by delays from weather, construction and freight rail traffic. (Reliability has improved recently with March 2006 posting an OTP of 80%.)

The CCJPA develops performance standards in partnership with the State and Amtrak. The table below summarizes the standards and results for FY 2004-05 and FY 2005-06 (through December 2005) as well as the standards for the next two fiscal years (see Appendix C):

Performance Standard	FY 04-05			FY 05-06			FY 06-07	FY 07-08
	Actual	Standard	Variance	Actual	Standard	Variance	Standard	Standard
Route Ridership	1,260,249	1,200,100	8.0%	418,356 (through 1/06)	409,000 (through 12/05)	2.3%	1,398,500	1,433,500
System Operating Ratio (train and feeder bus)	43%	39%	10.3%	49% (through 1/06)	42%	16.3%	43%	44%
On-Time Performance	85%	90%	(5.6%)	68% (through 1/06)	90%	(24.8%)	90%	90%

Capital Improvement Program. The CCJPA’s Capital Improvement Program (CIP) is consistent with the Regional Transportation Plans (RTPs) adopted by the San Francisco Bay Area Metropolitan Transportation Commission (MTC), the Sacramento Area Council of Governments (SACOG), Caltrans’ 10-Year Statewide Rail Plan, and Amtrak’s Strategic Corridors Initiative. This CIP expands beyond the CCJPA’s current investment of \$107 million in track and station projects now underway or programmed between Auburn and San Jose.

For the first time in several years, the 2006 State Transportation Improvement Program (STIP) will have funds available to program new projects. The CCJPA has submitted a list of prioritized projects to the State to be included in the 2006 STIP, and continues to seek additional funding sources.

Elements of this CIP include projects to increase capacity, upgrade track infrastructure, build/renovate stations, add rolling stock, reduce travel times, improve reliability, and enhance passenger safety, security, and amenities. Indirect benefits include reduced congestion, improved air quality, and increased movement of goods and services on the shared freight rail corridor.

For the first time in several years, the 2006 State Transportation Improvement Program (STIP) will have funds available to program new projects. To that end, the CCJPA has submitted a list of prioritized projects to the State to be included in the 2006 STIP. In addition, the CCJPA is aggressively seeking supplemental funding sources to leverage the current \$107 million investment over the next two to five years.

Marketing Strategies. The CCJPA’s marketing strategies for FY 2006-07 and FY 2007-08 will focus on directives set forth in the updated Vision Plan and build upon the recent in-sourcing of customer service call center operations. Marketing programs and campaigns will target markets where we have seating capacity, improve transit connections, leverage strategic partnerships, and enhance customer service and amenities to attract and retain loyal riders.

Action Plan. The CCJPA’s Business Plan for the service will focus on improving the passenger experience to attract and retain loyal, frequent riders with the introduction of enhancements such as ticket vending machines at all stations, an on-board automated ticket validation (ATV) pilot program, and, if funding permits, security cameras on trains and at stations. This annual Business Plan Update provides an overview of the CCJPA’s goals for delivering a cost-effective Capitol Corridor service while increasing ridership, revenue, and customer satisfaction through its partnerships with passengers, local communities, UPRR, Amtrak, and the State of California.

1. Introduction

This Business Plan Update modifies the Capitol Corridor Joint Powers Authority's (CCJPA's) Business Plan Update submitted to the Secretary of the Business, Transportation and Housing Agency (BT&H) each April. The CCJPA's goal is to maintain Capitol Corridor service levels between Sacramento and Oakland at 24 daily trains with expanded service of 14 trains to and from San Jose in FY 2006-07 and 2007-08. Any further service expansions will be provided within the State's budget allocation. This Business Plan Update identifies the service and capital improvements that have contributed to the Capitol Corridor's growth over the past seven years. It also incorporates customer input as put forth in Chapter 263 of State Law that allowed for the transfer of the Capitol Corridor service to the CCJPA on July 1, 1998.

As part of that transfer, the CCJPA is required to prepare an annual Business Plan that identifies the current fiscal year's operating and marketing strategies; capital improvement plans for the Capitol Corridor; and the funding request to the Secretary of BT&H for the CCJPA's operating, administrative, and marketing costs for inclusion in the State Budget proposal to the Legislature.

The CCJPA's goal is to maintain Capitol Corridor service levels between Sacramento and Oakland at 24 daily trains with expanded service of 14 trains to and from San Jose in FY 2006-07 and 2007-08.

The CCJPA is governed by a Board of Directors, comprised of 16 elected officials from six member agencies along the 170-mile Capitol Corridor rail route (see Figure 1-1):

- Placer County Transportation Planning Agency (PCTPA)
- Solano Transportation Authority (STA)
- Yolo County Transportation District (YCTD)
- Sacramento Regional Transit District (Sac RT)
- San Francisco Bay Area Rapid Transit District (BART)
- Santa Clara Valley Transportation Authority (VTA)

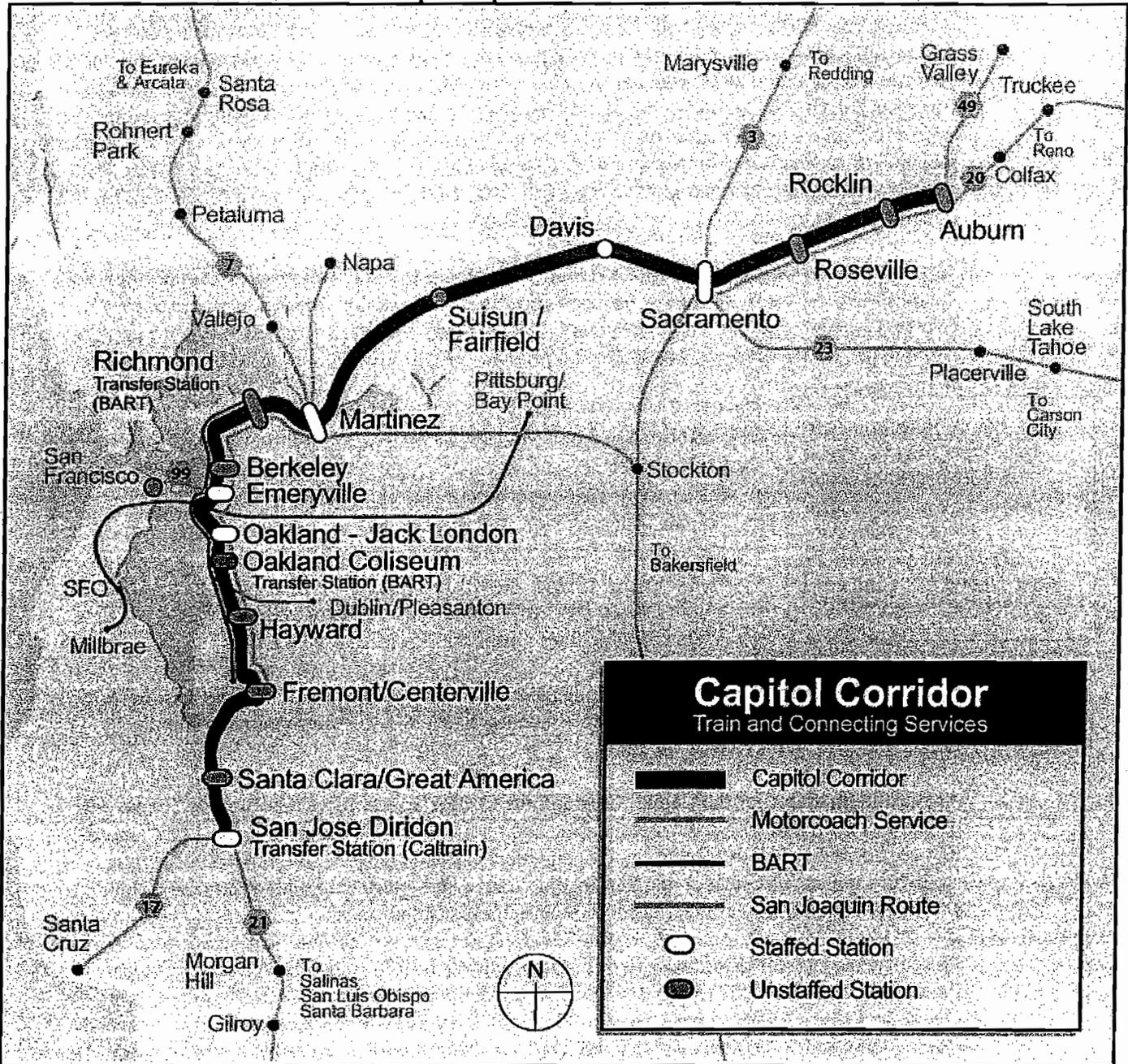
Ex-officio members of the CCJPA include the Metropolitan Transportation Commission (MTC) and the Sacramento Area Council of Governments (SACOG), the Metropolitan Planning Organizations (MPOs) along the route.

As the administrator for the Capitol Corridor, the CCJPA's responsibilities include overseeing day-to-day train and motorcoach scheduling and operations; reinvesting operating efficiencies into service enhancements; overseeing deployment and maintenance (by Amtrak) of rolling stock for the Capitol Corridor and San Joaquin trains; and interfacing with Amtrak and the UPRR on dispatching, engineering, and other railroad-related issues.

Presently, the Capitol Corridor serves 17 stations along the 170-mile rail corridor connecting Placer, Sacramento, Yolo, Solano, Contra Costa, Alameda, San Francisco, and Santa Clara Counties. The train service parallels the I-80/I-680 highway corridor between Sacramento and Oakland and I-880 between Oakland and San Jose. The Capitol Corridor connects outlying communities to the train service via a dedicated motorcoach network and partnerships with local transit agencies that assist passengers traveling beyond the train station.

Capitol Corridor services are developed with input from our riders, private sector stakeholders (such as Chambers of Commerce), and public sector stakeholders (such as local transportation agencies), along with the partners who help deliver the Capitol Corridor service – Amtrak, the UPRR, Caltrans, and the various agencies and communities that make up the Capitol Corridor.

Figure 1-1
Map of Capitol Corridor Service Area



In April 2005, the CCJPA updated its Vision Plan, which identifies both short-term and long-term goals to guide the operating and capital development plans of the Capitol Corridor over the next 5 to 20 years. This April 2005 update has been incorporated into this Business Plan.

2. Historical Performance of the Service

On December 12, 1991, the State of California Department of Transportation (Caltrans) and the National Railroad Passenger Corporation (Amtrak®) initiated the Capitol Corridor intercity train service with 6 daily trains between San Jose and Sacramento. In 1996, legislation was enacted to establish the Capitol Corridor Joint Powers Authority (CCJPA), a partnership among six local

transportation agencies to share in the administration and management of the Capitol Corridor intercity train service.

In July 1998, an Interagency Transfer Agreement (ITA) transferred the operation of the Capitol Corridor service to the CCJPA for an initial three-year term. The CCJPA now operates and manages the Capitol Corridor service through an operating agreement with Amtrak. In July 2001, the ITA was extended for another three-year term through June 2004. In September 2003, legislation was enacted that eliminated the sunset date in the ITA and established a permanent governance structure for the CCJPA.

Appendix A presents an overview of the financial performance and ridership growth of the Capitol Corridor service since its inception in December 1991.

3. Operating Plan and Strategies

The CCJPA aims to meet the travel and transportation needs of Northern Californians by providing safe, reliable, frequent, and high-quality Capitol Corridor intercity train service. In response to growing ridership demand, several cost-effective service expansions were implemented by the CCJPA in October 2002, January 2003, and April 2003 to achieve the current schedule of 24 weekday trains between Sacramento and Oakland within the budget allocated for 18 daily trains. System performance also improved with the following changes implemented in FY 2003-04: in December 2003, the CCJPA restructured its agreement with

Along with improved cost efficiency, the Capitol Corridor continues to sustain ridership growth, which has increased 177% over seven years.

UPRR to increase incentive payments for improved on-time performance, and in February 2004, the CCJPA and UPRR completed the Yolo Causeway Double Track Project (the last remaining major capacity constraint between Oakland and Sacramento), increasing the reliability of the trains and reducing travel time by 10 minutes. These improvements allowed the service to sustain its ridership growth, which has increased 177% over seven years. As stated in the Vision Plan, the CCJPA's eventual goal is to provide hourly train service, which will require additional rolling stock (see Section 7).

In August 2006, upon the completion of the Oakland to San Jose Track Improvement Project, the CCJPA will expand service between Oakland and San Jose by increasing from 8 weekday trains to 14 daily trains. In addition, if funding can be arranged, the CCJPA plans to expand service between Sacramento and Oakland from 24 daily trains to 32 daily trains utilizing track capacity previously secured by the State from the UPRR. Weekend service may also be increased from 18 trains to 22 trains between Sacramento and Oakland.

To supplement its motorcoach service, the CCJPA works with its partners and local transit providers to offer expanded options for improved transit connections. Currently, the train service connects with the BART rapid transit system at Richmond station and the Oakland Coliseum station; with Caltrain service (Gilroy – San Jose – San Francisco) at San Jose Diridon station; with the Altamont Commuter Express service (Stockton – San Jose) at the Fremont/Centerville, Great America/Santa Clara, and San Jose Diridon stations; with VTA light rail at the San Jose Diridon station; and with Sac RT light rail at the Sacramento Valley station (opening Fall 2006). Together with these local transit systems, the Capitol Corridor covers the second largest urban service area in the Western United States.

The CCJPA offers several programs to enhance transit connectivity. BART tickets are sold at a 20% discount on board the Capitol Corridor trains to facilitate transfers to BART at the Richmond and Oakland Coliseum stations. The Transit Transfer Program allows Capitol Corridor passengers to transfer free of charge to participating local transit services (the CCJPA reimburses the transit agencies for each transfer collected). In December 2005, the CCJPA added

Benicia Transit, Rio Vista Transit, and ETRAN (City of Elk Grove) to the Transit Transfer Program.

In June 2005, the CCJPA and Amtrak opted to eliminate a redundant transit service by transferring the Auburn – Grass Valley motorcoach service to an expanded Highway 49 bus service operated by Gold Country Stage (Nevada County). This transfer resulted in increased service levels, ridership, and revenues, and reduced operating costs. To continue to improve service to customers, the CCJPA will seek to expand our transit connectivity programs to other agencies along the corridor.

FY 2005-06. The CCJPA's operating plan for the current fiscal year is as follows:

- Oakland – Sacramento: 24 weekday trains (18 weekend trains)
- Oakland – San Jose: 8 weekday trains (12 weekend trains)
- Sacramento – Roseville – Auburn: 2 daily trains

To supplement the added trains to/from San Jose, the CCJPA is seeking to maximize train service between Oakland and Sacramento with at least 32 daily trains, subject to available funding.

FY 2006-07. The CCJPA's operating plan for FY 2006-07 will maintain at least the same service levels as FY 2005-06 between Oakland and Sacramento, while expanding train service to Silicon Valley/San Jose and Roseville/Auburn based on completion of required track infrastructure upgrades and approval by the UPRR. Service levels will change to:

- Oakland – Sacramento: At least 24 weekday trains (18 weekend trains); as high as 32 weekday trains (22 weekend trains)
- Oakland – San Jose: 14 daily trains
- Sacramento – Roseville: 6 daily trains
- Roseville – Auburn: 4 daily trains

FY 2007-08. The CCJPA's operating plan for FY 2007-08 will remain the same as for FY 2006-07. The rolling stock provided to the CCJPA for maintenance supervision also includes the San Joaquin Corridor trains. Additional rolling stock is required to expand the Capitol Corridor and San Joaquin services to meet service expansion plans and to add cars/coaches to existing trainsets to ease overcrowding on some trains.

4. Short-Term and Long-Term Capital Improvement Programs

The CCJPA has developed a Capital Improvement Program (CIP) in partnership with the UPRR, Amtrak, and the State of California, which will be used to steadily improve the Capitol Corridor service with respect to service levels, reliability, and on-time performance. The CIP includes projects that have been completed or are currently underway. Since the inception of the Capitol Corridor service, over \$756 million has been invested to purchase rolling stock, build and renovate stations, upgrade track and signal systems for added trains, and construct train maintenance and layover/storage facilities. A list of CIP projects that have been completed or are currently underway is included in Appendix B.

The CIP aims to increase train reliability and frequency while reducing travel times by investing in projects designed to improve the conditions caused by ever-increasing freight and passenger rail traffic. The primary funding sources for capital projects have been the State general obligation bonds (Proposition 108s and 116) and the State Transportation Improvement Program (STIP), a biennial transportation funding program. Special programs or direct project allocations from the State, such as the Traffic Congestion Relief Program (TCRP), or regional sources, such as Bay Area Regional Measure 2 (RM-2), have periodically supplemented these sources.

The CCJPA has secured \$107 million for projects that are either recently completed, currently underway, or have funding committed to them. The direct benefits of these projects include

added Capitol Corridor trains, improved on-time performance, reduced travel times, and enhanced passenger amenities. Indirect benefits of the CIP include reduced congestion, improved air quality, and increased movement of goods and services on the shared freight rail corridor. Table 4-1 provides a summary and status report on these projects.

**Table 4-1
Projects with Secured Funding in the Capitol Corridor**

Projects Underway	Budget (\$M)	Status
Passenger Information Display System (PIDS): A passenger communications system was developed to deliver real-time information on train arrivals using advanced technology. Global positioning satellite (GPS) transponders were installed on all Capitol Corridor trains, which transmit the train's position along the route. A central server converts this real-time information to an estimated train arrival (ETA) for the train, which is sent to electronic signage at stations and to the Internet	\$1.42	The system was accepted in June 2003; upgrades continue to be implemented to keep up with the latest advances in real-time technology
Oakland Jack London – Elmhurst Track Improvements: Install central traffic control signaling system to increase speeds and add track and bridges to support the new Oakland Coliseum Intermodal Station	\$14.29	Construction complete
Yolo Causeway Double Track: Add 6 miles of second mainline track over Yolo Bypass flood channel. Project eliminated single largest rail bottleneck in corridor, thereby improving reliability and reducing travel time between Oakland and Sacramento	\$16.75	Construction complete
Newark Siding Extension Double Track: Extend and upgrade siding to mainline standards to add trains to San Jose	\$21.56	Construction complete
CP Coast Double Track: Add second main line track through UPRR/Caltrain junction to add capacity for Capitol Corridor and freight trains	\$21.29	Construction is scheduled for completion by August 2006
Track upgrades in Berkeley, Emeryville, Hayward, and Santa Clara/San Jose: Various projects to upgrade track conditions to improve reliability and passenger safety	\$2.55	Construction complete
Safety and Security Projects: Lighting, fencing, and security cameras at Auburn and Sacramento, and call boxes at unstaffed stations	\$0.33	Construction complete
Outdoor Ticket Vending Machines: Addition of outdoor ticket vending machines at Auburn, Rocklin, Berkeley, and Great America stations	\$0.34	Manufacturing begun; installation scheduled for late 2006
Automated Ticket Validation: Handheld conductor units to improve security and fare collection	\$0.45	Pilot program implementation in early 2007
Subtotal – Projects Underway	\$78.98	
Committed Programming		
San Jose 4th Track Phase 1: Add 4th mainline track between Santa Clara and San Jose to accommodate more Caltrain, ACE, and Capitol Corridor trains	\$17.90	Design plans 100% complete; construction dependent upon allocation of 2002 STIP funds.
Sacramento – Roseville Track Improvements: Add track and related infrastructure between Sacramento and UPRR's Roseville Yard for near-term expansion of Capitol Corridor trains to Roseville and Auburn	\$7.28	Design plans complete; construction dependent upon allocation of 2002 STIP funds
Bahia Viaduct Track Upgrades: Improve track infrastructure to reduce travel times via installation of a crossover track between mainline tracks	\$2.94	Pending UPRR project design; project expected to begin in 2006
Subtotal – Committed Programming	\$28.12	
TOTAL SECURED FUNDING	\$107.10	

Recent Station Improvements

- Berkeley – Completed upgrades and landscape improvements in September 2005
- Emeryville – Completed extension of baggage cart path in Summer 2005
- Oakland – In June 2005, the City of Oakland, along with Amtrak, the CCJPA, and the UPRR, completed construction on the Oakland Coliseum Intermodal Station that allows connections between Capitol Corridor trains, BART, and shuttles to Oakland International Airport
- Sacramento – Added security cameras and a staffed security desk; security staff conduct regular inspections of the station and layover facilities
- Rocklin – Construction began on the station building and is expected to be complete by Spring 2006
- Emergency call boxes were installed at Santa Clara, Hayward, Oakland Coliseum, Berkeley, and Richmond stations by Summer 2005

Short-Term Capital Improvements (FY 2006-07)

In September 2005, the CCJPA, working with its member agencies, submitted a project nomination list to Caltrans to be considered for inclusion in the 2006 STIP. The 2006 STIP, (expected to be approved by the CTC in April 2006) will provide funding for numerous transportation agencies throughout California. The influx of Proposition 42 funding into the State’s transportation accounts, which had previously been shifted to cover State budget shortfalls, will allow for a more comprehensive STIP program. The CCJPA has nominated the following ranked projects in Table 4-2 for inclusion in the 2006 STIP:

**Table 4-2
2006 STIP Project Nominations for Capitol Corridor**

Rank	Project Description	Project Sponsor	Total Costs (\$M)	CCJPA Request	Local Match	Local Source
1	Emeryville Station and Track Improvements: Construct platform and track improvements for parallel moves at the north and south approaches of the station and improve freight rail access to Port of Oakland	CCJPA	\$7.50	\$7.50	--	--
2	Dumbarton Rail Project/Union City Intermodal Station: In conjunction with the Dumbarton Rail project, support Union City Intermodal Station improvements and associated track improvements to allow Capitol Corridor trains to serve the BART station, reduce travel times, and improve reliability	Caltrain	\$300.50	\$39.00	\$261.50	RM-2 ITIP RTIP local
3	Yolo Causeway Crossovers: West causeway high-speed universal crossovers. Location and size (#24s) already have UPRR agreement	CCJPA	\$6.00	\$6.00	--	--
4	Sacramento Station New Platform and Grade Separation Access: In a partnership with the private developer of the UPRR Raiyard Project, finance share of improvements to support new grade-separated platforms and track infrastructure as part UPRR's relocation of mainline tracks. Does not include the construction of a new station building or the relocation of the existing depot facility	Amtrak	\$5.00	\$5.00	--	--
5	Wireless Internet for Fleet: Install wireless Internet networks on all Northern California fleet in connection with installation of free or low-cost Internet service for customers on Capitol Corridor and San Joaquin services	CCJPA	\$3.00	\$1.50	\$1.50	Caltrans
6	Hercules Station: Add a Capitol Corridor station as part of a transit-oriented development along the city's waterfront	City of Hercules	\$28.40	\$12.00	\$16.40	TCRP Local RTIP
7	Martinez Parking Expansion: Expand parking on the northwest side of the station and connect with the pedestrian overpass planned to extend from the existing station	City of Martinez	\$17.40	\$10.50	\$6.90	Local RTIP
	TOTAL		\$367.80	\$81.50	\$286.30	

The 2006 STIP is expected to reverse the trend from the 2004 STIP where there was no new capacity to fund projects. The State’s financial outlook appears to be improving and increased revenues to the State are finally allowing for funds to accumulate in the state’s transportation accounts to finance new projects.

With the passage of Bay Area Regional Measure 2 (RM-2) in March 2004, an additional source of funding for Capitol Corridor projects is now available through a \$1 toll increase on State-owned Bay Area bridges. Over the next two to four years, the CCJPA will receive or share as a project partner funding allocations from RM-2 for several projects:

- Benicia – Bahia Track Upgrade, on which the CCJPA is the lead agency
- Fairfield/Vacaville station, in collaboration with the Solano Transportation Authority
- Dumbarton Rail commuter rail service (Union City/Fremont – SF Peninsula), in collaboration with a team led by the Peninsula Corridor Joint Powers Board

Long-Term Capital Improvements (FY 2007-08 and Beyond)

On a long-term basis, the STIP is expected to continue to be a steady source of CIP funding, provided the State maintains the ability to provide new programming capacity every other year with the annual transfer of Proposition 42 funds. Additional long-term sources may include new State funding initiatives or new local funding programs. Future STIP cycles after 2006 will provide additional opportunities to fund the long-term CIP as outlined in the CCJPA's Vision Plan and supported by Caltrans' 10-Year Statewide Rail Plan and Amtrak's Strategic Corridors Initiative.

A potential new funding source may be available if voters pass any of the various infrastructure bond proposals. Similar to Proposition 116, an infrastructure bond measure from the late 1980s, these bond proposals recognize that the California transportation infrastructure system is underfunded and requires a steady funding source to maintain economic growth and keep up with projected population growth. Like Proposition 116, there is funding applicability for the State's intercity rail program that would provide CIP funds for the Capitol Corridor.

On a long-term basis, the STIP is expected to be a steady source of CIP funding, provided the State maintains the ability to provide new programming capacity every other year with the annual transfer of Proposition 42 funds.

Funding at the federal level, as of this writing, has never been provided for State-supported intercity rail services. However, there are several federal legislative proposals that would change this and create a program whereby federal eligibility would be extended to cover passenger rail service (apart from Amtrak funding). As a consequence, the CCJPA is working with Amtrak and Caltrans to use the roughly \$106 million CIP to leverage federal funding. Assuming an 80/20 federal/state split, the CCJPA could receive over \$350 million in federal funds, which would be invested to finance numerous CIP projects listed in Table 4-3. These projects support the CCJPA's service expansion plans aimed at reducing travel times, upgrading track infrastructure, and improving passenger amenities.

The CIP is consistent with the Regional Transportation Plans (RTPs) adopted by the San Francisco Bay Area Metropolitan Transportation Commission (MTC), the Sacramento Area Council of Governments (SACOG), Caltrans' 10-Year Statewide Rail Plan, and Amtrak's Strategic Corridors Initiative. Each RTP includes a list of anticipated projects and cost estimates for a 25-year planning horizon. When possible, the CCJPA will share costs and coordinate with other rail and transit services on station and track projects. The projects that comprise the long-term CIP include those funded by multiple entities and those that the CCJPA will fund alone. A significant long-term project is the expansion of the Capitol Corridor service beyond Auburn to the Reno/Sparks area in Northern Nevada. The CCJPA, Caltrans, and the Nevada Department of Transportation have begun evaluating the necessary capital improvements as well as operational needs for this project.

**Table 4-3
Long-Term Capital Improvement Categories**

Capitol Corridor: Capital Cost Figures: Existing and Projected						
Project Name	Description	CCJPA Commitment	Total Cost (in millions)	CCJPA Share	Match Share	Match Source
Rolling Stock						
Rolling Stock	State purchase of Rolling Stock to allow for increased service - 3 sets	N	\$50.000	\$0.000	\$50.000	
Projected Capital Expenditures						
Yolo Causeway Crossovers	West causeway high-speed universal crossovers. Location and size (#24s) already have UPRR agreement	Y	\$6.000	\$6.000	\$0.000	
CP Coast Double Main Extension	Extend double track north of CP Coast to US 101. Allows CCJPA to increase from 7 round trips to 11 round trips.	Y	\$20.000	\$10.000	\$10.000	
Emeryville Phase II Station and Track Improvements	Complete phase two platform and track improvements for parallel moves at the south end/approach of the Station	Y	\$7.500	\$7.500	\$0.000	
Dumbarton Rail Project Segment G	In conjunction with Dumbarton Rail project, support final Union City Intermodal Station design and associated track improvements	Y	\$90.000	\$39.000	\$51.000	RM-2, ITP, RTIP, local
Union City Intermodal Station			\$70.000	\$0.000	\$70.000	
Hayward Double Track	Add a second track between Elmhurst and Industrial Parkway (Union City) to allow for up to 16 round trips between Oakland and San Jose (also supports Dumbarton Rail)	Y	\$15.000	\$15.000	\$0.000	
Grade Crossing Projects and Safety Match Program	Implement High Street, Davis Street, and Hesperian Street Grade separation projects utilizing a variety of funding sources. Also maintain CCJPA match for other grade crossing improvement projects	Y/N	\$60.000	\$20.000	\$40.000	Grade sep funds, local, State, Fed
Albrae and Newark Sidings	Previously planned project but reduced due to environmental mitigation costs. These segments are mostly designed now by UPRR using a #30 switch for high speed moves at the north end of the Aliso wetlands and will improve reliability.	Y/N	\$5.500	\$5.500	\$0.000	
Davis Station Platform Rebuild or New Station	Create a new island platform between the two main tracks with grade separated access which will eliminate the holdout rule which currently delays passenger and freight trains OR build a new location for the main Davis station near the Mondavi center.	N	\$20.000	\$5.000	\$15.000	
Fairfield-Suisun Platform Rebuild	Create a new island platform between the two main tracks with grade separated access which will eliminate the holdout rule which currently delays passenger and freight trains	N	\$16.000	\$4.000	\$12.000	
Car Marker @ Stations Program	Create a standardized car marker system at all stations and platforms so that trains can consistently be spotted which will allow for more rapid boarding and improve travel time	N	\$2.000	\$2.000	\$0.000	
Martinez Parking Expansion	Expand parking on the north west side of the station and connect with the pedestrian overpass planned to extend from the existing station	N	\$17.400	\$10.500	\$6.900	Contra Costa Sales Tax
Sacramento Station new platform and grade separation access	Make a Sacramento platform access that corresponds to the timing of the UPRR freight track move (anticipated in the next three years) and that supports the long term plans for Sacramento Station	N	\$5.000	\$5.000	\$0.000	
New Swanston Sacramento Station	Establish a new Station at Swanston (with additional Sacramento RT connections) and add an additional UPRR main track between Hagen and Swanston with a layover yard	N	\$20.000	\$8.000	\$12.000	
Wireless Internet for Fleet	Install wireless internet networks on all northern California fleet in connection with install of free or low-cost internet service for customers on Capitol Corridor and San Joaquin services (costs are estimated at a maximal level)	N	\$4.000	\$4.000	\$0.000	
Reno Rail Extension	Extend Capitol Corridor service to Reno with stops inbetween. Purchase new rolling stock; upgrade tracks and stations, as needed	N	\$120.000	\$60.000	\$60.000	mix of funding sources not identified
Dedicated Track Improvement Program	Establish a dedicated gang for the Capitol Corridor service area that would conduct the track improvement program	N	\$10.000	\$5.000	\$5.000	UPRR
Embarcadero Third Main Track	Construct a third main track in the Oakland Jack London Embarcadero area which will ensure reduction of conflicting movement of freight and passenger rail between the Oakland Yard and Oakland Jack London Square Station	N	\$15.000	\$3.000	\$12.000	Port of Oakland, UPRR
TOTAL			\$503.400	\$209.500	\$293.900	

5. Performance Standards & Action Plan

As guided by its Vision Plan, the CCJPA's management of the Capitol Corridor service will take a business model approach with an emphasis on customer-focused, cost-effective train service designed to sustain growth in ridership and revenue. Over the past seven years, ridership has continued to grow by increasing market demand along the congested I-80/I-680/I-880 highway corridors and by providing a high-quality public transportation service that is competitive in terms of frequency, travel time, reliability, and price.

In partnership with the State and Amtrak, the CCJPA develops performance standards for the Capitol Corridor service that measure usage (ridership), cost efficiency (system operating ratio), and reliability (on-time performance). Table 5-1 summarizes the standards and results for FY 2004-05 and FY 2005-06 (through December 2005) as well as the standards for the next two fiscal years. Appendix C shows the measures used to develop standards for two additional years through FY 2009-10.

**Table 5-1
Performance Standards for Capitol Corridor Service**

Performance Standard	FY 04-05			FY 05-06			FY 06-07	FY 07-08
	Actual	Standard	Variance	Actual	Standard	Variance	Standard	Standard
Route Ridership	1,260,249	1,200,100	8.0%	418,356 (through 1/06)	409,000 (through 12/05)	2.3%	1,398,500	1,433,500
System Operating Ratio (train and feeder bus)	43%	39%	10.3%	49% (through 1/06)	42%	16.3%	43%	44%
On-Time Performance	85%	90%	(5.6%)	68% (through 1/06)	90%	(24.8%)	90%	90%

FY 2004-05 Performance Standards and Results

The service plan during FY 2004-05 remained the same as FY 2003-04 with 24 weekday trains between Sacramento and Oakland (18 weekend), 8 weekday trains between Oakland and San Jose (12 weekend), and 2 daily trains between Roseville/Auburn and Sacramento. This is the maximum level of service attainable with the current rolling stock and trainsets available and assigned to the Capitol Corridor.

FY 2004-05 was one of the most successful years in terms of service performance for the Capitol Corridor. Ridership and revenue records were set for 12 consecutive months, with results exceeding performance standards. Service reliability exceeded the 90% standard from October 2004 through January 2005; however, on-time performance declined for the remainder of the fiscal year due to increased freight traffic and subsequent track congestion.

FY 2004-05 was one of the most successful years in terms of service performance for the Capitol Corridor. Ridership and revenue records were set for 12 consecutive months, with results exceeding performance standards.

- Ridership grew 8% in FY 2004-05 (exceeded standard)
- Revenue grew 16% during FY 2004-05 (exceeded standard)
- System operating ratio improved to 43% in FY 2004-05 (exceeded standard)
- On-time performance remained steady at 85% in FY 2004-05, compared to 86% the previous year

FY 2005-06 Performance Standards and Results to Date

The CCJPA, in cooperation with Amtrak and Caltrans, developed the FY 2005-06 standards based on the ridership, revenue, and operating expenses identified in the current FY 2005-06 CCJPA/Amtrak operating contract. These standards are presented in Table 5-1.

Ridership. Ridership year-to-date for FY 2005-06 is ahead of business plan projections by 1%, and above prior year results by 1%.

System Operating Ratio. System operating ratio (total revenues divided by fixed-price operating costs, a.k.a. farebox return) YTD for FY 2005-06 is 49%, significantly above the 42% standard, primarily due to the continued increased in revenues and the reduced operating expense of the customer service call center, which has been transferred from Amtrak to BART.

On-Time Performance. On-time performance YTD for FY 2005-06 is 68%, well below the 90% standard. This decline in reliability to date is due to service disruptions from December 2005

through February 2006, primarily caused by delays from weather, construction and freight rail traffic. (Reliability has improved recently with March 2006 posting an OTP of 80%.)

FY 2006-07 and FY 2007-08 Performance Standards

Table 5-1 provides the preliminary performance standards for FY 2006-07 and FY 2007-08. Appendix C shows the measures used to develop the performance standards. These fiscal year standards will be revised when more data becomes available.

FY 2006-07 Action Plan

For FY 2006-07, the work efforts of the CCJPA will focus on continued improvements in customer satisfaction and service delivery. The following action plans are designed to meet or exceed the established performance standards and provide exceptional service to the traveling public in the congested I-80/I-680/I-880 transportation corridor. Following are action steps for each quarter of the fiscal year.

1Q FY 2006-07

- Update CIP and develop list of Capitol Corridor intercity rail projects to be included in the 2006 STIP Interregional Improvement Program (IIP)
- Prepare a market research program in cooperation with Caltrans and Amtrak
- Work with the State to secure additional rolling stock, the primary barrier to expansion of capacity and Capitol Corridor service levels
- Secure funds from the 2006 STIP to advance and complete programmed track projects
- Complete “car marker program” at selected stations to decrease passenger loading time and improve overall running times
- Seek marketing and promotional partnerships to leverage added value and/or revenues
- Monitor and expand the programs with transit agencies to improve connectivity between the trains and local transit services
- Participate in the development of the planned Fairfield/Vacaville and Hercules stations and the Union City Intermodal Station/Dumbarton Rail commuter service
- Work with local, state, and federal agencies and interested parties to secure funding to implement Auburn/Sacramento – Richmond/Oakland regional trains

The CCJPA will work with local, state, and federal agencies and interested parties to secure funding to implement Auburn/Sacramento – Richmond/Oakland regional trains.

2Q FY 2006-07

- Initiate expanded train service to and from San Jose (up to 14 daily trains)
- Select vendor to install wireless fidelity (“Wi-Fi”) equipment on all trains in the Northern California fleet to enable wireless Internet access
- Begin pilot program and testing for the on-board automated ticketing and validation (ATV) system for conductors to reduce fraud, improve revenue collection and streamline reporting
- Evaluate measures to improve train and motorcoach performance, including modifications to the service
- Conduct on-board surveys to assess rider profile and solicit feedback on Amtrak’s performance
- Complete Phase I of track and signal improvements between Oakland and San Jose
- Seek funds to support the second phase of security improvements, including but not limited to cameras on trains and at stations

3Q FY 2006-07

- Develop revised Business Plan Update for FY 2007-08
- Host Annual Public Workshops to present service plans and receive input

- Develop Annual Performance Report and other information to present an overview of current performance and future plans

4Q FY 2006-07

- Develop FY 2007-08 marketing program, including market research
- Conduct on-board surveys to assess rider profile and solicit feedback on Amtrak's performance

FY 2007-08 Action Plan

This action plan for FY 2007-08 is preliminary and will be revised during the second half of FY 2006-07. In general, the CCJPA intends to focus on the following:

- Work with the UPRR and Amtrak to continue ridership and revenue growth by improving reliability and implementing projects that will add capacity and reduce travel times
- Continue to secure funds for additional rolling stock, safety and security upgrades, and track and signal projects to meet service expansion plans
- Develop marketing programs that retain riders through expanded amenities and loyalty campaigns and offers, and grow ridership through market research
- Update performance standards as necessary
- Work with Amtrak to secure additional cost efficiencies to be reinvested in service enhancements

6. Establishment of Fares

The CCJPA will develop fares in conjunction with Amtrak to ensure that the Capitol Corridor service is attractive and competitive with other transportation modes in the corridor, including the automobile. Ticket types include standard one-way and round-trip fares as well as monthly passes and 10-ride tickets valid for a 45-day period. These discounted multi-ride fares are competitive with other transportation modes and have become increasingly popular due to the high number of repeat riders who use the Capitol Corridor trains as their primary means of travel along the corridor. The monthly and multi-ride tickets can be used year-round for all regularly scheduled train service.

The Capitol Corridor's discounted multi-ride fares are competitive with other transportation modes and have become increasingly popular due to the high number of repeat riders who use the trains as their primary means of travel along the corridor.

The current fare structure is based on a one-way tariff, with the round-trip tariff being equal to double the one-way tariff. Generally, there are two seasonal periods for Capitol Corridor fares: peak season during the summer and off-season for the remainder of the year. There are also holiday fares that are slightly higher than those charged during the peak season. Discount fares

are available to seniors, students, military personnel, and children under age 15. Amtrak also provides reduced fares for certain groups, such as AAA members. Fare modifications are used selectively to maximize revenue and ridership, while working towards the State's eventual farebox recovery goal of 50%.

FY 2006-07 Fares

Over the past seven years, the CCJPA has been incrementally increasing fares based on service improvements such as added trains, reduced travel times, and the opening of new stations. This program of strategic fare increases will continue to be pursued by the CCJPA and Amtrak in FY 2006-07. For the upcoming fiscal year, the CCJPA plans to increase fares when train service is expanded between Oakland and San Jose, which will also help to improve reliability and reduce travel times. As part of its Marketing Program (Section 8), the CCJPA will develop a variety of fare promotions that pursue opportunities to increase customer satisfaction and ridership without making major changes to Amtrak's current fare structure. Opportunities include:

For the upcoming fiscal year, the CCJPA plans to increase fares when train service is expanded between Oakland and San Jose, which will also help to improve reliability and reduce travel times.

- Customer loyalty and referral programs will encourage trial of the service by new riders
- The Automated Ticket Validation (ATV) pilot program is a joint effort with Amtrak to provide conductors with handheld computer units that allow for on-board real-time validation and sales of tickets. Benefits of this system include customer convenience, real-time information on ridership and revenue, and operating cost efficiencies. The specifications for the ATV units require that the units accept smart card technology such as the Bay Area's Translink fare media
- Further expansion of transit connectivity programs such as the Transit Transfer Program, joint ticketing, and transfer of motorcoach routes to parallel local transit services will help increase overall system ridership and revenues
- In a joint effort with Amtrak, existing ticket vending machines (TVMs) will either be replaced or new units will be installed at all stations by late 2006. The TVMs will accept debit and credit cards only.

Taken together, these fare and ticketing projects and programs for FY 2006-07 will enhance customer convenience and increase revenue yield through expanded TVM availability and usage and improved revenue collection with the ATV project, while continuing to meet the State's eventual farebox recovery goal of 50%.

FY 2007-08 Fares

While still preliminary, the projected fare structure for FY 2007-08 will follow the program set forth in FY 2006-07. The CCJPA will perform periodic reviews of the fare structure and make modifications with Amtrak as necessary. In addition, the CCJPA will pursue opportunities to increase customer satisfaction and ridership without making major changes to Amtrak's fare structure. Opportunities include:

- Working with Metropolitan Transportation Commission (MTC) to include the Translink smart-card fare collection technology on the Capitol Corridor trains
- Continuation and expansion of transit connectivity programs such as the Transit Transfer Program, joint ticketing, and transfer of motorcoach routes to parallel local transit services
- Further expansion and enhancement of the ATV pilot program to install an on-board handheld ticketing and validation system on all trains in the Northern California fleet assigned to the Capitol Corridor and San Joaquin routes

7. Service Amenities, Food Services and Equipment

The CCJPA is responsible for the administration and maintenance supervision of the State-owned fleet of rail cars and locomotives assigned to Northern California. The goal of the CCJPA is to ensure equity in the operation and maintenance of equipment assigned to the Capitol Corridor and San Joaquin Corridor services. In accordance with the ITA, the CCJPA is entrusted with ensuring that the rail fleet is operated and maintained to the highest standards of reliability, cleanliness, and safety; and that the unique features and amenities of the State-owned train equipment are well utilized and maintained to standards established by Amtrak, the State, and the CCJPA.

Service Amenities

Accessibility. The Capitol Corridor and San Joaquin Corridor trains provide complete accessibility to passengers. Accessibility features include on-board wheelchair lifts, two designated spaces per train car for passengers in wheelchairs, and one wheelchair-accessible lavatory on the lower level of each train car.

Information Displays. Each California Car is equipped with passenger information displays that provide the train number and destination, plus any required public information.

Lavatories. Lavatories in California Cars feature electric hand dryers, soap dispensers, and infant diaper changing tables.

Telecommunications. California Cars that provide food service are equipped with one telephone for passenger use in the lower level of the train car. The current mid-life overhaul program includes the expansion of 110-volt power access to additional locations within all cars to satisfy the growing demand of passengers who bring laptop computers on the trains.

Research indicates that permanent procurement of wireless Internet/network services based on the emerging WiMax standard will best accommodate the needs of the Capitol Corridor service into the future, including its use in operational applications such as ticketing and security.

Bicycle Access. The original Cab and Coach Cars and newly acquired California Cars have bicycle storage units that hold three bicycles on the lower level of the train car. The newly acquired Cab Cars have storage space for up to 13 bicycles on the lower level.

Wi-Fi Internet Access. The trials for wireless Internet services are still ongoing based on a technology using satellite and cellular communications. Research over the past two years indicates that permanent procurement of wireless Internet/network services based on the emerging WiMax standard, a landside antenna-based technology, will best accommodate the needs of the Capitol Corridor service into the future, including its use in operational applications such as ticketing and security. The CCJPA will be working to procure technology based on this system over the next year.

Business/Custom Class Car. While current economic conditions in the State have deferred the CCJPA's introduction of the Business/Custom Class Car, concepts are still under evaluation to continuously upgrade and better serve business travelers with premium services that will retain and expand this market. The basic premise is to renovate one car per train to be equipped with additional services and amenities not found in other Coach Cars, such as:

- Window curtains
- Morning coffee and pastry service
- Daily periodicals
- Satellite Internet access

Food and Beverage Services

Many of the food and beverage service improvements proposed in prior years have been implemented, and are reaping benefits in customer satisfaction and increased sales of menu items. Recent modifications include:

- More attractive menu choices
- New signage and seat pocket menus that promote food service
- Improved inventory and accounting procedures to enhance profitability

These efforts by the CCJPA and Caltrans will continue to enhance the unique food and beverage service provided on the Capitol Corridor and San Joaquin Corridor trains, which differentiates it from other modes of transportation.

Equipment Acquisition, Maintenance, and Renovation

The CCJPA continues to work closely with Caltrans and Amtrak to refine the maintenance and operations programs to improve the reliability, safety, and cost-effectiveness of the rail fleet. The Capitol Corridor and San Joaquin routes now share a combined fleet of 15 F59PHI locomotives, 2 DASH-8 locomotives, and 78 Alstom-built passenger coaches and food service cars. New fleet acquisitions recently proposed by the Governor will dramatically increase the capacity of the service. Recent federal legislative proposals also raise the possibility of leveraging State dollars with a federal match.

Using previously allocated State funds, the CCJPA, Caltrans, and Amtrak have created a multi-year program of train upgrades that will improve the performance of the rolling stock and maintain the valued assets of the State's investment in the service.

Oakland Maintenance Facility. The new Oakland Maintenance Facility opened for business on Nov. 1, 2004. This facility is designed to accommodate the service expansion plans of the Capitol Corridor and San Joaquin services. Amtrak, Caltrans Rail, and the CCJPA will continue to make incremental improvements to maximize the facility's efficiency.

Rehabilitation and Modification Programs. Using previously allocated State funds, the CCJPA, Caltrans, and Amtrak have created a multi-year program of upgrades to the existing train fleet that will improve the performance of the rolling stock and maintain the valued assets of the State's investment in the service.

Work Completed (FY 2005-06 and Prior)

- The original fleet of locomotives has been through an extensive renovation program that included the rebuilding of auxiliary power motors, which has resulted in a marked improvement in performance and reliability
- The individual Heating-Ventilation-Air Conditioning (HVAC) units on each passenger car were rebuilt prior to Summer 2003
- The original fleet of locomotives, Coach Cars, Diner Cars, and Cab Cars were also repainted

Upcoming Work (FY 2006-07 and Beyond)

- The door systems have been completely redesigned to improve operation and maintenance via a microprocessor-controlled door operator system. These have been installed in the first 17 coaches that have been overhauled so far
- Improvements are being made to the ducting and filtration systems of the renovated HVAC control system, providing better air quality and climate control
- Restroom facilities are being upgraded, including rebuilt toilet operating systems, new flooring, and improved doors and latching mechanisms
- An improved ride quality suspension package and collision protection system is being installed to enhance passenger and crew safety
- The communication connections between train cars are being upgraded to provide better volume control, improved real-time signage, and capabilities for expanded Wi-Fi service to the entire train via a network-ready cable

8. Marketing Strategies

The CCJPA uses a combination of grassroots local marketing efforts and broad-based joint media campaigns to build awareness of the Capitol Corridor service. Marketing dollars and impact are maximized through joint promotions and advertising as well as reciprocal marketing programs with the State, Amtrak, CCJPA member agencies, and other selected partners. A primary objective is to promote the service to key markets and attract riders to trains with available capacity.

The Capitol Corridor's Strategic Marketing Partnership Program has established metrics to enhance the CCJPA's trade promotion negotiations, allowing selected partners to market their products through Capitol Corridor marketing channels.

Advertising Campaigns. Major media campaigns inform leisure and business travel audiences about service attributes, promotions/pricing, and destinations. The advertising mix includes print, radio, outdoor billboards, direct mail, and online media buys, and it is continually adjusted to ensure consistent visibility in premium markets.

Targeted Marketing Programs. The CCJPA will continue to develop programs that target specific markets, such as the Train Treks youth group discount program to boost mid-day, mid-week travel and customer retention efforts such as Rider Appreciation and Tell-a-Friend programs. Major media

campaigns promote riding the train to popular events such as Oakland Raiders games. The CCJPA will develop promotional programs that create awareness of the train as way to reach fun destinations throughout Northern California. Working with hotels and convention/visitor bureaus, the CCJPA will create seasonal destination-based packages to sports events and cultural attractions (San Jose Grand Prix, Old Sacramento, etc.).

Partnership Brand Marketing. The Capitol Corridor's Strategic Marketing Partnership Program has established metrics to enhance the CCJPA's trade promotion negotiations, allowing selected partners to market their products through Capitol Corridor marketing channels. The program now has a solid foundation for increasing value and revenues to the advertising program by partnering with well-known organizations that share similar target audiences.

Joint Marketing. Working with Amtrak and Caltrans, the CCJPA achieves cost efficiencies in marketing the State-supported rail services through select joint promotions and campaigns.

Communications and Public Relations The CCJPA places great importance on keeping in constant communication with our passengers. A positive public image is also essential to building awareness of the brand. Key elements include:

- Call center staff work closely with marketing and operations to ensure callers receive clear and up-to-date information about the Capitol Corridor service and promotions
- An evolving website, electronic newsletter, electronic station signage, flyers and posted signs inform customers about service changes, promotions, and special events
- Public relations will continue its lifestyle marketing approach and focus on creating buzz through attention-getting events and amenities

Outreach and Advocacy. The CCJPA will develop a broader plan for advocacy of the Capitol Corridor service and related services, and build upon outreach efforts with communities along the route. Key elements include:

- Advocacy efforts will aim to increase the Capitol Corridor's visibility and recognition as a unique interagency partnership
- Communities along the Capitol Corridor have joined the CCJPA to share awareness-building efforts in their respective cities through local marketing campaigns
- An Annual Performance Report informs the public and elected officials of the service's success and benefits to local communities
- Working with Operation Lifesaver – a voluntary effort by railroads, safety experts, law enforcement, public agencies, and the general public – the CCJPA will support rail safety campaigns through education, engineering, and enforcement
- The CCJPA will leverage riders who use and benefit from the service as advocates in their communities

FY 2006-07 Marketing Program

The CCJPA's FY 2006-07 Marketing Program will focus on meeting the increased ridership projections, using marketing strategies based on our existing core service. In FY 2007, the CCJPA will shift primarily to solo campaigns, but will retain the most lucrative shared promotions with Amtrak and Caltrans. Advertising media will consist primarily of radio traffic sponsorships, promotionally driven media buys, and online ads. Specific marketing programs will target the markets most likely to benefit from our planned service expansions. Marketing initiatives will also aim to enhance the distinctiveness and visibility of the Capitol Corridor brand. Key elements will include:

In FY 2006-07, specific marketing programs will be developed to target the markets most likely to benefit from the Capitol Corridor's planned service expansions.

- Advertising messages and creative that reflect the CCJPA's emphasis of the Capitol Corridor as a distinct service brand
- Joint media promotions with well-known organizations to maximize media dollars and expand market reach
- Reciprocal marketing with tourism industry members such as hotels, airports, and convention/visitor bureaus
- Targeted marketing to school groups, senior citizens, special interest groups, and new residential communities
- Outreach and public relations efforts in the Silicon Valley/San Jose area to coincide with service expansion

FY 2007-08 Marketing Program

The CCJPA will place continued emphasis on the Capitol Corridor brand to increase regional brand awareness and test for advertising effectiveness. Creative execution will emphasize local character and personalize the service, including possible image and identity modifications.

9. Annual Funding Requirement: Costs & Ridership Projections

The primary purpose of this Business Plan Update, as identified in the ITA, is to request the annual funds required by the CCJPA to operate, administer, and market the Capitol Corridor service for agreed-upon service levels. Previous sections in this document describe the proposed operating plan, planned service improvements, and capital improvements for FY 2006-07 and FY 2007-08.

FY 2006-07 and FY 2007-08 Operating Costs

Based on the Operating Plan and Strategies (Section 3), Amtrak has provided its best estimate for FY 2006-07 and FY 2007-08. These costs are shown in Table 9-1 and include the basic train service and associated feeder bus service (routes 20, 21, and 23), including the CCJPA's proportionate share of costs relating to the Highway 17 Express bus service (San Jose – Santa Cruz) and Highway 49 Express bus service (Auburn – Grass Valley).

FY 2006-07 and FY 2007-08 Marketing Expenses

The CCJPA's marketing budget for FY 2006-07 and FY 2007-08 will fund the respective year's Marketing Programs presented in Section 8. The CCJPA will develop the various campaigns and programs. The preliminary budget estimates illustrated in Table 9-1 represent only direct expenditures of the CCJPA and do not include any costs for marketing programs provided solely by Amtrak or the State.

FY 2006-07 and FY 2007-08 Administrative Expenses

Table 9-1 identifies the estimate for the FY 2006-07 and FY 2007-08 budgets that support the administrative activities of the CCJPA for the Capitol Corridor service. There has been a shift in funds from the operating budget to the administrative budget due to the October 2005 (FY 2005-06) transfer of customer service call center operations from Amtrak to BART, the CCJPA's managing agency. However, the total allocation to the CCJPA remains the same as in prior years.

The Capitol Corridor service will remain a part of the State's intercity rail system and continue to be funded by the State. The CCJPA will provide the level of service consistent with funding appropriated by the Legislature and allocated by the State. Cost savings realized by the CCJPA or revenues in excess of business plan projections during the term of the ITA will be used by the CCJPA for service improvements in the corridor (Section 1).

**Table 9-1
CCJPA FY 2006-07 – FY 2007-08 Funding Requirement
Capitol Corridor Service (Minimum Levels)**

Service Level	FY 2006-07				FY 2007-08	
		Incremental Increase			TOTAL	TOTAL
Sacramento-Oakland						
Weekday	24				24	24
Weekend	18				18	18
Oakland-San Jose						
Weekday	8	6			14	14
Weekend	12	2			14	14
Sacramento-Roseville	2		4		6	6
Roseville-Auburn	2			2	4	4
Ridership (a)	1,272,800	74,200	39,100	12,400	1,398,500	1,433,500
Total Train Operating Expenses	\$ 32,863,000	\$ 1,399,000	\$ 644,000	\$ 334,000	\$ 35,240,000	\$ 35,945,000
Equipment Capital Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Train Expenses	\$ 32,863,000	\$ 1,399,000	\$ 644,000	\$ 334,000	\$ 35,240,000	\$ 35,945,000
Total Bus Expenses	\$ 2,665,000	(42,000)	-	(29,000)	\$ 2,594,000	\$ 2,659,000
TOTAL Expenses (a)	\$ 35,528,000	\$ 1,357,000	\$ 644,000	\$ 305,000	\$ 37,834,000	\$ 38,604,000
Train Revenue	\$ 13,607,000	\$ 719,000	\$ 409,000	\$ 157,000	\$ 14,892,000	\$ 15,606,000
Bus Revenue	\$ 1,512,000	(20,000)	-	(15,000)	\$ 1,477,000	\$ 1,543,000
TOTAL Revenue (a)	\$ 15,119,000	\$ 699,000	\$ 409,000	\$ 142,000	\$ 16,369,000	\$ 17,149,000
CCJPA Funding Requirement						
CCJPA Operating Costs (b)	\$ 20,409,000	\$ 658,000	\$ 235,000	\$ 163,000	\$ 21,465,000	\$ 21,455,000
Insurance for State-Owned Equipment (c)	\$ 425,000	\$ -	\$ -	\$ -	\$ 425,000	\$ 425,000
Minor Capital Projects (d)	\$ 325,000	\$ -	\$ -	\$ -	\$ 325,000	\$ 325,000
Subtotal-CCJPA Operating Expenses	\$ 21,159,000	\$ 658,000	\$ 235,000	\$ 163,000	\$ 22,215,000	\$ 22,205,000
Marketing (e)	\$ 1,174,000	\$ -	\$ -	\$ -	\$ 1,174,000	\$ 1,174,000
Administrative Expenses (f)	\$ 2,815,000	\$ -	\$ -	\$ -	\$ 2,815,000	\$ 2,815,000
TOTAL CCJPA Funding Request	\$ 25,148,000	\$ 658,000	\$ 235,000	\$ 163,000	\$ 26,204,000	\$ 26,194,000

(a) CCJPA provided initial estimates for ridership, revenue, and operating costs. Amtrak to provide final estimates in March 2006.

(b) Starting in FY 2003-04 Amtrak revised its allocation of train operating expenses, whereby indirect expenses (i.e., depreciation, interest/taxes, and other administrative costs) are incurred by Amtrak but are not passed on to the CCJPA, resulting in lower CCJPA/State operating costs.

(c) Amtrak procures insurance coverage for state-owned equipment that is operated for service.

(d) Expenses to be allocated for small or minor capital projects.

(e) Due to State budget constraints, the FY 2005-06 and FY 2006-07 marketing expenses will be capped at the same levels as the six prior fiscal years (\$1,174,000). Does not include contributions by Amtrak or additional resources provided by the State as part of market research program.

(f) Includes additional administrative expenses to CCJPA resulting from transfer of call center/phone information services from Amtrak to CCJPA/BART.

10. Separation of Funding

As identified in the Joint Exercise of Powers Agreement (JEPA) for the CCJPA, the Controller-Treasurer of the Managing Agency of the CCJPA shall perform the functions of Treasurer, Auditor, and Controller of the CCJPA. BART's prior agreement with the CCJPA to serve as the CCJPA's Managing Agency expired in February 2005 and was renewed for a five-year term through February 2010, consistent with enactment of AB 1717 in September 2003. This longer term will allow the CCJPA Board to more effectively measure the performance of the Managing Agency.

As identified in the ITA, the State shall perform audits and reviews of financial statements of the CCJPA with respect to Capitol Corridor service. In addition, the CCJPA requires that the Controller-Treasurer shall provide for an annual independent audit of the accounts of the CCJPA within six months of the close of the State fiscal year. BART has established the appropriate accounting and financial procedures to ensure that the funds appropriated and otherwise secured

by the CCJPA during FY 2006-07 and FY 2007-08 to support the Capitol Corridor service are solely expended to operate, administer, and market the service.

11. Consideration of Other Service Expansions & Enhancements

Consistent with the CCJPA's Vision Plan, this section presents service expansion and enhancement opportunities beyond the CCJPA's FY 2006-07 and FY 2007-08 service plans and funding requirements. Planning for potential new services will require securing capital improvements, additional operating funds, and institutional agreements.

Auburn – Sacramento – San Francisco Bay Area Regional Rail Markets. Over the past two years, a conceptual planning study has been underway to determine the feasibility and funding opportunities for the operation and necessary capital improvements to provide peak hour regional rail service between Auburn/Sacramento and Richmond/Oakland. These proposed trains would be integrated with the Capitol Corridor intercity trains to provide 30-minute headways during the weekday peak periods. The planning study was completed in October 2005.

Silicon Valley/Santa Clara County Markets. Efforts continue to expand public rail transportation to the South Bay. With the passage of Bay Area Regional Measure 2 in March 2004, a \$1 increase in local bridge tolls will be the primary funding source (with matching State and federal funds) for the introduction of peak hour commuter train service between an expanded Union City

The proposed regional rail trains between Auburn/Sacramento and Richmond/Oakland would be integrated with the Capitol Corridor intercity trains to provide 30-minute headways during the weekday peak periods.

Intermodal Station and San Jose/San Francisco via the Dumbarton Rail bridge. The CCJPA is co-project applicant with Caltrain for the planning, construction and implementation of this service. The CCJPA will work with project partners to ensure that Capitol Corridor trains are closely coordinated and integrated with ACE and the new Dumbarton Rail commuter trains, especially along the shared track between Union City and Fremont/Newark. In addition, VTA and BART continue planning and environmental studies for the proposed extension of BART from Southern Alameda County to San Jose. The development and operation of this proposed BART extension would be coordinated with existing and additional Capitol Corridor trains to and from San Jose and Silicon Valley.

Additional Service Expansion. The CCJPA continues to work with Amtrak, Caltrans, and other interested agencies to increase train service levels on the Capitol Corridor. The CCJPA will utilize the Caltrans 10-Year Statewide Rail Plan to develop and implement its vision of bi-directional hourly service.

In a partnership with Placer County TPA and Caltrans Division of Rail, the CCJPA completed a conceptual planning study in January 2005 on the proposed extension of Capitol Corridor trains to Reno/Sparks (via Truckee). The study identified conditions along the rail route and at existing or proposed stations, developed conceptual train schedules, estimated ridership/revenue projections and operating costs, prepared a preliminary capital improvement plan, and established an action plan to implement the service extension by FY 2009-10.

However, the extension of service to Reno/Sparks has been suspended at the request of the Union Pacific Railroad. When UPRR is prepared to consider passenger rail service coupled with their extensive freight rail service plans in the corridor, the CCJPA may then be able to work with UPRR to establish the envisioned service. At that point, the CCJPA will work with Amtrak, the City of Reno, and other agencies to ensure that the extension of Capitol Corridor trains to Reno will serve Reno station, renovated and re-opened with the completion of the Reno railroad-trenching project.

The CCJPA has adopted a Train Service Policy that encourages partnerships among several passenger rail services and local/regional transportation agencies to ensure that proposed service extensions provide mutual cost savings through the use of joint facilities and equipment.

The CCJPA has set forth and adopted a Train Service Policy that supports the future extensions to new markets beyond the Capitol Corridor. It encourages partnerships among several passenger rail services and local/regional transportation agencies to ensure that these proposed service extensions provide mutual cost savings through the use of joint facilities and equipment. In addition to the Capitol Corridor extension to Reno/Sparks and other proposed regional commuter rail services, the CCJPA has developed working relationships with:

- Dumbarton Rail commuter trains (Union City – Redwood City – San Francisco/San Jose)
- San Joaquin Corridor service
- Amtrak National Network (California Zephyr and Coast Starlight)
- Altamont Commuter Express service (Stockton – Livermore – San Jose)
- Caltrain service (Gilroy/San Jose – San Francisco)
- California High Speed Rail Authority
- Proposed new passenger rail services to Monterey, Redding/Chico, Napa/Santa Rosa, and Los Angeles via the Coast Subdivision (Salinas/San Luis Obispo)

Beyond the proposed extensions of the Capitol Corridor service, future service enhancements between the three urban centers located in the Capitol Corridor (Sacramento, Oakland/San Francisco, and San Jose) present the opportunity to achieve significant ridership increases.

Appendices

Appendix A
 Capitol Corridor Historical Performance

Fiscal Year	Trains	Ridership	Prior Year	per day	Revenue*	Prior Year	Expense*	Prior Year	Ratio*	Costs*
SFY 91/92 (a)	6	173,672	--	864	\$1,973,255	--	\$4,848,967	--	40.7%	\$1,592,907
SFY 92/93	6	238,785	--	650	\$2,970,103	--	\$8,333,093	--	35.6%	\$6,712,017
SFY 93/94	6	364,070	52.5%	1,000	\$3,598,978	21.2%	\$9,911,735	18.9%	36.3%	\$6,714,761
SFY 94/95	6	349,056	-4.1%	960	\$3,757,146	4.4%	\$9,679,401	-2.3%	38.8%	\$6,012,315
SFY 95/96 (b)	8	403,050	15.5%	1,100	\$4,805,072	27.9%	\$11,077,485	14.4%	43.4%	\$6,434,940
SFY 96/97	8	496,586	23.2%	1,360	\$5,938,072	23.6%	\$20,510,936	85.2%	29.0%	\$9,701,519
FFY 97/98 (c)	8	462,480	-6.9%	1,270	\$6,245,105	5.2%	\$20,527,997	0.1%	30.4%	\$11,404,143
FFY 98/99 (d)	10/12	543,323	17.5%	1,490	\$7,314,165	17.1%	\$23,453,325	14.3%	31.2%	\$16,022,024
FFY 99/00 (e)	12/14	767,749	41.3%	2,100	\$9,115,611	24.6%	\$25,672,749	9.5%	35.7%	\$16,440,540
FFY 00/01 (f)	14/18	1,073,419	39.8%	2,941	\$11,675,117	28.1%	\$28,696,741	11.8%	40.7%	\$17,680,477
FFY 01/02	18	1,079,779	0.6%	2,960	\$12,201,602	4.5%	\$32,842,038	14.4%	37.2%	\$20,590,919
FFY 02/03 (g)	18/20/22/24	1,142,958	5.9%	3,130	\$12,800,469	4.9%	\$36,469,383	11.0%	38.1%	\$21,540,910
FFY 03/04	24	1,165,334	2.0%	3,190	\$13,168,373	2.9%	\$35,579,266	-2.4%	37.2%	\$22,708,181
FFY 04/05	24	1,260,249	8.1%	3,450	\$15,148,333	15.0%	\$35,110,571	-1.3%	43.2%	\$24,288,609
FFY 05/06 (h)	24	507,776	4.8%	3,360	\$6,352,785	4.9%	\$13,071,574	-12.3%	48.6%	\$6,718,789

* Cost statistics include train service as well as bus service

RT = Round trip

SFY = State Fiscal Year (July 1 - June 30)

FFY = Federal Fiscal Year (October 1 - September 30)

a. Statistics available for partial year only because service began in December 1991.

b. Fourth round-trip began in April 1996.

c. Statistics presented for FFY 97/98 and each subsequent FFY to conform with Performance Standards developed by BT&H.

d. 10 trains began on October 25, 1998 and 12 trains began on February 21, 1999.

e. 14 trains were added effective February 28, 2000

f. 18 trains were added effective April 29, 2001

g. 20 trains were added October 27, 2002; 22 trains were added January 6, 2003; 24 trains were added April 28, 2003

h. Ridership and revenue shown is the period through February 2006.

**Appendix B
Programmed or Completed Capitol Corridor Projects (as of December 2005)**

Programmed or Completed Projects (Preliminary and Tentative - Subject to Revision)	Costs
Station Projects	
Colfax	\$2,508,165
Auburn	\$3,131,656
Rocklin	\$2,114,173
Roseville	\$1,619,104
Sacramento	\$11,549,526
Davis	\$5,326,643
Fairfield/Vacaville (a)	\$29,000,000
Suisun/Fairfield	\$3,834,049
Martinez	\$38,145,628
Richmond	\$21,924,408
Berkeley	\$4,745,500
Emeryville	\$17,252,136
San Francisco – Ferry Building	\$584,842
Oakland – Jack London Square	\$20,319,077
Oakland – Coliseum	\$6,132,000
Hayward	\$1,782,500
Fremont – Centerville	\$3,544,050
Great America/Santa Clara	\$3,082,627
San Jose – Diridon	\$27,138,542
Platform Signs	\$63,101
Real-time message signs (design)	1,494,842
Other (b)	\$2,640,575
SUBTOTAL – Station Projects	\$207,933,144
Track and Signal Projects	
Placer County	\$500,000
Auburn Track and Signal Improvements	\$350,000
Sacramento – Roseville (3 rd Track) Improvements	\$6,950,000
Yolo Causeway 2 nd Track	\$16,754,185
Sacramento – Emeryville	\$60,219,132
Oakland – Santa Clara (Hayward Line) [1991]	\$14,900,000
Niles Junction – Newark (Centerville Line) (c)	\$10,667,740
Sacramento – San Jose C-Plates	\$14,156
Oakland – San Jose	\$76,680,000
San Jose 4 th Track	\$41,850,000
Bahia Viaduct Track Upgrade	\$2,940,000
Harder Road (Hayward) Undercrossing (2001)	\$8,898,000
SUBTOTAL – Track and Signal Projects	\$240,723,213
Maintenance and Layover Facility Projects	
San Jose (Pullman Way) Maintenance Facility	\$5,789,862
Oakland Maintenance Facility (new)	\$63,835,956
Oakland Maintenance Base (former site)	\$464,884
Colfax/Auburn Layover Facility (d)	\$691,956
Roseville Layover Facility	\$157,702
Sacramento Layover Facility	\$941,316
SUBTOTAL – Maintenance and Layover Facility Projects	\$71,881,676
Rolling Stock (California Cars and Locomotives) (e)	\$235,282,226
TOTAL – PROGRAMMED OR COMPLETED PROJECTS	\$755,820,259

Appendix C
Capitol Corridor Performance Standards FY 2004-05 to FY 2009-10

PERFORMANCE STANDARD	FY 2004-05				FY 2005-06 STANDARD	FY 2006-07 PRELIMINARY STANDARD	FY 2007-08 PRELIMINARY STANDARD	FY 2008-09 PRELIMINARY STANDARD	FY 2009-10 PRELIMINARY STANDARD
	ACTUAL	STANDARD	VARIANCE ACTUAL TO STANDARD	PERCENT CHANGE					
NUMBER OF DAILY TRAINS (SAC-OAK)	24	24			24#	24#	24#	32@	32@
USAGE	1,258,179	1,200,100	58,079	4.8%	1,247,700	1,398,500	1,433,500	1,856,000	1,893,100
Route Ridership	3,447	3,288	159	4.8%	3,418	3,632	3,927	5,085	5,187
Average Daily Ridership	8.0%	3.0%	\$	\$	4.0%	12.1%	2.5%	29.5%	2.0%
Percent Change in Route Ridership	8.6%	5.1%	\$	\$	-38.5%	7857.5%	2.5%	36.8%	2.0%
Percent Change in Train Passenger Miles	0.0%	0.0%	\$	\$	0.0%	15.8%	0.0%	53.9%	0.0%
Passenger Miles per Train Mile (PM/TM)	95.0	91.9	3.1	3.4%	1.4	95.2	97.5	86.7	86.4
COST EFFICIENCY									
Farebox Ratio (Train and Bus Service)	43.1%	39%	4.1%	-	42%	43%	44%	45%	46%
Percent Change in Total Revenue	13.5%	1.8%	-	-	8.0%	11.5%	4.8%	33.8%	3.0%
Percent Change in Total Expenses	1.6%	2.3%	-	-	-1.3%	8.7%	2.0%	31.2%	2.5%
Train Revenue per Train Mile	\$ 15.25	\$ 13.65	\$ 1.40	10.1%	\$ 14.66	\$ 14.27	\$ 14.96	\$ 13.43	\$ 13.84
Train Revenue per Passenger Mile (Yield)	\$ 0.161	\$ 0.151	\$ 0.010	6.5%	\$ 0.157	\$ 0.150	\$ 0.153	\$ 0.155	\$ 0.157
Train Expenses per Train Mile	\$ 35.92	\$ 36.37	\$ (0.45)	-1.2%	\$ 36.21	\$ 33.77	\$ 34.45	\$ 29.90	\$ 30.64
Train-Only State Cost per Train Mile	\$ 20.67	\$ 22.52	\$ (1.85)	-8.2%	\$ 21.54	\$ 19.50	\$ 19.49	\$ 16.46	\$ 16.81
Train-Only State Cost Per Passenger Mile	\$ 0.22	\$ 0.25	\$ (0.03)	-11.2%	\$ 0.20	\$ 0.20	\$ 0.20	\$ 0.19	\$ 0.19
SERVICE QUALITY									
On Time Performance	84.2%	90%	-6%	-	90%	90%	90%	90%	90%
Percent of California Car Fleet Available	89.0%	87%	2%	-	87%	87%	87%	87%	87%
OPERATING RESULTS									
TRAIN AND BUS									
Total Revenue	\$15,147,733	\$ 13,585,000	\$ 1,562,733	11.5%	\$ 14,678,000	\$ 16,369,000	\$ 17,149,229	\$ 22,954,000	\$ 23,643,000
Total Expenses	\$35,007,472	\$ 35,250,000	\$ (242,528)	-0.7%	\$ 34,804,000	\$ 37,834,000	\$ 38,604,000	\$ 50,859,000	\$ 51,925,000
Total State Operating Cost	\$ 22,147,472	\$ 22,930,000	\$ (782,528)	-3.4%	\$ 20,851,000	\$ 22,215,000	\$ 22,205,000	\$ 28,780,000	\$ 28,607,000
TRAIN ONLY									
Train Only Revenue	\$13,738,256	\$ 12,480,000	\$ 1,258,256	10.1%	\$ 13,210,000	\$ 14,892,000	\$ 15,606,000	\$ 21,576,000	\$ 22,223,000
Train Only Expenses	\$32,361,472	\$ 32,781,000	\$ (419,528)	-1.3%	\$ 32,617,000	\$ 35,240,000	\$ 35,945,000	\$ 48,012,000	\$ 49,212,000
Train Only State Operating Cost	\$18,623,216	\$ 20,301,000	\$ (1,677,784)	-8.3%	\$ 19,407,000	\$ 20,348,000	\$ 20,339,000	\$ 26,436,000	\$ 26,989,000
Passenger Miles	85,559,120	82,805,900	2,753,220	3.3%	1,247,800	99,293,500	101,775,698	139,200,000	141,982,500
Train Miles	900,854	901,302	(448)	0.0%	900,854	1,043,530	1,043,530	1,606,000	1,606,000

^ - Includes payments to Amtrak for use of equipment (including insurance) and minor capital costs. Not included in any other line item.

* - Represents fixed price contract cost for FFY 2003-04 and FFY 2004-05. Actual contract cost may be lower, but not higher.

† - Per Business Plan Update/Amtrak Contract

- Standards measured assume expansion of 14 daily trains to/from San Jose, 6 daily trains to/from Roseville, and 4 daily trains to/from Auburn.

@ - Standards measured assume extension of 4 trains (2 daily round trips) to Reno/Sparks, NV.

NOTE 1 - Performance measures not calculated where no standard was developed.

NOTE 2 - Percents of change not shown when measure itself is a percent.

APR - 5 2006

Appendix D
How's Business

SOLANO TRANSPORTATION
AUTHORITY



How's Business?

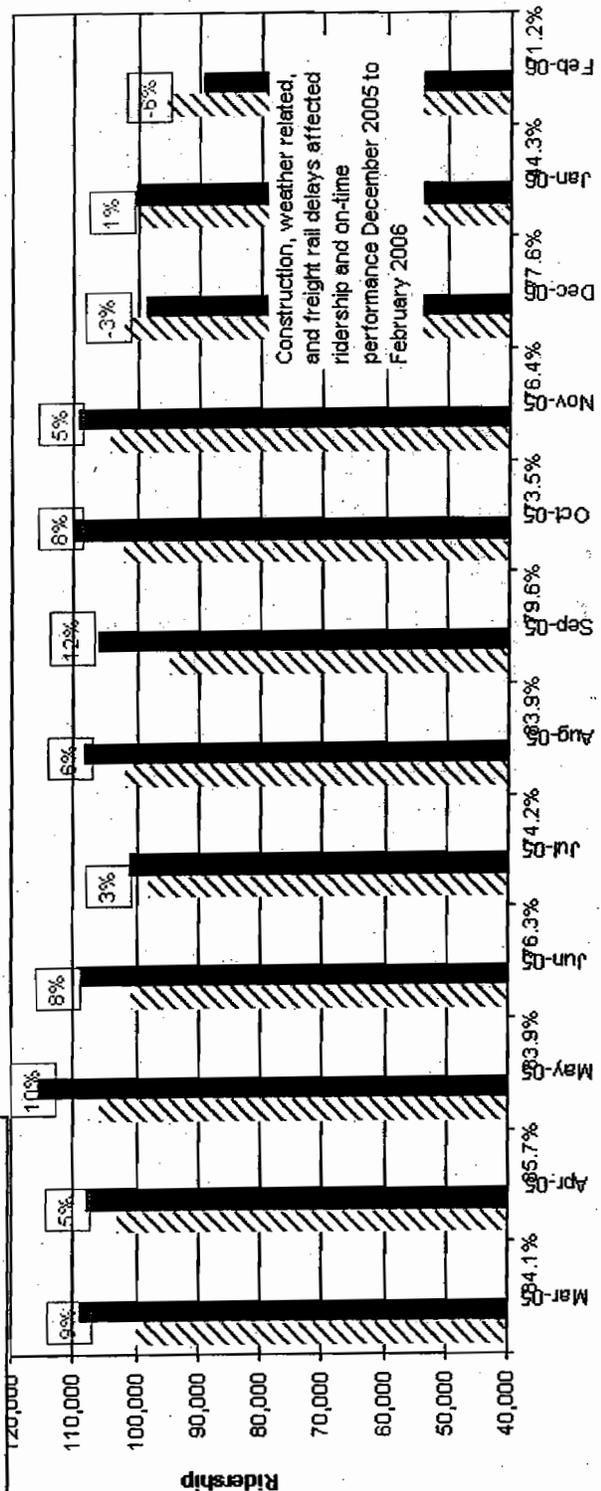
Ridership

Capitol Corridor Performance Ridership Trends FFY 06 vs. FFY 05

4.8% Overall 12-Month Growth
6.1% Overall Prior 12 Month Growth Period

Ridership Last 12 Months=1,264,732
Ridership Prior 12 Month Period=1,206,993

■ Prior Year
 ■ Last 12 Months





DATE: March 30, 2006
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: Regional Measure 2 (RM 2) Update

Background:

On March 2, 2004, voters passed Regional Measure 2 (RM 2), raising the toll on the seven state-owned bridges in the Bay Area by \$1.00. This extra dollar is to fund various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll corridors. The projects are specifically identified in SB 916. The Metropolitan Transportation Commission (MTC) manages the RM 2 funding for projects and programs, and the STA is the project sponsor for all Solano County capital RM 2 projects (see Attachment A).

Discussion:

In an effort to monitor the RM 2 capital program for STA sponsored projects, STA staff has met with most of the Solano County sponsors to get an update on the status to the projects, major issues, and schedule for each Phase. In addition, the STA has completed for the first time the RM 2 data sheet that was provided to the Technical Advisory Committee on January 25, 2006 see Attachment A

The specific status and next steps for the Solano County projects are as follows:

Vallejo Ferry Intermodal Station (Total Project Cost \$66,485,000 - RM 2 Funding \$28,000,000)

The City of Vallejo retained Harris/ Gray-Bowen in Spring of 2005 to manage the project. A National Environmental Protection Act (NEPA) Categorical Exemption (CE) approved by Federal Transportation Authority (FTA) in December of 2005. City approved Environmental Impact Report (EIR) for the Vallejo Station/ Vallejo Waterfront Plan in October 2005, but approval was challenged and settlement discussions are underway. Requests for Proposals (RFPs) are being drafted for final design of station and as well as the PS&E for a separate bus transfer facility. Next steps include right-of-way acquisition, which is scheduled to begin as soon as possible. Negotiations with the US Post Office relative to relocation of the existing Post Office on the site of proposed garage are pending. A request for an allocation of RM 2 funds is planned for as early as May or June 2006.

Vallejo Curtola Transit Center (RM 2 Funding \$11,750,000)

The City also retained Harris/ Gray-Bowen in Spring of 2005 to manage this project. City is in the process of developing an Request for Proposals (RFP) for a conceptual engineering study. It is anticipated to solicit proposals in May 2006 and select a

consultant by the Summer. An initial request for an allocation of RM 2 funds is planned for as early as May 2006.

Benicia Intermodal Facility (RM 2 Funding \$3,000,000)

A siting study to determine the most suitable location as it relates to bus, rail, rideshare, ferry and bicycle modes is the next required step in the project development. If funding is allocated this fiscal year, the study is planned to be completed by January 2007.

Benicia Park and Ride (RM 2 Funding \$1,250,000)

The first phase of the project, a bus stop installation at the intersection of Park Road and Industrial Way, is being advertised for construction bids. A funding disbursement agreement between Benicia and Fairfield (the implementing agency) is in process and is required before construction can proceed.

Fairfield Transportation Center (Total Project Cost \$12,000,000 - RM 2 Funding \$7,750,000)

A Request For Proposals (RFP) for initial conceptual design and rough cost estimates, professional services contract awarded was for \$15,000, draft deliverable due end of April 2006.

Fairfield/Vacaville Intermodal Rail Station and Track Improvements (Total Project Cost \$35,000,000 - RM 2 Funding \$20,996,000)

An allocation request was sent to MTC on March 24, 2006 for completing the supplemental environmental document and detailed preliminary engineering. Discussions with Union Pacific Railroad (UPRR) continue, the focus of the discussions with UPRR is to reach an agreement on the site plan. Currently, the main issue with UPRR is the vertical and horizontal distances from the track to the new Peabody Road Overcrossing.

Vacaville Intermodal Station (Total Project Cost \$8,750,000 - RM 2 Funding \$7,250,000)

The City is currently looking at two potential locations for the proposed Vacaville Intermodal Station (one to the west and one to the east of Allison Drive). The City has contacted the property owners to discuss potential options. Once a location has been determined, the City will begin the environmental clearance process.

I-80/I-680/SR 12 Interchange/

North Connector (Total Project Cost \$58,164,000 - RM 2 Funding \$21,552,000)

STA selected BKF Engineers to complete the East Section design. Execution of the contract is expected in April 2006. The Cooperative Agreement between the County, the City of Fairfield and STA is currently being drafted. An initial RM 2 allocation was made in January 2006 for detailed preliminary engineering.

I-80 HOV Lanes (Red Top Road to Air Base Pkwy) (Total Project Cost \$80,660,000 - RM 2 Funding \$60,600,000)

STA submitted the 30% plans to Caltrans for review on March 23, 2006. The technical studies for the environmental document are expected to be completed in April 2006. Currently, field surveys are underway, which will determine, in part, if the recently completed concrete median barrier adjacent to the truck scales needs to be relocated or

can remain in place. An initial RM 2 allocation was made in January 2006 for detailed preliminary engineering.

As of December 21, 2005, the MTC has allocated \$16 million of the \$43.5 million operating program and \$318,643 million of the \$1.5 billion capital program. Attachment B provides the detailed allocation summary.

MTC requires either quarterly or semi-annual reporting for the capital projects. Attachment C specifies each project reporting requirements. The highlighted projects require quarterly reporting, while the unmarked projects require semi-annual reporting to MTC. More information on the RM 2 Policies and Procedures for capital projects can be found on MTC's website: www.mtc.ca.gov/funding/RM2.

Recommendation:
Informational.

Attachments:

- A. Regional Measure 2, Solano County Capital Program Status Matrix
- B. Regional Measure 2 Operating and Capital Program – Allocation Summary
December 2005
- C. Regional Measure 2 Capital Project – Progress Reporting Frequency List,
Updated July 27, 2005

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Regional Measure 2
Solano County Capital Program Status Matrix

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

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**Regional Measure 2
Solano County Capital Program Status Matrix**

last update: 3/28/2006

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

RM 2 Operating and Capital Program - Allocation Summary
December 21, 2005

Project No.	Project Description	Project Sponsor	Legis. Funding (\$1,000)	MTC Allocation Approvals		
				Amount (\$1,000)*	Phase Month/YR	
OPERATING PROGRAM						
FY 2004-05				6,878	OPER	FY 2004-05
FY 2005-06						
1	Golden Gate Express Bus Service over the Richmond Bridge (Route 40)	GGBH&TD	2,100			
2	Napa Vine service terminating at Vallejo Intermodal Terminal	Napa Vine	390			
3	Regional Express Bus North Pool (Carquinez, and Benicia Bridge) Along I-80 Routes 30Z/JPX Transbay Service Express Bus Route 300	Various Vallejo WestCat AC Transit ECCTA	3,400	242	OPER	Nov 2005 - DA
4	Regional Express Bus South Pool (Bay Bridge, San Mateo, and Dumbarton) Transbay Service Hercules-S.F. TransBay Bus Service	Various AC Transit WestCat	6,500	516	OPER	Nov 2005 - DA
5	Dumbarton Rail	SMCTA	5,500			
6	WTA: Alameda/Oakland/Harbor Bay	WTA	6,400	3,412	OPER	Oct 2005
7	WTA: Albany/Berkeley - S.F.	WTA	3,200	173	OPER	Nov 2005 - DA
8	WTA: South S.F. - S.F.	WTA	3,000			
9	Vallejo Ferry	Vallejo Transit	2,700			
10	Owl Bus Service on BART Corridor AC Transit Service	Various AC Transit	1,800	1,066	OPER	Dec 2005
11	MUNI Metro East (Phase 1 - IOS)	Muni	2,500	1,915	OPER	Nov 2005
12	AC Transit Enhanced Bus Service: International Blvd and Telegraph Ave.	AC Transit	3,000	2,933	OPER	Oct 2005
13	TransLink®	MTC	--	5,750	OPER	Sept 2005
14	WTA System	WTA	3,000			
Operating Program SUBTOTAL			43,490	16,007		

* The amount listed for the Operating Program represents the annualized amount of RM2 funding and the allocation amount shown has been rounded to the nearest thousand. Please refer to MTC Resolution No. 3719 for actual allocation amounts.

**RM 2 Operating and Capital Program - Allocation Summary
December 21, 2005**

Project No.	Project Description	Project Sponsor	Legis. Funding (\$1,000)	MTC Allocation Approvals	
				Amount (\$1,000)*	Phase Month/ YR
CAPITAL PROGRAM					
1	BART/SF MUNI Direct Connection at Embarcadero & Civic Center Stations	BART	3,000		
2	SF MUNI Metro 3rd Street LRT Extension	SF MUNI	30,000	30,000	CON July 2004
3.1	SF MUNI E-Line - Acquire 11 Historic Streetcars	SF MUNI	8,910	8,910	CON July 2004/ Dec 2005
3.2	SF MUNI E-Embarcadero Historic Streetcar Line	SF MUNI	1,090	1,090	CON March 2005/ Dec 2005
	Subtotal		10,000		
4.1	Dumbarton Commuter Rail Service	San Mateo TA, ACCMA, ACTIA	134,900	2,787	ENV Sept 2004
4.2	Union City Intermodal Station Environmental Impact Report	Union City	100	100	ENV Sept 2004
	Subtotal		135,900		
5	Vallejo Ferry Intermodal Station	City of Vallejo	28,000		
6.1	Solano County Express Bus Intermodal Facilities - Vallejo Curtola Transit Center	STA (City of Vallejo)	6,000		
6.2	Solano County Express Bus Intermodal Facilities - Benicia Intermodal Facility	STA (City of Benicia)	3,000		
6.3	Solano County Express Bus Intermodal Facilities - Fairfield Transportation Center	STA (Fairfield/Suisun Transit)	5,500	1,000	ENV Sept 2005
6.4	Solano County Express Bus Intermodal Facilities - Vacaville Intermodal Station	STA (City of Vacaville)	5,500	415	ENV July 2005
	Subtotal		20,000		
7.1	Solano North Connector (Abernathy to Green Valley Road)	STA	23,552		
7.2	Solano I-80/I-680 Interchange Complex (HOV Lanes from SR12 W to Airbase Parkway)	STA	76,448		
	Subtotal		100,000		
8	I-80 EB HOV Lane Extension from Route 4 to Carquinez Bridge	Caltrans	50,000		
9	Richmond Parkway Park & Ride	AC Transit	16,000	500	ENV Dec 2004
				200	CON May 2005
10	SMART Extension to Larkspur or San Quentin	SMART	35,000	1,000	PS&E July 2005

RM 2 Operating and Capital Program - Allocation Summary December 21, 2005

Project No.	Project Description	Project Sponsor	Legis. Funding (\$1,000)	MTC Allocation Approvals	
				Amount (\$1,000)*	Phase Month/ YR
11.1	U.S. 101 Greenbrae I/C Corridor Imps. - Sir Francis Drake To Tamalpais	Transportation Authority of Marin	48,948	3,533	ENV Sept 2004
11.2	Sir Francis Drake Blvd Widening	Transportation Authority of Marin	600	330	CON April 2005
11.3	Cal Park Hill Tunnel Rehabilitation and Bikeway	Transportation Authority of Marin	7,092	270	CON Nov 2005 - DA
11.4	Central Marin Ferry Access Imps. Phase A - Wornum to Corte Madera	Transportation Authority of Marin	1,149	200	PS&E July 2005
11.5	Central Marin Ferry Access Imps. Phase B - Corte Madera Ck. and Sir Francis Drake	Transportation Authority of Marin	7,211		
Subtotal			66,000		
12.1	Direct HOV lane connector from I-680 to the Pleasant Hill BART - Study	CCCTA	1,000	1,000	ENV Nov 2005
12.2	Direct HOV lane connector from I-680 to the Pleasant Hill BART	CCCTA	14,000		
Subtotal			15,000		
13	E-BART / Rail Extension to East Contra Costa Deliverable Segment #1	BART, CCTA	96,000	17,650	ENV March 2005
14.1	Benicia Siding Extension	Capital Corridor JPA	7,750	1,100	ROW March 2005
14.2	Fairfield/Vacaville Intermodal Rail Station and Track Improvements	Fairfield/Suisun Transit	17,250	2,500	PS&E 38687
Subtotal			25,000	600	ENV April 2005
15	Central Contra Costa BART Crossover	BART	25,000	1,000	ENV Sept 2004
16	Benicia-Martinez Bridge: New Span	BATA	50,000	50,000	CON June 2005
17.1	Express Bus North - Competitive (\$16 million)	MTC	16,000		
17.2	Express Bus North - Napa Vine (\$2.4 million)	Napa VINE	2,400		
17.3	Express Bus North - GGBH&TD (\$1.6 million)	GGBH&TD	1,600		
Subtotal			19,000		
18.1	TransLink®	BART	9,680	9,680	CON Sept 2004
18.2	TransLink®	GGBH&TD	1,600	247	PS&E Feb 2005
18.3	TransLink®	MTC	2,039	2,039	CON March 2005
18.4	TransLink®	VTA	7,033	150	ENV Nov 2005 - DA
18.5	TransLink®	Various	1,648		
Subtotal			22,000		

**RM 2 Operating and Capital Program - Allocation Summary
December 21, 2005**

Project No.	Project Description	Project Sponsor	Legis. Funding (\$1,000)	MTC Allocation Approvals		
				Amount (\$1,000)*	Phase	Month/YR
19.1	Real-Time Transit Information - Emery-Go-Round Signage at MacArthur BART	City of Emeryville/ Emery-Go-Round	105	105	CON	Oct 2005
19.2	Real-Time Transit Information - Muni Automatic Vehicle Locator	Muni	11,283	11,283	CON	Oct 2005
19.3	Real-Time Transit Information - AC Transit HASTUS Software and signage at Berkeley BART	AC Transit	927	927	CON	Oct 2005
19.4	TBD		7,685			
Subtotal			20,000			
20.1	City CarShare	City Car Share	2,500	750	CON	Sept 2004
20.2	Safe Routes to Transit	East Bay Bicycle Coalition, TALUC	20,000	1,000	CON	Dec 2005
Subtotal			22,500	45	ENV	Jan 2005
21	BART Tube Seismic Retrofit	BART	143,000	11,000	ENV	July 2004
22	Transbay Terminal/Downtown Caltrain Extension	Transbay JPA	150,000	12,000	ENV	July 2005
				10,797	PS&E	July 2005
				11,000	CON	July 2005
				15,495	ENV	Sept 2004
				16,125	ROW	Nov 2004
				12,875	ROW	Oct 2005
23	Oakland Airport Connector	BART, Port of Oakland	30,000			
24	AC Transit Enhanced Bus - Phase 1 (International Blvd/Telegraph Ave. Corridor)	AC Transit	65,000	8,200	CON	Sept 2004
				600	CON	Dec 2004
				150	PS&E	Dec 2004
				400	PS&E	Jul 2005
				7,500	CON	Jul 2005
25	Commute Ferry Service for Alameda/Oakland/Harbor Bay	WTA	12,000			
26	Commute Ferry Service for Berkeley/Albany	WTA	12,000			
27	Commute Ferry Service for South San Francisco	WTA	12,000			
28	Water Transit Facility Improvements, Spare Vessels and Environmental Review	WTA	48,000	7,000	ENV	Sept 2004
				12,000	CON	April 2005

**RM 2 Operating and Capital Program - Allocation Summary
December 21, 2005**

Project No.	Project Description	Project Sponsor	Legis. Funding (\$1,000)	MTC Allocation Approvals	
				Amount (\$1,000)*	Phase Month/YR
29.1	Express Bus South - Purchase of Rolling Stock	AC Transit	5,300	5,300	CON Sept 2004
29.2	Express Bus South - SR 84 WB / Newark Blvd HOV ON-Ramp	Alameda County CMA	3,250	950	PS&E Oct 2004
29.3	Express Bus South - SR 84 WB HOV Lane Extension	Alameda County CMA	6,059	1,050	PS&E Oct 2004
29.4	Express Bus South - I-880 NB / Marltime Street HOV On-Ramp	Alameda County CMA	3,515	975	ENV Oct 2004
29.5	Express Bus South - Ardenwood Blvd park and Ride Lot	Alameda County CMA	3,100	150	ENV Nov 2004
				290	PS&E Oct 2005
				1,200	ROW Oct 2005
Subtotal					
30	I-880 North Safety Improvements	Alameda County CMA	10,000	1,100	ENV Oct 2004
31.1	BART Warm Springs Extension - Grade Separation	City of Fremont	10,000	10,000	CON Oct 2004
31.2	BART Warm Springs Extension	BART	85,000	6,000	ROW Dec 2004
Subtotal					
32	I-580 (Tri Valley) Rapid Transit Corridor Improvements	Alameda County CMA	65,000	6,000	ENV Oct 2004
33.1	High Speed Rail Ridership Forecast Study	MTC	1,500	1,500	ENV Oct 2004
33.2	Transit Connectivity Plan	MTC	500	500	ENV Dec 2004
33.3	Regional Rail Integration Plan	MTC, Caltrain, BART	4,500	4,500	ENV June 2005
Subtotal					
34	Integrated Fare Structure Program	TransLink® Consortium	1,500		
35	Transit Commute Benefits Promotion	MTC	5,000	25	ENV March 2005
				50	CON March 2005
36.1	Caldecott Tunnel Improvements - Fourth Bore	CCTA	50,000	3,000	ENV Sept 2004
36.2	Caldecott Tunnel Improvements - Transit Study	CCTA	500	500	ENV Dec 2004
Subtotal					
Capital Program SUBTOTAL			1,515,000	318,643	
CUMULATIVE TOTALS (Allocations to date for Operating and Capital Programs)				334,650	

Note: "DA" represents allocation approvals made through MTC Executive Director Delegated Authority

RM2 Capital Project - Progress Reporting Frequency List

Last Updated: July 27, 2005

 Shaded projects must report on a quarterly basis.
 Unshaded projects must report on a semi-annual basis.

Project No.	Project Title	Project Sponsor	Available Funding (\$1,000)	Amount Allocated (\$1,000) ¹	Remaining to be Allocated (\$1,000)
1	BART/SF MUNI Direct Connection at Embarcadero & Civic Center Stations	BART	\$3,000		\$3,000
	SF MUNI Market Street BART Extension	SF MUNI	\$30,000	\$30,000	
3	SF MUNI E-Line - Rehabilitate Historic Streetcars	SF MUNI	\$10,000	\$10,000	
	Dumbarton Commuter Rail Service	San Mateo TA, ACCMA, ACTTA	\$185,000	\$2,387	\$182,613
	Vallejo Ferry Intermodal Station	City of Vallejo	\$28,000		\$28,000
6	Solano County Express Bus Intermodal Facilities	City of Vallejo, City of Benicia, Fairfield/Suisun Transit, City of Vacaville	\$20,000	\$415	\$19,585
	Solano North Connector and I-80/880 Interchange Corridor	STA	\$100,000		\$100,000
	Bay Area HOV Lane Extension from Route 410 to Carquinez Bridge	Caltrans	\$50,000		\$50,000
9	Richmond Parkway Park & Ride	AC Transit	\$16,000	\$700	\$15,300
10	SMART Extension to Sausalito, San Quentin	SMART	\$35,000	\$1,000	\$34,000
11	SFO Green Line Conductor and Bicycle Pedestrian Improvements	Transportation Authority of Maricopa	\$65,000	\$1,038	\$63,962
12	San Francisco and Alameda Corridor from I-680 to the Pleasanton BART	CTTA	\$15,000		\$15,000
13	BART / BART Extension to East Contra Costa	BART / CCTA	\$6,000	\$18,750	\$12,750
14	Benicia Siding Extension and Fairfield/Vacaville Intermodal Rail Station and Track Improvements	Capital Corridor JPA, Fairfield/Suisun Transit	\$25,000	\$600	\$24,400
15	Central Contra Costa BART Crossover	BART	\$25,000	\$1,000	\$24,000
16	Benicia-Martinez Bridge: New Span	BATA	\$50,000	\$50,000	
17	Express Bus North	MTC/ Various Transit Operators	\$20,000		\$20,000
18	TransLink®	MTC/ Various Transit Operators	\$22,000	\$11,966	\$10,034
19	Real-time transit information	MTC/ Various Transit Operators	\$20,000		\$20,000
20.1	City CarShare	City Car Share	\$2,500	\$750	\$1,750
20.2	Safe Routes to Transit	MTC/ TALC/ EBCC	\$20,000	\$15	\$19,985
21	BART Tube Station Refurb	BART	\$143,000	\$2,797	\$140,203
22	Transbay Terminal Downtown Caltrain Extension	Transbay JPA	\$150,000	\$1,300	\$148,700
23	Oakland Airport Conductor	BART/ Bay Area Rapid	\$30,000		\$30,000
24	AC Transit Enhanced Bus Chaises (International Blvd/ Telegraph Ave Corridor)	AC Transit	\$65,000	\$16,350	\$48,650
25	Commuter Ferry Service for Alameda/Oakland/Harbor Bay	WTA	\$12,000		\$12,000
26	Commuter Ferry Service for Berkeley/Albany	WTA	\$12,000		\$12,000
27	Commuter Ferry Service for South San Francisco	WTA	\$12,000		\$12,000
28	Walter TransAl Facility Improvements, Spare Vessels, and Environmental Review	WTA	\$40,000	\$19,000	\$21,000
29	Express Bus South - Rolling Stock, HOV improvements, and Park and Ride Lots	ACCMA and AC Transit	\$22,000	\$8,425	\$13,575
30	I-880 North Safety Improvements	Alameda County CMA	\$10,000	\$1,100	\$8,900
31	BART Warm Springs Extension and Grade Separation	BART, City of Fremont	\$95,000	\$16,000	\$79,000
32	San Francisco Valley Rapid Transit Corridor Improvements	Alameda County CMA	\$65,000	\$6,000	\$59,000
33	Regional Rail Studies	MTC, Caltrain, BART, CA HSR Authority	\$6,500	\$6,500	
34	Integrated Fare Structure Program	TransLink® Consortium	\$1,500		\$1,500
35	Transit Commute Benefits Promotion	MTC	\$5,000	\$75	\$4,925
36	Caldecott Tunnel Improvements - Fourth Bore	CTTA	\$50,000	\$3,500	\$46,500
			\$1,515,000	\$286,043	\$1,228,957

¹ Allocations to date are as of July 27, 2005

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DATE: March 30, 2006
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: Contracts Status Report:
1. Jepson Parkway
2. North Connector
3. I-80 HOV Lanes (Red Top to Air Base Pkwy)
4. I-80/I-680/SR 12 Interchange
5. Project Management Services

Background:

STA has entered into or is about to enter into contracts to provide services for the delivery of capital improvement projects in Solano County. These contracts are funded through a variety of funds including Traffic Congestion Relief Program (TCRP), Regional Measure 2 (RM 2), federal earmarks and local funding,

Discussion:

The following provides an update to these contracts:

1.) Jepson Parkway

The Concept Plan for the Jepson Parkway project proposes a 4-lane roadway connecting Vacaville, Solano County, Fairfield and Suisun City from I-80 at Leisure Town Road to SR12 at Walters Road. The project is divided into 10 segments for design and construction purposes. Four construction projects on the Jepson Parkway have been completed: the extension of Leisure Town Road from Alamo to Vanden; the relocation of the Vanden/Peabody intersection; and improvements to Leisure Town Road bridges and the Walters Road Widening (Suisun City). The I-80/Leisure Town Road Interchange (Vacaville) is currently under construction.

Environmental Impact Statement/Environmental Impact Report (EIS/EIR):

Jones and Stokes Associates, Inc.

Contract term: February 28, 2007.

Seven (7) contract amendments have been executed

Total contract \$1,215,694.61

With the schedule for the Record of Decision (ROD) in February 2007, it is likely another contract amendment will be required to complete this document.

2.) North Connector Project

The North Connector is a planned parallel arterial that will be constructed on the north side of I-80. It will connect SR12 East with SR12 West and will provide additional capacity through this critical section of I-80. Due to limited funding, the North Connector Project will be constructed in segments. STA is the lead on designing and constructing the East Segment and West Portion of the Central Segment (Suisun Valley Rd Intersection and West) of the North Connector Project (estimated construction value of \$21 million) and the City of Fairfield will be taking the lead on completing the balance of the Central Segment. The West Segment of the North Connector will be completed at a future date and time.

Project Report/Environmental Document (PR/ED):

Korve Engineering

Contract term: March 31, 2007

Three (3) contract amendments

Total contract \$2,143,125

Caltrans has recently requested additional field surveys and noise work to be completed. As a result, there may be a need to make an amendment to this contract.

Plans, Specifications and Estimate (PS&E): contract pending

BKF Engineer

Contract term: March 1, 2010

Zero (0) contract amendments

Total contract \$1,400,000

3.) I-80 HOV Lanes (Red Top Road to Air Base Parkway)

This project includes an additional lane in each direction on Interstate 80 (I-80) for HOV use between the I-80/Red Top Road Interchange east to approximately 0.5 miles east of the I-80/Air Base Parkway Interchange. The lanes, approximately 8.5 miles in length, will be constructed in the median of the existing highway. Minor outside widening may be required adjacent to the Truck Scale on ramps in order to provide standard on ramp geometry.

Environmental Document and Detailed Preliminary Engineering

Mark Thomas & Company/Nolte Associates Joint Venture

Contract term: September 2010

* contract amended from interchange contract as of February 6, 2006

Total contract \$5,469,000 (to complete the HOV Lane)

** the billings for the HOV Lane are combined with the Interchange, over the next month, these billings will be split to reflect work for the HOV Lane

4.) I-80/I-680/SR 12 Interchange

This project is to reconstruct the existing interchange based on 2035 traffic forecast.

Environmental Document

Mark Thomas & Company/Nolte Associates Joint Venture

Contract term: September 2010

* contract amended from interchange contract as of February 6 ,2006

Total contract \$7,409,057 (to complete the interchange environmental document)

5.) Project Management Services

I-80/I-680/SR 12 Interchange, I-80 HOV Lanes (Red Top Road to Air Base Pkwy)

Project Management Delivery Group (PDMG)

Contract term: June 30, 2008

Seven (7) contract amendments

Total contract \$376,959.84

North Connector

Project Management Delivery Group (PDMG)

Contract term: June 30, 2008

Seven (7) contract amendments (work is included in interchange contract)

Total contract \$381,959.83

Recommendation:

Informational.

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DATE: April 5, 2006
TO: STA Board
FROM: Sam Shelton, Assistant Project Manager
RE: Local Projects Delivery Update

Background:

As the Congestion Management Agency for Solano County, the Solano Transportation Authority (STA) coordinates obligations and allocations of state and federal funds between local project sponsors, Caltrans, and the Metropolitan Transportation Commission (MTC). To aid in the delivery of locally sponsored projects, the STA continually updates the STA's Technical Advisory Committee (TAC) on changes to state and federal project delivery policies and reminds the TAC about upcoming project delivery deadlines.

Discussion:

There are three project delivery announcements and reminders for the TAC:

1. 2007 TIP Development
Deadline: **Friday, March 31, 2006.**
For edits made to TIP projects, hardcopies will be provided at the March 29th TAC.
2. Pending amendment of revised Regional Project-Delivery Policy for SAFETEA-LU STP and CMAQ Funds
(MTC Adoption in April)
3. FY 2005-06 Obligated Projects, Request for Authorization to Proceed (E-76)
Deadline: **April 1, 2006.**

1) 2007 TIP Development

The federally required Transportation Improvement Program, or TIP, is a comprehensive listing of all Bay Area transportation projects that receive federal funds or that are subject to a federally required action, such as a review for impacts on air quality.

The STA will begin entering 2007 TIP Amendments between March 27 and April 10 into MTC's WebFMS system (see attachment A). Developing the 2007 TIP requires that project sponsors review all their projects in the current TIP and inform STA of:

1. Projects that are completed and should be archived;
2. Projects that need to be continued into the new TIP;
3. Any changes to existing projects (scope, funding, contact person, etc); and
4. Updating project costs. Federal regulations require that the project listings reflect the latest estimates of the total project costs including all local funds, for all phases of the project.

Edits and updates to projects in the TIP will not be accepted by MTC after Monday, April 10, 2006. At the February 2006 TAC meeting, STA staff requested that project sponsors use the WebFMS system to review their projects before the WebFMS program undergoes routine maintenance on March 10. These edits were due to the STA by March 24, 2006.

Hardcopies of current TIP projects will be made available at the March 29th TAC meeting for members who have not yet sent in their edits to the STA. Edits made to these hard copies will be **due to the STA by Friday, March 31, 2006.**

- 2) Revised Regional Project-Delivery Policy for SAFETEA-LU STP and CMAQ Funds
Ross McKeown presented the "Revised Regional Project-Delivery Policy" to the Partnership TAC on February 27, 2006. The revised policy responds to provisions in SAFETEA, increased scrutiny of federal funding deadlines, recent Caltrans procedural changes (see last pages of Attachment B), and anticipated future federal and state policies relating to the timely use of federal funds. The intent of this regional project-funding policy is to ensure implementing agencies do not lose any funds due to missing a federal or state funding deadline, while providing maximum flexibility in delivering transportation projects.

A summary of policy changes are included in Attachment B (MTC Draft Resolution 3606).

The Obligation deadline of May 31st (currently June 30th) and the Obligation Submittal deadline of March 1st (currently April 1st) will not take effect until FY 2006-07. If approved by MTC in April, the rest of the policy will take affect immediately.

- 3) FY 2005-06 Authorization to Proceed (E-76) Deadline
If a project sponsor has a project in the 2005 TIP funded in FY 2005-06, they need to submit a Request for Authorization to Proceed (E-76) from Caltrans by April 1, 2006. If the project sponsor does not receive an approved E-76 by June 30, they run the risk of loosing their Obligation Authority (OA) to other projects that can use the FY 2005-06 OA.

Attached is a list of FY 2005-06 STP/CMAQ Obligation Status for Solano County projects (see Attachment C). STA Staff requests that the TAC provide a status update for the projects lists in Attachment C.

Recommendation:

Informational.

Attachments:

- A. 2007 TIP Development Key Dates
- B. Memo to Partnership Technical Advisory Committee (PTAC): Proposed Revised Project-Funding Policy, February 27, 2006 (includes Draft MTC Resolution 3606).
- C. FY 2005-06 STP/CMAQ Obligation Status for Solano County projects.

2007 TIP Metropolitan Transportation Commission Transportation Improvement Program (TIP) Schedule of Key Dates February 1, 2006	
Mon., Jan. 23, 2006	Call for New Non-Exempt Projects Not Already In The TIP
Fri. February 10, 2006	Last day to Submit Request for Formal TIP Amendment
Mon., Feb. 13, 2006	Deadline to Submit List of New Non-Exempt Projects Not Already In The TIP
Fri., March 24, 2006	TIP Lock Down – No More TIP Amendments And Begin Of 2007 TIP Development
Mon., March 27, 2006	Beginning of Project Review by Project Sponsors
Mon., April 10, 2006	End of Project Review by Sponsors and Beginning of Internal Review by MTC Program Managers
Wed., April 26, 2006	Review of 2007 TIP project list and conformity approach by AQCTF
Wed., May 10, 2006	Review of Admin. Draft Conformity Analysis by AQCTF
Mon., May 17, 2006	Release of Draft TIP and Draft Conformity Analysis for Public Comment period
Wed., June 14, 2006	Public Hearing on Draft TIP and Draft Conformity Analysis
Friday, July 5, 2006	Close of Public Comment Period
Wed., July 12, 2006	PAC Review of Draft 2007 TIP and Draft Conformity Analysis and referral to Commission For Approval
Wed., July 26, 2006	Final 2007 TIP and Final Air Quality Conformity Analysis approved by the Commission
Tues. Aug. 26, 2006	2007 TIP Submitted to Caltrans
Mon., October 2, 2006	Final 2007 TIP and Final Conformity Analysis - Approved by FHWA and FTA

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METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
Tel: 510.464.7700
TDD/TTY: 510.464.7769
Fax: 510.464.7848

Memorandum

TO: Partnership Technical Advisory Committee (PTAC)

DATE: February 27, 2006

FR: Ross McKeown

RE: Revised Regional Project-Funding Delivery Policy for SAFETEA STP and CMAQ Funds

Background

The region has maintained an excellent project delivery record during the six-year period of the federal Transportation Equity Act for the Twenty-First Century (TEA-21). This outstanding delivery record was due to the hard work of Caltrans Local Assistance, the Congestion Management Agencies (CMAs), project sponsors and the regional project-funding delivery policies developed by MTC and the Bay Area Partnership. In an effort to maintain this delivery record during the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA) and maximize the amount of federal funds flowing into the region, MTC and the working group of the Bay Area Partnership have revised and updated the existing regional delivery policy to ensure it remains consistent with new state and federal guidance.

The revised policy responds to provisions in SAFETEA, increased scrutiny of federal funding deadlines, recent Caltrans procedural changes (see attachment) and anticipated future federal and state policies relating to the timely use of federal funds. The revisions are specifically intended to: improve management of the limited Obligation Authority (OA) available each fiscal year, meet pre and post-obligation funding deadlines and facilitate project delivery. The policy calls for the programming and obligation of funds consistent with the timing and availability of federal Obligation Authority. The increased emphasis on the management of funding in the project delivery process will ensure funds are available to sponsors when their projects are ready to be delivered, and minimize the potential loss of federal funds due to missed deadlines. Furthermore, the AB1012 deadlines imposed by State law will be met well in advance, and the region will be in a position to accept additional funding that may become available.

Over the past few months, the Project Delivery Task Force of the Bay Area Partnership's Finance Working Group (FWG) has met and discussed revisions to the regional project-funding delivery policy to reflect new state and federal requirements. The task force consisted of representatives of the CMAs, transit operators, counties, Caltrans, and MTC staff, and convened on November 22, 2005 and January 4, 2006. The revised policy was also discussed at the February Finance Working Group (FWG) meeting.

Benefits of the SAFETEA Project-Funding Delivery Policy:

The following are key benefits of the revised policy:

- The policy continues to strengthen the region's delivery efforts, which has assisted the region and sponsors in delivering to the full apportionment and OA levels.
- Strengthens the region's ability to meet AB 1012 requirements, and incorporates Caltrans and FHWA post-obligation requirements, thus minimizing the risk of losing federal transportation funding.
- By holding firm and enforcing the funding deadlines, the region has been able to obligate all of its SAFETEA STP and CMAQ OA and apportionment to-date in a timely manner. This demonstrated success in the delivery of regional transportation projects supports subsequent requests for additional federal funding for the region.
- Provides flexibility for the CMAs to swap delayed projects with projects ready to use the funding.
- Establishes standard guidance to be applied for all regional STP and CMAQ programming cycles. A standardized policy makes it easier for project sponsors, MTC staff and Commissioners to implement project delivery strategies consistently among the programmed projects.

Significant New and Revised Regional Project-Funding Delivery Policies:

The following are the significant changes to the policy:

- Obligation deadline advanced from June 30th of the year programmed in the TIP to May 31. Revised deadline conforms to Caltrans' release of unused local OA on June 1st of each year.
- Obligation Request Submittal deadline advanced from April 1 of the year programmed in the TIP to March 1 in response to advanced obligation deadline.
- Implementing Agency must execute and return the Program Supplement Agreement (PSA) to Caltrans within 60 days of receiving the PSA from Caltrans. Funds for projects without a PSA within 6 months of obligation will be de-obligated. Previous deadline was one-year. Revised deadline conforms to new Caltrans policy.
- Implementing agencies are required to request a field review within 12 months of approval of the project in the TIP, but no less than 12 months prior to the obligation deadline of construction funds. Previous deadline was within 6 months of MTC's approval of the project in the TIP.
- Funds for construction must be awarded within 9 months of obligation and invoiced and reimbursed against within 12 months of the obligation of construction funds, and invoiced every six months thereafter. Previous Award deadline was one year after obligation.
- Funds must be invoiced and reimbursed for each obligated project phase at least once every six months following obligation. This is a new provision to conform to new guidance from Caltrans and FHWA.

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- Projects must be closed out within 6 months of final invoice. Previous deadline was within one year of last expenditure. New requirement conforms to new guidance from Caltrans and FHWA.
- Implementing agencies that have projects that have missed these deadlines, regardless of federal fund source, are subject to limitations on future OA for subsequent projects, and restrictions on future programming. MTC will use past delivery as a criteria for future programming.
- Advance Construction Authorization (ACA) funding identified in the annual Obligation Plan has priority for OA over other projects. This new provision is intended to facilitate the use of ACA as a tool in project delivery. MTC will monitor the use of ACA so as not to impact delivery of other non-ACA projects.
- If a project or project phase will not be ready for obligation in the year programmed, the agency responsible for the project should request to delay the project prior to entering the program year. The agency shall be considered committed to delivering the project (obligating the funds) once the program year becomes the current fiscal year, and the Annual Obligation Plan has been developed for that year.

The intent of this regional project-funding delivery policy is to ensure implementing agencies do not lose any funds due to missing a federal or state funding deadline, while providing maximum flexibility in delivering transportation projects. MTC has established regional deadlines to provide the opportunity for implementing agencies, CMAs, Caltrans, and MTC to solve potential problems and bring the project back on-line in advance of losing funds.

The revised policy is scheduled to be presented to the Programming and Allocations Committee (PAC) for discussion and recommendation in April, to be considered for adoption by the Commission at its April 2006 meeting. If approved by the Commission, the provisions of the revised policy will take affect immediately, with the exception of the Obligation and Obligation Submittal deadlines, which will take affect in FY 2006-2007.

Proposed Schedule

Project-Funding Delivery Task Force Workshop 1	Policy Development	Nov. 22, 2005
Project-Funding Delivery Task Force Workshop 2	Policy Development	Jan. 4, 2006
Partnership Finance Working Group (FWG) Mtg.	Review and Discussion	Feb. 1, 2006
Partnership Technical Advisory Committee (PTAC) Mtg.	Discussion/Recommendation	Feb. 27, 2006
Programming & Allocations Committee (PAC) Mtg.	Discussion/Recommendation	Apr. 2006
Commission Meeting	Adoption	Apr. 2006

Attachment: Proposed Revised Regional Project-Funding Delivery Policy for STP/CMAQ funds during SAFETEA

Attachment: Caltrans Obligation Procedures Letter

**Metropolitan Transportation Commission
Regional Project Funding Delivery Policy
for SAFETEA - STP and CMAQ Funding
Proposed Draft Version: 02-08-2006
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General Policy

The region has established deadlines for funding in the regional Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program to ensure timely project delivery against state and federal funding deadlines. This resolution establishes a standard policy for enforcing project funding deadlines and project substitutions for these funds during the Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA) and subsequent extensions.

STP and CMAQ funds are to be programmed in the Transportation Improvement Program (TIP), up to the apportionment level for that fiscal year, in the fiscal year in which the funds are to be obligated by the Federal Highway Administration (FHWA) or transferred to the Federal Transit Administration (FTA), similar to the programming of the State Transportation Improvement Program (STIP).

The regional STP and CMAQ programs are project specific. Projects are chosen for the program based on eligibility, project merit, and deliverability within the established deadlines. The programmed STP and CMAQ funds are for those projects alone.

It is the responsibility of the implementing agency at the time of project application and programming to ensure the regional deadlines and provisions of the regional project funding delivery policy can be met. Agencies with difficulty in delivering existing federal-aid projects will have future programming and Obligation Authority (OA) restricted for additional projects until the troubled projects are brought back on schedule, and the agency has demonstrated it can delivery new projects within the required deadlines.

MTC staff will actively monitor and report the obligation status of projects to the Finance Working Group (FWG) of the Bay Area Partnership. The FWG will monitor project funding delivery issues as they arise and make recommendations to the Partnership Technical Advisory Committee (PTAC) as necessary.

The implementing agency or MTC may determine that circumstances may justify changes to the STP and CMAQ programming. These changes, or amendments to these regional programs, are not routine. All proposed changes will be reviewed by MTC staff before any formal actions on program amendments are considered by the Commission. All changes must follow MTC policies on the Public Involvement Process and Federal Air Quality Procedures and Conformity Protocol. Changes must be consistent with the Regional Transportation Plan (RTP), must not adversely affect the expeditious implementation of Transportation Control Measures (TCMs), must comply with the provisions of Title VI, must not negatively impact the deliverability of other projects in the regional programs, and must not affect the conformity finding in the TIP.

In selecting projects to receive redirected funding, the Commission may use existing lists of projects that did not receive funding in past programming exercises, or direct the funds to

agencies with proven on-time project delivery, or could identify other projects with merit to receive the funding, or retain the funding for future programming cycles. Final decisions regarding the reprogramming of available funds will be made by the Commission.

Project Cost Savings/Reductions in Scope/Project Failures

Projects may be completed at a lower cost than anticipated, or have a minor reduction in scope resulting in a lower project cost, or may not proceed to implementation. In such circumstances, the implementing agency must notify MTC, Caltrans and the appropriate county Congestion Management Agency (CMA) within a timely manner that the funds resulting from these project-funding reductions will not be used. Federal regulations require that the project proceed to construction within 10 years of initial federal authorization of any phase of the project. Furthermore, if a project is canceled, or fails to proceed to construction in 10 years, FHWA will de-obligate any remaining funds, and the agency is required to repay any reimbursed funds.

Important Tip: If a project is canceled as a result of the environmental process, the agency does not have to repay reimbursed costs for the environmental activities. However, if a project is canceled after the environmental process is complete, or a project does not proceed to construction within 10 years, the agency is required to repay all reimbursed federal funds.

Project funding reductions accrued prior to the established obligation deadline are available for redirection within the program of origin. Savings within the county CMA administered programs (such as the Local Streets and Roads Rehabilitation program) are available for redirection within the program by the respective CMA, subject to Commission approval. Project funding reductions within regional competitive programs, such as the regional Transportation for Livable Communities (TLC) program, or for regional operations projects, such as 511-Travinfo®, are available for redirection by the Commission.

For all programs, projects using the redirected funding reductions prior to the obligation deadline must still obligate the funds within the original deadline. Project funding reductions or unused funds realized after the obligation deadline return to MTC. Any STP/CMAQ funds that have been obligated but remain unused will be deobligated and returned to the Commission for redirection.

Advanced Project Selection Process

Obligations for funds advanced from future years of the TIP will be permitted only upon the availability of surplus OA with Advance Construction Authorization (ACA) projects in the annual obligation plan having first priority for OA in a given year, and current programmed projects that have met the delivery deadlines having second priority for OA in a given year. Advanced obligations will be based on the availability of OA and will only be considered after March 1 of each fiscal year. In some years OA may not be available for advancements until after June 1, but the funds must be identified in the annual obligation plan, and the obligation request for the advanced OA must be received by Caltrans prior to June 1.

Implementing agencies wishing to advance projects may request Advance Construction Authorization from FHWA, or pre-award authority from FTA, to proceed with the project using

local funds until OA becomes available. ACA does not satisfy the obligation deadline requirement.

Important Tip: Caltrans releases unused local OA on June 1 of each year. Projects that do not access their OA through obligation or transfer to FTA by that date are subject to having their funds taken by other regions. This provision also allows the advancement of projects after June 1, by using unclaimed OA from other regions.

Annual Obligation Plan

California Streets and Highway Code 182.6(f) requires the regions to notify Caltrans of the expected use of OA each year. Any local OA, and corresponding apportionment that is not used by the end of the fiscal year will be redistributed by Caltrans to other projects in a manner that ensures the state continues to receive increased obligation authority during the annual OA redistribution. There is no provision in state statute the local apportionment and OA used by the state will be returned.

MTC will prepare an annual Obligation Plan at the beginning of each federal fiscal year, based on the funding programmed in the TIP, and the apportionment and OA expected to be available. This plan will be the basis upon which obligations will be made for the year. It is expected that the CMAs and project sponsors with funds programmed in the TIP will assist in the development of the plan by ensuring the TIP is kept up to date, and if necessary, review the plan prior to submittal to Caltrans. Projects listed in the plan that do not receive an obligation are subject to de-programming. Projects to be advanced from future years, or converted from ACA must be included in the plan to receive priority for obligations against available OA.

If a project or project phase will not be ready for obligation in the year programmed, the agency responsible for the project should request to delay the project prior to entering the program fiscal year. The agency shall be considered committed to delivering the project (obligating the funds or transferring to FTA) once the program year becomes the current fiscal year, and the annual Obligation Plan has been developed for that year.

Advance Construction Authorization (ACA)

Agencies that cannot meet the regional, state or federal requirements have the option to use Advance Construction Authorization (ACA) rather than seeking an obligation of funds and risk losing the funds due to missing subsequent deadlines. For example if the expenditure of project development funds or award of a construction contract cannot easily be met within the required deadline, the agency may consider using ACA until the project phase is underway and the agency is ready to invoice. ACA may also be considered by agencies that prefer to invoice once – at the end of the project, rather than invoice on the required semi-annual basis.

ACA conversion to full obligation receives priority in the annual obligation plan. MTC will monitor the availability of OA to ensure delivery of other projects is not impacted by ACA conversions. At the end of the federal authorization Act, ACA may be the only option available should the region's OA be fully used.

Programming to Apportionment in the year of Obligation

Federal funds are to be programmed in the TIP, up to the apportionment level available, in the fiscal year in which the funds are to be obligated by FHWA or transferred to FTA. The implementing agency is committed to obligate/transfer the funds by the required obligation deadline once the program year in the TIP becomes the current year, and the annual Obligation Plan has been developed for that year. This will improve the overall management of federal apportionment and Obligation Authority (OA) within the region and help ensure apportionment and OA are available for projects that are programmed in a particular year. It will also assist the region in meeting federal financial constraint requirements. At the end of the federal authorization Act, MTC will reconcile any differences between final apportionments, programmed amounts, obligations and actual OA received.

Specific Policy Provisions

Projects selected to receive STP or CMAQ funding must have a demonstrated ability to use the funds within the established regional, state and federal deadlines. This criterion will be used for selecting projects for funding, and for placement of funding in a particular year of the TIP. Agencies with a continued history of being delivery-challenged and continue to miss funding delivery deadlines will have restrictions placed on future obligations and programming.

It is the responsibility of the implementing agency to ensure the funds can be used within the established regional, state and federal deadlines and that the provisions of the regional funding delivery policy can be met. It is also the responsibility of the implementing agency to continuously monitor the progress of the programmed funds against regional, state and federal deadlines, and to report any potential difficulties in meeting these deadlines, to MTC, Caltrans and the appropriate county CMA within a timely manner, to seek solutions to potential problems well in advance of potential delivery failure or loss of funding.

Specific provisions of the Regional Project Funding-Delivery Policy are as follow:

- **Field Reviews**

Implementing agencies are required to request a field review from Caltrans Local Assistance within 12 months of approval of the project in the TIP, but not less than 12 months prior to the obligation deadline of construction funds. This policy also applies to federal-aid projects in the STIP. The requirement does not apply to projects for which a field review would not be applicable, such as FTA transfers, regional operations projects and planning activities.

Failure for an implementing agency to make a good-faith effort in requesting and scheduling a field review from Caltrans Local Assistance within twelve months of programming into the TIP could result in the funding being reprogrammed and restrictions on future programming and obligations.

- **Environmental Submittal Deadline**

Implementing agencies are required to submit a complete environmental package to Caltrans for all projects (except those determined Programmatic Categorical Exclusion as determined by Caltrans at the field review), twelve months prior to the obligation deadline for right of way or construction funds. This policy creates a more realistic time frame for projects to progress from the field review through the environmental and design process, to the right of way and construction phase. If the environmental process, as determined at the field review, will take longer than 12 months before obligation, the implementing agency is responsible for delivering the complete environmental submittal in a timely manner. Failure to comply with this provision could result in the funding being reprogrammed. The requirement does not apply to FTA transfers, regional operations projects or planning activities.

- **Disadvantaged Business Enterprise (DBE)**

Obligation of federal funds may not occur for contracted activities (any combination of environmental/ design/ construction/ procurement activities performed outside the agency) until and unless an agency has an approved DBE program and goals methodology for the current federal fiscal year. Therefore, agencies with federal funds programmed in the TIP must have a current approved DBE Program and annual goals/methodology (if applicable) in place prior to the fiscal year the federal funds are programmed in the TIP.

STP/CMAQ funding for agencies without approved DBE goals for the current year are subject to redirection to other projects after March 1. Agencies should begin the DBE process no later than January 1 to meet the March 1 deadline. Projects advanced under the Expedited Project Selection Process (EPSP) must have an approved DBE program and annual goals/ methodology for the current year (if applicable) prior to the advancement of funds.

Important Tip: An agency DBE plan is required before the obligation of federal funds. Furthermore, an annual DBE goals methodology must be approved prior to the obligation of federal funds for services to be contracted out (such as environmental/ design/ construction/ procurement activities performed outside the agency). An annual DBE goals/methodology may not be required if the activities (such as environmental/design or construction) are to be performed in-house using internal staff resources. It generally takes a minimum of 90 days (including a minimum 45-day public comment period) to have an annual DBE goals/methodology approved. Due to the complexities of the DBE requirements, agencies should contact Caltrans Local Assistance to determine whether an annual DBE goals methodology is required. If an annual DBE goals/methodology is required agencies are encouraged to begin the process by June of the preceding federal fiscal year, so the process may be complete by the beginning of the federal fiscal year in October.

- **Obligation/Submittal Deadline**

Projects selected to receive STP and CMAQ funding must demonstrate the ability to obligate programmed funds by the established obligation deadline. This criterion will be used for

selecting projects for funding, and for placement in a particular year of the TIP. It is the responsibility of the implementing agency to ensure the deadlines can be met.

In order to ensure funds are obligated or transferred to FTA in a timely manner, the implementing agency is required to deliver a complete funding obligation / FTA Transfer request package to Caltrans Local Assistance by March 1 of the year the funds are listed in the TIP. Projects with complete packages delivered by March 1 of the programmed year will have priority for available OA, after ACA conversions that are included in the Obligation Plan. If the project is delivered after March 1 of the programmed year, the funds will not be the highest priority for obligation in the event of OA limitations, and will compete for limited OA with projects advanced from future years. Funding for which an obligation/ FTA transfer request is submitted after the March 1 deadline will lose its priority for OA, and be viewed as subject to reprogramming.

Important Tip: Once a federal fiscal year (October 1 – September 30) has begun, and the Obligation Plan for that year developed, the agency is committed to obligating/transferring the funds by the required obligation deadline for that fiscal year. Funding that does not meet the obligation deadline is subject to de-programming by MTC.

Within the CMA administered programs, such as the Local Streets and Roads Rehabilitation program, the CMAs may adjust delivery, consistent with the program eligibility requirements, up until March 1 of the programmed year, swapping funds to ready-to-go projects in order to utilize all of the programming capacity. The substituted project(s) must still obligate the funds within the original funding deadline.

For funds programmed through regional competitive programs, such as the regional Transportation for Livable Communities (TLC) program, or for regional operations projects, such as 511-TravInfo®, or for planning activities, such as the CMA planning activities, the Commission has discretion to redirect funds from delayed or failed projects.

STP and CMAQ funds are subject to an obligation/FTA transfer deadline of May 31 of the fiscal year the funds are programmed in the TIP. Implementing agencies are required to submit the completed request for obligation or FTA transfer to Caltrans Local Assistance by March 1 of the fiscal year the funds are programmed in the TIP, and receive an obligation/ FTA transfer of the funds by May 31 of the fiscal year programmed in the TIP. For example, projects programmed in FY 2007-08 of the TIP have an obligation/FTA transfer request submittal deadline (to Caltrans) of March 1, 2008 and an obligation/FTA transfer deadline of May 31, 2008. Projects programmed in FY 2008-09 have an obligation request submittal deadline (to Caltrans) of March 1, 2009 and an obligation/FTA transfer deadline of May 31, 2009. No extensions will be granted to the obligation deadline.

- **Submittal Deadline:** March 1 of the fiscal year programmed in the TIP. The Implementing Agency is required to submit a complete obligation/transfer package to Caltrans (3 months prior to the Obligation Deadline).

- **Obligation Deadline:** May 31 of the fiscal year programmed in the TIP. No extensions will be granted to the obligation deadline.

March 1 - Regional submittal deadline. Complete package submittals, and ACA conversion requests for projects in the annual obligation plan received by March 1 of the fiscal year the funds are programmed in the TIP will receive priority for obligations against available OA.

March 1 – May 31 - Projects submitted during this timeframe are subject to deprogramming. If OA is still available, these projects may receive OA if obligated by May 31. If OA is limited, these projects will compete for OA with projects advanced from future years on a first come-first serve basis. Projects with funds to be advanced from future years must request the advance prior to May 31, in order to secure the funds within that federal fiscal year.

May 31 - Regional obligation deadline. Funds not obligated (or transferred to FTA) by May 31 of the fiscal year programmed in the TIP will be returned to MTC for reprogramming. No extensions of this deadline will be granted. Projects seeking advanced obligations against funds from future years should request the advance prior to May 31 in order to secure the funds within that federal fiscal year.

The obligation deadline may not be extended. The funds must be obligated by the established deadline or they will be de-programmed from the project and redirected by the Commission to a project that can use the funds in a timely manner.

Note: Advance Construction Authorization does not satisfy the regional obligation deadline requirement, except under certain circumstances such as when Caltrans uses ACA for state projects.

Important Tip: In some years OA for the region may be severely limited, especially toward the end of the federal Authorization Act. When OA is limited, ACA conversions identified in the annual obligation plan and submitted before the deadline of March 1 have priority, followed by other projects in the annual obligation plan submitted before the deadline of March 1. Projects in the obligation plan but submitted after March 1 may have OA (and thus obligations) restricted and may have to wait until OA becomes available – either after June 1, with unused OA is released from other regions, or into the following federal fiscal year when Congress approves additional OA. Obligation requests submitted after the March 1 deadline have no priority for OA for that year.

- **Program Supplement Agreement (PSA) Deadline**

The implementing agency must execute and return the Program Supplement Agreement (PSA) to Caltrans within 60 days of receiving the PSA from Caltrans. The agency must contact Caltrans if the PSA is not received from Caltrans within 60 days of the obligation. This requirement does not apply to FTA transfers.

Agencies that do not execute and return the PSA to Caltrans within 60 days of receipt from Caltrans will be unable to obtain any future approvals for any projects, including obligation and payments, until all PSAs for that agency, regardless of fund source, meet the 60-day PSA execution requirement. Funds for projects that do not have an executed PSA within 6 months of obligation are subject to deobligation by Caltrans.

- **Construction Advertisement / Award Deadline**

For the Construction (CON) phase, the construction/equipment purchase contract must be advertised within 6 months of obligation and awarded within 9 months of obligation. However, regardless of the advertisement and award deadlines, agencies must still meet the invoicing deadline for construction funds. Failure to advertise and award a contract in a timely manner could result in missing the subsequent invoicing deadline, resulting in the loss of funding.

Agencies must submit the notice of award to Caltrans within 30 days of contract award, in accordance with Local Assistance procedure. Agencies with projects that do not meet these deadlines will have future programming and OA restricted until their projects are brought into compliance.

For FTA projects, funds must be approved/awarded in an FTA Grant within one federal fiscal year following the federal fiscal year in which the funds were transferred to FTA.

Important Tip: Agencies may want to use the flexibility provided through Advance Construction Authorization (ACA) if it will be difficult to meet the advertisement and award deadlines. Agencies may consider proceeding with ACA and converting to a full obligation at time of award when project costs and schedules are more defined or when the agency is ready to invoice.

- **Invoicing Deadline**

Funds for each federally funded (Environmental (ENV/ PA&ED), Preliminary Engineering (PE), Final Design (PS&E) and Right of Way (R/W) phase must be invoiced at least once every six months following obligation.

Funds for the Construction (CON) phase must be invoiced and reimbursed against at least once within 12 months of the obligation, and then invoiced at least once every 6-months there after. Funds that are not invoiced at least once every 12 months are subject to de-obligation. There is no guarantee that funds will be available to the project once de-obligated.

If a project does not have eligible expenses within a 6-month period, the agency must provide a written explanation to Caltrans Local Assistance for that six-month period and submit an invoice as soon as practicable to avoid missing the 12-month invoicing and reimbursement deadline.

Agencies with projects that have not been invoiced against and reimbursed within a 12-month period, regardless of federal fund source, will have restrictions placed on future programming and OA until the project is properly invoiced. Funds that are not invoiced at least once every 12 months are subject to project funding adjustments by FHWA.

Important Tip: In accordance with Caltrans procedures, federal funds must be invoiced against for each obligated phase at least once every six months. Funds that are not invoiced and reimbursed at least once every 12 months are subject to project funding adjustments by FHWA. There is no guarantee the funds will be available to the project once de-obligated. Agencies that prefer to submit one final billing rather than semi-annual progress billings can use ACA to proceed with the project, then convert to a full obligation prior to project completion. ACA does not meet the obligation deadline, but ACA conversions do receive priority in the annual obligation plan.

- **Inactive Projects**

Most projects can be completed well within the state's deadline for funding liquidation or FHWA's ten-year proceed-to-construction requirement. Yet it is viewed negatively by both FHWA and the California Department of Finance for projects to remain inactive for more than twelve months. It is expected that funds for completed phases will be invoiced immediately for the phase, and projects will be closed out within six months of the final project invoice. Funds that are not invoiced and reimbursed at least once every 12 months are subject to project funding adjustments by FHWA. There is no guarantee the funds will be available to the project once de-obligated.

- **Liquidation/Reimbursement Deadline**

Funds must be liquidated (fully expended, invoiced and reimbursed) within six years of obligation.

California Government Codes 16304.1 and 16304.3 places additional restrictions on the liquidation of federal funds. Generally, federal funds must be liquidated (fully expended, invoiced and reimbursed) within 6 state fiscal years following the fiscal year in which the funds were appropriated. Funds that miss the state's liquidation/ reimbursement deadline will lose State Budget Authority and be de-obligated if not reappropriated by the State Legislature, or extended (for one year) in a Cooperative Work Agreement (CWA) with the California Department of Finance. This requirement does not apply to FTA transfers.

- **Project Completion /Close-Out Deadline**

Implementing Agencies must fully expend federal funds on a phase one year prior to the estimated completion date provided to Caltrans.

At the time of obligation, the implementing agency must provide Caltrans with an estimated completion date for that project phase. Any unreimbursed federal funds remaining on the

phase after the estimated completion date has passed, is subject to project funding adjustments by FHWA.

Projects must be properly closed out within six months of final project invoice. Projects must proceed to construction within 10 years of federal authorization of the initial phase.

Federal regulations require that federally funded projects proceed to construction within 10 years of initial federal authorization of any phase of the project. Furthermore, if a project is canceled, or fails to proceed to construction in 10 years, FHWA will de-obligate any remaining funds, and the agency is required to repay any reimbursed funds. If a project is canceled as a result of the environmental process, the agency does not have to repay reimbursed costs for the environmental activities. However, if a project is canceled after the environmental process is complete, or a project does not proceed to construction within 10 years, the agency is required to repay all reimbursed federal funds.

Agencies with projects that have not been closed out within 6 months of final invoice will have future programming and OA restricted until the project is closed out or brought back to good standing by providing written explanation to Caltrans Local Assistance, the applicable CMA and MTC.

Consequences of Missed Deadlines

It is the responsibility of the implementing agency to ensure the funds can be used within the established regional, state and federal deadlines and that the provisions of the regional funding delivery policy, and other state and federal requirements, can be met. It is also the responsibility of the implementing agency to continuously monitor the progress of the project against these regional, state and federal funding deadlines and report any potential difficulties in meeting these deadlines to MTC, Caltrans and the appropriate county CMA within a timely manner. MTC, Caltrans and the CMAs are available to assist the implementing agencies in meeting the funding deadlines, and may be able to find solutions that avoid the loss of funds.

Agencies that do not meet these funding deadlines risk the loss of federal funds. To minimize such losses to the region, and encourage timely project delivery, agencies that continue to be delivery-challenged and/or have current projects that have missed the funding deadlines will have future obligations and programming restricted until their projects are brought back into good standing. Projects are selected to receive STP or CMAQ funding based on the implementing agency's demonstrated ability to delivery the projects within the funding deadlines. An agency's proven delivery record will be used for selecting projects for funding and placement in a particular year of the TIP, and for receipt of OA.

Regional Project Funding Delivery Policy Intent

The intent of this regional funding delivery policy is to ensure implementing agencies do not lose any funds due to missing a federal or state funding deadline, while providing maximum flexibility in delivering transportation projects. It is also intended to assist the region in managing Obligation Authority, and in meeting federal financial constraint requirements. MTC has purposefully established regional deadlines in addition to state and federal funding deadlines

to provide the opportunity for implementing agencies, the CMAs, Caltrans, and MTC to solve potential project delivery issues and bring projects back on-line in advance of losing funds due to a missed funding deadline. The policy is also intended to assist in project delivery, and ensure funds are used in a timely manner.

Although the policy specifically addresses the regional STP and CMAQ funds managed by MTC, the state and federal deadlines cited apply to all federal-aid funds administered by the state (with few exceptions such as Congressionally mandated projects including Earmarks). Implementing agencies should pay close attention to the deadlines of other state and federal funds on their projects so as not to miss any other applicable funding deadlines.

This regional project-funding delivery policy was developed by the San Francisco Bay Area's Partnership, through the Project Delivery Task Force of the Bay Area Partnership's Finance Working Group (FWG), consisting of representatives of Caltrans, the county Congestion Management Agencies (CMAs), transit operators, counties, and MTC staff. The policy will be presented to the Bay Area's Partnership Technical Advisory Committee (PTAC) in February for further discussion. The revised policy is scheduled for adoption by the Commission in March 2006.

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**Metropolitan Transportation Commission
Regional Project Funding Delivery Policy
for SAFETEA - STP and CMAQ Funding
Proposed Draft Version: 02-08-2006**

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Milestone	Deadline	Authority	Consequence of Missed Deadline
Programming in TIP	Agency committed to obligate / transfer funds by May 31 of the year programmed in TIP	Regional	Deprogramming of funds and redirection to other projects that can use the OA.
Field Review (If applicable)	Within 12 months of inclusion in TIP	Regional	Restrictions on future programming, obligations and OA until deadline is met.
Pre-Draft Environmental Document Submittal (Non-Cat Ex)	12 months prior to obligation of Right of Way or Construction funds	Regional	Reprogramming of funds.
MTC Annual Obligation Plan	Beginning of each federal fiscal year	Regional	Funds not identified in MTC's annual Obligation Plan do not receive priority for OA and may need to wait until after June 1 to receive obligation/ transfer of funds.
Disadvantaged Business Enterprise (DBE) Goals (If Applicable)	Start by January 1, complete by March 1, of year programmed in TIP	Regional	Deprogramming of funds and redirection to other projects that can use the OA if not obligated by May 31.
Obligation/ FTA Transfer Request Submittal	March 1 of year programmed in TIP	Regional	Project loses priority for OA. Other projects in region may be given OA.
Obligation/ Transfer to FTA	May 31 of year programmed in TIP	Regional	Deprogramming of funds and redirection to other projects that can use the OA.
Release of Unused OA	June 1	Caltrans	Unused OA is made available for other regions to access.
End of Federal Fiscal Year. - OA no Longer Available	August 30	Caltrans, Federal	FHWA Obligation system shut down. Unused OA at the end of the federal fiscal year is taken for other projects. No provision the funds taken will be returned.
Program Supplement Agreement (PSA)	60 days after receipt from Caltrans 6 months after obligation	Caltrans	Restrictions on future programming, obligations and OA until deadline is met. De-obligation of funds by Caltrans after 6 months.
Construction Advertisement	6 months after obligation	Regional	Restrictions on future programming, obligations and OA until deadline is met
Construction Award	9 months after obligation	Regional	Restrictions on future programming, obligations and OA until deadline is met
Invoicing & Reimbursement	Agency must invoice and receive reimbursement at least once every 6 to 12-months following obligation of funds	Caltrans, Federal, Regional	Explanation in writing if funds not invoiced in past 6-month period. (Caltrans) Funding adjustment if project inactive for 12 months. (FHWA) Restrictions on future programming, obligations and OA if agency has not invoiced and received reimbursement at least once every 12-months after obligation. (MTC)
Liquidation	6 years after obligation	State of California	Loss of State Budget Authority and de-obligation by State of California
Project Close-Out	6 months after final invoice	Caltrans, Regional	Explanation in writing. (Caltrans) Restrictions on future programming, obligations and OA. (MTC)

J:\PROJECT\Funding\SAFETEA\SAFETEA - Project Delivery Policy\DRAFT Revised Regional Project Delivery Policy ver 5 02-07-06.doc

DRAFT

Proposed DRAFT

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DEPARTMENT OF TRANSPORTATION
DIVISION OF LOCAL ASSISTANCE — MS. 1
1120 N STREET
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 653-1776
FAX (916) 654-2409
TTY (916) 653-4086



*Flex your power!
Be energy efficient!*

September 19, 2005

To: Metropolitan Planning Organizations
Regional Transportation Planning Agencies

Dear Executive Directors:

Re: Procedural Changes in Managing Obligations

By the end of each federal fiscal year (September 30), the Federal Highway Administration (FHWA) is required to certify that all unexpended project obligations are still needed for projects in order for the state to continue receiving federal funds.

In 2004, the U.S. Department of Transportation's Office of Inspector General (OIG) issued a "Report on Inactive Obligations, FHWA FI-2004-039". The report's primary focus was on projects with funds obligated and no expenditure activities for twelve months or longer. This report also indicated that approximately 20 percent of the inactive funding was no longer needed and could be deobligated to fund other transportation projects. The report was critical of FHWA and the various states' Department of Transportation for not actively seeking these unneeded funds and applying them to new projects.

California Department of Transportation Director, Will Kempton, also addressed this inactive obligation issue in a letter dated August 22, 2005. Director Kempton asked for your cooperation in our efforts in reducing the level of inactive obligations.

As of August 2005, there were approximately 2300 local assistance projects with no expenditure activity for at least one year and a total unexpended obligated balance of approximately \$486 million.

In response to the OIG's report, and in an effort to assist FHWA in certifying that all obligations are needed, the California Department of Transportation (Department) will implement the following procedural changes effective October 1, 2005:

1. If a Program Supplement Agreement (PSA) is not executed and returned by an Agency within sixty (60) days of receiving the PSA from the Department, that Agency will be unable to obtain any future approvals for any projects, including obligations and invoice payments, until all PSAs for that Agency meet the 60-day PSA execution requirement.

2. Funds for projects that do not have executed PSAs within six (6) months of the actual effective obligation date will be deobligated.
3. All new PSAs will require local agencies to submit invoices for eligible expenses at least once every six months for each project phase until all funds are expended. If an Agency does not have eligible expenses, then the Agency needs to provide a written explanation for that six month period along with the target date and target amount for the next invoice submittal. This requirement will also apply to all present existing projects.
4. At project award, if the estimated construction cost is less than the amount obligated to that project for construction cost by more than \$50,000, the excess amount will be deobligated by the Department.
5. All new requests for the obligation of federal funds will require an estimated completion date for that project phase.

The Department is working closely with FHWA to reduce the number of projects on the inactive obligation report. Reports will be sent out periodically to all regions and local agencies showing projects with an inactive obligation. We are requesting that the regions work closely with their local agencies to submit invoices for eligible costs, to deobligate excess funds not needed and to submit final invoices for projects that have been completed. Deobligated funds would be available to fund other projects.

Please contact Laura Quintana at (916) 653-7200 if you have any questions.

Sincerely,



TERRY L. ABBOTT
Chief
Division of Local Assistance

c: Will Kempton, Director
Deputy District Directors for Local Assistance
District Local Assistance Engineers

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DATE: March 30, 2006
TO: STA Board
FROM: Robert Guerrero, Associate Planner
RE: MTC Routine Accommodation of Bicyclist and Pedestrians in the Bay Area

Background:

Staff from the Metropolitan Transportation Commission (MTC) completed the Draft Routine Accommodation for Bicyclists and Pedestrians in the Bay Area report with nine recommendations for the MTC Commission to consider approving in either April or May 2006. MTC developed the report during the last several months as part of the Transportation 2030 Calls to Action to address non-motorized transportation needs. The report documents federal, state and regional policies that address the need to consider non-motorized transportation projects as part of the development of all transportation project types (i.e. highways, freeways, local streets and roads improvements). It discusses inconsistencies with policies and actual current planning processes and provides case studies exemplifying these issues.

Discussion:

Although MTC staff began to incorporate routine accommodations considerations policies as part of the newest Transportation Improvement Program (TIP) process, the report states that Caltrans does not have any specific guidelines for non-motorized facilities for developing Project Initiation Documents (PID) and Project Study Reports (PSR). This is relevant in that PID includes the purpose and need of a project and PSR's are the basis for a project's design and construction.

Furthermore, MTC staff interviewed transportation project managers from Congestion Management Agencies, Caltrans, county, transit agencies, and local agencies. Four out of the thirty-four project managers interviewed did not consider bicycle accommodations for their projects due to a misunderstanding that there were no bicycle projects planned for the project location when in fact there were plans developed. As a result, the projects completed by the four project managers did not consider bicycle options in the final design of their projects. Therefore, MTC concluded that these examples point to a need for more comprehensive policy for including routine accommodations as part of the project development process.

With the support of MTC's Bicycle Working Group, MTC staff created nine recommendations as specified in Attachment A to encourage greater levels of routine accommodation. The recommendations were identified under three specific categories:

- Project Planning and Design
- Project Funding and Review
- Training

STA staff has reviewed the proposed recommendations provided in the report and recommends support for MTC's overall effort. However, MTC staff is recommending that TDA Article 3, Regional Bike/Ped, and TLC funds be restricted to be used only for improvements to existing sub-standard facilities that are not part of a roadway rehabilitation project, or in cases where the non-motorized costs exceed 15%. MTC staff further recommended that the funding be restricted to not fund new non-motorized facilities that need to be built to mitigate roadway construction activities. While STA staff agrees that there is a need to further consider routine accommodations as part of project development, staff does not see the need to restrict potential bicycle and pedestrian funds to accomplish this goal. Therefore, STA staff does not support this specific recommendation.

The Congestion Management Agency (CMA) Directors discussed MTC's Routine Accommodations report and a separate proposal by MTC to delegate 100% of the Regional Bicycle/Pedestrian funds to the CMAs at their last meeting held on February 24, 2006. Solano County currently receives a total of 75% of the Regional Bicycle/Pedestrian funds for local programming which is approximately \$1.4 million every four years. MTC's proposal would add an additional \$465,000 of funding to Solano County's share every four years starting in FY 2009-10. The CMA Directors agreed to support this new proposal in their attached letter to MTC; however, they did not support MTC's Routine Accommodations recommendation for restricting bicycle/pedestrian funding (see Attachment B).

The STA's Technical Advisory Committee (TAC) reviewed this item at their March 29, 2006 meeting and unanimously recommended this item be brought back for further discussion after MTC's Local Streets and Roads Committee reviews this item in April 2006.

Recommendation:
Informational.

Attachments:

- A. MTC's Recommendations for Routine Accommodation of Bicyclists and Pedestrian in the Bay Area
- B. Bay Area CMA Directors Letter

Routine Accommodation Revised Recommendations
3/24/05, Partnership Board Meeting

Revised based on input at 3/17/06 CMA, LSR, Advocate Meeting

PROJECT PLANNING and DESIGN

1. Recommendation: Caltrans and MTC will make available routine accommodations reports, publications available on their respective websites.
2. Recommendation: Caltrans District 4 will maintain a database and share a list of ongoing Caltrans and local agency PIDs either quarterly or semi-annually at the District 4 Bicycle Advisory Committee to promote local non-motorized involvement.

FUNDING and REVIEW

3. Recommendation: MTC will continue to support the use of TDA funds for bicycle and pedestrian planning, with special focus on the development of new plans and the update of plans more than five years old.
4. Recommendation: MTC's fund programming policies shall ensure project sponsors consider the accommodation of non-motorized travelers consistent with Caltrans' Deputy Directive 64. Projects funded all or in part with regional discretionary funds must include bicycle and pedestrian facilities consistent with local, countywide, and regionally adopted plans or standards unless the cost of including those facilities would exceed 15 percent of the total project cost. those facilities exceed 15% of the total project cost.

TDA Article 3, Regional Bike/Ped, and TLC funds are available for roadway or transit projects where the costs of including non-motorized facilities in a project would exceed 15 percent of the total project or for improvements that are not part of a roadway or transit project.

5. Recommendation: TDA Article 3, Regional Bike/Ped, and TLC funds shall not be used to fund new non-motorized facilities that need to be built to mitigate roadway or transit construction activities.
6. Recommendation: MTC and Caltrans shall develop a model checklist to assist implementing agencies with the evaluation of non-motorized needs and opportunities associated with all types of transportation projects. The form is intended for use on projects at their earliest conception or design phase. Caltrans will consider requiring this form as part of the PID package for state highway projects and in the local assistance package.

7. Recommendation: Caltrans, CMAs and local agencies will provide an opportunity for public review of roadway or transit projects in their environmental and/or design stage to get input on pedestrian and/or bicycle facility needs related to the project. BPACs shall include members that understand the range of transportation needs of bicyclists and pedestrians consistent with MTC Resolution 875 and should include the disabled community's interests as well.
8. Recommendation: MTC and its partner agencies will monitor how the needs of non-motorized users of the transportation system are being addressed in the design and construction of transportation projects by auditing candidate TIP projects to track the success of these recommendations. Caltrans shall monitor select projects based on the proposed checklist.

TRAINING

9. Recommendation: Caltrans and MTC will continue to promote and host project manager and designer training sessions to staff and local agencies to promote routine accommodation consistent with Deputy Directive 64.

Bay Area CMA Directors

March 1, 2006

RECEIVED

Steve Heminger
Executive Director, MTC
101 Eighth Street
Oakland, CA 94607-4700

MAR - 6 2006

SOLANO TRANSPORTATION
AUTHORITY

RE: Comments on "Routine Accommodation of Bicyclists and Pedestrians in the Bay Area" Recommendations

Dear Steve:

MTC staff reviewed the results and proposed recommendations from the "Routine Accommodation of Bicyclists and Pedestrians in the Bay Area" Study at our meeting of February 24th. MTC is to be commended for developing an inventorying of bike and pedestrian accommodation in the Bay Area. This should prove to be useful to MTC and the Counties.

MTC's recent draft Strategic Plan recommends there be increased delegation of the bicycle/pedestrian program to the CMA's. The study states, "While the Commission should continue to establish overall policy guidance and project selection criteria consistent with the adopted Bicycle and Pedestrian Program, it would be more efficient and cost-effective to delegate 100% of project selection to the CMA's rather than have two separate processes". The Directors agree with that concept of delegation in this area and would recommend that this be the recommended policy direction.

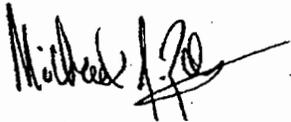
The current recommendations in the "Routine Accommodation Study" run counter to that concept. Draft recommendations would restrict the ability of counties and cities to implement the projects identified as key in their respective adopted bike plans rather than encourage them. Many of the recommendations from the study limit countywide flexibility in the use of TDA funding, require expenditures on projects not identified in local bike plans, recommend percentages on the allocation of sales tax expenditures counter to local ordinances, and define a prescriptive review process for local Bike Advisory Committees and project review. Therefore, these should not be included in the policy.

The CMA's are substantially engaged through comprehensive and well coordinated outreach in the development of bicycle/pedestrian programs and projects at the local level. These efforts have been very successful. There is not a need at this time for a prescriptive policy directing those efforts.

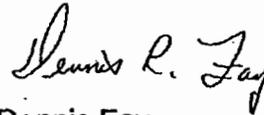
Bay Area CMA Directors

We strongly urge you to limit the policy direction to the delegation approach consistent with the Strategic Plan and look forward to additional discussion with MTC staff and Commissioners on this issue. Please call Mike Zdon at (707) 259-8634 if we can add any additional information.

Sincerely,



Mike Zdon, CMA Moderator
Napa County Transportation Planning Agency



Dennis Fay
Alameda County CMA



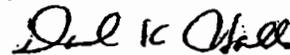
Robert K. McCleary
Contra Costa Transportation Authority



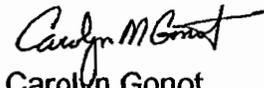
Rich Napier
San Mateo County CMA



Jose Luis Moscovich
San Francisco Transportation Authority



Daryl Halls
Solano Transportation Authority



Carolyn Gonot
Santa Clara Valley Transportation Authority



Dianne Steinhauser
Transportation Agency of Marin



Suzanne Wilford
Sonoma Transportation Authority

cc: Doug Johnson, MTC



DATE: April 3, 2006
TO: STA Board
FROM: Robert Guerrero, Associate Planner
RE: California Strategic Highway Safety Plan (SHSP)

Background:

Prior to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), a 10% set-aside of Surface Transportation Program (STP) funds was used to fund the prior Federal Highway Safety Improvement Program (HSIP) that primarily consisted of the Railway-Highway Crossing and Hazard Elimination Programs. Under the new SAFETEA-LU, the HSIP funding was expanded to include safety-focused planning activities and selected public awareness, education, and enforcement activities. Attachment A provides a side by side comparison of the HSIP under SAFETEA-LU and the former Transportation Equity Act for the 21st Century (TEA-21).

According to the California Legislative Office, SAFETEA-LU Program Funding in California from FY 2005 through FY 2009 will total: \$18 billion for highways, \$5 billion for Transit, and \$452 million for highway safety improvement and safe routes to school projects. SAFETEA-LU requires Caltrans to adopt a California Strategic Highway Safety Plan (SHSP) by FY 2007 in order for the State to utilize the \$452 million for safety improvement projects. As a result, Caltrans has established a steering committee and stakeholder group with a total of 65 state, federal and local entities participating to create the SHSP.

Discussion:

Caltrans completed a draft California SHSP which focuses primarily on the American Association of State Highway Transportation Officials (AASHTO) which targeted 22 safety emphasis areas. The draft SHSP also provides detailed discussions on strategies to address the emphasis areas through engineering, enforcement, education and emergency medical services (also referred to as the 4E's). The draft SHSP is available to review online at:

www.dot.ca.gov/hq/traffops/survey/SHSP/

On Tuesday, March 7, 2006, Caltrans held the first of two SHSP Summits and invited participants to provide input on the draft document. Caltrans provided one summit each for Northern California and Southern California. STA staff, along with staff from the cities of Vacaville and Fairfield were among the many participants in the Northern California Summit. There were several key speakers and panelists including Caltrans Director, Will Kempton, discussing the importance of establishing a strategic plan for California and the

need to continue participating in its development. Summit participants were requested to attend a few workshops that were each focused on a specific emphasis area identified in the SHSP. The participants were tasked to provide input on solutions as well as challenges to address the safety emphasis areas.

The next step for Caltrans is to synthesize the input provided by participants from the Northern and Southern California Summits and incorporate it into a Final SHSP. Caltrans will then begin to develop a SHSP Implementation Plan which will:

- Address how to fund and finance SHSP projects
- Determine project selection criteria
- Establish statewide safety evaluation criteria
- Track California's safety implementation progress

STA staff will continue to track the progress of the SHSP and will notify the STA Board, STA Technical Advisory Committee (TAC) and SolanoLinks Consortium of any new developments.

Recommendation:

Informational.

Attachment:

A. SAFETEA-LU vs TEA-21- Highway Safety Improvement Program

SAFETEA-LU vs TEA-21 – Highway Safety Improvement Program

TEA-21 and Previous (HES and Rail-Hwy Safety)	SAFETEA-LU (SECTION 148)
Railway-Highway Crossings (Sec. 130) and Hazard Elimination (Sec. 152)	Highway Safety Improvement Program (HSIP) (Sec. 148)
10% set aside from STP totaling approximately \$650 Million per year (FY 2000 – 2005)	Stand alone "core" program of approximately \$1.3 Billion per year (FY 2006-2009)
No comparable provision	Requires a Strategic Highway Safety Plan (SHSP) developed through a collaborative, comprehensive and data driven approach.
Section 152 Hazard Elimination Program and 130 Rail-Highway Program.	States with an SHSP can obligate funds for projects that are eligible under Section 148 Hazard Elimination Program. States without an SHSP are limited to projects eligible under the Section 152 Hazard Elimination Program and Section 130 Rail-Highway Program.
No comparable provision	After FY 2007, States without an SHSP will have their safety funds capped at the FY 2007 level.
No comparable provision, however all public roads eligible for funding.	Establishes a set aside program (\$90 Million each FY) for High Risk Rural Roads.
Railway-Highway Crossing Safety program is funded through 10% set aside (approximately \$155 Million each FY) from STP	Establishes a set aside program (\$220 Million each FY) for Railway-Highway Crossing Safety (Section 130)
Program is a 10% set aside from STP which does not consider fatalities in the distribution formula	HSIP distribution formula equally considers fatalities on federal-aid system, VMT, and lane miles on federal-aid highways.
No comparable provision	10% of HSIP funds may be used for other safety projects listed in a State's SHSP if railway-highway crossing and infrastructure safety needs are met.
No comparable provision	Annual report must be completed describing 5% of a State's locations with the most severe safety needs and this information will be made available to the public on the internet
Annual implementation and evaluation reports required, but no requirement to submit to Congress. No provision on funding for reporting requirements.	Biennial report to Congress required for railway-highway safety projects. No more than 2% of funds can be used for reporting requirements

SAFETEA-LU vs TEA-21 – Highway Safety Improvement Program

TEA-21 and Previous (HES and Rail-Hwy Safety)	SAFETEA-LU (SECTION 148)
<p>Annual reports required describing progress and effectiveness of Hazard Elimination Program and Railway-Hwy Safety Program</p> <p>Roundabouts not included in Section 120 under "Increased federal share for certain safety projects"</p> <p>Safety improvement project means a project that:</p> <ul style="list-style-type: none"> - corrects or improves high hazard locations - eliminates roadside obstacles - improves highway signing and pavement marking - installs priority control systems for emergency vehicles at signalized intersections - installs or replaces emergency motorist aid call boxes - installs traffic control or warning devices at locations with high accident potential - improves safety on a publicly owned bike/ped pathway or trail - installs a traffic calming measure to improve safety 	<p>Annual reports describing progress and effectiveness of the HSIP required</p> <p>Roundabouts eligible for 100% Federal funding in Section 120 under "Increased federal share for certain safety projects"</p> <p>The term "highway safety improvement project" means a project described in the State strategic highway safety plan that corrects or improves a hazardous road location or feature, or addresses a highway safety problem. The term includes a project for one or more of the following:</p> <ul style="list-style-type: none"> - Intersection safety improvement. - Pavement and shoulder widening - Installation of rumble strips or another warning device- - Installation of a skid-resistant surface - An improvement for pedestrian or bicyclist safety or safety of the disabled. - Construction of any project for the elimination of hazards at a railway highway crossing - Construction of a railway-highway crossing safety feature, including installation of protective devices. - The conduct of a model traffic enforcement activity at a railway-highway crossing. - Construction of a traffic calming feature. - Elimination of a roadside obstacle. - Improvement of highway signage and pavement markings. - Installation of a priority control system for emergency vehicles at signalized intersections. - Installation of a traffic control or other warning device at a location with high accident potential. - Safety-conscious planning. - Improvement in the collection and analysis of crash data. - Planning, integrated interoperable emergency communications equipment, operational activities, or traffic enforcement activities (including police assistance) relating to workzone safety.

SAFETEA-LU vs TEA-21 – Highway Safety Improvement Program

TEA-21 and Previous (HES and Rail-Hwy Safety)	SAFETEA-LU (SECTION 148)
	<ul style="list-style-type: none"> - Installation of guardrails, barriers (including barriers between construction work zones and traffic lanes for the safety of motorists and workers), and crash attenuators. - The addition or retrofitting of structures or other measures to eliminate or reduce accidents involving vehicles and wildlife. - Installation and maintenance of signs (including fluorescent, yellow-green signs) at pedestrian-bicycle crossings and in school zones. - Construction and operational improvements on high risk rural roads.

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DATE: April 7, 2006
TO: STA Board
FROM: Sam Shelton, Assistant Project Manager
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
Transportation for Clean Air (TFCA), 40% County Program Manager Funds	Robert Guerrero, STA (707) 424-6014	Due to STA April 13, 2006
Pavement Management Technical Assistance Program (P-TAP)	Jeff Gerbracht, MTC (510) 817-5864	April 14, 2006
Transportation for Clean Air (TFCA), 60% Regional Funds	Karen Chi, BAAQMD (415) 749-5121	Workshop May 2006 Due June 2006



FUNDING OPPORTUNITY:

**Solano Transportation Fund for Clean Air Program
(40% Program Manager Funds)**

Due to STA April 13, 2006

TO: STA Board
FROM: Sam Shelton, Assistant Project Manager

This summary of the Solano Transportation Fund for Clean Air Program (40% Program Manager Funds) is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Public agencies are eligible such as cities, counties, school districts, and transit districts in the cities of Fairfield, Suisun City, Vallejo, Benicia, and portions of Solano County located in the Bay Area Air Quality Management District.

Program Description: The County Program Manager Fund is a part of the Transportation Fund for Clean Air (TFCA) grant program, which is funded by a \$4 surcharge on motor vehicles registered in the Bay Area.

Funding Available: \$320,000 is expected in FY 2006-07.

Eligible Projects: Shuttle/feeder buses, arterial management, bicycle facilities, clean air vehicles and infrastructure, ridesharing, clean air vehicles, and "Smart Growth" projects.

Further Details: http://www.baaqmd.gov/pln/grants_and_incentives/tfca/cpm_fund.asp

Program Contact Person: Robert Guerrero, Associate Planner, 707.424.6014



FUNDING OPPORTUNITY:

Pavement Management Technical Assistance Program (P-TAP)

Due April 14, 2006

TO: STA Board
FROM: Sam Shelton, Assistant Project Manager

This summary of the Pavement Management Technical Assistance Program (P-TAP) 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: All 109 Bay Area cities and counties are encouraged to apply.

This includes jurisdictions that previously applied for P-TAP funds but were not selected and past P-TAP recipients that may need additional funds to either implement, maintain, or update specific components of their pavement management system (PMS).

Program Description: P-TAP provides Bay Area jurisdictions with assistance and expertise in implementing and maintaining a PMS, primarily the MTC StreetSaver™ software.

Funding Available: For Round 8, a total of \$800,000 in federal funds is available for programming. To maximize the number of projects funded, a total project cap amount for P-TAP Round 8 is set at \$25,000 per jurisdiction, which includes both the MTC's 88.53% STP contribution as well as the local match requirement of 11.47%.

You can determine your jurisdiction's maximum amount by multiplying \$300 by the number of centerline miles in your jurisdiction. For example, if a jurisdiction has 50 centerline miles of road, then the maximum amount of project funding would be \$15,000 (MTC's STP contribution will be 88.53% of \$15,000, or \$13,279.50, and the local match will be 11.47% of \$15,000, which is \$1,720.50). If a city has over 83 centerline miles of road, then the total project amount is capped at \$25,000 (MTC's STP contribution is then \$22,132.50, and the local match is \$2,867.50).

Further Details: <http://www.mtc.ca.gov/services/pmp/P-TAP8.htm>

Program Contact Person: Jeff Gerbracht, MTC, (510) 817-5864

STA Staff Contact: Sam Shelton, Assistant Project Manager, 707-424-6075



FUNDING OPPORTUNITY:

**Solano Transportation Fund for Clean Air Program
(60% Regional Funds)**

Due to BAAQMD June 2006

TO: STA Board
FROM: Sam Shelton, Assistant Project Manager

This summary of the Solano Transportation Fund for Clean Air Program (60% Regional Funds) is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Public agencies are eligible such as cities, counties, school districts, and transit districts in the cities of Fairfield, Suisun City, Vallejo, Benicia, and portions of Solano County located in the Bay Area Air Quality Management District.

Program Description: The Regional Fund is a part of the Transportation Fund for Clean Air (TFCA) grant program, which is funded by a \$4 surcharge on motor vehicles registered in the Bay Area.

Funding Available: Approximately \$10 million is expected to be available in FY 2006-07 for the Bay Area. The minimum grant for a single project is \$10,000 and the maximum grant is \$1.5 million.

Eligible Projects: Shuttle/feeder buses, arterial management, bicycle facilities, clean air vehicles and infrastructure, ridesharing, clean air vehicles, and “Smart Growth” projects.

Further Details: http://www.baaqmd.gov/pln/grants_and_incentives/tfca/

Program Contact Person:	Heavy-duty Vehicles (including repowers & retrofits) New Bus Purchases	Joseph Steinberger	jsteinberger@baaqmd.gov
	Bicycle Facility Improvements	Alison Kirk	akirk@baaqmd.gov
	Shuttles & Feeder Bus Services, Rideshare Programs, Rail-Bus Integration, Regional Transit Information	Andrea Gordon	agordon@baaqmd.gov
	Arterial Management Projects, Smart Growth Projects, Demonstration of Congestion Pricing or Telecommuting	Karen Chi	kchi@baaqmd.gov