



Solano Transportation Authority

One Harbor Center, Suite 130  
Suisun City, California 94585

Area Code 707  
424-6075 • Fax 424-6074

**TECHNICAL ADVISORY COMMITTEE (TAC)  
AGENDA**

Members:

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

**1:30 p.m., Wednesday, May 30, 2007  
Solano Transportation Authority  
One Harbor Center, Suite 130  
Suisun City, CA 94585**

<u>ITEM</u>	<u>STAFF PERSON</u>
<b>I. CALL TO ORDER</b>	Daryl Halls, Chair
<b>II. APPROVAL OF AGENDA</b>	
<b>III. OPPORTUNITY FOR PUBLIC COMMENT (1:30 -1:35 p.m.)</b>	
<b>IV. REPORTS FROM CALTRANS, METROPOLITAN TRANSPORTATION COMMISSION (MTC), AND STA STAFF (1:35 -1:45 p.m.)</b>	
<b>V. CONSENT CALENDAR</b> <i>Recommendation: Approve the following consent items in one motion.</i> (1:45 – 1:50 p.m.)	
<b>A. Minutes of the TAC Meeting April 25, 2007</b> <i>Recommendation:</i> <i>Approve minutes of April 25, 2007.</i> <b>Pg. 1</b>	Johanna Masielat
<b>B. Yolo-Solano Air Quality Management District Clean Air Fund Recommendations for Fiscal Year (FY) 2007-08</b> <i>Recommendation:</i> <i>Receive and file.</i> <b>Pg. 9</b>	Robert Macaulay

**TAC MEMBERS**

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

- C. Fiscal Year (FY) 2007-08 Bay Area Air Quality Management District (BAAQMD) Transportation for Clean Air (TFCA) Program Manager Funds** Robert Guerrero

Recommendation:

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

- 1. \$222,247 in TFCA funds for SNCI's Ridesharing Activities and Incentives; and*
- 2. Issue a second call for the remaining balance of \$87,247 in TFCA funds.*

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- D. Transportation for Livable Communities (TLC) and Eastern Solano Congestion Mitigation Air Quality (ECMAQ) Program** Robert Guerrero

Recommendation:

*Forward a recommendation to the STA Board to issue a call for TLC capital and ECMAQ eligible Alternative Fuels projects for Fiscal Year (FY) 2007-08 and FY 2008-09.*

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- E. Intercity Transit Funding Agreement Proposal** Elizabeth Richards  
Nancy Whelan

Recommendation:

*Forward a recommendation to the STA Board to authorize the Executive Director to execute a FY 2007-08 Intercity Transit Funding Agreement.*

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**VI. ACTION ITEMS**

- A. State Transit Assistance Funds (STAF) Draft Proposed Funding for Fiscal Year (FY) 2007-08** Elizabeth Richards

Recommendation:

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

- 1. Approve the list of FY 2007-08 Northern County Solano STAF projects and programs as outlined on Attachment C; and*
- 2. Approve the list of FY 2008-09 projects and programs as outlined on Attachment D.*

(1:50 – 1:55 p.m.)

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**B. Allocation of Solano Bicycle Pedestrian Program (SBPP) Funds**

Robert Guerrero

Recommendation:

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

1. *FY 2007-08 SBPP funding for the following projects:*
  - a. *City of Fairfield's West Texas Street Gateway Project for \$73,000;*
  - b. *City of Vacaville's Nob Hill Bike Path for \$300,000;*
  - c. *City of Vacaville's Ulatis Creek Bike Path for \$127,098;*
  - d. *Solano County's Suisun Valley Road for \$110,000; and*
  - e. *Solano County's Vacaville Dixon Bikeway, Phase II for \$343,000;*
2. *Dedicate \$744,000 in FY 2007-08 SBPP funding for the City of Benicia's State Park Bike/Ped Bridge project and City of Fairfield's McGary Road project to combine with funding recommended for both projects in FY 2008-09.*

(1:55 – 2:00 p.m.)

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**C. Legislative Update**

Jayne Bauer

Recommendation:

*Forward a recommendation to the STA Board to:*

1. *Take the following positions on proposed state legislative items:*
  - *AB 842 (Jones) – Watch*
  - *SB 375 (Steinberg) – Watch; and*
2. *Amend the STA 2007 Legislative Priorities and Platform to add the following policy under Air Quality (Platform I): Monitor the implementation of AB 32, The California Global Warming Solutions Act of 2006, and support efforts to reduce Greenhouse Gas (GHG) emissions where practicable through the transportation planning process.*

(2:00 – 2:05 p.m.)

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**VII. INFORMATIONAL ITEMS**

**A. Discussion of Draft STA Overall Work Plan (Priority Projects) for FY 2007-08 and FY 2008-09**

Daryl Halls

Informational

(2:05 – 2:15 p.m.)

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- |   |                           |
|---|---------------------------|
| <p><b>B. Solano Transit Consolidation Study Update</b><br/> <u>Informational</u><br/> (2:15 – 2:20 p.m.)<br/> <b>Pg. 127</b></p>                            | <p>Elizabeth Richards</p> |
| <p><b>C. Regional Transportation Plan Update</b><br/> <u>Informational</u><br/> (2:20 – 2:25 p.m.)<br/> <b>Pg. 141</b></p>                                  | <p>Robert Macaulay</p>    |
| <p><b>NO DISCUSSION</b></p>   |                           |
| <p><b>D. Fiscal Year (FY) 2007-08 Transportation Development Act (TDA) Distribution for Solano County</b><br/> <u>Informational</u><br/> <b>Pg. 143</b></p> | <p>Elizabeth Richards</p> |
| <p><b>E. North Connector Transportation for Livable Communities (TLC) Corridor Concept Plan</b><br/> <u>Informational</u><br/> <b>Pg. 147</b></p>           | <p>Robert Guerrero</p>    |
| <p><b>F. Safe Routes to Schools (SR2S) Update</b><br/> <u>Informational</u><br/> <b>Pg. 151</b></p>   | <p>Sam Shelton</p>        |
| <p><b>G. Project Delivery Update</b><br/> <u>Informational</u><br/> <b>Pg. 167</b></p>  | <p>Sam Shelton</p>        |
| <p><b>H. Funding Opportunities Summary</b><br/> <u>Informational</u><br/> <b>Pg. 173</b></p>  | <p>Sara Woo</p>           |
| <p><b>I. STA Board Meeting Highlights – May 9, 2007</b><br/> <u>Informational</u><br/> <b>Pg. 177</b></p>   | <p>Johanna Masielat</p>   |
| <p><b>J. Updated STA Board and Advisory Committee Meeting Schedule for 2007</b><br/> <u>Informational</u><br/> <b>Pg. 183</b></p>                           | <p>Johanna Masielat</p>   |

**VIII. ADJOURNMENT**

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, June 27, 2007.**



**TECHNICAL ADVISORY COMMITTEE**  
**Minutes for the meeting of**  
**April 25, 2007**

**I. CALL TO ORDER**

The regular meeting of the Technical Advisory Committee (TAC) was called to order at approximately 1:30 p.m. in the Solano Transportation Authority's Conference Room.

**Present:**

**TAC Members Present:**

Michael Throne	City of Benicia
Royce Cunningham	City of Dixon
Gene Cortright	City of Fairfield
Brent Salmi	City of Rio Vista
Fernando Bravo	City of Suisun City
Jeff Knowles	City of Vacaville
Gary Leach	City of Vallejo
Paul Wiese	County of Solano

**STA Staff Present:**

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

**Others Present:**

Mike Duncan	City of Fairfield
John Harris	John Harris Consulting
Ed Huestis	City of Vacaville
Mike Kerns	MTC
David McCrossan	HDR Engineering
Dave Millar	PBS&J
Cameron Oakes	Caltrans

## **II. APPROVAL OF THE AGENDA**

On a motion by Brent Salmi, and a second by Michael Throne, the STA TAC unanimously approved the agenda with the exception of Agenda Item VI.D, Intercity Transit Funding Agreement Proposal which was tabled until the next meeting in May.

## **III. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

## **IV. REPORTS FROM CALTRANS, MTC AND STA STAFF**

**Caltrans:** None presented.

**MTC:** Dave Millar, PBS&J, provided an update to MTC's I-80 Freeway Performance Initiatives (FPI). He distributed and reported on the comparison between the 2025 and 2030 Traffic Model Demand on I-80 throughout Solano County.

Mike Duncan announced the next Local Streets & Roads (LS&R) Working Group meeting is Friday, May 4, 2007. He noted that the LS&R Strategic Plan will be provided at that meeting.

**STA:** Robert Guerrero notified the TAC that STA staff will be recommending a call for Transportation for Livable Communities (TLC) and Eastern Congestion Mitigation Air Quality (ECMAQ) projects.

Robert Guerrero notified the TAC that the Solano Bicycle Advisory Committee (BAC) will be recommending projects for funding at their May 3<sup>rd</sup> BAC meeting, as well as the Pedestrian Advisory Committee at their May 17<sup>th</sup> meeting. Mr. Guerrero indicated that he is going to work to have the project sponsors meet prior to the BAC to discuss the overall funding recommendation and to discuss the administrative process to secure the recommended funding amounts.

## **V. CONSENT CALENDAR**

On a motion by Michael Throne, and a second by Royce Cunningham, the STA TAC unanimously approved Consent Calendar with the exception to pull for discussion the following items:

- Item B, Fiscal Year (FY) 2007-08 Bay Area Air Quality Management District (BAAQMD) Transportation for Clean Air (TFCA) Program Manager Funds; and
- Item C, Fiscal Year (FY) 2007-08 Transportation Development Act (TDA) Distribution for Solano County

### **A. Minutes of the TAC Meeting of March 28, 2007**

#### Recommendation:

Approve minutes of March 28, 2007.

**D. Unmet Transit Needs Comments and Responses for Fiscal Year (FY) 2007-08**

Recommendation:

Forward a recommendation to the STA Board to:

1. Approve the Unmet Transit Needs response; and
2. Authorize staff to submit the response to MTC.

**PULLED FOR DISCUSSION**

**B. Fiscal Year (FY) 2007-08 Bay Area Air Quality Management District (BAAQMD) Transportation for Clean Air (TFCA) Program Manager Funds**

Robert Guerrero informed the TAC that BAAQMD staff stated that Fairfield's funding request for \$100,000 with a local match of \$5,000 to create a Residential Compressed Natural Gas (CNG) Vehicle Incentive Program would be difficult to administer and would not be recommended for funding at this time. He requested to delete recommendation# 2.

Recommendation:

Forward a recommendation to the STA Board to approve a resolution for FY 2007-08 BAAQMD 40% TFCA Program Manager funding:

1. \$10,000 for City of Benicia's Diesel Retrofit Devices;
2. ~~\$100,000 for City of Fairfield's Residential Compressed Natural Gas (CNG) Vehicle Incentive Program;~~
3. \$13,120 for Fairfield Suisun Transit's Bicycle Access Improvements (bus bicycle racks purchase); and
4. \$209,494 for SNCI's Rideshare Incentives and Outreach Program.

On a motion by Michael Throne, and a second by Paul Wiese, the STA TAC unanimously approved the recommendation as amended shown in ~~strikethrough~~ **bold italics**.

**C. Revised - Fiscal Year (FY) 2007-08 Transportation Development Act (TDA) Distribution for Solano County**

Elizabeth Richards distributed and reported on a revised TDA matrix. She stated that several local jurisdictions are preparing their TDA estimates for FY 2007-08. The TDA matrix will be updated and brought forward when jurisdictions are prepared to submit their TDA claim. She cited that the initial draft of the FY 2007-08 TDA matrix would be presented to the STA Board for approval.

Recommendation:

Recommend to the STA Board to approve the attached TDA matrix.

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

## VI. ACTION ITEMS

### A. State Route (SR) 12 Major Investment Study (MIS)

Robert Macaulay provided an update of the SR 12 MIS and the additional concurrent activity of completing a project study report. He indicated that STA has approached MTC about an arrangement whereby MTC partners in funding the SR 12 for a median barrier and safety plan work with STA selecting and using one of MTC's corridor study consultants. This approach will help expedite the selection of a qualified consultant and the initiation of the SR 12 MS update.

#### Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to:

1. Issue ~~the attached a~~ Scope of Work ~~and Request for Qualifications for consultants to conduct the SR 12 corridor studies for the State Route (SR) 12 Project, consisting of the SR 12 Median Barrier Study and PSR and the SR 12 I-80 to I-5 Corridor Study;~~
2. Select and enter into a contract with a qualified respondent ~~for an amount not to exceed \$350,000 with the amount of the SR 12 Median Barrier Study and PSR not to exceed \$350,000, and the amount for the SR 12 I-80 to I-5 Corridor Study to be determined through negotiations with MTC, Caltrans, SACOG and SJCOG;~~
3. Issue the attached Scope of Work and Request for Proposals for Traffic Data Collection for connecting roads; and
4. Select and enter into a contract with a qualified respondent for an amount not to exceed \$5,000.

On a motion by Paul Wiese, and a second by Michael Throne, the STA TAC unanimously approved the recommendation as shown above in ~~strikethrough bold italics~~.

### B. Countywide Transit Finance Assessment Study

Elizabeth Richards reviewed the development of the FY 2006-07 Intercity Transit Funding Agreement with a number of issues raised related to costs of routes. She listed them as follows: 1.) How costs are allocated among routes; 2.) How costs are allocated between local vs. intercity routes; 3.) How are overhead rates are applied; and 4.) What is included and are they reasonably consistent.

At an earlier meeting, the Transit Consortium requested to modify proposed recommendation number 2. The revised recommendation is: Authorize the Executive Director to develop policies *with the Intercity Transit Working Group* pertaining to overhead and administration costs to be funded through the Intercity Transit Funding Agreement. The TAC concurred with the revised recommendation.

#### Recommendation:

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

1. The Transit Finance Assessment Study; and
2. Authorize the Executive Director to develop policies *with the Intercity Transit Working Group* pertaining to overhead and administration costs to be funded through the Intercity Transit Funding Agreement.

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

**C. Countywide Transit Ridership Survey**

Elizabeth Richards reviewed the results of STA's Countywide Ridership Study. She provided a summary of the on-board survey instrument, routes surveyed and average daily ridership, schedule of survey days by route, and rider residence by route.

Recommendation:

Recommend to the STA Board to ~~approve~~ *receive and file* the Solano County Transit Ridership Study.

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

**D. Intercity Transit Funding Agreement Proposal**

This item was tabled until the next meeting in May.

**E. Legislative Update**

Jayne Bauer reviewed the Senate Bill (SB) 286 (Lowenthal/Dutton) bill sponsored by the League of California Cities and the California State Associations of Counties (CSAC). She indicated that the bill proposes to accelerate distribution of the \$2 billion Proposition 1B funds for local streets and roads.

Recommendation:

Forward the following recommendation to the STA Board:

1. Support SB 286; and
2. Request the County of Solano and the seven cities in the county to send letters to the authors in support of the bill.

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

**VII. INFORMATION ITEMS**

**A. Solano Transit Consolidation Study Status Update**

David McCrossan provided an overview of the outreach efforts of the project. He identified that STA Boardmembers and Board Alternates interviews began in March and have continued through April. Interviews with transit and public works staff and city managers will take place in May. He listed the ten questions developed to guide the interviews in order to gain broad perspectives of issues and concerns.

**B. Regional Transportation Plan (RTP) Update and Bay Area FOCUS Project**

Robert Macaulay reviewed MTC's plans to add two new goals to the existing six (6) goals used to measure progress in implementing the RTP. He listed the two (2) goals (safety/security management and greenhouse gas emission reduction) which are in response to requirements from federal and state legislation.

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

Janet Adams provided a status report on highway projects in Solano County as listed above.

**D. Project Delivery Update**

Sam Shelton listed four project delivery reminders for the Technical Advisory Committee (TAC). The project delivery reminders are 1.) Inactive Obligations; 2.) Transportation Improvement Program (TIP) Amendment Schedule; 3.) Federal Rescission of Transportation Funding; and 4.) STA Project Delivery Working Group (PDWG), March 27, 2007.

**NO DISCUSSION**

**E. Solano Napa Model Status**

**F. State Route 12 Plan Update**

**G. Employer Commute Challenge and 2007 Bike to Work Week**

**H. Safe Routes to School (SR2S)**

**I. Funding Opportunities Summary**

**J. STA Board Meeting Highlights – April 11, 2007**

**K. Updated STA Board and Advisory Committee Meeting Schedule for 2007**

## **VIII. ADJOURNMENT**

The meeting was adjourned at 3:35 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, May 30, 2007.**

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DATE: May 18, 2007  
TO: STA TAC  
FROM: Robert Macaulay, Director of Planning  
RE: Yolo-Solano Air Quality Management District  
Clean Air Fund Recommendations for Fiscal Year (FY) 2007-08

**Background:**

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

**Discussion:**

For Fiscal Year (FY) 2007-08, the YSAQMD has \$420,000 of Clean Air Funds available for distribution to projects or programs in the Solano portion of the YSAQMD. The YSAQMD solicited applications, and received eight, totaling \$944,000 (See Attachment A).

On March 14<sup>th</sup>, the STA Board appointed two members to sit on an application review committee; the YSAQMD Board provided three additional members. The final committee membership consisted of Mayors Augustine, Courville and Woodruff, and Supervisors Spring and Vasquez. The Committee met on May 3<sup>rd</sup> and reviewed the applications. All of the applicants attended and made presentations.

The Committee recommended that the following projects receive funding:

City of Vacaville Alternate Fuels Program	\$100,000
Solano County Heavy Truck PM Retrofit	\$ 35,000
Rio Vista Delta Breeze Bus Retrofit	\$ 25,000
Solano County Vaca-Dixon Bike Path (Phase 2)	\$150,000
City of Vacaville Nob Hill Bike Path	\$ 50,000
City of Vacaville Ulatis Creek Bike Path	\$ 29,000
Breath California Clean Air Public Awareness Program	\$ 31,000

A detailed explanation of the projects and funding is provided as an attachment.

The full YSAQMD Board is scheduled to take action on the Clean Air Fund allocation at their June 13, 2007 meeting.

**Recommendation:**

Receive and file.

Attachment:

- A. Solano County YSAQMD Clean Air Fund Application Submittals

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Solano County YSAQMD Clean Air Fund Application Committee  
 Recommended Funding  
 FY2007-08

Applicant	Project	Funding requested	Description	Committee Recommended Funding: amount and source	Fund Source: AB 2776 Funds Available:	Fund Source: AB 8 Funds Available:
<b>Clean Technologies/LEV</b>					\$1,400,000	\$280,000
City of Vacaville	Alt Fuels Vehicle Incentive Program	\$ 30,000	Provide incentive for purchase of battery-electric, CNG and plug-in hybrid vehicles.	\$ 100,000	\$ 95,000	\$ 5,000
Solano County Dept. of Resource Management - Public Works	PM Retrofit of 4 Heavy Duty Trucks	\$ 20,000	Retrofit 7 heavy dump trucks to reduce PM and NOx emissions.	\$ 35,000	\$ 20,000	\$ 15,000
City of Rio Vista	Purchase Clean Air Devices for Rio Vista Delta Breeze Busses	\$ 25,000	Purchase Level 3 diesel particulate devices to retrofit existing busses.	\$ 25,000	\$ 25,000	\$ -
Lloyd A Wise Co.	Miles Electric Automobiles of Vacaville	\$ 630,000	Fund business development and overhead costs for private zero emission vehicle dealership.	\$ -	\$ -	\$ -
<b>Alternative Transportation</b>						
Solano County Dept. of Resource Management	Vaca-Dixon Bikeway (Phase 2)	\$ 150,000	Construct 0.9 mile segment of Class 2 bikeway along Pitt School Road.	\$ 150,000	\$ -	\$ 150,000
City of Vacaville	Nob Hill Bike Path	\$ 50,000	Construct Class 1 bike path along PG&E easement from Ledgewood St. to Dennis Dr.	\$ 50,000	\$ -	\$ 50,000
City of Vacaville	Ulatis Creek Bike Path (Ulatis to Leisure Town)	\$ 29,000	Construct Class 1 bike path along Ulatis Creek from Ulatis Dr. to Leisure Town Rd.	\$ 29,000	\$ -	\$ 29,000
<b>Transit Services</b>						
None						
<b>Education</b>						
Breath California of Sacramento - Emigrant Trails	Clean Air Public Awareness Program	\$ 10,000	Education and leadership campaign related to air quality issues at three Solano Count high school; part of an on-going program.	\$ 31,000	\$ -	\$ 31,000
<b>TOTALS</b>		<b>\$944,000</b>		<b>\$ 420,000</b>	<b>\$ 140,000</b>	<b>\$ 280,000</b>

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DATE: May 21, 2007  
TO: STA TAC  
FROM: Robert Guerrero, Senior Planner  
RE: Fiscal Year (FY) 2007-08 Bay Area Air Quality Management District (BAAQMD) Transportation for Clean Air (TFCA) Program Manager Funds

**Background:**

The Bay Area Air Quality Management District's (BAAQMD) Transportation Fund for Clean Air (TFCA) Program annually provides funding to cities and counties within its jurisdiction for clean air projects. Eligible projects reduce air pollution from motor vehicles, such as clean air vehicle infrastructure, clean air vehicles, shuttle bus services, bicycle projects, ridesharing activities and alternative modes promotional/educational projects. Two air districts, the BAAQMD and the Yolo-Solano Air Quality Management District, divide Solano County. The cities of Benicia, Fairfield, Suisun City, Vallejo, and southwestern portions of Solano County are located in the Bay Area Air Basin and therefore are eligible to apply for these funds.

Funding for the TFCA program is provided by a \$4 vehicle registration fee collected from counties within the BAAQMD air basin. The BAAQMD regionally distributes 60% of the entire TFCA funds through a competitive process; the remaining 40% is for TFCA Program Manager projects.

Program Manager projects are reviewed and approved by the Congestion Management Agency (or other BAAQMD designated agency) from each county in the BAAQMD. The STA is designated the "Program Manager" of the 40% TFCA funding for Solano County and manages approximately \$315,000 in annual TFCA funding. The BAAQMD reviews and approves projects submitted by the Program Manager annually. The STA Board approved the FY 2007-08 Solano TFCA Program Manager Guidelines and authorized a call for projects at their March 14, 2007 meeting.

On March 8, 2006, the STA Board adopted an Alternative Modes Strategy that outlines funding amounts from STA discretionary funds for Transportation for Livable Communities (TLC), bicycle, pedestrian, and other alternative modes type projects. As part of the Strategy, the anticipated average annual Solano TFCA Program Manager fund of \$320,000 was apportioned by allocating \$195,000 for the Solano Napa Commuter Information's (SNCI) Ridesharing Activities.

On May 9, 2007, the STA Board approved the following projects for TFCA funding:

Project Sponsor	Project Title	Funding Amount
City of Benicia	Purchase Diesel Particulate Devices for Benicia Breeze Buses	\$10,000
City of Fairfield	Fairfield/Suisun Transit Bicycle Access Improvements	\$13,120

Total: \$23,120

A total of \$309,494 of TFCA funds remains to be programmed.

**Discussion:**

Solano Napa Commuter Information (SNCI) ridesharing incentives program continues to be an important project for marketing alternative modes of transportation for commuters in Solano County. Currently, SNCI offers a vanpool formation incentive, vanpool back-up driver incentive, a bicycle incentive and an emergency ride home program. Recently, SNCI initiated a new incentive program called the Solano Employer Challenge to involve employers in encouraging their staff to carpool, vanpool, ride transit or bike to work.

Funding for the SNCI program is provided by a combination of Regional Rideshare, Eastern Congestion Mitigation Air Quality Management (ECMAQ) and TFCA funds. In addition to Ridesharing Activities, ECMAQ funds are dedicated to bike/pedestrian projects, Transportation for Livable Communities (TLC) projects, Safe Routes to School projects, and Alternative Fuels Programs. A shortfall is anticipated for FY 2007-08 ECMAQ funding. STA staff reevaluated SNCI's allocation of TFCA and ECMAQ funding and recommends an increase from TFCA and a decrease from ECMAQ to make up for the anticipated shortfall. Specifically, STA staff recommends an increase of \$27,247 for a total of \$222,247 of TFCA for SNCI's Ridesharing Activities with a corresponding decrease in ECMAQ funds. Funding provided by the TFCA would continue SNCI's program operating at its current level of service.

As indicated in the background section of this report, \$309,494 of TFCA funds is available. After SNCI's program is accounted for, a remaining balance of \$87,247 is still available to program for other eligible clean air projects. If the remaining balance is not reprogrammed in the next six months, Solano County could potentially lose the funding to the BAAQMD's regional TFCA program. Therefore, STA staff recommends the STA Board re-issue a call for projects for the remaining balance at this time.

**Fiscal Impact:**

SNCI's program will receive a total of \$222,247 from TFCA funds. This is an increase of \$27,247 more than what was originally committed from TFCA. This action does not increase SNCI's overall budget for the program since a decrease in ECMAQ funding for the program is recommended to occur. A remaining balance of \$87,247 is available for a second call for TFCA projects.

**Recommendation:**

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

1. \$222,247 in TFCA funds for SNCI's Ridesharing Activities and Incentives; and
2. Issue a second call for the remaining balance of \$87,247 in TFCA funds.



DATE: May 21, 2007  
 TO: STA TAC  
 FROM: Robert Guerrero, Senior Planner  
 RE: Transportation for Livable Communities (TLC) and Eastern Solano  
 Congestion Mitigation Air Quality (ECMAQ) Program

**Background:**

On March 8, 2006, the STA Board adopted the Solano Transportation Authority's (STA) Alternative Modes Funding Strategy. The purpose of the strategy was to create a dedicated funding source for three categories of projects: Transportation for Livable Communities (TLC), Bicycle and Pedestrian, and other Alternative Modes projects such as Ridesharing, Alternative Fuels/Vehicles, and Safe Routes to School. The funding for the strategy is primarily comprised of funding sources such as Transportation Enhancements (TE), Congestion Mitigation Air Quality (CMAQ) and Eastern Solano CMAQ funds.

The STA Board approved three TLC capital projects for a total of \$1,872,200 at their December 13, 2006 meeting. There was a remaining balance of TLC Funds that the STA Board decided to make available in 2007. An important factor behind this decision was to allow additional time for project sponsors to develop eligible TLC capital projects. The remaining balance of TLC funding consists of ECMAQ and TE funding, as identified in the Alternative Modes Strategy. ECMAQ funds can only be allocated to projects in eastern Solano County (Dixon, Rio Vista, Vacaville and portions of Solano County).

**Discussion:**

A total of \$1,034,800 (\$242,800 in TE funds and \$792,000 in ECMAQ) is available to allocate to eligible TLC capital projects in Fiscal Year (FY) 2007-08 and FY 2008-09. In addition to TLC funding, a total of \$740,000 is available in FY 2007-08 and FY 2008-09 from ECMAQ funding. This funding is dedicated to projects consistent with Alternative Modes Strategy's "Other" Category (i.e. Ridesharing, Alternative Fuels, and Safe Routes to School). The following table illustrates the details the total amounts available for each category:

Alt. Modes Strategy	Eligible Projects	Fund Source		Available Funding for FY 2007-08 and FY 2008-09
		TE	ECMAQ	
1. TLC Category	TLC projects	\$242,800	\$792,000	\$1,034,800
2. "Other" Category	Ridesharing Activities		\$390,000	\$390,000
	Alternative Fuels		\$200,000	\$200,000
	Safe Routes to School		\$150,000	\$150,000
Total		\$242,800	\$1,532,000	\$1,774,800

STA staff is recommending the STA Board issue a call for TLC and ECMAQ funding for TLC and Alternative Fuels projects at this time. Both funding sources are federal dollars which require projects to be included in Metropolitan Transportation Commission's (MTC) Transportation Improvement Program (TIP). The next opportunity for projects to be included in the FY 2007-08 TIP is before November 1, 2007. This approach would give potential project sponsors time to prepare their project for the FY 07-08 TIP submittal.

STA staff also recommends that a call for Safe Routes to School Projects occur at a later time, prior to FY 2008-09 to allow time for the Solano County Safe Routes to School Plan to be completed. The STA is currently conducting an extensive outreach process involving community leaders, school districts, students, parents of students, law enforcement, and bicycle and pedestrian advocates to develop this program. The effort is expected to be completed by December of 2007.

The portion of ECMAQ dedicated to Ridesharing Activities will be recommended for the Solano Napa Commuter Information's program along with other eligible projects submitted for the TLC and Alternative Fuels program at the September 12, 2007 Board meeting. The following is a proposed timeline for administering the call for projects:

STA Issues Call for Projects	June 13, 2007
Applications Due	July 24, 2007
Alternative Modes Committee applications review	Week of August 6 <sup>th</sup> *
TAC review	August 29, 2007
STA Board Approval	September 12, 2007

\* *Tentative*

**Fiscal Impact:**

None at this time. The STA Board is expected to approve \$1,624,800 in TE and ECMAQ funding for TLC, Ridesharing, and Alternative Fuels projects at their September 12, 2007 meeting.

**Recommendation:**

Forward a recommendation to the STA Board to issue a call for TLC capital and ECMAQ eligible Alternative Fuels projects for Fiscal Year (FY) 2007-08 and FY 2008-09.



DATE: May 16, 2007  
TO: STA TAC  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
Nancy Whelan, Nancy Whelan Consulting  
RE: Intercity Transit Funding Agreement Proposal

**Background:**

In June 2006, the Solano Transportation Authority Board authorized the development of an Intercity Transit Funding Agreement for Fiscal Year (FY) 2006-07. This agreement was the result of the work of the Intercity Transit Funding (ITF) Working Group comprised of representatives from STA, Solano County, and each city in Solano County. The agreement covered nine intercity routes operated by four transit operators and was based on three (3) guiding principals (Attachment A).

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

Using an agreed upon costing methodology and a formula for allocating subsidy requirements by jurisdiction, each jurisdiction's funding share for each intercity route was calculated. These contributions are documented in the agreement and were used as inputs into the adopted TDA matrix for FY 2006-07. Through subsequent actions, based in part on the efforts of the ITF Working Group, an agreement for the use of Regional Measure 2 Express Bus funds was developed for the intercity routes for FY 2006-07 and FY 2007-08.

The ITF Working Group requested that a financial assessment of the cost allocation models used by the transit operators and that a ridership study be performed for use in preparing a revised Intercity Transit Funding Agreement for FY 2007-08. Those studies have been completed and the results have been used to inform the deliberations of the ITF Working Group over the past few months.

**Discussion:**

The ITF Working Group has reviewed the results of the Transit Finance Assessment: Intercity Transit Routes Report and the Transit Ridership Survey. Recommendations from the Transit Finance Assessment have been agreed upon by the ITF Working Group and Ridership Survey results were used in developing options for a cost/subsidy sharing formula. These two studies and the discussions of the ITF Working Group provide a foundation for a FY 2007-08 Intercity Transit Agreement.

The core elements of the agreement are shown in Attachment A. A key component of the Agreement is the cost sharing formula. Several cost-sharing options were considered by the

ITF Working Group; the results of which are shown in Attachment B. Each option is described in Attachment C. At the April 18, 2007 meeting of the ITF Working Group agreed that the fifth option, titled “STA Modified Proposal” should be advanced to the Agreement. This option establishes the County Unincorporated share at \$130,000, essentially the same contribution as the County made to the intercity routes in FY 2006-07. This amount is “taken off the top.” The remaining balance of the costs is shared based on 20% population and 80% on ridership by jurisdiction of residence by route.

Subsequent to the ITF Working Group’s agreement to move ahead with the STA Modified Proposal, the City of Rio Vista indicated that the proposed FY 2007-08 subsidy required of their city was too great relative to the services received. Rio Vista is the one Solano County city that is not directly served by at least one SolanoExpress Route. STA and City of Rio Vista staff agreed that for FY 2007-08 the City would continue to contribute the same amount paid in FY 2006-07. This is similar to the arrangement made with the County of Solano. Staff is recommending that the balance of their formula share (\$9,561) would be replaced with STAF Northern Counties share funding.

Based on the discussions with the ITF Working Group and subsequent individual meetings, most jurisdictions have agreed to the subsidy amounts required for FY 2007-08 and are preparing their TDA claims based on the agreed upon amounts. As of May 16, 2007, the following jurisdictions will prepare their FY 2007-08 TDA claims based on the agreed upon intercity funding shares:

Jurisdiction	Amount
Benicia	\$356,822
Dixon	\$99,983
Rio Vista	(TDA Only) \$6,471
Vacaville	\$582,821
Vallejo	\$1,404,991
County of Solano	\$130,000

The City of Fairfield, which also represents Suisun City on the ITF Working Group, is considering the proposal and is in discussion with STA staff.

If the ITF Working Group identifies cost reductions that would be passed along to these jurisdictions with the application of the cost sharing formula, then the revised amounts may be amended into their claims. The other jurisdictions will prepare their TDA claims when final agreement is reached on the intercity transit cost sharing.

**Recommendation:**

Forward a recommendation to the STA Board to authorize the Executive Director to execute a FY 2007-08 Intercity Transit Funding Agreement.

**Attachments:**

- A. STA Intercity Transit Funding Agreement Core Concepts
- B. STA SolanoExpress Cost Sharing – Based on FY 2007-08 Costs – Summary Comparison of Options Considered

**Solano Transportation Authority  
Intercity Transit Agreement Core Concepts**

**Transit Coordination and Guiding Principles**

The FY 2006-07 Intercity Transit Agreement included transit coordination and guiding principles that continue in effect for the FY 2007-08 Agreement. They are:

**Principle 1:**

To provide certainty to intercity transit operators and funding partners, establish a consistent method and an agreement for sharing subsidies for all intercity routes by Solano transit operators for FY 2006-07 and future years based on a consensus of the participating jurisdictions.

**Principle 2:**

To focus limited financial resources and deliver productive intercity transit service as soon as possible, develop a cost effective and affordable revised route structure that will; 1) be implemented with the new subsidy sharing agreement; 2) meet the policy/coverage requirements agreed upon; 3) be marketed jointly.

**Principle 3:**

To focus limited financial resources and deliver productive intercity transit service on an ongoing basis while meeting the policy/coverage requirements agreed upon, develop strategies to consistently evaluate, modify, and market intercity transit services after the intercity subsidy sharing agreement is implemented.

**Included Intercity Routes/ Intercity Route Definition**

To be included in the Intercity Transit Agreement, a route must meet all three of the following criteria:

1. Operates between two cities (except between Fairfield and Suisun City where local service is provided by Fairfield/Suisun Transit) and has a monthly ridership of at least 2,000.
- AND
2. Operates at least 5 days per week.
- AND
3. Has been operating for at least a year and is not scheduled for deletion within the fiscal year.

Route	Meets Definition?			Included
	1	2	3	
20	Yes	Yes	Yes	X
23	No	Yes	Yes	
30	Yes	Yes	Yes	X
40	Yes	Yes	Yes	X
50	No	No	No	
51	No	No	No	
52	No	No	No	
70	Yes	Yes	Yes	X
75	?	Yes?	No	
80	Yes	Yes	Yes	X
85	Yes	Yes	Yes	X
90	Yes	Yes	Yes	X

#### **FY 2007-08 Baseline Cost Data Source**

The baseline cost estimate for FY 2007-08 shall be based on the operators' preliminary budget for FY 2007-08 prepared in February – March 2007. The preliminary budget estimate shall include unit cost or line item cost escalation (as appropriate), cost changes due to service changes (e.g., changes to service hours), changes due to contract changes, and estimates of allocated overhead costs by mode.

The baseline cost estimate shall be submitted with the operators' completed three variable cost allocation model that includes an estimate of fares by route and other subsidies by route. Sources for other subsidies shall be identified in the footnotes to the summary page of the cost allocation model or by another means to make clear the amounts and sources of other subsidies.

#### **FY 2007-08 Baseline Data Definitions**

The definitions for Revenue service miles, Revenue service hours, and Peak vehicles as used for the FY 2007-08 cost allocation model shall follow the definitions provided by the National Transit Database (NTD). In the event that routes are interlined, peak vehicles shall be allocated by the proportion of the peak period operated by each intercity bus. In any case, the total peak vehicles used in the cost allocation model shall not exceed the total peak fleet reported in NTD.

#### **Allowable and Allocable Administrative and Overhead Costs**

The Finance Assessment found that overhead costs are included in a variety of ways in the cost allocation models prepared by the operators. The report recommends that the

ITF Working Group agree upon method for applying overhead costs in the cost allocation model that is consistent among operators. Options for how overhead could be included were provided in the Finance Assessment and are being analyzed. The agreed upon method for including overhead in the cost allocation model will be included in the final Intercity Transit Agreement.

### **Cost Allocation Model**

The Intercity Transit Funding Working group has agreed to use a three variable cost model for allocating costs by route. This model is based on the National Transit Database's recommended approach for allocating transit costs by vehicle hours, vehicle miles, and peak vehicles. The ITF Working group uses this model to assign costs by route. The results of the cost model form the basis for allocating subsidies to each jurisdiction. Each operator inputs data into the model and the models are submitted to STA and the jurisdictions for further use and review.

### **Net Costs to be Shared**

The net cost of the route is the total cost of the route minus farebox revenue, Regional Measure 2 funds, agreed upon State Transit Assistance Funds, and other non-TDA operating funds that are applied to the route.

### **Ridership Survey Data**

An on-board ridership survey was taken in October – November 2006 to provide the ITF Working Group with data regarding the number of riders by jurisdiction of residence by intercity route. This data was assembled for use in the Intercity Transit Agreement formula. The on-board survey will be conducted periodically and no less frequently than every 3 years for purposes of updating the ridership information in the Agreement.

### **Population Data**

City and County Unincorporated population data for Solano County shall be obtained from the most current publication of the State of California Department of Finance E-4 Population Estimates for Cities, Counties and State. This information shall be updated and incorporated into the cost sharing formula annually.

### **Cost Sharing Formula**

For FY 2007-08, intercity transit costs shall be shared among the jurisdictions based upon an agreed upon formula whereby the net cost of each route is further reduced by the County Unincorporated Area's population share of the County (4.67% in FY 2007-08) proportionately for each route up to a maximum of \$130,000. The resulting net cost is shared 20% by population share and 80% by ridership by jurisdiction of residence. The City of Rio Vista's formula share will be subsidized with \$9,561 in State Transit Assistance – Northern Counties share funds in Fy 2007-08. The subsidy amounts

provided by each jurisdiction will be included in the annual TDA matrix prepared by STA and submitted to MTC. The cost sharing formula may be subject to indexing beyond FY 2007-08 as a part of the annual option for renewal.

**Cost Estimates and Actual Costs -- Year End Reconciliation**

The baseline cost information used in the cost allocation model is based on preliminary budget information for the next year. As such, costs are estimates and are subject to change. The ITF Working Group may include a process for addressing mid-year cost changes in this Agreement.

**Term of Agreement**

The FY 2007-08 Intercity Transit Agreement shall be effective for one year beginning on July 1, 2007. The agreement may be extended at the option of the STA Board for two additional one- year periods.

**Role and Responsibility of the Intercity Transit Funding Working Group**

Recognizing that all local jurisdictions within Solano County participate in funding intercity transit routes, all proposed fare and service changes shall be presented by the operators to the ITF Working Group at least 90 days prior to implementation and in sufficient time for the group's consideration. All jurisdictions are responsible for participating in the ITF Working Group and for meeting their financial obligations under the Intercity Transit Agreement.

**SOLANO TRANSPORTATION AUTHORITY  
SOLANO EXPRESS COST SHARING**

ATTACHMENT B

Based on FY 2007-08 Costs -- Summary Comparison of Options Considered<sup>1</sup>

	Population 20%, Ridership 80%	County Off the Top, Population 20%, Ridership 80%	Dixon Proposal: Population 20%, Ridership 80% <sup>2</sup>	Dixon Proposal: County Off the Top, Population 20%, Ridership 80% <sup>2</sup>	STA Modified Proposal <sup>3</sup>	FY 07 Agreement <sup>4</sup>
Benicia	\$365,565	\$352,300	\$347,446	\$331,229	\$356,822	\$626,955
Dixon	\$101,884	\$98,716	\$75,182	\$71,673	\$99,983	\$73,753
Fairfield	\$964,948	\$932,725	\$1,017,306	\$975,804	\$944,699	\$791,437
Rio Vista	\$15,938	\$15,828	\$2,788	\$2,658	\$16,031	\$6,414
Suisun City	\$244,703	\$236,774	\$218,377	\$208,184	\$239,814	\$79,597
Vacaville	\$593,114	\$575,433	\$496,995	\$473,798	\$582,821	\$507,705
Vallejo	\$1,438,777	\$1,387,183	\$1,603,603	\$1,535,614	\$1,404,991	\$1,642,696
Balance of County	\$50,231	\$176,202	\$13,465	\$176,202	\$130,000	\$130,648
<b>Total</b>	<b>\$3,775,161</b>	<b>\$3,775,161</b>	<b>\$3,775,161</b>	<b>\$3,775,161</b>	<b>\$3,775,161</b>	<b>\$3,859,205</b>

2  
3

**Notes:**

- Using the following data files:  
Fairfield Routes 20, 30, 40 and 90 -- "FF Cost Allocation Model 021507 v2"  
Vallejo Routes 70, 80 and 85 -- "FY 07 08 Vallejo Cost Allocation Model 4-16-07"
- Dixon Proposal Population shares are based on population of jurisdictions directly served by the route.
- County Off the Top is limited to \$130,000 and the balance is shared 20% Population, 80% Ridership.  
This proposal includes subsidizing Rio Vista's share by \$9,561 in STAF - Northern Counties Share. Rio Vista will provide \$6,471 directly from its TDA funds.
- FY 07 Agreement includes Routes 20, 30, 40, 50, 75, 85, and 90/91. Route 80 costs added to the Agreement amounts for comparison

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DATE: May 21, 2007  
TO: STA TAC  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: State Transit Assistance Funds (STAF) Proposed Funding  
for Fiscal Year (FY) 2007-08

**Background:**

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

Until FY 2006-07, Solano County had typically received approximately \$400,000 - \$500,000 per fiscal year in Northern County STAF. STAF has been used for a wide range of activities, including providing matching funds for the purchase of buses, funding several countywide and local transit studies, funding transit marketing activities, covering new bus purchase shortfalls when the need arises, funding intercity transit operations on a short-term or transitional basis, and supporting STA transportation planning and transit efforts.

Annually, the STA works with Transit Consortium staff representatives to develop a candidate list of projects and programs for STAF for both the Northern Counties and the Regional Paratransit. In FY 2006-07, the initial fund estimate was significantly lower than the final estimate. In July 2006, a new STAF fund estimate was approved by the Metropolitan Transportation Commission (MTC) and reflected a substantial increase in funds allocated to all population-based STAF funds including the Solano Northern County category. The Solano Northern County funds available for allocation was increased from \$1,175,474 to \$3,112,418. The majority of this increase was “one-time” funds resulting from Prop. 42 repayment and spillover. As these were not projected to be long-term increases, these funds were not used for on-going operating expenses but rather for one-time projects, particularly capital. The STA Board approved a series of amendments with the last one in December 2006 (Attachment A). Along with developing a STAF-funded project list for FY 2006-07, a preliminary project list was created for FY 2007-08 (Attachment B). This project list was developed prior to the FY 2007-08 STAF fund estimate released by MTC in February 2007.

**Discussion:**

MTC’s February 2007 Northern County-Solano STAF estimate includes the FY 2006-07 carryover of \$2,098,608 and new funds in the amount of \$750,387 for a total of

\$2,848,995. The carryover totals reflect a significant portion of FY 2006-07 funds was not claimed and most of this was intentional. A summary of the funds not claimed, but saved for FY 2007-08 allocation, is outlined on Attachment C. This includes \$1,000,000 for vehicle capital match, nearly \$400,000 for intercity transit operating, \$125,000 of Solano Express Marketing, and several other smaller projects. After these projects are taken into account, the actual carryover available for new allocations is \$57,108.

By combining the adjusted carryover of \$57,108 with the new funds of \$750,387, \$807,495 is available for programming. The draft list of projects and programs is outlined on Attachment C. This includes funding for Countywide Transit Coordination and Administration by the STA along with a variety of operational and capital projects and programs:

- Intercity Transit Operating Funding
- Transit Consolidation Implementation
- Transit Capital Match
- Lifeline Program and Projects Match
- Expenditure Plan
- Safe Routes to Transit Study

If this list is approved, the balance remaining will be \$108,223.

A preliminary estimate for FY 2008-09 has been prepared (see Attachment D). It carries forward core transit projects and programs for funding. As part of the State Budget discussion, the allocation of spillover of PTA funds is being debated. Based on the ultimate results of these discussions, this could result in an increase in STAF funds, although it is projected this increase to be modest for Solano County.

#### **Regional Paratransit (Solano)**

STAF/Regional Paratransit funds grow nominally each year. Fund growth is tied to the Consumer Price Index (CPI). In FY 2007-08, the fund estimate is \$188,455 for Solano County with a carryover of only \$1,037. This is approximately \$20,000 *lower* than the estimate assumed when the preliminary FY 2007-08 project list was created. Three programs are proposed for funding in FY 2007-08: Vallejo Paratransit Operations, Solano Paratransit, and the STA's Paratransit Coordinating Council (PCC). See Attachment C for details. Funding these programs would leave a balance of less than \$5,000.

The City of Benicia has requested \$15,000 of Regional Paratransit funds. This request is not being recommended for approval for two primary reasons. The Regional Paratransit fund estimate is lower than anticipated by about \$20,000. In addition, the City of Benicia is projected to save over two hundred thousand dollars of local TDA funds as a result of the new FY 2007-08 Intercity Transit Funding (ITF) agreement. These could be utilized by Benicia to fund their Paratransit needs.

#### **Fiscal Impact:**

STAF is a key funding source for transit functions performed by the STA as well as by Solano transit operators. STAF is claimed through the TDA claim process. At this time of year, most agencies are in the process of preparing the FY 2007-08 TDA claims.

Timely approval of STAF allocations is of significant importance to the development of TDA claims and budgets of multiple agencies including the STA.

**Recommendations:**

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

1. Approve the list of FY 2007-08 Northern County Solano STAF projects and programs as outlined on Attachment C; and
2. Approve the list of FY 2008-09 projects and programs as outlined on Attachment D.

Attachments:

- A. Approved Final FY 2006-07 STAF project list
- B. Approved preliminary FY 2007-08 STAF project list
- C. Proposed FY 2007-08 STAF project list
- D. Preliminary FY 2008-09 STAF project list

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**Draft**  
**State Transit Assistance Funds Program**  
**Allocation for FY 2006-07**

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**NORTHERN COUNTIES STAF**

<u>Revenue Estimate</u> <sup>1</sup>	<u>FY 2006-07</u>
Projected FY 2005-06 Carryover <sup>2</sup>	\$ 567,122
FY 2006-07 STAF Estimate	\$ 1,818,557
Prop 42 Increment	\$ 726,739
Total:	\$ 3,112,418

Projects/Programs

STA Transit Planning & Studies	\$ 140,000*
SolanoLinks Marketing	\$ 113,000
Dixon Medical Shuttle <sup>3</sup>	\$ 10,000
Dixon Area Low Income Subsidized Taxi Program <sup>4</sup>	\$ 10,000
Lifeline Program Administration	\$ 15,000
Lifeline Project Match <sup>5</sup>	\$ 54,000
Fairfield Transit Study <sup>6</sup>	\$ 60,000
Expenditure Plan/Implementation Plan	\$ 38,000
Intercity Transit Operations Assistance	\$ 455,000
Countywide Transit Ridership Survey	\$ 150,000
Countywide Transit Finance Assessment	\$ 60,000
Transit Consolidation Study	\$ 40,000
I-80 HOV/Turner Overcrossing PSR	\$ 80,000
Intercity Marketing Revenue-based Promotion	\$ 250,000
Capital Fund/Intercity Vehicles	\$ 1,000,000
I-80/I-680/I-780 Corridor Operations Plan Grant Match	\$ 62,500
Vallejo Transit Study	\$ 60,000
Fairfield/Suisun Transit Rt. 40/90 Operations <sup>7</sup>	\$ 230,000
Vallejo Transit Rt. 70/80/85 Operations <sup>7</sup>	\$ 165,000

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**TOTAL:** \$ 2,992,500

Balance: \$ 119,918

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<sup>1</sup> MTC July 06 Estimate

<sup>2</sup> Includes Prop. 42 increment, interest, unclaimed projects, higher FY 2006 rev est.

<sup>3</sup> Yr. 3 of 3 yr. Funding

<sup>4</sup> 3<sup>rd</sup> yr. of match for MTC LIFT 3-yr. project grant

<sup>5</sup> Includes \$27,000 unclaimed, unallocated & carried over from FY 2005-06

<sup>6</sup> Approved in FY 2005-06, unclaimed, unallocated & carried over from FY 2005-06

<sup>7</sup> To be carried over and claimed in FY 2007-08

**REGIONAL PARATRANSIT**

<b><u>Revenue Estimates</u><sup>1</sup></b>	<b><u>FY 2006-07</u></b>
Projected FY 2005-06 Carryover	\$ 65,217
FY 2006-07 STAF Estimate	\$ 183,822
Total:	\$ 249,039

<b><u>Projects/Programs</u></b>	
Vallejo Intercity Paratransit Operations	\$ 88,000
Benicia Intercity Paratransit Operations	\$ 15,000
Solano Paratransit FY2005-06 Shortfall	\$ 10,000
Sol Paratransit Assessment Implementation	\$ 40,000
Sol Paratransit Vehicles Improvements	\$ 35,000
<u>Paratransit Coordination, PCC</u>	\$ 40,000
TOTAL:	\$ 228,000

Balance \$ 21,039

**PRELIMINARY****State Transit Assistance Funds Program****Allocation for FY 2007-08**

(Approved by STA Board December 2006)

**NORTHERN COUNTIES STAF**

<u>Revenue Estimates</u>	<u>FY 2007-08</u>
Projected FY 2005-06 Carryover	\$ 119,918
FY 2006-07 STAF Estimate <sup>1</sup>	\$ 662,895
Total:	\$ 782,813

<u>Projects/Programs</u>	
Transit Planning & Studies	\$ 115,000
SolanoLinks Marketing	\$ 113,000
Lifeline Program Administration	\$ 15,000
Lifeline Project Match	\$ 30,000
Intercity Transit Operations Assistance	\$ 200,000
Intercity Transit Capital Match Program	\$ 100,000
Intercity Operations Analysis Support	\$ 75,000
<b>TOTAL:</b>	<b>\$ 648,000</b>

Balance	\$ 134,813
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**REGIONAL PARATRANSIT**

<u>Revenue Estimates</u>	<u>FY 2007-08</u>
Projected FY 2005-06 Carryover <sup>1</sup>	\$ 21,039
FY 2006-07 STAF Estimate	\$ 183,822
Total:	\$ 204,861

<u>Projects/Programs</u>	
Vallejo Paratransit Operations	\$ 88,000
Sol Paratransit Operations	\$ 40,000
Sol Paratransit Vehicles Improvement Fund	\$ 35,000
Paratransit Coordination, PCC	\$ 40,000
<b>TOTAL:</b>	<b>\$ 203,000</b>

Balance:	\$ 1,861
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<sup>1</sup> Assumes same STAF as FY 2006-07 without Prop. 42 funds or spillover funds as originally forecast

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**DRAFT**

**State Transit Assistance Funds Program  
Allocation for FY 2007-08**

**NORTHERN COUNTIES STAF**

<u>Revenue Estimates<sup>1</sup></u>	<u>FY 2007-08</u>
Projected FY 2006-07 Carryover	\$2,098,608
Adjusted FY2006-07 Carryover <sup>2</sup>	\$1,818,608
FY 2007-08 STAF Estimate	\$ 393,234
Prop 42 Increment	\$ 357,153
<b>Total:</b>	<b>\$2,848,995</b>

**FY2007-08 Projects/Programs Preliminarily Approved**

Capital Funding/Intercity Vehicles	\$1,000,000
Fairfield/Suisun Transit Rt. 40/90 Operations <sup>3</sup>	\$ 230,000
Vallejo Transit Rt. 70/80/85 Operations <sup>2</sup>	\$ 165,000
I-80 HOV/Turner PSR <sup>4</sup>	\$ 65,000
Intercity SolanoExpress Transit Marketing <sup>3</sup>	\$ 125,000
I-80/I-680/I-780 Corridor Operations Plan Grant Match <sup>3</sup>	\$ 62,500
Lifeline Projects Match <sup>3</sup>	\$ 54,000
Fairfield Transit Study <sup>3</sup>	\$ 60,000
<b>Preliminarily Approved Subtotal:</b>	<b>\$1,761,500</b>

FY2006-07 Carryover not Preliminarily Approved	\$ 57,108
FY 2007-08 STAF Estimate	\$ 393,234
Prop 42 Increment	\$ 357,153
<b>TOTAL:</b>	<b>\$ 807,495</b>

**Draft Projects/Programs**

Transit Coordination & Administration	\$ 242,711
Lifeline Program Administration	\$ 15,000
Lifeline Projects Match	\$ 54,000
Expenditure Plan	\$ 38,000
Intercity Transit Funding Operations (Vjo/Rio Vista) <sup>5</sup>	\$ 9,561
Safe Routes to Transit Study	\$ 20,000
Transit Consolidation Implementation	\$ 100,000
Transit Capital Match Program	\$ 220,000
<b>TOTAL:</b>	<b>\$ 699,272</b>
<b>Balance</b>	<b>\$ 108,223</b>

<sup>1</sup> Based upon MTC Reso 3793 (Feb 2007)

<sup>2</sup> Excludes FY2006-07 funds (\$280,000) not allocated at time carryover was estimated, but claimed later in FY2006-07.

<sup>3</sup> Approved as part of the two-year RM2 agreement (12/06)

<sup>4</sup> Unclaimed balance of FY2006-07 approval

<sup>5</sup> Vallejo Transit to claim \$9,561 of Northern County STAF for Vallejo's intercity routes. The amount represents the balance of Rio Vista's Intercity Transit Funding agreement share not taken from Rio Vista TDA.

**REGIONAL PARATRANSIT**

<u>Revenue Estimates</u>	<u>FY 2007-08</u>
Projected FY 2006-07 Carryover <sup>1</sup>	\$ 1,037
FY 2007-08 STAF Estimate	\$ 188,418
Total:	\$ 189,455

<u>Projects/Programs</u>	
Vallejo Paratransit Operations	\$ 95,000
Sol Paratransit Assessment Study Implementation	\$ 50,000
Paratransit Coordination, PCC	\$ 40,000
<b>TOTAL:</b>	<b>\$ 185,000</b>

Balance: \$ 4,455

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<sup>1</sup> Based upon MTC Reso 3793 (Feb 2007)

Preliminary  
**State Transit Assistance Funds Program**  
**Allocation for FY 2008-09**

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**NORTHERN COUNTIES STAF**

<u>Revenue Estimates</u>	<u>FY 2008-09</u>
Projected FY 2007-08 Carryover	\$ 108,223
FY 2008-09 STAF Estimate <sup>1</sup>	\$ 750,387
<b>Total:</b>	<b>\$ 858,610</b>

<u>Projects/Programs</u>	
Countywide Transit Coordination & Administration	\$ 239,000
Lifeline Program Administration	\$ 15,000
Lifeline Project Match	\$ 50,000
Intercity Transit Operations Assistance	\$ 250,000
Intercity Transit Capital Match Program	\$ 100,000
SolanoExpress Marketing	\$ 51,000
Transit Consolidation Implementation	\$ 75,000
<b>TOTAL:</b>	<b>\$ 780,000</b>
 Balance	 \$ 78,610

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**REGIONAL PARATRANSIT**

<u>Revenue Estimates</u>	<u>FY 2008-09</u>
Projected FY 2007-08 Carryover <sup>1</sup>	\$ 4,455
FY 2008-09 STAF Estimate	\$ 188,418
<b>Total:</b>	<b>\$ 192,873</b>

<u>Projects/Programs</u>	
Vallejo Paratransit Operations	\$ 100,000
Sol Paratransit Operation Improvements	\$ 52,000
Paratransit Coordination, PCC	\$ 40,000
<b>TOTAL:</b>	<b>\$ 192,000</b>
 Balance:	 \$ 873

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<sup>1</sup> Assumes funding at FY2007-08 level

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DATE: May 18, 2007  
 TO: STA TAC  
 FROM: Robert Guerrero, Senior Planner  
 RE: Allocation of Solano Bicycle Pedestrian Program (SBPP) Funds

**Background:**

The Solano Bicycle Pedestrian Program (SBPP) helps to fund priority bicycle and pedestrian projects countywide. The SBPP funds bicycle and pedestrian projects through three funding sources: Transportation Development Act (TDA) Article-3 funds, Countywide Bicycle and Pedestrian funds through Metropolitan Transportation Commission's (MTC) Regional Bicycle and Pedestrian Program, and Eastern Solano Congestion Mitigation and Air Quality (ECMAQ) funds.

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

In March 2007, MTC informed STA that the actual amount available to program for ECMAQ funds was less than originally stated. MTC also informed STA that the TDA Article 3 estimate for Fiscal Year (FY) 2007-08 was higher than anticipated. This change in funding availability has delayed formal review of the 3-Year Plan for FY 2007-08 bicycle and pedestrian projects until now.

**Discussion:**

The BAC and PAC reviewed this year's allocation of SBPP program funds at their May 3, 2007 meeting and May 17, 2007 meeting, respectively. The project sponsors were present to discuss their projects at these meetings. After taking into account the actual available funding amounts from ECMAQ and TDA Article 3 funds, the BAC and PAC recommended that the following projects be funded as part of the SBBP program for FY 2007-08:

Project Sponsor	Project	Recommended Amount	SBPP Funding Source
City of Fairfield	West Texas Street Gateway Project	\$73,000	MTC Bike/Ped funds (CMAQ)
City of Vacaville	Nob Hill Bike Path	\$300,000	ECMAQ
City of Vacaville	Ulatus Creek Bike Path	\$127,098	TDA Article 3 & ECMAQ
Solano County	Suisun Valley Road Bike Route	\$110,000	TDA Article 3
Solano County	Vacaville-Dixon Bikeway, Phase II	\$343,000	TDA Article 3 & ECMAQ
FY 2007-08 Total Recommended Funding:		\$953,098	

A detailed summary matrix that includes all projects requests for FY 2007-08 in Attachment B. The BAC and PAC selected the projects above for funding based on criteria for priority projects established for SBPP program funding.

The City of Benicia and the City of Fairfield originally had recommended funding for FY 2007-08 for the following projects and amounts:

Project Sponsor	Project	Recommended Amount	SBPP Funding Source
City of Benicia	State Park Bike/Ped Bridge	\$569,000	TDA Article 3 & MTC Bike/Ped funds (CMAQ)
City of Fairfield	McGary Road	\$175,000	MTC Bike/Ped funds (CMAQ)
Total Amount to be Carried into FY 2008-09:		\$744,000	

The BAC and PAC agreed to the project sponsor's request to bank funding for both projects to combine with funding recommended for both projects in FY 2008-09.

If approved by the STA Board, STA staff will work with project sponsors to submit required documents for each fund source. The BAC and PAC are expected to update the SBPP 3-Year Plan in the fall of 2007 to include priority projects for FY 2009-10 and FY 2010-11 years.

**Recommendation:**

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

1. FY 2007-08 SBPP funding for the following projects:
  - a. City of Fairfield's West Texas Street Gateway Project for \$73,000;
  - b. City of Vacaville's Nob Hill Bike Path for \$300,000;
  - c. City of Vacaville's Ulatis Creek Bike Path for \$127,098;
  - d. Solano County's Suisun Valley Road for \$110,000; and
  - e. Solano County's Vacaville Dixon Bikeway, Phase II for \$343,000;
2. Dedicate \$744,000 in FY 2007-08 SBPP funding for the City of Benicia's State Park Bike/Ped Bridge project and City of Fairfield's McGary Road project to combine with funding recommended for both projects in FY 2008-09.

Attachments:

- A. 3-Year Solano-Bicycle Pedestrian Implementation Plan
- B. Summary of FY 2007-08 Project Requests and Recommended Funding

# Current BAC PAC Recommended SBPP 3-Year Plan ATTACHMENT A

Mode Application	Priority		Sponsor	Project	Request	Funding Sources			TOTAL SBPP
	BAC	PAC				TDA	MTC	ECMAQ	
<b>FY 2006/07</b>					<b>\$275,000.00</b>	<b>\$302,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$302,000.00</b>
Ped		2.3	Fairfield	Union Avenue Corridor, Phase II	\$100,000.00	\$25,000.00			\$25,000.00
Ped		1.2	Fairfield	West Texas Street Gateway Project, Phase I & II	\$50,000.00	\$50,000.00			\$50,000.00
Bike	2.5		Solano County	Abemathy Road Bridge	\$100,000.00	\$50,000.00			\$50,000.00
Bike	1.1	1.6	Solano County	McGary Road Regional Bike Path	\$25,000.00	\$25,000.00			\$25,000.00
Bike	1.4		Solano County	Vacaville-Dixon Bikeway, Phase I	\$300,000.00	\$152,000.00			\$152,000.00
Bike	2.4		Suisun City	Bike Lane Striping Along Railroad Ave, Phase I	\$60,000.00				\$0.00
					<b>Remaining</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>FY 2007/08</b>					<b>\$4,235,000.00</b>	<b>\$319,000.00</b>	<b>\$698,000.00</b>	<b>\$814,000.00</b>	<b>\$1,831,000.00</b>
Both	1.3	1.1	Benicia	State Park Road Bridge Project	\$800,000.00	\$119,000.00	\$450,000.00		\$569,000.00
Ped		1.7	Fairfield	Linear Park (Dover Ave to Claybank Rd)	\$400,000.00				\$0.00
Bike	1.1	1.6	Fairfield	McGary Road Regional Bike Path	\$175,000.00		\$175,000.00		\$175,000.00
Ped		1.2	Fairfield	West Texas Street Gateway Project, Phase I & II	\$250,000.00		\$73,000.00		\$73,000.00
Bike	2.3		Solano County	Suisun Valley Road Bridge	\$110,000.00	\$110,000.00			\$110,000.00
Bike	1.4		Solano County	Vacaville-Dixon Bikeway, Phase II	\$1,000,000.00			\$343,000.00	\$343,000.00
Bike	2.4		Suisun City	Bike Lane Striping Along Railroad Ave, Phase II	\$90,000.00	\$90,000.00			\$90,000.00
Ped		2.2	Suisun City	Marina Blvd Sidewalk Gap Closure	\$110,000.00				\$0.00
Both	1.2	1.5	Vacaville	Nob Hill Bike Path	\$300,000.00			\$300,000.00	\$300,000.00
Both	2.1	2.4	Vacaville	Ulatis Creek Bike Path (Ulatis to Leisure Town)	\$1,000,000.00			\$171,000.00	\$171,000.00
					<b>Remaining</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>FY 2008/09</b>					<b>\$5,700,000.00</b>	<b>\$337,000.00</b>	<b>\$698,000.00</b>	<b>\$506,000.00</b>	<b>\$1,541,000.00</b>
Both	1.3	1.1	Benicia	State Park Road Bridge Project	\$1,000,000.00	\$152,000.00	\$221,000.00		\$373,000.00
Ped	1.6	1.7	Fairfield	Linear Park (Dover Ave to Claybank Rd)	\$50,000.00				\$0.00
Bike	1.1	1.6	Fairfield	McGary Road Regional Bike Path	\$650,000.00	\$185,000.00	\$465,000.00		\$650,000.00
Ped		1.2	Fairfield	West Texas Street Gateway Project, Phase I & II	\$300,000.00		\$12,000.00		\$12,000.00
Both	1.5	1.4	Solano County	Old Town Cordelia Improvements	\$500,000.00				\$0.00
Bike	1.4		Solano County	Vacaville-Dixon Bikeway, Phase III	\$1,000,000.00			\$337,000.00	\$337,000.00
Both	1.7	2.1	Suisun City	McCoy Creek Trail, Phase II	\$200,000.00				\$0.00
Both	2.1	2.4	Vacaville	Ulatis Creek Bike Path (Allison to I-80)	\$1,200,000.00			\$169,000.00	\$169,000.00
Both	2.2	1.3	Vallejo	Vallejo Station Pedestrian & Bicycle Links	\$800,000.00				\$0.00
					<b>Remaining</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>

Application BAC	PAC	Sponsor Project	Request	TDA	MTC	ECMAO	SBPP	comments
FY 2007/08			\$4,235,000	\$534,458	\$690,000	\$464,640	\$1,697,098	
Both	1.3	1.1 Benicia State Park Road Bridge Project	\$800,000	\$119,000	\$450,000		\$569,000	
Ped		1.7 Fairfield Linear Park (Dover Ave to Claybank Rd)	\$400,000				\$0	
Bike	1.1	1.6 Fairfield McGary Road Regional Bike Path	\$175,000		\$175,000		\$175,000	
Ped		1.2 Fairfield West Texas Street Gateway Project, Phase I & II	\$250,000		\$73,000		\$73,000	
Bike	2.3	Solano Solano Valley Road Bridge	\$110,000	\$110,000			\$110,000	
Bike	1.4	Solano Solano Phase II	\$1,000,000	\$215,458		\$127,542	\$343,000	Original Funding Recommended
Bike		Suisun Bike Lane Striping Along Railroad Ave, Phase II	\$90,000				\$0	Project was postponed.
Ped		2.2 Suisun Marina Blvd Sidewalk Gap Closure	\$110,000				\$0	
Both	1.2	1.5 Vacaville Nod Hill Bike Path	\$300,000			\$300,000	\$300,000	Original Funding Recommended
Both	2.1	2.4 Vacaville Utatis Creek Bike Path (Utatis to Leisure Town)	\$1,000,000	\$90,000		\$37,098	\$127,098	\$171,000 is Original Funding Amount
			Remaining	\$0	\$0	\$0	\$0	



DATE: May 21, 2007  
TO: STA TAC  
FROM: Jayne Bauer, Marketing and Legislative Program Manager  
RE: Legislative Update

**Background:**

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

**Discussion:**

**State Budget**

Governor Schwarzenegger released his revised annual 2007-08 state budget May 14, 2007. The proposal advances the implementation of Proposition 1B, the \$19.9 billion transportation bond approved by voters in November 2006. The revised budget expands Caltrans' contracting authority to provide needed flexibility and to speed the project delivery process, which aligns with the STA's legislative platform regarding project delivery.

Attachment B is a memo from Shaw/Yoder, Inc. summarizing the transit impact of the May revision of the Governor's proposed 2007-08 budget. While there is concern among agencies throughout the state that the proposal diverts dollars away from transit, Solano County is positioned to receive more transit funding through the State Transportation Account (STA) in the May revision than originally proposed in January. The transit agencies in Solano County had not counted on receiving "spillover" funds, so those proposed deep transit cuts would be relatively minor to Solano's transit community. Due to programming projects in the recent one-time 2006 State Transportation Improvement Account (STIP) Augmentation through the state bonds, the Solano Transportation Authority has no projects programmed in FY 2007-08 Public Transportation Account (PTA), so the cuts to that fund this year would not negatively impact the STA's projects.

Attachment C contains charts prepared by the Metropolitan Transportation Commission (MTC) that illustrate proposed funding and proposed diversions with the May budget revision changes.

**Air Quality/Global Climate Change**

There has been a lot of attention given to air quality/global climate change issues in recent years. Public concern has steadily increased, and California is leading the world in taking proactive measures to reduce the effects of pollutants on the environment. The STA does have the opportunity to impact on the way people in Solano County perceive the role of transportation in environmental concerns. The events of the last three years are briefly summarized below to provide background for recent developments.

One of the STA Board's air quality legislative priorities is to "monitor the implementation of the 2004 Ozone Attainment Plan (OAP) by the Environmental Protection Agency (EPA)." Since the 2004 OAP was enacted in California there has been new emphasis placed on greenhouse gas (GHG) emissions. Scientists claim that human emissions of GHG, primarily carbon dioxide, are causing global temperature rises. This global climate change will pose a serious threat to California's economic well being, public health, and environment if actions to reduce GHG emissions are not taken soon.

Assembly Bill (AB) 32, The California Global Warming Solutions Act of 2006, was enacted in 2006. AB 32 establishes the first-in-the-world comprehensive program of regulatory and market mechanisms to achieve real, quantifiable, cost-effective reductions in GHGs. In summary:

- This bill creates a statewide GHG emissions limit intended to reduce emission 25% by 2020. It establishes a mandatory reporting system to track and monitor GHG emission levels and institutes a limit on GHG emissions, requiring emission reductions in California to 1990 levels by the year 2020.
- The bill directs the Air Resources Board (ARB) to develop a regulatory framework of emission reduction measures, which may include multi-sector market-based compliance options. The bill provides a clear path by authorizing ARB to design the rules under which a cap-and-trade program could emerge to help meet the 2020 limit by 2011.
- The bill allows the Governor to suspend the provisions of the bill for up to one year under extraordinary circumstances or threat of significant economic harm.
- The bill continues the Governor's Climate Action Team created by the Governor's Executive Order in 2005.

For further insight, Attachments D and E are the final text of AB 32 (as Chapter 488 which added Division 25.5 to the Health and Safety Code) and the final Assembly Floor Analysis of AB 32, respectively.

On May 18, 2007 Governor Schwarzenegger unveiled details of a plan to enact the state's low-carbon fuel standard, which the Governor announced in January, 2007. The standard orders a reduction in the carbon intensity -- the total GHG emissions -- of California's vehicle fuels by at least 10 percent by 2020. Oil companies that cannot meet the standard will need to buy credits from producers who have exceeded their targets for reducing emissions.

Senate Bill (SB) 375 (Attachment F) regarding transportation, land use, and the California Environmental Quality Act (CEQA) has been introduced by Senator Steinberg to require the California Transportation Commission (CTC) to adopt guidelines for travel models that meet certain requirements. SB 375 would require that regional transportation plans (RTPs) contain a preferred growth scenario that meets reductions in carbon dioxide emissions by 2020 and 2050 as provided by the Air Resources Board (ARB). The bill would also require that the preferred growth scenario be consistent with adopted state planning priorities. SB 375 would provide for a streamlined CEQA process for projects that are located within jurisdictions whose general plans are consistent with a preferred growth scenario and that meet specified criteria.

While there is merit to the goal of reducing contaminant air emissions, there has already been much discussion among members of local agencies about the current ambiguities of the bill. For example, the definition of "preferred growth scenario" is unstated. There is also concern about the method of data gathering, and how that data is used. The MTC has not taken a position on SB 375, but has submitted their recommendation for amendments to the bill. The Association of Bay Area Governments (ABAG) supports SB 375 in concept. STA Staff advises watching this bill as it proceeds through the legislative process.

#### Planning

Assembly Bill (AB) 842 (Attachment G) was introduced by Assemblymember Jones regarding Regional Plans: Traffic Reductions. The bill would require the CTC to update its guidelines for the preparation of RTPs, including a requirement that each RTP provide for a 10% reduction in the growth increment of vehicle miles traveled (VMT). The bill also stipulates funding measures to assist local agencies in the planning and production of infill housing. AB 842 has been amended twice as it proceeds through the

Assembly committees. Staff believes that regional and local planners accomplish the goals of traffic reduction through their regional and local requirements for smart growth planning. Mandating additional layers onto the planning process would not be cost-effective and could create unnecessary delays. Staff advises watching this bill as it proceeds through the legislative process.

The Joint Policy Committee (JPC) - Regional Planning Program, released on May 4, 2007 their consolidated recommendations for the Bay Area Regional Agency Climate Protection Program. The JPC is comprised of the Association of Bay Area Governments (ABAG), the Bay Area Air Quality Management District (BAAQMD), the Bay Conservation and Development Commission (BCDC) and the Metropolitan Transportation Commission (MTC). The Program addresses the region's climate issues and is in the formative stages of submitting specific recommendations to the Boards of the four agencies to implement their initial set of recommended actions.

In order to specifically address the recent and future developments in global warming strategies, STA staff recommends amending the STA 2007 Legislative Priorities and Platform to add the following priority under Air Quality (Platform I):

*Monitor the implementation of AB 32, The California Global Warming Solutions Act of 2006, and support efforts to reduce Greenhouse Gas (GHG) emissions where practicable through the transportation planning and public information process.*

**Recommendation:**

Forward a recommendation to the STA Board to:

1. Take the following positions on proposed state legislative items:
  - AB 842 (Jones) – Watch
  - SB 375 (Steinberg) – Watch; and
2. Amend the STA 2007 Legislative Priorities and Platform to add the following policy under Air Quality (Platform I):

Monitor the implementation of AB 32, The California Global Warming Solutions Act of 2006, and support efforts to reduce Greenhouse Gas (GHG) emissions where practicable through the transportation planning and public information process.

**Attachments:**

- A. STA Legislative Matrix (under separate cover)
- B. Shaw/Yoder Budget Memo
- C. MTC Funding Comparison Charts
- D. AB 32, The California Global Warming Solutions Act of 2006
- E. AB 32, September 5, 2006 Assembly Floor Analysis
- F. SB 375 (Steinberg)
- G. AB 842 (Jones)

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May 14th, 2007

To: Members of the Solano Transportation Authority (STA) Board

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

**RE: MAY REVISION TO THE GOVERNOR'S PROPOSED 2007-08 BUDGET  
- TRANSIT IMPACT**

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Today, the Governor released his required "May Revisions" to the 2007-08 State Budget, which he originally proposed on January 10<sup>th</sup> of this year. The following is a summary of the significant new proposals affecting transportation, mainly transit.

We will work with STA staff to determine the exact impact to STA.

### **General Budget Outlook**

The net operating deficit is reduced from \$4.4 billion to \$1.4 billion. The state maintains a reserve of \$2.2 billion.

### **Proposition 1B**

The Governor adds \$3.8 billion of appropriations from Proposition 1B over the next three years, an increase from the January 10<sup>th</sup> proposal of \$7.7 billion to \$11.5 billion:

- Retains the "\$600 million of transit capital funds from Proposition 1B" supplants PTA cuts."
- Adds **\$187 million** from the intercity rail pot of the \$400 million dedicated to intercity rail within Proposition 1B.
- Adds **\$177.6 million** transportation bond funds to establish two homeland security grant programs:
  - **\$76.1 million** for the Port Security Grant Program within Proposition 1B to be allocated to various ports in California to purchase equipment in order to prevent and respond to acts of terrorism.
  - **\$101.5 million** for the Transit Security Grant program to be allocated to various mass transit systems to purchase security equipment. Funds would

come from the Transit System Safety, Security & Disaster Response Account (TSSRA) within Proposition 1B.

- **\$111 million** (from \$1 billion pot within Prop 1B) to implement the Trade Corridor Emission Reduction Incentive Program from Proposition 1B.

### **Spillover Revenue**

Projected increase in “spillover” funding is **\$210 million**:

- **\$210 million** is dedicated to the Current Fiscal Year (2006-07) home-to-school transportation, for General Fund savings. The PTA is to reimburse the General Fund for home-to-school expenditures in order to protect Proposition 98 guarantee for school funding. **Consequently, the May Revision would increase spillover diversions from \$617 million as proposed in January, to \$827 million!!**
- The projected 2008-09 spillover total is **\$935 million**.

### **Public Transportation Account**

The following changes have been made to the PTA from January 10th:

- The budget increases the diversion of public transit dollars from \$1.111 billion to **\$1.306 billion**.
- With the additional revenue from the increase of the sales tax on diesel (\$28 million), and the reduction in the regional occupational center funding (\$15.2 million), the State Transit Assistance (STA) Program would grow from \$185 million to **\$206 million**.
- The budget cuts **\$798 million** designated for existing transit capital projects. This is an additional \$105 million cut from January due to the increase of spillover dollars.
- The budget reduces 2007-08 State Transit Assistance (STA) Program funding by **\$508 million** compared to current law.
- The budget breaks faith with the voters by supplanting existing transit capital funding with Proposition 1B funds. The public voted for the proposition in anticipation of *new* transit services!
- Maintains **\$69 million** from the Public Transportation Account for capital investment in transit projects in 2007-08. This was the balance left over after the \$1.111 billion raid in January.

Attached to this memo is a chart that compares the Governor’s January 10<sup>th</sup> proposal to the May Revision. We’ll provide more details as they become available. Please contact us at (916) 446-4656 if you have questions, or email us at [Josh@shawyoder.org](mailto:Josh@shawyoder.org) or [Gus@shawyoder.org](mailto:Gus@shawyoder.org).

**Comparison Chart:  
2007-08 January 10<sup>th</sup> Budget Proposal vs. May Revise**

	<b>Proposal</b>	<b>January 10th</b>	<b>May Revise</b>
<b>Revenue</b>	<b>Spillover</b>	Diverts <b>\$617 million</b> from PTA	Spillover estimates increased by <b>\$210 million, for a total of \$827 million for FY 07-08</b> . Governor retains prior diversions (\$617 million) and takes additional \$200 million for total of <b>\$817 million</b> leaving only <b>\$10 million</b> for STA. Spillover projected to be \$935 million in FY 08-09
	<b>PTA-STIP (capital side of PTA)</b>	Diverts <b>\$494 million</b> from PTA	Retains prior diversions (\$494 million)
<b>Diversions</b>	<b>Non-Article XIX funds</b>	Diverts <b>\$80 million</b> to Caltrans in order to fund SHOPP program.	Retains prior diversion (\$80 million)
47	<b>Home-to-School Funding</b>	Uses <b>\$627 million</b> of the diversion to make PTA responsible for funding the home-to-school program. This is a proposed permanent shift and ongoing obligation of the PTA.	Retains prior diversion (\$627 million) <u>and</u> uses an additional <b>\$200 million of new spillover dollars</b> to reimburse home-to-school for the current fiscal year (FY <b>06-07</b> )
	<b>Bond Debt Repayment</b>	Uses <b>\$340 million</b> of the diversion to pay for transportation-related general obligation bond debt service (Propositions 108, 116 and 192). This is a proposed one-time shift.	Retains prior diversion.
	<b>Regional Occupational Center Funding</b>	Uses <b>\$144 million</b> of the diversion to fund costs for shuttle programs serving developmentally disabled clients of regional centers. This is a proposed one-time shift.	Retains prior diversion
	<b>Proposition 1B</b>	Proposes to <b>supplant</b> over \$700 million in PTA capital raids with <b>\$600 million</b> for PTMISEA pot within Prop 1B.	Adds <b>\$190 million</b> (out of \$400 million intercity rail pot) from PTMISEA funds within Prop 1B for intercity rail projects. Adds <b>\$177.6 million</b> in transit security funds.
<b>Impact</b>	<b>State Transit Assistance (STA) Account</b>	Current law would allocate <b>\$596 million</b> to the STA program. The January 10 <sup>th</sup> proposal leaves only <b>\$185 million</b> , which is a <b>70% cut</b> .	Additional \$200 million spillover diversion means <b>STA loses an additional \$100 million</b> . Extra \$10 million for operations means STA will receive <b>\$195 million</b> .
	<b>PTA-STIP</b>	<b>\$700 million</b> would be cut from this side of the PTA Account. <b>The total raid on the PTA is \$1.111 Billion</b>	PTA-STIP loses an additional \$100 million from additional diversion, meaning an <b>\$800 million cut</b> . <b>The total raid on the PTA is \$1.311 billion</b> .

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Proposed State Transit Assistance (STA) Funding for FY 2007-08 Budget (Based on Final 05/06 State Controller Factors<sup>1)</sup>)

Apportionment Jurisdictions	PROPOSED FUNDING			PROPOSED DIVERSIONS		
	January Budget	May Revise	Change	Spillover-Loss (January Budget)	Spillover Loss (May Revise)	Change
<b>STA FUNDING STATEWIDE</b>	<b>\$ 184,658,000</b>	<b>\$205,845,000</b>	<b>\$21,187,000</b>	<b>\$(308,500,000)</b>	<b>\$(413,500,000)</b>	<b>\$(105,000,000)</b>
AC Transit	\$ 4,468,185	\$ 4,980,849	\$ 512,664	\$ (7,462,908)	\$ (10,005,495)	\$ (2,542,586)
ACE	\$ 186,913	\$ 208,359	\$ 21,446	\$ (312,731)	\$ (418,549)	\$ (105,818)
BART	\$ 12,738,862	\$ 14,200,474	\$ 1,461,612	\$ (21,281,866)	\$ (28,525,813)	\$ (7,243,947)
Benicia	\$ 5,977	\$ 6,663	\$ 686	\$ (9,986)	\$ (13,384)	\$ (3,398)
Caltrain	\$ 2,142,219	\$ 2,388,009	\$ 245,791	\$ (3,578,858)	\$ (4,797,016)	\$ (1,218,158)
Central Contra Costa Transit Authority (County Connection)	\$ 262,880	\$ 293,042	\$ 30,162	\$ (439,594)	\$ (588,661)	\$ (149,067)
Dixon	\$ 2,281	\$ 2,543	\$ 262	\$ (3,812)	\$ (5,108)	\$ (1,296)
Eastern Contra Costa Transit Authority (TriDelta)	\$ 128,167	\$ 142,872	\$ 14,705	\$ (214,120)	\$ (287,000)	\$ (72,880)
Fairfield	\$ 43,233	\$ 48,193	\$ 4,960	\$ (72,225)	\$ (96,811)	\$ (24,586)
Golden Gate Bridge, Highway and Transit District	\$ 1,822,711	\$ 2,031,842	\$ 209,131	\$ (3,045,096)	\$ (4,081,550)	\$ (1,036,455)
Healdsburg	\$ 606	\$ 675	\$ 70	\$ (1,013)	\$ (1,357)	\$ (343)
Livermore-Arnador Transit (LAVTA)	\$ 80,895	\$ 90,176	\$ 9,282	\$ (135,146)	\$ (181,146)	\$ (45,999)
Napa Transit Services	\$ 22,052	\$ 24,582	\$ 2,530	\$ (36,840)	\$ (49,380)	\$ (12,540)
SamTrans	\$ 2,285,104	\$ 2,547,288	\$ 262,185	\$ (3,817,579)	\$ (5,116,975)	\$ (1,299,397)
San Francisco Muni	\$ 16,254,409	\$ 18,119,382	\$ 1,864,973	\$ (27,157,159)	\$ (36,398,089)	\$ (9,240,929)
Santa Rosa	\$ 49,022	\$ 54,647	\$ 5,625	\$ (81,897)	\$ (109,774)	\$ (27,877)
Sonoma County Transit	\$ 58,981	\$ 65,748	\$ 6,767	\$ (98,536)	\$ (132,075)	\$ (33,539)
Union City	\$ 20,711	\$ 23,088	\$ 2,376	\$ (34,601)	\$ (46,378)	\$ (11,777)
Vallejo	\$ 283,609	\$ 316,149	\$ 32,540	\$ (473,805)	\$ (635,078)	\$ (161,273)
Valley Transportation Authority	\$ 6,326,939	\$ 7,052,869	\$ 725,930	\$ (10,570,054)	\$ (14,167,754)	\$ (3,597,700)
Western Contra Costa Transit Authority (WestCAT)	\$ 112,305	\$ 125,190	\$ 12,885	\$ (187,622)	\$ (251,481)	\$ (63,860)
<b>BAY AREA REVENUE BASED AMOUNT</b>	<b>\$ 47,296,060</b>	<b>\$ 52,722,641</b>	<b>\$ 5,426,581</b>	<b>\$ (79,015,448)</b>	<b>\$ (105,908,874)</b>	<b>\$ (26,893,426)</b>
<b>BAY AREA POPULATION BASED AMOUNT</b>	<b>\$ 17,700,485</b>	<b>\$ 19,731,375</b>	<b>\$ 2,030,890</b>	<b>\$ (29,571,421)</b>	<b>\$ (39,636,248)</b>	<b>\$ (10,064,827)</b>
<b>GRAND TOTAL - BAY AREA</b>	<b>\$ 64,996,545</b>	<b>\$ 72,454,016</b>	<b>\$ 7,457,472</b>	<b>\$ (108,586,869)</b>	<b>\$ (145,545,122)</b>	<b>\$ (36,958,254)</b>

1) These calculations will be revised upon receipt of the revised factors for FY 2006-07 from the State Controller -- anticipated within the next few weeks.

**Proposed State Transit Assistance (STA) Population Based Funding for FY 2007-08 Budget**

Apportionment Jurisdictions	PROPOSED FUNDING			PROPOSED DIVERSIONS		
	January Budget	May Revise	Change	Spillover Loss (January Budget)	Spillover Loss (May Revise)	Change
<b>TOTAL STA FUNDING STATEWIDE</b>	\$ 184,658,000	\$ 205,844,603	\$ 21,186,603	\$ (308,500,000)	\$ (413,500,000)	\$ (105,000,000)
<b>MTC Population-Based Share</b>	\$ 17,700,485	\$ 19,731,337	\$ 2,030,852	\$ (29,571,421)	\$ (39,636,248)	\$ (10,064,827)
<b>Northern Counties</b>			\$ -			\$ -
Marin	\$ 630,006	\$ 702,289	\$ 72,283	\$ (1,052,523)	\$ (1,410,756)	\$ (358,233)
Napa	\$ 334,334	\$ 372,694	\$ 38,360	\$ (558,557)	\$ (748,666)	\$ (190,109)
Solano (less Vallejo)	\$ 750,386	\$ 836,481	\$ 86,095	\$ (1,253,637)	\$ (1,680,321)	\$ (426,684)
Sonoma	\$ 1,193,483	\$ 1,330,416	\$ 136,933	\$ (1,993,899)	\$ (2,672,535)	\$ (678,637)
<b>SUBTOTAL</b>	\$ 2,908,209	\$ 3,241,880	\$ 333,671	\$ (4,858,616)	\$ (6,512,278)	\$ (1,653,662)
<b>Small Operators</b>			\$ -			\$ -
CCCTA	\$ 1,213,142	\$ 1,352,331	\$ 139,189	\$ (2,026,743)	\$ (2,716,558)	\$ (689,815)
ECCTA	\$ 676,209	\$ 753,794	\$ 77,584	\$ (1,129,713)	\$ (1,514,218)	\$ (384,505)
LAVTA	\$ 478,154	\$ 533,015	\$ 54,861	\$ (798,832)	\$ (1,070,719)	\$ (271,888)
Union City	\$ 176,960	\$ 197,264	\$ 20,303	\$ (295,640)	\$ (396,263)	\$ (100,623)
WestCAT	\$ 167,853	\$ 187,112	\$ 19,259	\$ (280,425)	\$ (375,869)	\$ (95,444)
Vallejo	\$ 301,148	\$ 335,700	\$ 34,552	\$ (503,114)	\$ (674,353)	\$ (171,238)
<b>SUBTOTAL</b>	\$ 3,013,467	\$ 3,359,215	\$ 345,748	\$ (5,034,467)	\$ (6,747,980)	\$ (1,713,514)
<b>Regional Paratransit</b>			\$ -			\$ -
Alameda	\$ 876,059	\$ 876,059	\$ -	\$ -	\$ -	\$ -
Contra Costa	\$ 452,727	\$ 452,727	\$ -	\$ -	\$ -	\$ -
Marin	\$ 101,144	\$ 101,144	\$ -	\$ -	\$ -	\$ -
Napa	\$ 66,051	\$ 66,051	\$ -	\$ -	\$ -	\$ -
San Francisco	\$ 691,672	\$ 691,672	\$ -	\$ -	\$ -	\$ -
San Mateo	\$ 382,981	\$ 382,981	\$ -	\$ -	\$ -	\$ -
Santa Clara	\$ 793,495	\$ 793,495	\$ -	\$ -	\$ -	\$ -
Solano	\$ 188,418	\$ 188,418	\$ -	\$ -	\$ -	\$ -
Sonoma	\$ 209,486	\$ 209,486	\$ -	\$ -	\$ -	\$ -
<b>SUBTOTAL</b>	\$ 3,762,030	\$ 3,762,030	\$ -	\$ -	\$ -	\$ -
<b>MTC Regional Coordination Program</b>	\$ 8,016,779	\$ 9,368,212	\$ 1,351,433	\$ (19,678,338)	\$ (26,375,990)	\$ (6,697,652)
<b>GRAND TOTAL</b>	\$ 17,700,485	\$ 19,731,337	\$ 2,030,852	\$ (29,571,421)	\$ (39,636,248)	\$ (10,064,827)

**Assembly Bill No. 32**

**CHAPTER 488**

An act to add Division 25.5 (commencing with Section 38500) to the Health and Safety Code, relating to air pollution.

[Approved by Governor September 27, 2006. Filed with Secretary of State September 27, 2006.]

LEGISLATIVE COUNSEL'S DIGEST

AB 32, Nunez. Air pollution: greenhouse gases: California Global Warming Solutions Act of 2006.

Under existing law, the State Air Resources Board (state board), the State Energy Resources Conservation and Development Commission (Energy Commission), and the California Climate Action Registry all have responsibilities with respect to the control of emissions of greenhouse gases, as defined, and the Secretary for Environmental Protection is required to coordinate emission reductions of greenhouse gases and climate change activity in state government.

This bill would require the state board to adopt regulations to require the reporting and verification of statewide greenhouse gas emissions and to monitor and enforce compliance with this program, as specified. The bill would require the state board to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions levels in 1990 to be achieved by 2020, as specified. The bill would require the state board to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions, as specified. The bill would authorize the state board to adopt market-based compliance mechanisms, as defined, meeting specified requirements. The bill would require the state board to monitor compliance with and enforce any rule, regulation, order, emission limitation, emissions reduction measure, or market-based compliance mechanism adopted by the state board, pursuant to specified provisions of existing law. The bill would authorize the state board to adopt a schedule of fees to be paid by regulated sources of greenhouse gas emissions, as specified.

Because the bill would require the state board to establish emissions limits and other requirements, the violation of which would be a crime, this bill would create a state-mandated local program.

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

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

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

SECTION 1. Division 25.5 (commencing with Section 38500) is added to the Health and Safety Code, to read:

DIVISION 25.5. CALIFORNIA GLOBAL WARMING SOLUTIONS  
ACT OF 2006

PART 1. GENERAL PROVISIONS

CHAPTER 1. TITLE OF DIVISION

38500. This division shall be known, and may be cited, as the California Global Warming Solutions Act of 2006.

CHAPTER 2. FINDINGS AND DECLARATIONS

38501. The Legislature finds and declares all of the following:

(a) Global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California. The potential adverse impacts of global warming include the exacerbation of air quality problems, a reduction in the quality and supply of water to the state from the Sierra snowpack, a rise in sea levels resulting in the displacement of thousands of coastal businesses and residences, damage to marine ecosystems and the natural environment, and an increase in the incidences of infectious diseases, asthma, and other human health-related problems.

(b) Global warming will have detrimental effects on some of California's largest industries, including agriculture, wine, tourism, skiing, recreational and commercial fishing, and forestry. It will also increase the strain on electricity supplies necessary to meet the demand for summer air-conditioning in the hottest parts of the state.

(c) California has long been a national and international leader on energy conservation and environmental stewardship efforts, including the areas of air quality protections, energy efficiency requirements, renewable energy standards, natural resource conservation, and greenhouse gas emission standards for passenger vehicles. The program established by this division will continue this tradition of environmental leadership by placing California at the forefront of national and international efforts to reduce emissions of greenhouse gases.

(d) National and international actions are necessary to fully address the issue of global warming. However, action taken by California to reduce emissions of greenhouse gases will have far-reaching effects by encouraging other states, the federal government, and other countries to act.

(e) By exercising a global leadership role, California will also position its economy, technology centers, financial institutions, and businesses to benefit from national and international efforts to reduce emissions of greenhouse gases. More importantly, investing in the development of innovative and pioneering technologies will assist California in achieving the 2020 statewide limit on emissions of greenhouse gases established by this division and will provide an opportunity for the state to take a global economic and technological leadership role in reducing emissions of greenhouse gases.

(f) It is the intent of the Legislature that the State Air Resources Board coordinate with state agencies, as well as consult with the environmental justice community, industry sectors, business groups, academic institutions, environmental organizations, and other stakeholders in implementing this division.

(g) It is the intent of the Legislature that the State Air Resources Board consult with the Public Utilities Commission in the development of emissions reduction measures, including limits on emissions of greenhouse gases applied to electricity and natural gas providers regulated by the Public Utilities Commission in order to ensure that electricity and natural gas providers are not required to meet duplicative or inconsistent regulatory requirements.

(h) It is the intent of the Legislature that the State Air Resources Board design emissions reduction measures to meet the statewide emissions limits for greenhouse gases established pursuant to this division in a manner that minimizes costs and maximizes benefits for California's economy, improves and modernizes California's energy infrastructure and maintains electric system reliability, maximizes additional environmental and economic co-benefits for California, and complements the state's efforts to improve air quality.

(i) It is the intent of the Legislature that the Climate Action Team established by the Governor to coordinate the efforts set forth under Executive Order S-3-05 continue its role in coordinating overall climate policy.

### CHAPTER 3. DEFINITIONS

38505. For the purposes of this division, the following terms have the following meanings:

(a) "Allowance" means an authorization to emit, during a specified year, up to one ton of carbon dioxide equivalent.

(b) "Alternative compliance mechanism" means an action undertaken by a greenhouse gas emission source that achieves the equivalent reduction of greenhouse gas emissions over the same time period as a direct emission reduction, and that is approved by the state board. "Alternative compliance mechanism" includes, but is not limited to, a

flexible compliance schedule, alternative control technology, a process change, or a product substitution.

(c) “Carbon dioxide equivalent” means the amount of carbon dioxide by weight that would produce the same global warming impact as a given weight of another greenhouse gas, based on the best available science, including from the Intergovernmental Panel on Climate Change.

(d) “Cost-effective” or “cost-effectiveness” means the cost per unit of reduced emissions of greenhouse gases adjusted for its global warming potential.

(e) “Direct emission reduction” means a greenhouse gas emission reduction action made by a greenhouse gas emission source at that source.

(f) “Emissions reduction measure” means programs, measures, standards, and alternative compliance mechanisms authorized pursuant to this division, applicable to sources or categories of sources, that are designed to reduce emissions of greenhouse gases.

(g) “Greenhouse gas” or “greenhouse gases” includes all of the following gases: carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride.

(h) “Greenhouse gas emissions limit” means an authorization, during a specified year, to emit up to a level of greenhouse gases specified by the state board, expressed in tons of carbon dioxide equivalents.

(i) “Greenhouse gas emission source” or “source” means any source, or category of sources, of greenhouse gas emissions whose emissions are at a level of significance, as determined by the state board, that its participation in the program established under this division will enable the state board to effectively reduce greenhouse gas emissions and monitor compliance with the statewide greenhouse gas emissions limit.

(j) “Leakage” means a reduction in emissions of greenhouse gases within the state that is offset by an increase in emissions of greenhouse gases outside the state.

(k) “Market-based compliance mechanism” means either of the following:

(1) A system of market-based declining annual aggregate emissions limitations for sources or categories of sources that emit greenhouse gases.

(2) Greenhouse gas emissions exchanges, banking, credits, and other transactions, governed by rules and protocols established by the state board, that result in the same greenhouse gas emission reduction, over the same time period, as direct compliance with a greenhouse gas emission limit or emission reduction measure adopted by the state board pursuant to this division.

(l) “State board” means the State Air Resources Board.

(m) “Statewide greenhouse gas emissions” means the total annual emissions of greenhouse gases in the state, including all emissions of greenhouse gases from the generation of electricity delivered to and consumed in California, accounting for transmission and distribution line losses, whether the electricity is generated in state or imported. Statewide emissions shall be expressed in tons of carbon dioxide equivalents.

(n) “Statewide greenhouse gas emissions limit” or “statewide emissions limit” means the maximum allowable level of statewide greenhouse gas emissions in 2020, as determined by the state board pursuant to Part 3 (commencing with Section 38850).

CHAPTER 4. ROLE OF STATE BOARD

38510. The State Air Resources Board is the state agency charged with monitoring and regulating sources of emissions of greenhouse gases that cause global warming in order to reduce emissions of greenhouse gases.

PART 2. MANDATORY GREENHOUSE GAS EMISSIONS REPORTING

38530. (a) On or before January 1, 2008, the state board shall adopt regulations to require the reporting and verification of statewide greenhouse gas emissions and to monitor and enforce compliance with this program.

(b) The regulations shall do all of the following:

(1) Require the monitoring and annual reporting of greenhouse gas emissions from greenhouse gas emission sources beginning with the sources or categories of sources that contribute the most to statewide emissions.

(2) Account for greenhouse gas emissions from all electricity consumed in the state, including transmission and distribution line losses from electricity generated within the state or imported from outside the state. This requirement applies to all retail sellers of electricity, including load-serving entities as defined in subdivision (j) of Section 380 of the Public Utilities Code and local publicly owned electric utilities as defined in Section 9604 of the Public Utilities Code.

(3) Where appropriate and to the maximum extent feasible, incorporate the standards and protocols developed by the California Climate Action Registry, established pursuant to Chapter 6 (commencing with Section 42800) of Part 4 of Division 26. Entities that voluntarily participated in the California Climate Action Registry prior to December 31, 2006, and have developed a greenhouse gas emission reporting program, shall not be required to significantly alter their reporting or verification program except as necessary to ensure that reporting is complete and verifiable for the purposes of compliance with this division as determined by the state board.

(4) Ensure rigorous and consistent accounting of emissions, and provide reporting tools and formats to ensure collection of necessary data.

(5) Ensure that greenhouse gas emission sources maintain comprehensive records of all reported greenhouse gas emissions.

(c) The state board shall do both of the following:

(1) Periodically review and update its emission reporting requirements, as necessary.

(2) Review existing and proposed international, federal, and state greenhouse gas emission reporting programs and make reasonable efforts to promote consistency among the programs established pursuant to this part and other programs, and to streamline reporting requirements on greenhouse gas emission sources.

### PART 3. STATEWIDE GREENHOUSE GAS EMISSIONS LIMIT

38550. By January 1, 2008, the state board shall, after one or more public workshops, with public notice, and an opportunity for all interested parties to comment, determine what the statewide greenhouse gas emissions level was in 1990, and approve in a public hearing, a statewide greenhouse gas emissions limit that is equivalent to that level, to be achieved by 2020. In order to ensure the most accurate determination feasible, the state board shall evaluate the best available scientific, technological, and economic information on greenhouse gas emissions to determine the 1990 level of greenhouse gas emissions.

38551. (a) The statewide greenhouse gas emissions limit shall remain in effect unless otherwise amended or repealed.

(b) It is the intent of the Legislature that the statewide greenhouse gas emissions limit continue in existence and be used to maintain and continue reductions in emissions of greenhouse gases beyond 2020.

(c) The state board shall make recommendations to the Governor and the Legislature on how to continue reductions of greenhouse gas emissions beyond 2020.

### PART 4. GREENHOUSE GAS EMISSIONS REDUCTIONS

38560. The state board shall adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions from sources or categories of sources, subject to the criteria and schedules set forth in this part.

38560.5. (a) On or before June 30, 2007, the state board shall publish and make available to the public a list of discrete early action greenhouse gas emission reduction measures that can be implemented prior to the measures and limits adopted pursuant to Section 38562.

(b) On or before January 1, 2010, the state board shall adopt regulations to implement the measures identified on the list published pursuant to subdivision (a).

(c) The regulations adopted by the state board pursuant to this section shall achieve the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions from those sources or categories of

sources, in furtherance of achieving the statewide greenhouse gas emissions limit.

(d) The regulations adopted pursuant to this section shall be enforceable no later than January 1, 2010.

38561. (a) On or before January 1, 2009, the state board shall prepare and approve a scoping plan, as that term is understood by the state board, for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions from sources or categories of sources of greenhouse gases by 2020 under this division. The state board shall consult with all state agencies with jurisdiction over sources of greenhouse gases, including the Public Utilities Commission and the State Energy Resources Conservation and Development Commission, on all elements of its plan that pertain to energy related matters including, but not limited to, electrical generation, load based-standards or requirements, the provision of reliable and affordable electrical service, petroleum refining, and statewide fuel supplies to ensure the greenhouse gas emissions reduction activities to be adopted and implemented by the state board are complementary, nonduplicative, and can be implemented in an efficient and cost-effective manner.

(b) The plan shall identify and make recommendations on direct emission reduction measures, alternative compliance mechanisms, market-based compliance mechanisms, and potential monetary and nonmonetary incentives for sources and categories of sources that the state board finds are necessary or desirable to facilitate the achievement of the maximum feasible and cost-effective reductions of greenhouse gas emissions by 2020.

(c) In making the determinations required by subdivision (b), the state board shall consider all relevant information pertaining to greenhouse gas emissions reduction programs in other states, localities, and nations, including the northeastern states of the United States, Canada, and the European Union.

(d) The state board shall evaluate the total potential costs and total potential economic and noneconomic benefits of the plan for reducing greenhouse gases to California's economy, environment, and public health, using the best available economic models, emission estimation techniques, and other scientific methods.

(e) In developing its plan, the state board shall take into account the relative contribution of each source or source category to statewide greenhouse gas emissions, and the potential for adverse effects on small businesses, and shall recommend a de minimis threshold of greenhouse gas emissions below which emission reduction requirements will not apply.

(f) In developing its plan, the state board shall identify opportunities for emission reductions measures from all verifiable and enforceable voluntary actions, including, but not limited to, carbon sequestration projects and best management practices.

(g) The state board shall conduct a series of public workshops to give interested parties an opportunity to comment on the plan. The state board shall conduct a portion of these workshops in regions of the state that have the most significant exposure to air pollutants, including, but not limited to, communities with minority populations, communities with low-income populations, or both.

(h) The state board shall update its plan for achieving the maximum technologically feasible and cost-effective reductions of greenhouse gas emissions at least once every five years.

38562. (a) On or before January 1, 2011, the state board shall adopt greenhouse gas emission limits and emission reduction measures by regulation to achieve the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions in furtherance of achieving the statewide greenhouse gas emissions limit, to become operative beginning on January 1, 2012.

(b) In adopting regulations pursuant to this section and Part 5 (commencing with Section 38570), to the extent feasible and in furtherance of achieving the statewide greenhouse gas emissions limit, the state board shall do all of the following:

(1) Design the regulations, including distribution of emissions allowances where appropriate, in a manner that is equitable, seeks to minimize costs and maximize the total benefits to California, and encourages early action to reduce greenhouse gas emissions.

(2) Ensure that activities undertaken to comply with the regulations do not disproportionately impact low-income communities.

(3) Ensure that entities that have voluntarily reduced their greenhouse gas emissions prior to the implementation of this section receive appropriate credit for early voluntary reductions.

(4) Ensure that activities undertaken pursuant to the regulations complement, and do not interfere with, efforts to achieve and maintain federal and state ambient air quality standards and to reduce toxic air contaminant emissions.

(5) Consider cost-effectiveness of these regulations.

(6) Consider overall societal benefits, including reductions in other air pollutants, diversification of energy sources, and other benefits to the economy, environment, and public health.

(7) Minimize the administrative burden of implementing and complying with these regulations.

(8) Minimize leakage.

(9) Consider the significance of the contribution of each source or category of sources to statewide emissions of greenhouse gases.

(c) In furtherance of achieving the statewide greenhouse gas emissions limit, by January 1, 2011, the state board may adopt a regulation that establishes a system of market-based declining annual aggregate emission limits for sources or categories of sources that emit greenhouse gas emissions, applicable from January 1, 2012, to December 31, 2020, inclusive, that the state board determines will achieve the maximum

technologically feasible and cost-effective reductions in greenhouse gas emissions, in the aggregate, from those sources or categories of sources.

(d) Any regulation adopted by the state board pursuant to this part or Part 5 (commencing with Section 38570) shall ensure all of the following:

(1) The greenhouse gas emission reductions achieved are real, permanent, quantifiable, verifiable, and enforceable by the state board.

(2) For regulations pursuant to Part 5 (commencing with Section 38570), the reduction is in addition to any greenhouse gas emission reduction otherwise required by law or regulation, and any other greenhouse gas emission reduction that otherwise would occur.

(3) If applicable, the greenhouse gas emission reduction occurs over the same time period and is equivalent in amount to any direct emission reduction required pursuant to this division.

(e) The state board shall rely upon the best available economic and scientific information and its assessment of existing and projected technological capabilities when adopting the regulations required by this section.

(f) The state board shall consult with the Public Utilities Commission in the development of the regulations as they affect electricity and natural gas providers in order to minimize duplicative or inconsistent regulatory requirements.

(g) After January 1, 2011, the state board may revise regulations adopted pursuant to this section and adopt additional regulations to further the provisions of this division.

38563. Nothing in this division restricts the state board from adopting greenhouse gas emission limits or emission reduction measures prior to January 1, 2011, imposing those limits or measures prior to January 1, 2012, or providing early reduction credit where appropriate.

38564. The state board shall consult with other states, and the federal government, and other nations to identify the most effective strategies and methods to reduce greenhouse gases, manage greenhouse gas control programs, and to facilitate the development of integrated and cost-effective regional, national, and international greenhouse gas reduction programs.

38565. The state board shall ensure that the greenhouse gas emission reduction rules, regulations, programs, mechanisms, and incentives under its jurisdiction, where applicable and to the extent feasible, direct public and private investment toward the most disadvantaged communities in California and provide an opportunity for small businesses, schools, affordable housing associations, and other community institutions to participate in and benefit from statewide efforts to reduce greenhouse gas emissions.

## PART 5. MARKET-BASED COMPLIANCE MECHANISMS

38570. (a) The state board may include in the regulations adopted pursuant to Section 38562 the use of market-based compliance mechanisms to comply with the regulations.

(b) Prior to the inclusion of any market-based compliance mechanism in the regulations, to the extent feasible and in furtherance of achieving the statewide greenhouse gas emissions limit, the state board shall do all of the following:

(1) Consider the potential for direct, indirect, and cumulative emission impacts from these mechanisms, including localized impacts in communities that are already adversely impacted by air pollution.

(2) Design any market-based compliance mechanism to prevent any increase in the emissions of toxic air contaminants or criteria air pollutants.

(3) Maximize additional environmental and economic benefits for California, as appropriate.

(c) The state board shall adopt regulations governing how market-based compliance mechanisms may be used by regulated entities subject to greenhouse gas emission limits and mandatory emission reporting requirements to achieve compliance with their greenhouse gas emissions limits.

38571. The state board shall adopt methodologies for the quantification of voluntary greenhouse gas emission reductions. The state board shall adopt regulations to verify and enforce any voluntary greenhouse gas emission reductions that are authorized by the state board for use to comply with greenhouse gas emission limits established by the state board. The adoption of methodologies is exempt from the rulemaking provisions of the Administrative Procedure Act (Chapter 3.5 (commencing with Section 11340) of Part 1 of Division 3 of Title 2 of the Government Code).

38574. Nothing in this part or Part 4 (commencing with Section 38560) confers any authority on the state board to alter any programs administered by other state agencies for the reduction of greenhouse gas emissions.

## PART 6. ENFORCEMENT

38580. (a) The state board shall monitor compliance with and enforce any rule, regulation, order, emission limitation, emissions reduction measure, or market-based compliance mechanism adopted by the state board pursuant to this division.

(b) (1) Any violation of any rule, regulation, order, emission limitation, emissions reduction measure, or other measure adopted by the state board pursuant to this division may be enjoined pursuant to Section 41513, and the violation is subject to those penalties set forth in Article 3 (commencing with Section 42400) of Chapter 4 of Part 4 of, and Chapter 1.5 (commencing with Section 43025) of Part 5 of, Division 26.

(2) Any violation of any rule, regulation, order, emission limitation, emissions reduction measure, or other measure adopted by the state board pursuant to this division shall be deemed to result in an emission of an air contaminant for the purposes of the penalty provisions of Article 3 (commencing with Section 42400) of Chapter 4 of Part 4 of, and Chapter 1.5 (commencing with Section 43025) of Part 5 of, Division 26.

(3) The state board may develop a method to convert a violation of any rule, regulation, order, emission limitation, or other emissions reduction measure adopted by the state board pursuant to this division into the number of days in violation, where appropriate, for the purposes of the penalty provisions of Article 3 (commencing with Section 42400) of Chapter 4 of Part 4 of, and Chapter 1.5 (commencing with Section 43025) of Part 5 of, Division 26.

(c) Section 42407 and subdivision (i) of Section 42410 shall not apply to this part.

#### PART 7. MISCELLANEOUS PROVISIONS

38590. If the regulations adopted pursuant to Section 43018.5 do not remain in effect, the state board shall implement alternative regulations to control mobile sources of greenhouse gas emissions to achieve equivalent or greater reductions.

38591. (a) The state board, by July 1, 2007, shall convene an environmental justice advisory committee, of at least three members, to advise it in developing the scoping plan pursuant to Section 38561 and any other pertinent matter in implementing this division. The advisory committee shall be comprised of representatives from communities in the state with the most significant exposure to air pollution, including, but not limited to, communities with minority populations or low-income populations, or both.

(b) The state board shall appoint the advisory committee members from nominations received from environmental justice organizations and community groups.

(c) The state board shall provide reasonable per diem for attendance at advisory committee meetings by advisory committee members from nonprofit organizations.

(d) The state board shall appoint an Economic and Technology Advancement Advisory Committee to advise the state board on activities that will facilitate investment in and implementation of technological research and development opportunities, including, but not limited to, identifying new technologies, research, demonstration projects, funding opportunities, developing state, national, and international partnerships and technology transfer opportunities, and identifying and assessing research and advanced technology investment and incentive opportunities that will assist in the reduction of greenhouse gas emissions. The committee may also advise the state board on state, regional, national, and

international economic and technological developments related to greenhouse gas emission reductions.

38592. (a) All state agencies shall consider and implement strategies to reduce their greenhouse gas emissions.

(b) Nothing in this division shall relieve any person, entity, or public agency of compliance with other applicable federal, state, or local laws or regulations, including state air and water quality requirements, and other requirements for protecting public health or the environment.

38593. (a) Nothing in this division affects the authority of the Public Utilities Commission.

(b) Nothing in this division affects the obligation of an electrical corporation to provide customers with safe and reliable electric service.

38594. Nothing in this division shall limit or expand the existing authority of any district, as defined in Section 39025.

38595. Nothing in this division shall preclude, prohibit, or restrict the construction of any new facility or the expansion of an existing facility subject to regulation under this division, if all applicable requirements are met and the facility is in compliance with regulations adopted pursuant to this division.

38596. The provisions of this division are severable. If any provision of this division or its application is held invalid, that invalidity shall not affect other provisions or applications that can be given effect without the invalid provision or application.

38597. The state board may adopt by regulation, after a public workshop, a schedule of fees to be paid by the sources of greenhouse gas emissions regulated pursuant to this division, consistent with Section 57001. The revenues collected pursuant to this section, shall be deposited into the Air Pollution Control Fund and are available upon appropriation, by the Legislature, for purposes of carrying out this division.

38598. (a) Nothing in this division shall limit the existing authority of a state entity to adopt and implement greenhouse gas emissions reduction measures.

(b) Nothing in this division shall relieve any state entity of its legal obligations to comply with existing law or regulation.

38599. (a) In the event of extraordinary circumstances, catastrophic events, or threat of significant economic harm, the Governor may adjust the applicable deadlines for individual regulations, or for the state in the aggregate, to the earliest feasible date after that deadline.

(b) The adjustment period may not exceed one year unless the Governor makes an additional adjustment pursuant to subdivision (a).

(c) Nothing in this section affects the powers and duties established in the California Emergency Services Act (Chapter 7 (commencing with Section 8550) of Division 1 of Title 2 of the Government Code).

(d) The Governor shall, within 10 days of invoking subdivision (a), provide written notification to the Legislature of the action undertaken.

SEC. 2 No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because the only costs that

may be incurred by a local agency or school district will be incurred because this act creates a new crime or infraction, eliminates a crime or infraction, or changes the penalty for a crime or infraction, within the meaning of Section 17556 of the Government Code, or changes the definition of a crime within the meaning of Section 6 of Article XIII B of the California Constitution.

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CONCURRENCE IN SENATE AMENDMENTS  
 AB 32 (Nunez)  
 As Amended August 30, 2006  
 Majority vote

ASSEMBLY:	50-27	(April 11,	SENATE:	23-14	(August 30,
		2005)			2006)

Original Committee Reference: NAT. RES.

SUMMARY : Enacts the Global Warming Act of 2006 (Act), which creates a statewide greenhouse gas (GHG) emission limit that would reduce emissions by 25% by 2020.

The Senate amendments delete the Assembly version of this bill, and instead enact the Act, which does all of the following:

- 1) Requires, on or before January 1, 2008, the state Air Resources Board (ARB) to adopt regulations requiring GHG emission sources to monitor and report their emissions to the ARB, and specifies detailed criteria for the adoption and compliance with those regulations.
- 2) Requires, on or before January 1, 2008, ARB to adopt a statewide emissions limit on GHG emissions, specifies both a process and criteria for the adoption of the limit, and provides that the limit shall remain in effect after 2020 until otherwise amended or repealed.
- 3) Requires ARB to adopt the maximum feasible and cost-effective reductions in GHG emissions for sources and categories of sources subject to the Act, in accordance with the following schedule:
  - a) On or before July 1, 2007, ARB shall adopt a list of those discrete early action emission reduction measures that can be achieved prior to the adoption of market-based compliance mechanisms and other measures and limits under the bill's provisions;
  - b) On or before January 1, 2010, ARB shall adopt and enforce those measures on the list described above in order to achieve the maximum technologically feasible and

cost-effective reductions of greenhouse gases;

- c) On or before January 1, 2009, ARB shall prepare and adopt a rulemaking scoping plan for the rules and regulations it is required to adopt pursuant to the bill's provisions, and shall comply with specified criteria in developing and adopting the plan. ARB is required to update the plan every five years;
  - d) States that, on or before January 1, 2011, ARB shall adopt GHG emission limits and measures to achieve the maximum feasible and cost-effective reductions in GHG emissions in furtherance of the GHG emission limit;
  - e) In adopting the regulations described in d) above, ARB may adopt a so-called "cap and trade" system (i.e. "a system of market-based declining annual aggregate emission limits" as described in the bill), provided it complies with specified conditions prior to authorizing the use of those mechanisms;
  - f) In adopting the regulations described in d) above, ARB may adopt market-based compliance mechanisms and specifies conditions and criteria for the adoption and use of those mechanisms;
  - g) In adopting regulations, requires ARB to take into account environmental justice, equitable distribution of emission reductions, best available scientific and economic information, and other factors; and,
  - h) Provides that ARB shall consult with various other state agencies that have jurisdiction over utilities and other sources of GHG emissions in order to minimize any overlap among those agencies.
- 4) Authorizes ARB to impose administrative, civil, and/or criminal penalties consistent with its authority under air quality statutes for violations of any rule, regulation, order, or standard adopted by the board pursuant to the bill's provisions.
- 5) Authorizes the Governor to adjust applicable deadlines for individual regulations, or for the state in aggregate, to the earliest feasible date in the event of extraordinary

circumstances, catastrophic events, or significant economic harm, limits that adjustment to one year in duration, specifies procedures for notifying the public and provides that this provision does not affect the Governor's authority under the Emergency Services Act.

- 6) Requires ARB to establish an environmental justice advisory committee and an economic and technology advisory committee for the purposes of advising the board on implementation of the bill's provisions, and specifies appointment processes and procedures for those committees.
- 7) Provides that if the regulations adopted pursuant to AB 1493 (Pavley), Chapter 200, Statutes of 2002, to reduce GHG emissions from vehicular sources do not remain in effect, the board shall adopt alternative regulations that achieve the equivalent or greater reductions.
- 8) Requires all state agencies to consider and implement GHG emission reduction strategies, and provides that nothing in the bill affects the authority of any other state agency to reduce GHG emissions, the authority of air districts, the authority of the California Public Utilities Commission, or utilities' obligation to provide electric service.
- 9) Authorizes ARB to adopt a schedule of fees to pay for the costs of implementing the program established pursuant to the bill's provisions.
- 10) Provides that the provisions of the bill are severable.
- 11) Makes detailed findings and declarations relative to the economic and environmental effects of global warming and climate change.
- 12) Establishes definitions of terms used under the bill.

EXISTING LAW :

- 1) Establishes the California Climate Action Registry (Registry) as a nonprofit public benefit corporation to voluntarily record and register GHG emissions reductions made by

- 2) Requires the Registry to provide referrals to approved providers for advice on designing programs to establish emissions baselines and to monitor and track GHG emissions, establishing emissions reduction goals, and designing and implementing organization-specific plans that improve energy efficiency or utilize renewable energy, or both, and that are capable of achieving emission reduction targets.
- 3) Requires the Registry to perform various functions, including among other things, adopting standards for verifying emissions reductions, adopting a list of approved auditors that verify emission reductions, establishing emissions reduction targets, designing and implementing efficiency improvement plans, maintaining a record of all emission baselines and reductions, and recognizing, publicizing, and promoting entities that participate in the Registry.
- 4) Requires the Registry to adopt procedures and protocols for the various offsets that a participant can use to mitigate emissions.
- 5) Requires the Registry to adopt procedures and protocols for the monitoring, estimating, calculating, reporting, and certifying of carbon stores and carbon dioxide emissions resulting from the conservation and conservation-based management of native forest reservoirs in California, so that participants can include those conservation activities in registered emissions results.

AS PASSED BY THE ASSEMBLY , this bill expanded the responsibilities of the Registry by specifying the Registry work in coordination with the California Environmental Protection Agency and the State Energy Resources Conservation and Development Commission to adopt procedures and protocols on greenhouse gas emissions for oil and natural gas exploration, extraction, processing, refining, transmission, and distribution and cement production and municipal solid waste and industrial waste hauling and disposal.

FISCAL EFFECT : Unknown

COMMENTS : According to the author, global climate change pose a serious threat to California's economic well being, public

health, and environment if aggressive actions to reduce GHG emissions are not taken soon.

This bill would create a statewide GHG emissions limit that would reduce emission 25% by 2020. It establishes a mandatory

reporting system to track and monitor greenhouse gas emission levels and institutes a limit on GHG emissions, requiring emission reductions in California to 1990 levels by the year 2020.

The bill also directs ARB to develop a regulatory framework of emission reduction measures, which may include multi-sector market-based compliance options. The bill also provides a clear path by authorizing ARB to design the rules under which a cap-and-trade program could emerge to help meet the 2020 limit by 2011.

The bill also allows the Governor to suspend the provisions of the bill for up to one year under extraordinary circumstances or threat of significant economic harm and continues the Governor's Climate Action Team created by the Governor's Executive Order in 2005.

The bill reflects an historic agreement between the Legislature and the Governor on GHG reduction.

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Analysis Prepared by : Kyra Emanuels Ross / NAT. RES. / (916)  
319-2092

FN: 0017732

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AMENDED IN SENATE MAY 2, 2007

AMENDED IN SENATE APRIL 17, 2007

**SENATE BILL**

**No. 375**

**Introduced by Senator Steinberg**

February 21, 2007

An act to amend Sections 65070, ~~65072~~, 65074, 65080, 65080.5, 65081.3, 65082, ~~65086.5~~, 65088.1, and 65088.4 of, *and* to add Sections 14522.1, 14522.2, ~~14522.3~~, ~~14522.4~~, 14522.5, and 65086.6 to, ~~and to add Chapter 2.68 (commencing with Section 65089.60) to Division 1 of Title 7 of,~~ the Government Code, and to add Chapter 4.2 (commencing with Section 21155) to Division 13 of the Public Resources Code, relating to environmental quality.

LEGISLATIVE COUNSEL'S DIGEST

SB 375, as amended, Steinberg. Transportation planning: ~~improved~~ travel *demand* models: preferred growth scenarios: environmental review.

(1) Existing law requires certain transportation planning activities by the Department of Transportation and by designated regional transportation planning agencies, including development of a regional transportation plan. Existing law authorizes the California Transportation Commission, in cooperation with the regional agencies, to prescribe study areas for analysis and evaluation.

This bill would require the commission, by April 1, 2008, to adopt ~~guidelines related to the~~ *for the use of* travel demand models used in the development of regional transportation plans by regional transportation planning agencies. The bill would require a regional transportation planning agency for a region with a population of 800,000 or more to use those guidelines. ~~The bill would specify certain policy~~

choices that a travel demand model shall be capable of evaluating. The bill would require the Department of Transportation to assist the commission, on request, in this regard, and would impose other related requirements.

This bill would also require the regional transportation plan to include a preferred growth scenario, as specified, designed to achieve certain goals for the reduction of vehicle miles traveled in a region. *The bill would require the State Air Resources Board to provide each region with greenhouse gas emission reduction targets for 2020 and 2050 by an unspecified date, and would require the preferred growth scenario to inventory the region's emission of those gasses and establish measures to reduce those emissions consistent with the targets.* The bill would require certain transportation planning and programming activities by regional agencies ~~and the department~~ to be consistent with the preferred growth scenario, including the programming of transportation projects in the regional transportation improvement program ~~and the federal transportation improvement program, the preparation of project study reports for projects not included in the state transportation improvement program,~~ and the implementation of ~~urban infill~~ opportunity zones, among other things.

Because the bill would impose additional duties on local agencies, it would impose a state-mandated local program.

(2) The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.

This bill would require the environmental document prepared pursuant to CEQA to only examine the significant or potentially significant project specific impacts of a project located in a local jurisdiction that has amended its general plan so that the land use, circulation, housing, and open-space elements of the general plan are consistent with the preferred growth scenario most recently adopted by the metropolitan planning organization, pursuant to the requirements specified in the

bill, if the project is a residential project or a residential or mixed use project, ~~an infill~~ a project *on an infill site*, and located within an urbanized area.

~~The bill would authorize a city or county that is in a jurisdiction that has amended its general plan, as provided above, if the plan meets certain requirements and the plan is adopted using a specified planning process:~~

The bill would provide that no additional review is required pursuant to CEQA for a project if the legislative body of a local jurisdiction that has amended its general plan, as provided above, finds, after conducting a public hearing, that the project meets certain criteria and is declared to be a sustainable communities project.

The bill would also authorize the legislative body of such a local jurisdiction within an urbanized area to adopt traffic mitigation policies for future residential projects. The bill would exempt a residential project seeking a land use approval from compliance with additional mitigation measures for traffic impacts, if the local jurisdiction that has adopted that traffic mitigation policies.

~~(3) The Housing and Emergency Shelter Trust Fund Act of 2006, approved by the voters as Proposition 1C in the November 2006 general election, authorizes the issuance of \$2.85 billion in general obligation bonds for various existing housing programs, capital outlay related to infill development, and other purposes. The Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006, approved by the voters as Proposition 84 in the November 2006 general election, authorizes the issuance of \$5.388 billion in general obligation bonds for various public resources projects, including \$90,000,000 for planning grants and planning incentives for the development of regional and local land use plans that are designed to promote water conservation, reduce automobile use and fuel consumption, encourage greater infill and compact development, protect natural resources and agricultural lands, and revitalize urban and community centers.~~

~~This bill would provide that up to \$20 million available from these bonds for smart growth planning and incentives shall be made available, upon appropriation by the Legislature, as grants to transportation planning agencies for transportation planning model improvements, for allocation by the California Transportation Commission in consultation with the Department of Transportation:~~

~~(4)~~

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

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to these statutory provisions.

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

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

1 SECTION 1. The Legislature finds and declares all of the  
2 following:

3 (a) The transportation sector contributes over 40 percent of the  
4 greenhouse gas emissions in the State of California; vehicles alone  
5 contribute 35 percent. The transportation sector is the single largest  
6 contributor of greenhouse gases of any sector.

7 (b) In 2006, the Legislature passed and the Governor signed  
8 Assembly Bill 32 (Chapter 488 of the Statutes of 2006; hereafter  
9 AB 32), which requires the State of California to reduce its  
10 greenhouse gas emissions to 1990 levels no later than 2020. In  
11 1990, greenhouse gas emissions from vehicles were approximately  
12 73 million metric tons, but by 2006 these emissions had increased  
13 to approximately 100 million metric tons.

14 (c) Greenhouse gas emissions from vehicles can be substantially  
15 reduced by ~~the AB 32 vehicle standards and by the adoption~~ *new*  
16 *vehicle technology and by the increased use* of low carbon fuel  
17 ~~standards~~. However, even taking these measures into account, it  
18 will be necessary to achieve significant additional greenhouse gas  
19 reductions from changed land use patterns and improved  
20 transportation. Without significant changes in land use and  
21 transportation policy, California will not be able to achieve the  
22 goals of AB 32.

23 (d) In addition, vehicles account for 50 percent of air pollution  
24 in California and \_\_\_ percent of its consumption of petroleum.  
25 Changes in land use and transportation policy will provide  
26 significant assistance to California's goals to implement the federal  
27 and state Clean Air Acts and to reduce its dependence on  
28 petroleum.

1 ~~(e) It is essential that transportation planning and environmental~~  
2 ~~review processes under the California Environmental Quality Act~~  
3 ~~reflect the environmental necessity to change land use and~~  
4 ~~transportation policies to encourage reductions in greenhouse gas~~  
5 ~~emissions, air pollution, and petroleum consumption.~~

6 ~~(f) The recently enacted federal Safe, Accountable, Flexible,~~  
7 ~~Efficient Transportation Equity Act: A Legacy for Users~~  
8 ~~(SAFETEA-LU) requires the evaluation of the economic~~  
9 ~~development impacts of transportation plans by the Department~~  
10 ~~of Transportation and regional transportation planning agencies.~~

11 ~~(g) Current planning models and analytical techniques used for~~  
12 ~~making transportation infrastructure decisions and for air quality~~  
13 ~~planning should be enhanced to better assess the effects of policy~~  
14 ~~choices, such as encouraging more compact residential~~  
15 ~~development patterns, expanding transit service and accessibility,~~  
16 ~~creating more walkable communities with housing, retail, and~~  
17 ~~commercial development, and implementing economic incentives~~  
18 ~~and disincentives such as tolls, transit pricing, and parking charges.~~

19 *(e) Current planning models and analytical techniques used for*  
20 *making transportation infrastructure decisions and for air quality*  
21 *planning should be able to assess the effects of policy choices,*  
22 *such as residential development patterns, expanded transit service*  
23 *and accessibility, the walkability of communities, and the use of*  
24 *economic incentives and disincentives such as tolls, transit pricing,*  
25 *and parking charges.*

26 SEC. 2. Section 14522.1 is added to the Government Code, to  
27 read:

28 14522.1. (a) The commission, *in consultation with the State*  
29 *Air Resources Board*, shall adopt guidelines for the ~~disbursement~~  
30 ~~of state transportation funding related to the travel use of travel~~  
31 demand models used in the development of regional transportation  
32 plans by regional transportation planning agencies designated  
33 pursuant to Section 29532. The preparation of the guidelines shall  
34 include the formation of an advisory committee that shall include  
35 representatives of the regional transportation planning agencies,  
36 the department, organizations knowledgeable in the creation and  
37 use of travel demand models, and organizations concerned with  
38 the impacts of transportation investments on communities and the  
39 environment. The commission shall hold two workshops on the  
40 guidelines, one in northern California and one in Southern

1 California. The workshops shall be incorporated into regular  
2 commission meetings.

3 (b) The department shall assist the commission in the preparation  
4 of the guidelines, if requested to do so by the commission.

5 (c) *The guidelines shall, at a minimum and to the extent*  
6 *practicable, require that the models do all of the following:*

7 (1) *Account for the relationship between land use density and*  
8 *household vehicle ownership and vehicle miles traveled in a way*  
9 *that is consistent with statistical research.*

10 (2) *Account for the impact of enhanced transit service levels on*  
11 *household vehicle ownership and vehicle miles traveled.*

12 (3) *Account for induced travel and induced land development*  
13 *resulting from highway or passenger rail expansion.*

14 (4) *Include mode split models that allocate trips between*  
15 *automobile, transit, carpool, and bicycle and pedestrian trips. If*  
16 *a travel demand model is unable to forecast bicycle and pedestrian*  
17 *trips, another means may be used to estimate those trips.*

18 (e)

19 (d) The guidelines shall be adopted on or before April 1, 2008.

20 SEC. 3. Section 14522.2 is added to the Government Code, to  
21 read:

22 14522.2. (a) The guidelines adopted pursuant to Section  
23 14522.1 shall apply to a regional transportation planning agency  
24 for a region with a population of 800,000 or more as of the most  
25 recent decennial census. In the Counties of Imperial, Los Angeles,  
26 Orange, Riverside, San Bernardino, and Ventura, that agency shall  
27 be the agency described in Section 130004 of the Public Utilities  
28 Code.

29 (b) A regional transportation planning agency for a region with  
30 a population of less than 800,000 as of the most recent decennial  
31 census may, at its discretion, follow the guidelines.

32 (c) *A regional transportation planning agency shall disseminate*  
33 *the methodology, results, and key assumptions of whichever travel*  
34 *demand model it uses in a way that would be useable and*  
35 *understandable to the public.*

36 ~~SEC. 4. Section 14522.3 is added to the Government Code, to~~  
37 ~~read:~~

38 ~~14522.3. The commission guidelines shall require, at a~~  
39 ~~minimum, that the travel demand models described in Section~~

1 14522.1 shall be capable, to the extent practicable, of evaluating  
2 at least the following policy choices:

3 (a) ~~Account for travel demands during at least four time intervals~~  
4 ~~during the day.~~

5 (b) ~~Account for induced travel and induced land development~~  
6 ~~resulting from highway or passenger rail expansion.~~

7 (c) ~~Include mode split models that allocate trips between~~  
8 ~~automobile, transit, carpool, and bicycle and pedestrian trips. If a~~  
9 ~~travel demand model is unable to forecast bicycle and pedestrian~~  
10 ~~trips, another means may be used to estimate those trips.~~

11 (d) ~~Residential land use densification.~~

12 (e) ~~Proximity of residential areas to centers of employment.~~

13 (f) ~~Account for the relationship between land use density and~~  
14 ~~household motor vehicle ownership and vehicle miles traveled in~~  
15 ~~a way that is consistent with statistical research.~~

16 (g) ~~Account for the impact of enhanced transit service levels~~  
17 ~~on reducing overall vehicular travel and car ownership.~~

18 (h) ~~Mixed land uses.~~

19 (i) ~~Parking charges and parking cashout.~~

20 (j) ~~Peak period freeway tolls.~~

21 (k) ~~Twenty-four hour freeway tolls.~~

22 (l) ~~A freight travel model and a commodity flows travel model~~  
23 ~~may be included in the travel models, if those models are~~  
24 ~~appropriate to the region.~~

25 ~~SEC. 5. Section 14522.4 is added to the Government Code, to~~  
26 ~~read:~~

27 ~~14522.4. A regional transportation planning agency described~~  
28 ~~in subdivision (a) of Section 14522.2 shall demonstrate in its~~  
29 ~~regional transportation plan the extent to which its regional travel~~  
30 ~~demand models assist other public agencies to evaluate large~~  
31 ~~private and public land development projects, including accounting~~  
32 ~~for the impacts of density and mixed land uses on travel.~~

33 ~~SEC. 6.~~

34 ~~SEC. 4. Section 14522.5 is added to the Government Code, to~~  
35 ~~read:~~

36 ~~14522.5. A regional transportation planning agency described~~  
37 ~~in subdivision (a) of Section 14522.2 shall report to the commission~~  
38 ~~on how the regional travel demand model supports corridor~~  
39 ~~planning and small area planning, at the time the regional~~

1 transportation plan is submitted to the commission and department  
2 pursuant to Section 65080.

3 ~~SEC. 7.~~

4 ~~SEC. 5.~~ Section 65070 of the Government Code is amended  
5 to read:

6 65070. (a) The Legislature finds and declares, consistent with  
7 Section 65088, that it is in the interest of the State of California to  
8 have an integrated state and regional transportation planning  
9 process. It further finds that federal law mandates the development  
10 of a state and regional long-range transportation plan as a  
11 prerequisite for receipt of federal transportation funds. It is the  
12 intent of the Legislature that the preparation of these plans shall  
13 be a cooperative process involving local and regional government,  
14 members of the public, transit operators, congestion management  
15 agencies, and the goods movement industry and that the process  
16 be a continuation of activities performed by each entity and be  
17 performed without any additional cost.

18 (b) The Legislature further finds and declares that the last  
19 attempt to prepare a California Transportation Plan occurred  
20 between 1973 and 1977 and resulted in the expenditure of over  
21 eighty million dollars (\$80,000,000) in public funds and did not  
22 produce a usable document. As a consequence of that, the  
23 Legislature delegated responsibility for long-range transportation  
24 planning to the regional planning agencies and adopted a  
25 seven-year programming cycle instead of a longer range planning  
26 process for the state.

27 (c) The Legislature further finds and declares that the  
28 Transportation Blueprint for the Twenty-First Century (Chapters  
29 105 and 106 of the Statutes of 1989) is a long-range state  
30 transportation plan that includes a financial plan and a continuing  
31 planning process through the preparation of congestion  
32 management plans and regional transportation plans, and identifies  
33 major interregional road networks and passenger rail corridors for  
34 the state.

35 ~~SEC. 8.~~ ~~Section 65072 of the Government Code is amended~~  
36 ~~to read:~~

37 ~~65072.~~ ~~The California Transportation Plan shall include all of~~  
38 ~~the following:~~

39 ~~(a) A policy element that describes the state's transportation~~  
40 ~~policies and system performance objectives. These policies and~~

1 objectives shall be consistent with legislative intent described in  
 2 Sections 14000, 14000.5, and 65088. For the plan to be submitted  
 3 in December 1993, the policy element shall address any  
 4 opportunities for changes or additions to state legislative policy  
 5 direction or statute.

6 (b) ~~A strategies element that shall incorporate the broad system~~  
 7 ~~concepts and strategies synthesized from the adopted regional~~  
 8 ~~transportation plans prepared pursuant to Section 65080 and that~~  
 9 ~~is consistent with the preferred growth scenarios in those plans.~~  
 10 ~~The California Transportation Plan shall not be project specific.~~

11 (c) ~~A recommendations element that includes economic forecasts~~  
 12 ~~and recommendations to the Legislature and the Governor to~~  
 13 ~~achieve the plan's broad system concepts, strategies, and~~  
 14 ~~performance objectives.~~

15 ~~SEC. 9.~~

16 ~~SEC. 6.~~ Section 65074 of the Government Code is amended  
 17 to read:

18 65074. The Department of Transportation shall prepare, in  
 19 cooperation with the metropolitan planning agencies, a federal  
 20 transportation improvement program in accordance with subsection  
 21 (f) of Section 135 of Title 23 of the United States Code. The federal  
 22 transportation improvement program shall be submitted by the  
 23 department to the United States Secretary of Transportation, by  
 24 October 1 of each even-numbered year. The projects and  
 25 improvements identified in that plan shall be consistent with the  
 26 ~~preferred growth scenarios~~ *regional transportation plans* adopted  
 27 by the metropolitan planning organizations pursuant to Section  
 28 65080.

29 ~~SEC. 10.~~

30 ~~SEC. 7.~~ Section 65080 of the Government Code is amended  
 31 to read:

32 65080. (a) Each transportation planning agency designated  
 33 under Section 29532 or 29532.1 shall prepare and adopt a regional  
 34 transportation plan directed at achieving a coordinated and balanced  
 35 regional transportation system, including, but not limited to, mass  
 36 transportation, highway, railroad, maritime, bicycle, pedestrian,  
 37 goods movement, and aviation facilities and services. The plan  
 38 shall be action-oriented and pragmatic, considering both the  
 39 short-term and long-term future, and shall present clear, concise  
 40 policy guidance to local and state officials. The regional

1 transportation plan shall consider factors specified in Section 134  
2 of Title 23 of the United States Code. Each transportation planning  
3 agency shall consider and incorporate, as appropriate, the  
4 transportation plans of cities, counties, districts, private  
5 organizations, and state and federal agencies.

6 (b) The regional transportation plan shall include all of the  
7 following:

8 (1) A policy element that describes the transportation issues in  
9 the region, identifies and quantifies regional needs, and describes  
10 the desired short-range and long-range transportation goals, and  
11 pragmatic objective and policy statements. The objective and policy  
12 statements shall be consistent with the funding estimates of the  
13 financial element. The policy element of transportation planning  
14 agencies with populations that exceed 200,000 persons may  
15 quantify a set of indicators including, but not limited to, all of the  
16 following:

17 (A) Measures of mobility and traffic congestion, including, but  
18 not limited to, vehicle hours of delay per capita and vehicle miles  
19 traveled per capita.

20 (B) Measures of road and bridge maintenance and rehabilitation  
21 needs, including, but not limited to, roadway pavement and bridge  
22 conditions.

23 (C) Measures of means of travel, including, but not limited to,  
24 percentage share of all trips (work and nonwork) made by all of  
25 the following:

26 (i) Single occupant vehicle.

27 (ii) Multiple occupant vehicle or carpool.

28 (iii) Public transit including commuter rail and intercity rail.

29 (iv) Walking.

30 (v) Bicycling.

31 (D) Measures of safety and security, including, but not limited  
32 to, total injuries and fatalities assigned to each of the modes set  
33 forth in subparagraph (C).

34 (E) Measures of equity and accessibility, including, but not  
35 limited to, percentage of the population served by frequent and  
36 reliable public transit, with a breakdown by income bracket, and  
37 percentage of all jobs accessible by frequent and reliable public  
38 transit service, with a breakdown by income bracket.

1 (F) The requirements of this section may be met utilizing  
2 existing sources of information. No additional traffic counts,  
3 household surveys, or other sources of data shall be required.

4 (2) (A) A preferred growth scenario that (i) identifies areas  
5 within the region sufficient to house all the population of the region  
6 including all economic segments of the population over the course  
7 of the planning period taking into account net migration into the  
8 region, population growth, household formation and employment  
9 growth; (ii) identifies significant resource land and significant  
10 farmland and ~~excludes these lands from the preferred growth~~  
11 ~~scenario to the greatest extent feasible; and (iii) complies from~~  
12 ~~development areas in the preferred growth scenario all publicly~~  
13 ~~owned parks, open space, and easement lands; open-space or~~  
14 ~~habitat areas protected by natural community conservation plans,~~  
15 ~~habitat conservation plans, or other adopted natural resource~~  
16 ~~protection plans; and, to the greatest extent feasible, other~~  
17 ~~significant resource lands and significant farmlands; and (iii) will~~  
18 ~~allow the plan to comply with section Section 176 of the federal~~  
19 ~~Clean Air Act (42 U.S.C. Sec. 7506).~~

20 (A) ~~For transportation planning agencies with populations that~~  
21 ~~exceed 200,000 persons, the preferred growth scenario shall~~  
22 ~~identify locations for new housing, employment centers, and~~  
23 ~~commercial centers that, together with additional identified transit~~  
24 ~~projects, will achieve a 10 percent reduction of vehicle miles~~  
25 ~~traveled per household in the region by 2020 and a \_\_\_ percent~~  
26 ~~reduction by 2050.~~

27 (B) ~~For other transportation agencies, the preferred growth~~  
28 ~~scenario shall identify locations for new housing, employment~~  
29 ~~centers, and commercial centers that, together with additional~~  
30 ~~identified transit projects, will prevent any increase in vehicle~~  
31 ~~miles traveled over the life of the regional transportation plan and~~  
32 ~~will reduce vehicle miles traveled per household to the greatest~~  
33 ~~extent practicable.~~

34 (B) *No later than \_\_\_\_, the State Air Resources Board shall*  
35 *provide each region with greenhouse gas emission targets for 2020*  
36 *and 2050, respectively, in order to implement Chapter 488 of the*  
37 *Statutes of 2006. In making these determinations, the board shall*  
38 *consider greenhouse gas reductions that will be achieved by*  
39 *improved vehicle emission standards, changes in fuel consumption,*  
40 *and other measures it has approved that will reduce greenhouse*

1 *gas emissions in the regions. Consistent with data provided by the*  
2 *board, a preferred growth scenario shall inventory the region's*  
3 *emission of greenhouse gases and establish measures to reduce*  
4 *these emissions by an amount consistent with targets developed*  
5 *by the board.*

6 *(C) A preferred growth scenario shall be consistent with the*  
7 *state planning priorities specified pursuant to Section 65041.1.*

8 ~~(C)~~

9 *(D) A preferred growth scenario does not regulate the use of*  
10 *land, nor shall it be subject to any state review or approval. Nothing*  
11 *in a preferred growth scenario shall be interpreted as superseding*  
12 *or interfering with the exercise of the land use authority of cities*  
13 *and counties within the region.*

14 (3) An action element that describes the programs and actions  
15 necessary to implement the plan and assigns implementation  
16 responsibilities. The action element may describe all projects  
17 proposed for development during the 20-year life of the plan.  
18 *Proposed projects shall be consistent with the preferred growth*  
19 *scenario.*

20 The action element shall consider congestion management  
21 programming activities carried out within the region.

22 (4) (A) A financial element that summarizes the cost of plan  
23 implementation constrained by a realistic projection of available  
24 revenues. The financial element shall also contain  
25 recommendations for allocation of funds. A county transportation  
26 commission created pursuant to Section 130000 of the Public  
27 Utilities Code shall be responsible for recommending projects to  
28 be funded with regional improvement funds, if the project is  
29 consistent with the regional transportation plan. The first five years  
30 of the financial element shall be based on the five-year estimate  
31 of funds developed pursuant to Section 14524. The financial  
32 element may recommend the development of specified new sources  
33 of revenue, consistent with the policy element and action element.

34 (B) The financial element of transportation planning agencies  
35 with populations that exceed 200,000 persons may include a project  
36 cost breakdown for all projects proposed for development during  
37 the 20-year life of the plan that includes total expenditures and  
38 related percentages of total expenditures for all of the following:

39 (i) State highway expansion.

40 (ii) State highway rehabilitation, maintenance, and operations.

- 1 (iii) Local road and street expansion.
- 2 (iv) Local road and street rehabilitation, maintenance, and
- 3 operation.
- 4 (v) Mass transit, commuter rail, and intercity rail expansion.
- 5 (vi) Mass transit, commuter rail, and intercity rail rehabilitation,
- 6 maintenance, and operations.
- 7 (vii) Pedestrian and bicycle facilities.
- 8 (viii) Environmental enhancements and mitigation.
- 9 (ix) Research and planning.
- 10 (x) Other categories.

11 (c) Each transportation planning agency may also include other  
12 factors of local significance as an element of the regional  
13 transportation plan, including, but not limited to, issues of mobility  
14 for specific sectors of the community, including, but not limited  
15 to, senior citizens.

16 (d) Except as otherwise provided in this subdivision, each  
17 transportation planning agency shall adopt and submit, every four  
18 years, an updated regional transportation plan to the California  
19 Transportation Commission and the Department of Transportation.  
20 A transportation planning agency located in a federally designated  
21 air quality attainment area or that does not contain an urbanized  
22 area may at its option adopt and submit a regional transportation  
23 plan every five years. When applicable, the plan shall be consistent  
24 with federal planning and programming requirements and shall  
25 conform to the regional transportation plan guidelines adopted by  
26 the California Transportation Commission. Prior to adoption of  
27 the regional transportation plan, a public hearing shall be held after  
28 the giving of notice of the hearing by publication in the affected  
29 county or counties pursuant to Section 6061.

30 ~~SEC. 11.~~

31 *SEC. 8.* Section 65080.5 of the Government Code is amended  
32 to read:

33 65080.5. (a) For each area for which a transportation planning  
34 agency is designated under subdivision (c) of Section 29532, or  
35 adopts a resolution pursuant to subdivision (c) of Section 65080,  
36 the Department of Transportation, in cooperation with the  
37 transportation planning agency, and subject to subdivision (e),  
38 shall prepare the regional transportation plan, consistent with the  
39 ~~preferred growth scenario requirements of Section 65080~~, and the  
40 updating thereto, for that area and submit it to the governing body

1 or designated policy committee of the transportation planning  
2 agency for adoption. Prior to adoption, a public hearing shall be  
3 held, after the giving of notice of the hearing by publication in the  
4 affected county or counties pursuant to Section 6061. Prior to the  
5 adoption of the regional transportation improvement program by  
6 the transportation planning agency if it prepared the program, the  
7 transportation planning agency shall consider the relationship  
8 between the program and the adopted plan. The adopted plan and  
9 program, and the updating thereto, shall be submitted to the  
10 California Transportation Commission and the department pursuant  
11 to subdivision (b) of Section 65080.

12 (b) In the case of a transportation planning agency designated  
13 under subdivision (c) of Section 29532, the transportation planning  
14 agency may prepare the regional transportation plan for the area  
15 under its jurisdiction pursuant to this chapter, if the transportation  
16 planning agency, prior to July 1, 1978, adopts by resolution a  
17 declaration of intention to do so.

18 (c) In those areas that have a county transportation commission  
19 created pursuant to Section 130050 of the Public Utilities Code,  
20 the multicounty designated transportation planning agency, as  
21 defined in Section 130004 of that code, shall prepare the regional  
22 transportation plan and the regional transportation improvement  
23 program in consultation with the county transportation  
24 commissions.

25 (d) Any transportation planning agency which did not elect to  
26 prepare the initial regional transportation plan for the area under  
27 its jurisdiction, may prepare the updated plan if it adopts a  
28 resolution of intention to do so at least one year prior to the date  
29 when the updated plan is to be submitted to the California  
30 Transportation Commission.

31 (e) If the department prepares or updates a regional  
32 transportation improvement program or regional transportation  
33 plan, or both, pursuant to this section, the state-local share of  
34 funding the preparation or updating of the plan and program shall  
35 be calculated on the same basis as though the preparation or  
36 updating were to be performed by the transportation planning  
37 agency and funded under Sections 99311, 99313, and 99314 of  
38 the Public Utilities Code.

1 ~~SEC. 12.~~

2 *SEC. 9.* Section 65081.3 of the Government Code is amended  
3 to read:

4 65081.3. (a) As a part of its adoption of the regional  
5 transportation plan, the designated county transportation  
6 commission, regional transportation planning agency, or the  
7 Metropolitan Transportation Commission may designate special  
8 corridors, ~~consistent with the preferred growth scenario prepared~~  
9 ~~pursuant to Section 65080~~, which may include, but are not limited  
10 to, adopted state highway routes, which, in consultation with the  
11 Department of Transportation, cities, counties, and transit operators  
12 directly impacted by the corridor, are determined to be of statewide  
13 or regional priority for long-term right-of-way preservation.

14 (b) Prior to designating a corridor for priority acquisition, the  
15 regional transportation planning agency shall do all of the  
16 following:

17 (1) Establish geographic boundaries for the proposed corridor.

18 (2) Complete a traffic survey, including a preliminary  
19 recommendation for transportation modal split, which generally  
20 describes the traffic and air quality impacts of the proposed  
21 corridor.

22 (3) Consider the widest feasible range of possible transportation  
23 facilities that could be located in the corridor and the major  
24 environmental impacts they may cause to assist in making the  
25 corridor more environmentally sensitive and, in the long term, a  
26 more viable site for needed transportation improvements.

27 (c) A designated corridor of statewide or regional priority shall  
28 be specifically considered in the certified environmental impact  
29 report completed for the adopted regional transportation plan  
30 required by the California Environmental Quality Act, which shall  
31 include a review of the environmental impacts of the possible  
32 transportation facilities which may be located in the corridor. The  
33 environmental impact report shall comply with the requirements  
34 of Division 13 (commencing with Section 21000) of the Public  
35 Resources Code and shall include a survey within the corridor  
36 boundaries to determine if there exist any of the following:

37 (1) Rare or endangered plant or animal species.

38 (2) Historical or cultural sites of major significance.

39 (3) Wetlands, vernal pools, or other naturally occurring features.

1 (d) The regional transportation planning agency shall designate  
2 a corridor for priority acquisition only if, after a public hearing, it  
3 finds that the range of potential transportation facilities to be  
4 located in the corridor can be constructed in a manner which will  
5 avoid or mitigate significant environmental impacts or values  
6 identified in subdivision (c), consistent with the California  
7 Environmental Quality Act and the state and federal Endangered  
8 Species Acts.

9 (e) Notwithstanding any other provision of this section, a  
10 corridor of statewide or regional priority may be designated as part  
11 of the regional transportation plan only if it is consistent with  
12 *the preferred growth scenario of the regional transportation plan*  
13 and it has previously been specifically defined in the plan required  
14 pursuant to Section 134 and is consistent with the plan required  
15 pursuant to Section 135 of Title 23 of the United States Code.

16 ~~SEC. 13.~~

17 *SEC. 10.* Section 65082 of the Government Code is amended  
18 to read:

19 65082. (a) (1) A five-year regional transportation improvement  
20 program shall be prepared, adopted, and submitted to the California  
21 Transportation Commission on or before December 15 of each  
22 odd-numbered year thereafter, updated every two years, pursuant  
23 to Sections 65080 and 65080.5 and the guidelines adopted pursuant  
24 to Section 14530.1, to include regional transportation improvement  
25 projects and programs proposed to be funded, in whole or in part,  
26 in the state transportation improvement program. ~~Projects and~~  
27 ~~improvements to be funded shall be consistent with the preferred~~  
28 ~~growth scenario developed pursuant to Section 65080. On and~~  
29 ~~after January 1, 2009, projects and improvements to be funded~~  
30 ~~shall be consistent with regional transportation plans, including~~  
31 ~~the preferred growth scenarios, developed pursuant to Section~~  
32 ~~65080.~~

33 (2) Major projects shall include current costs updated as of  
34 November 1 of the year of submittal and escalated to the  
35 appropriate year, and be listed by relative priority, taking into  
36 account need, delivery milestone dates, and the availability of  
37 funding.

38 (b) Except for those counties that do not prepare a congestion  
39 management program pursuant to Section 65088.3, congestion  
40 management programs adopted pursuant to Section 65089 shall

1 be incorporated into the regional transportation improvement  
2 program submitted to the commission by December 15 of each  
3 odd-numbered year.

4 (c) Local projects not included in a congestion management  
5 program shall not be included in the regional transportation  
6 improvement program. Projects and programs adopted pursuant  
7 to subdivision (a) shall be consistent with the capital improvement  
8 program adopted pursuant to paragraph (5) of subdivision (b) of  
9 Section 65089, and the guidelines adopted pursuant to Section  
10 14530.1.

11 (d) Other projects may be included in the regional transportation  
12 improvement program if listed separately.

13 (e) Unless a county not containing urbanized areas of over  
14 50,000 population notifies the Department of Transportation by  
15 July 1 that it intends to prepare a regional transportation  
16 improvement program for that county, the department shall, in  
17 consultation with the affected local agencies, prepare the program  
18 for all counties for which it prepares a regional transportation plan.

19 (f) The requirements for incorporating a congestion management  
20 program into a regional transportation improvement program  
21 specified in this section do not apply in those counties that do not  
22 prepare a congestion management program in accordance with  
23 Section 65088.3.

24 (g) The regional transportation improvement program may  
25 include a reserve of county shares for providing funds in order to  
26 match federal funds.

27 ~~SEC. 14. Section 65086.5 of the Government Code is amended~~  
28 ~~to read:~~

29 ~~65086.5. (a) To the extent that the work does not jeopardize~~  
30 ~~the delivery of the projects in the adopted state transportation~~  
31 ~~improvement program, the Department of Transportation may~~  
32 ~~prepare a project studies report for capacity-increasing state~~  
33 ~~highway projects that are not included in the state transportation~~  
34 ~~improvement program and that are consistent with an adopted~~  
35 ~~preferred growth scenario. Preparation of the project studies report~~  
36 ~~shall be limited by the resources available to the department for~~  
37 ~~that work, supplemented, as appropriate, by regional or local~~  
38 ~~resources. The project studies report shall include the~~  
39 ~~project-related factors of limits, description, scope, costs, and the~~  
40 ~~amount of time needed for initiating construction.~~

1 (b) Whenever project studies reports are performed by an entity  
2 other than the Department of Transportation, the department shall  
3 review and approve the report.

4 (c) ~~The Department of Transportation may be requested to  
5 prepare a project studies report for a capacity-increasing state  
6 highway project which is being proposed for inclusion in a future  
7 state transportation improvement program. The department shall  
8 have 30 days to determine whether it can complete the requested  
9 report in a timely fashion. If the department determines that it  
10 cannot complete the report in a timely fashion, the requesting entity  
11 may prepare the report. Upon submission of a project studies report  
12 to the department by the entity, the department shall complete its  
13 review and provide its comments to that entity within 60 days from  
14 the date of submission. The department shall complete its review  
15 and final determination of a report which has been revised to  
16 address the department's comments within 30 days following  
17 submission of the revised report.~~

18 (d) ~~The Department of Transportation, in consultation with  
19 representatives of cities, counties, and regional transportation  
20 planning agencies, shall prepare draft guidelines for the preparation  
21 of project studies reports by all entities, including a requirement  
22 that all projects studied shall be consistent with an adopted  
23 preferred growth scenario. The guidelines shall address the  
24 development of reliable cost estimates. The department shall submit  
25 the draft guidelines to the California Transportation Commission  
26 not later than July 1, 1991. The commission shall adopt the final  
27 guidelines not later than October 1, 1991. Guidelines adopted by  
28 the commission shall apply only to project studies reports  
29 commenced after October 1, 1991.~~

30 ~~SEC. 15.~~

31 *SEC. 11.* Section 65086.6 is added to the Government Code,  
32 to read:

33 65086.6. The following definitions apply to terms used in this  
34 chapter:

35 (a) "Significant resource lands" include (1) all publicly owned  
36 parks, open space, and easement lands; (2) open space or habitat  
37 areas protected by natural community conservation plans, habitat  
38 conservation plans, or other adopted natural resource protection  
39 plans; (3) areas designated for open space uses in adopted open  
40 space elements of the local general plan or by local ordinance; (4)

1 habitat for protected species; and (5) floodplains, wetlands, riparian  
2 corridors, vernal ponds, and corridors and open areas needed to  
3 conserve the most regularly occurring keystone or indicator species.

4 (b) "Significant farmland" means farmland that is classified as  
5 prime or unique farmland, or farmland of statewide importance  
6 and is outside all existing spheres of influence as of January 1,  
7 2007.

8 ~~(c) "Vehicle miles traveled" includes all automobile and light  
9 truck vehicle miles traveled within a region except those vehicle  
10 miles traveled for business-to-business deliveries of goods and  
11 vehicle miles traveled for trips that do not originate or end within  
12 the region.~~

13 ~~SEC. 16.~~

14 *SEC. 12.* Section 65088.1 of the Government Code is amended  
15 to read:

16 65088.1. As used in this chapter the following terms have the  
17 following meanings:

18 (a) Unless the context requires otherwise, "regional agency"  
19 means the agency responsible for preparation of the regional  
20 transportation improvement program.

21 (b) Unless the context requires otherwise, "agency" means the  
22 agency responsible for the preparation and adoption of the  
23 congestion management program.

24 (c) "Commission" means the California Transportation  
25 Commission.

26 (d) "Department" means the Department of Transportation.

27 (e) "Local jurisdiction" means a city, a county, or a city and  
28 county.

29 (f) "Parking cash-out program" means an employer-funded  
30 program under which an employer offers to provide a cash  
31 allowance to an employee equivalent to the parking subsidy that  
32 the employer would otherwise pay to provide the employee with  
33 a parking space. "Parking subsidy" means the difference between  
34 the out-of-pocket amount paid by an employer on a regular basis  
35 in order to secure the availability of an employee parking space  
36 not owned by the employer and the price, if any, charged to an  
37 employee for use of that space.

38 A parking cash-out program may include a requirement that  
39 employee participants certify that they will comply with guidelines  
40 established by the employer designed to avoid neighborhood

1 parking problems, with a provision that employees not complying  
2 with the guidelines will no longer be eligible for the parking  
3 cash-out program.

4 (g) “Infill opportunity zone” means a specific area designated  
5 by a city or county, pursuant to subdivision (c) of Section 65088.4,  
6 zoned for new compact residential or mixed use development  
7 within one-third mile of a site with an existing or future rail transit  
8 station, a ferry terminal served by either a bus or rail transit service,  
9 an intersection of at least two major bus routes, or within 300 feet  
10 of a bus rapid transit corridor, in counties with a population over  
11 400,000. An infill opportunity zone shall be consistent with the  
12 preferred growth scenario in the adopted regional transportation  
13 plan. The mixed use development zoning shall consist of three or  
14 more land uses that facilitate significant human interaction in close  
15 proximity, with residential use as the primary land use supported  
16 by other land uses such as office, hotel, health care, hospital,  
17 entertainment, restaurant, retail, and service uses. The transit  
18 service shall have maximum scheduled headways of 15 minutes  
19 for at least 5 hours per day. A qualifying future rail station shall  
20 have broken ground on construction of the station and programmed  
21 operational funds to provide maximum scheduled headways of 15  
22 minutes for at least 5 hours per day.

23 (h) “Interregional travel” means any trips that originate outside  
24 the boundary of the agency. A “trip” means a one-direction vehicle  
25 movement. The origin of any trip is the starting point of that trip.  
26 A round trip consists of two individual trips.

27 (i) “Level of service standard” is a threshold that defines a  
28 deficiency on the congestion management program highway and  
29 roadway system which requires the preparation of a deficiency  
30 plan. It is the intent of the Legislature that the agency shall use all  
31 elements of the program to implement strategies and actions that  
32 avoid the creation of deficiencies and to improve multimodal  
33 mobility.

34 (j) “Multimodal” means the utilization of all available modes  
35 of travel that enhance the movement of people and goods,  
36 including, but not limited to, highway, transit, nonmotorized, and  
37 demand management strategies including, but not limited to,  
38 telecommuting. The availability and practicality of specific  
39 multimodal systems, projects, and strategies may vary by county

1 and region in accordance with the size and complexity of different  
2 urbanized areas.

3 (k) "Performance measure" is an analytical planning tool that  
4 is used to quantitatively evaluate transportation improvements and  
5 to assist in determining effective implementation actions,  
6 considering all modes and strategies. Use of a performance measure  
7 as part of the program does not trigger the requirement for the  
8 preparation of deficiency plans.

9 (l) "Urbanized area" has the same meaning as is defined in the  
10 1990 federal census for urbanized areas of more than 50,000  
11 population.

12 (m) "Bus rapid transit corridor" means a bus service that  
13 includes at least four of the following attributes:

- 14 (1) Coordination with land use planning.
- 15 (2) Exclusive right-of-way.
- 16 (3) Improved passenger boarding facilities.
- 17 (4) Limited stops.
- 18 (5) Passenger boarding at the same height as the bus.
- 19 (6) Prepaid fares.
- 20 (7) Real-time passenger information.
- 21 (8) Traffic priority at intersections.
- 22 (9) Signal priority.
- 23 (10) Unique vehicles.

24 ~~SEC. 17.~~

25 *SEC. 13.* Section 65088.4 of the Government Code is amended  
26 to read:

27 65088.4. (a) It is the intent of the Legislature to balance the  
28 need for level of service standards for traffic with the need to build  
29 infill housing and mixed use commercial developments within  
30 walking distance of mass transit facilities, downtowns, and town  
31 centers and to provide greater flexibility to local governments to  
32 balance these sometimes competing needs.

33 (b) Notwithstanding any other provision of law, level of service  
34 standards described in Section 65089 shall not apply to the streets  
35 and highways within an infill opportunity zone. The city or county  
36 shall do either of the following:

- 37 (1) Include these streets and highways under an alternative  
38 areawide level of service standard or multimodal composite or  
39 personal level of service standard that takes into account both of  
40 the following:

1 (A) The broader benefits of regional traffic congestion reduction  
 2 by siting new residential development within walking distance of,  
 3 and no more than one-third mile from, mass transit stations, shops,  
 4 and services, in a manner that reduces the need for long vehicle  
 5 commutes and improves the jobs-housing balance.

6 (B) Increased use of alternative transportation modes, such as  
 7 mass transit, bicycling, and walking.

8 (2) Approve a list of flexible level of service mitigation options  
 9 that includes roadway expansion and investments in alternate  
 10 modes of transportation that may include, but are not limited to,  
 11 transit infrastructure, pedestrian infrastructure, and ridesharing,  
 12 vanpool, or shuttle programs.

13 (c) The city or county may designate an infill opportunity zone  
 14 by adopting a resolution after determining that the infill opportunity  
 15 zone is consistent with the general plan, any applicable specific  
 16 plan, and any preferred growth scenario adopted pursuant to  
 17 Section 65080. A city or county may not designate an infill  
 18 opportunity zone after December 31, 2009.

19 (d) The city or county in which the infill opportunity zone is  
 20 located shall ensure that a development project shall be completed  
 21 within the infill opportunity zone not more than four years after  
 22 the date on which the city or county adopted its resolution pursuant  
 23 to subdivision (c). If no development project is completed within  
 24 an infill opportunity zone by the time limit imposed by this  
 25 subdivision, the infill opportunity zone shall automatically  
 26 terminate.

27 ~~SEC. 18. Chapter 2.68 (commencing with Section 65089.60)~~  
 28 ~~is added to Division 1 of Title 7 of the Government Code, to read:~~

29  
 30 ~~CHAPTER 2.68. INTEGRATED TRANSPORTATION AND LAND USE~~  
 31 ~~PLANNING~~  
 32

33 ~~65089.60. The Department of Transportation, in partnership~~  
 34 ~~with the agencies described in subdivision (a) of Section 14522.2,~~  
 35 ~~shall develop standards for disseminating the methodology, results,~~  
 36 ~~and key assumptions of the travel demand models in a way that~~  
 37 ~~would be useable and understandable to the public.~~

38 ~~65089.61. The department shall meet at least annually with the~~  
 39 ~~California Transportation Commission and with the agencies~~  
 40 ~~described in subdivision (a) of Section 14522.2 to determine~~

1 whether the models have met the requirements of Section 14522.3  
2 and whether the models need additional revisions due to new  
3 research or new requirements in state or federal law.

4 ~~SEC. 19.~~

5 ~~SEC. 14.~~ Chapter 4.2 (commencing with Section 21155) is  
6 added to Division 13 of the Public Resources Code, to read:

7  
8 CHAPTER 4.2. IMPLEMENTATION OF THE PREFERRED GROWTH  
9 SCENARIO

10  
11 ~~21155.~~ For purposes of this chapter, the following definitions  
12 shall apply:

13 (a) ~~“Central business district” means the historic center of~~  
14 ~~commerce and government for a community, characterized by a~~  
15 ~~compact, cohesive core of previously developed commercial and~~  
16 ~~mixed use buildings, often interspersed with civic, religious, and~~  
17 ~~residential buildings and public spaces, typically along a main~~  
18 ~~street and intersecting side streets and served by public~~  
19 ~~infrastructure. At least two-thirds of the structures in a central~~  
20 ~~business district shall be commercial or commercially zoned~~  
21 ~~buildings and have a pedestrian scale and orientation including~~  
22 ~~those elements as ground floor storefronts and reduced front~~  
23 ~~setbacks.~~

24 (b) ~~“Major arterial corridor” means a surface street of at least~~  
25 ~~four lanes that is within a city, with predominantly developed~~  
26 ~~commercial uses along it, and that serves as a collector for local~~  
27 ~~traffic and as an access to regional or subregional highways and~~  
28 ~~freeways. A major arterial corridor includes both the street, and~~  
29 ~~the land uses adjacent to and in the immediate vicinity of the street.~~

30 (c) ~~“Neighborhood” means a predominantly developed area~~  
31 ~~within a city identified by a commonly used name, possessing~~  
32 ~~commonly acknowledged geographic boundaries and sharing~~  
33 ~~common political, commercial, social, cultural, religious, or~~  
34 ~~educational institutions and having not more than approximately~~  
35 ~~a one-half mile radius.~~

36 (d) ~~“Transit village planning area” means a previously developed~~  
37 ~~area in compliance with Sections 65460.2 and 65460.4 of the~~  
38 ~~Government Code.~~

1 ~~21155.1.~~

2 21155. (a) This chapter applies only within a local jurisdiction  
3 that has amended its general plan so that the land use, circulation,  
4 housing and open space elements of the general plan are consistent  
5 with the preferred growth scenario most recently adopted by the  
6 metropolitan planning organization pursuant to Section 65080 of  
7 the Government Code for the region in which the local government  
8 is located.

9 (b) For purposes of this section, the land use, circulation,  
10 housing and open space elements of the general plan are consistent  
11 with the preferred growth scenario only if all of the following  
12 requirements are met:

13 (1) The land use and housing elements designate housing, retail,  
14 commercial, office, and industrial uses at levels of density and  
15 intensity sufficient to accomplish the goals of the preferred growth  
16 scenario for those locations.

17 (2) The uses for lands identified in the preferred growth scenario  
18 as significant farmlands are limited to agricultural uses, including  
19 processing, packing, worker housing, and other ancillary  
20 agricultural uses.

21 (3) The uses for lands that are identified in the preferred growth  
22 scenario as significant resource lands are consistent with protection  
23 of the resource values of those lands.

24 (4) A local jurisdiction that meets the requirements of this  
25 section is an eligible local jurisdiction for purposes of this chapter.

26 21155.2. An environmental document prepared pursuant to  
27 this division is required to only examine the significant or  
28 potentially significant project specific impacts of a project located  
29 in an eligible local jurisdiction, if an environmental impact report  
30 has been certified on the preferred growth scenario and on the  
31 general plan amendments to conform to the preferred growth  
32 scenario, and the project meets both of the following requirements:

33 (a) The project is a residential project or a residential or mixed  
34 use project consisting of residential uses and primarily  
35 neighborhood-serving goods, services, or retail uses that do not  
36 exceed 25 percent of the total floor area of the project.

37 (b) The project is an ~~infill project~~ *on an infill site* located within  
38 an urbanized area.

1     ~~21155.3 (a) A city or county that is an eligible local jurisdiction~~  
2 ~~may adopt a neighborhood plan, if the plan meets all the following~~  
3 ~~requirements:~~

4     ~~(1) The planning area is located in a neighborhood, central~~  
5 ~~business district, transit village planning area, or major arterial~~  
6 ~~corridor.~~

7     ~~(2) The plan provides that the land uses in the plan area are~~  
8 ~~predominantly housing.~~

9     ~~(3) The plan specifies the location, height, and approximate~~  
10 ~~square footage and footprint of buildings; the building intensity;~~  
11 ~~the maximum number of residential units; a range of square feet~~  
12 ~~for retail or offices uses; and the areas dedicated for open space~~  
13 ~~and recreation.~~

14     ~~(4) The plan contains a parking strategy and may include~~  
15 ~~provisions for shared parking facilities.~~

16     ~~(5) The plan provides that pedestrians in the area have~~  
17 ~~convenient access to a major transit stop, either existing or as a~~  
18 ~~feature of the plan.~~

19     ~~(6) The residential density of the plan area is at least equal to~~  
20 ~~the applicable density level provided in subparagraph (B) of~~  
21 ~~paragraph (3) of subdivision (c) of Section 65583.2 of the~~  
22 ~~Government Code.~~

23     ~~(7) The plan prevents no loss in the number of affordable~~  
24 ~~housing units within the plan area.~~

25     ~~(8) The plan contains provisions to mitigate the displacement~~  
26 ~~of low-income and very low-income persons resulting from~~  
27 ~~implementation of the plan.~~

28     ~~(b) A city or county that adopts a neighborhood plan pursuant~~  
29 ~~to this section shall adopt the plan using a planning process that~~  
30 ~~complies with all of the following:~~

31     ~~(1) The city or county shall provide residents of the plan area~~  
32 ~~and the surrounding area with all legally required notices.~~

33     ~~(2) The city or county shall conduct a public outreach program~~  
34 ~~that includes, at least, public notices, fact sheets, workshops and~~  
35 ~~information meetings within the plan area and written materials~~  
36 ~~in languages commonly spoken in the plan area and the surrounding~~  
37 ~~area.~~

38     ~~(3) All notices, fact sheets, workshops, and information meetings~~  
39 ~~shall inform area residents of the proposed contents of the plan.~~

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AMENDED IN ASSEMBLY APRIL 23, 2007

AMENDED IN ASSEMBLY MARCH 29, 2007

CALIFORNIA LEGISLATURE—2007—08 REGULAR SESSION

**ASSEMBLY BILL**

**No. 842**

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**Introduced by Assembly Member Jones  
(Principal coauthors: Assembly Members DeSaulnier and Lieu)**

February 22, 2007

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An act to add Section 14522.5 to the Government Code, to amend Sections 53545 and 53563 of, and to add Section 53545.2 to, the Health and Safety Code, ~~and to add Section 75066.5 to the Public Resources Code,~~ relating to local planning.

LEGISLATIVE COUNSEL'S DIGEST

AB 842, as amended, Jones. Regional plans: traffic reduction.

(1) Existing law authorizes the California Transportation Commission to establish guidelines for the preparation of regional transportation plans.

This bill would require the commission to update its guidelines for the preparation of regional transportation plans, including a requirement that each regional transportation plan provide for a 10% reduction in the growth increment of vehicle miles traveled.

(2) Existing law, the Housing and Emergency Shelter Trust Fund Act of 2006, authorizes the issuance of bonds in the amount of \$2,850,000,000 pursuant to the State General Obligation Bond Law. Proceeds from the sale of these bonds are required to be used to finance various existing housing programs, capital outlay related to infill development, brownfield cleanup that promotes infill development, and housing-related parks. The act establishes the Housing and Emergency

Shelter Trust Fund of 2006 in the State Treasury, requires the sum of \$850,000,000 to be deposited in the Regional Planning, Housing, and Infill Incentive Account, which the act establishes in the fund, and makes the money in the account available, upon appropriation, for infill incentive grants for capital outlay related to infill housing development and other related infill development, and for brownfield cleanup that promotes infill housing development and other related infill development consistent with regional and local plans, subject to the conditions and criteria that the Legislature may provide in statute. The act requires the amount of \$300,000,000 to be deposited in the Transit-Oriented Development Account, which the act establishes in the fund, for transfer to the Transit-Oriented Development Implementation Fund, for expenditure, upon appropriation by the Legislature, pursuant to the Transit-Oriented Development Implementation Program established under the act.

This bill would require ~~the sum of \$300,000,000~~ *an unspecified sum* to be made available, upon appropriation, from the Regional Planning, Housing, and Infill Incentive Account to the Department of Housing and Community Development to fund grants to assist agencies of local government in the planning and production of infill housing. ~~The bill would limit the grants to councils of governments that provide the department with a regional land use and transportation planning document that includes a reduction of the growth increment of vehicle miles traveled by not less than 10% for the region, and to counties not within the region of a council of governments that provide the department with a countywide land use and transportation planning document that includes a reduction of the growth increment of vehicle miles traveled by not less than 10% for the county.~~

The bill would *also* require ~~the sum of \$150,000,000~~ *an unspecified sum* to be allocated from the Transit-Oriented Development Account to the Transit-Oriented Development Implementation Program, in the amount of ~~\$100,000,000~~ *an unspecified sum* for loans and ~~\$50,000,000~~ *an unspecified sum* for grants.

~~The bill would require the department to limit grants and loans under the Transit-Oriented Development Implementation Program to councils of governments and counties that provide the department with a regional or countywide land use and transportation planning document that includes a reduction of the growth increment of vehicle miles traveled by not less than a specified percentage for the region or county.~~

~~(3) The Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006 authorizes the issuance of bonds in the amount of \$5,388,000,000 pursuant to the State General Obligation Bond Law. Proceeds from the sale of these bonds are required to be used to fund various public resources projects. Among other things, the act makes available the sum of \$90,000,000 for planning grants and planning incentives, including revolving loan programs and other methods to encourage the development of regional and local land use plans that are designed to promote water conservation, reduce automobile use and fuel consumption, encourage greater infill and compact development, protect natural resources and agricultural lands, and revitalize urban and community centers.~~

~~This bill would require the sum of \$30,000,000 to be made available, upon appropriation, pursuant to certain provisions of the act to councils of governments and counties to fund grants to assist in the development of regional and countywide land use and transportation planning documents. The bill would limit the grants to councils of governments that commit to development of a regional land use and transportation planning document that includes a reduction of the growth increment of vehicle miles traveled by not less than 10% for the region, and to counties not within the region of a council of governments that commit to development of a countywide land use and transportation planning document that includes a reduction of the growth increment of vehicle miles traveled by not less than 10% for the county.~~

~~The bill would require the sum of \$60,000,000 to be made available, upon appropriation, pursuant to certain provisions of the act to the department to provide loans to cities, counties, and cities and counties to assist in conforming general plans, zoning ordinances, and specific project plans to a regional or countywide land use and transportation planning document that includes a reduction of the growth increment of vehicle miles traveled by not less than 10% for the region or county.~~

~~The bill would also require the department, in ranking applications received for infill housing and the Transit-Oriented Development Implementation Program, to award a substantial preference to applications for projects that meet specified criteria.~~

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

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

1 SECTION 1. Section 14522.5 is added to the Government  
2 Code, to read:

3 14522.5. The commission shall update its guidelines for the  
4 preparation of regional transportation plans, including, but not  
5 limited to, a requirement that each regional transportation plan  
6 provide for a 10 percent reduction in the growth increment of  
7 vehicle miles traveled.

8 SEC. 2. Section 53545 of the Health and Safety Code is  
9 amended to read:

10 53545. The Housing and Emergency Shelter Trust Fund of  
11 2006 is hereby created in the State Treasury. The Legislature  
12 intends that the proceeds of bonds deposited in the fund shall be  
13 used to fund the housing-related programs described in this chapter  
14 over the course of the next decade. The proceeds of bonds issued  
15 and sold pursuant to this part for the purposes specified in this  
16 chapter shall be allocated in the following manner:

17 (a) (1) One billion five hundred million dollars (\$1,500,000,000)  
18 to be deposited in the Affordable Housing Account, which is  
19 hereby created in the fund. Notwithstanding Section 13340 of the  
20 Government Code, the money in the account shall be continuously  
21 appropriated in accordance with the following schedule:

22 (A) (i) Three hundred forty-five million dollars (\$345,000,000)  
23 shall be transferred to the Housing Rehabilitation Loan Fund to  
24 be expended for the Multifamily Housing Program authorized by  
25 Chapter 6.7 (commencing with Section 50675) of Part 2. The  
26 priorities specified in Section 50675.13 shall apply to the  
27 expenditure of funds pursuant to this clause.

28 (ii) Fifty million dollars (\$50,000,000) shall be transferred to  
29 the Housing Rehabilitation Loan Fund to be expended under the  
30 Multifamily Housing Program authorized by Chapter 6.7  
31 (commencing with Section 50675) of Part 2 for housing meeting  
32 the definitions in paragraphs (2) and (3) of subdivision (e) of  
33 Section 11139.3 of the Government Code. The department may  
34 provide higher per-unit loan limits as necessary to achieve  
35 affordable housing costs to the target population. Any funds not  
36 encumbered for the purposes of this clause within 30 months of  
37 availability shall revert for general use in the Multifamily Housing  
38 Program.

1 (B) One hundred ninety-five million dollars (\$195,000,000)  
2 shall be transferred to the Housing Rehabilitation Loan Fund to  
3 be expended for the Multifamily Housing Program authorized by  
4 Chapter 6.7 (commencing with Section 50675) of Part 2, to be  
5 used for supportive housing for individuals and households moving  
6 from emergency shelters or transitional housing or those at risk of  
7 homelessness. The Department of Housing and Community  
8 Development shall provide for higher per-unit loan limits as  
9 reasonably necessary to achieve housing costs affordable to those  
10 individuals and households. For purposes of this subparagraph,  
11 “supportive housing” means housing with no limit on length of  
12 stay, that is occupied by the target population, as defined in  
13 subdivision (d) of Section 53260, and that is linked to onsite or  
14 offsite services that assist the tenant to retain the housing, improve  
15 his or her health status, maximize his or her ability to live, and,  
16 when possible, work in the community. The criteria for selecting  
17 projects shall give priority to the following:

18 (i) Supportive housing for people with disabilities who would  
19 otherwise be at high risk of homelessness where the applications  
20 represent collaboration with programs that meet the needs of the  
21 person’s disabilities.

22 (ii) Projects that demonstrate funding commitments from local  
23 governments for operating subsidies or services funding, or both,  
24 for five years or longer.

25 (C) One hundred thirty-five million dollars (\$135,000,000) shall  
26 be transferred to the fund created by subdivision (b) of Section  
27 50517.5 to be expended for the programs authorized by Chapter  
28 3.2 (commencing with Section 50517.5) of Part 2.

29 (D) Three hundred million dollars (\$300,000,000) shall be  
30 transferred to the Self-Help Housing Fund created by Section  
31 50697.1. These funds shall be available to the Department of  
32 Housing and Community Development, to be expended for the  
33 purposes of enabling households to become or remain homeowners  
34 pursuant to the CalHome Program authorized by Chapter 6  
35 (commencing with Section 50650) of Part 2, except ten million  
36 dollars (\$10,000,000) shall be expended for construction  
37 management under the California Self-Help Housing Program  
38 pursuant to subdivision (b) of Section 50696.

39 (E) Two hundred million dollars (\$200,000,000) shall be  
40 transferred to the Self-Help Housing Fund created by Section

1 50697.1. These funds shall be available to the California Housing  
2 Finance Agency, to be expended for the purposes of the California  
3 Homebuyer's Downpayment Assistance Program authorized by  
4 Chapter 11 (commencing with Section 51500) of Part 3. Up to one  
5 hundred million dollars (\$100,000,000) of these funds may be  
6 expended pursuant to subdivision (b) of Section 51504.

7 (F) One hundred million dollars (\$100,000,000) shall be  
8 transferred to the Affordable Housing Innovation Fund, which is  
9 hereby created in the State Treasury, to be administered by the  
10 Department of Housing and Community Development. Funds shall  
11 be expended for competitive grants or loans to sponsoring entities  
12 that develop, own, lend, or invest in affordable housing and used  
13 to create pilot programs to demonstrate innovative, cost-saving  
14 approaches to creating or preserving affordable housing. Specific  
15 criteria establishing eligibility for and use of the funds shall be  
16 established in statute as approved by a two-thirds vote of each  
17 house of the Legislature. Any funds not encumbered for the  
18 purposes set forth in this subparagraph within 30 months of  
19 availability shall revert to the Self-Help Housing Fund created by  
20 Section 50697.1 and shall be available for the purposes described  
21 in subparagraph (D).

22 (G) One hundred twenty-five million dollars (\$125,000,000)  
23 shall be transferred to the Building Equity and Growth in  
24 Neighborhoods Fund to be used for the Building Equity and  
25 Growth in Neighborhoods (BEGIN) Program pursuant to Chapter  
26 14.5 (commencing with Section 50860) of Part 1. Any funds not  
27 encumbered for the purposes set forth in this subparagraph within  
28 30 months of availability shall revert for general use in the  
29 CalHome Program.

30 (H) Fifty million dollars (\$50,000,000) shall be transferred to  
31 the Emergency Housing and Assistance Fund to be distributed in  
32 the form of capital development grants under the Emergency  
33 Housing and Assistance Program authorized by Chapter 11.5  
34 (commencing with Section 50800) of Part 2 of Division 31. The  
35 funds shall be administered by the Department of Housing and  
36 Community Development in a manner consistent with the  
37 restrictions and authorizations contained in Provision 3 of Item  
38 2240-105-0001 of the Budget Act of 2000, except that any  
39 appropriations in that item shall not apply. The competitive system  
40 used by the department shall incorporate priorities set by the

1 designated local boards and their input as to the relative merits of  
2 submitted applications from within the designated local board's  
3 county in relation to those priorities. In addition, the funding  
4 limitations contained in this section shall not apply to the  
5 appropriation in that budget item.

6 (2) The Legislature may, from time to time, amend the  
7 provisions of law related to programs to which funds are, or have  
8 been, allocated pursuant to this subdivision for the purpose of  
9 improving the efficiency and effectiveness of the program, or for  
10 the purpose of furthering the goals of the program.

11 (3) The Bureau of State Audits shall conduct periodic audits to  
12 ensure that bond proceeds are awarded in a timely fashion and in  
13 a manner consistent with the requirements of this subdivision, and  
14 that awardees of bond proceeds are using funds in compliance with  
15 applicable provisions of this subdivision. The first audit shall be  
16 conducted no later than one year from voter approval of this part.

17 (4) In its annual report to the Legislature, the Department of  
18 Housing and Community Development shall report how funds that  
19 were made available pursuant to this subdivision and allocated in  
20 the prior year were expended. The department shall make the report  
21 available to the public on its Internet Web site.

22 (b) Eight hundred fifty million dollars (\$850,000,000) shall be  
23 deposited in the Regional Planning, Housing, and Infill Incentive  
24 Account, which is hereby created in the fund. Funds in the account  
25 shall be available, upon appropriation by the Legislature, and  
26 subject to such other conditions and criteria as the Legislature may  
27 provide in statute, for the following purposes:

28 (1) For infill incentive grants for capital outlay related to infill  
29 housing development and other related infill development,  
30 including, but not limited to, all of the following:

31 (A) No more than two hundred million dollars (\$200,000,000)  
32 for park creation, development, or rehabilitation to encourage infill  
33 development.

34 (B) Water, sewer, or other public infrastructure costs associated  
35 with infill development.

36 (C) Transportation improvements related to infill development  
37 projects.

38 (D) Traffic mitigation.

1 (2) For brownfield cleanup that promotes infill housing  
 2 development and other related infill development consistent with  
 3 regional and local plans.

4 (c) Three hundred million dollars (\$300,000,000) to be deposited  
 5 in the Transit-Oriented Development Account, which is hereby  
 6 created in the fund, for transfer to the Transit-Oriented  
 7 Development Implementation Fund, for expenditure, upon  
 8 appropriation by the Legislature, pursuant to the Transit-Oriented  
 9 Development Implementation Program authorized by Part 13  
 10 (commencing with Section 53560).

11 (d) Two hundred million dollars (\$200,000,000) shall be  
 12 deposited in the Housing Urban-Suburban-and-Rural Parks  
 13 Account, which is hereby created in the fund. Funds in the account  
 14 shall be available upon appropriation by the Legislature for  
 15 housing-related parks grants in urban, suburban, and rural areas,  
 16 subject to the conditions and criteria that the Legislature may  
 17 provide in statute.

18 SEC. 3. Section 53545.2 is added to the Health and Safety  
 19 Code, to read:

20 53545.2. (a) Upon appropriation, the sum of ~~three hundred~~  
 21 ~~million dollars (\$300,000,000)~~ \_\_\_\_\_ dollars (\$\_\_\_\_\_) shall be made  
 22 available from the Regional Planning, Housing, and Infill Incentive  
 23 Account established under subdivision (b) of Section 53545 to the  
 24 department to fund grants to assist agencies of local government  
 25 in the planning and production of infill housing. ~~The grants shall~~  
 26 ~~be limited to the following:~~ *In ranking applications received*  
 27 *pursuant to this section, the department shall award a substantial*  
 28 *preference to both of the following:*

29 ~~(1) Councils of governments that provide the department with~~  
 30 ~~a regional land use and transportation planning document that~~  
 31 ~~includes a reduction of the growth increment of vehicle miles~~  
 32 ~~traveled by not less than 10 percent for the region:~~

33 ~~(2) Counties not within the region of a council of governments~~  
 34 ~~that provide the department with a countywide land use and~~  
 35 ~~transportation planning document that includes a reduction of the~~  
 36 ~~growth increment of vehicle miles traveled by not less than 10~~  
 37 ~~percent for the county:~~

38 *(1) Applications for projects that are located in a city, county,*  
 39 *or city and county that has adopted a general plan that will reduce*

1 *the amount of vehicle miles traveled by at least 10 percent and the*  
2 *project is consistent with the plan.*

3 (2) *Applications for projects that are located in a region covered*  
4 *by a council of governments that has adopted a transportation*  
5 *plan, a regional transportation plan, a regional blueprint, or*  
6 *similar document that will reduce the amount of vehicle miles*  
7 *traveled by at least 10 percent and the project is consistent with*  
8 *the plan, blueprint, or similar document.*

9 (b) Upon appropriation, the sum of ~~one hundred fifty million~~  
10 ~~dollars (\$150,000,000)~~ \_\_\_\_\_ dollars (\$\_\_\_\_) shall be allocated  
11 from the Transit-Oriented Development Account established under  
12 subdivision (c) of Section 53545 to the Transit-Oriented  
13 Development Implementation Program authorized under Part 13  
14 (commencing with Section 53560), in the following amounts, for  
15 the following purposes:

16 (1) ~~One hundred million dollars (\$100,000,000)~~ \_\_\_\_\_ dollars  
17 (~~\$\_\_\_\_\_~~) for loans.

18 (2) ~~Fifty million dollars (\$50,000,000)~~ \_\_\_\_\_ dollars (\$\_\_\_\_)  
19 for grants.

20 SEC. 4. Section 53563 of the Health and Safety Code is  
21 amended to read:

22 53563. (a) In ranking applications pursuant to this part, the  
23 department shall, among other criteria, consider the extent to which  
24 the project or development will increase public transit ridership  
25 and minimize automobile trips.

26 (b) The department shall also grant bonus points to projects or  
27 developments that are in an area designated by the appropriate  
28 council of governments for infill development as part of a regional  
29 plan.

30 ~~(c) The department shall limit grants under this part to the~~  
31 ~~following:~~

32 ~~(1) Councils of governments that demonstrate to the department~~  
33 ~~that the proposed project is consistent with a regional land use and~~  
34 ~~transportation planning document and will reduce the growth~~  
35 ~~increment of vehicle miles traveled by not less than 15 percent for~~  
36 ~~the region:~~

37 ~~(2) Counties not within the region of a council of governments~~  
38 ~~that demonstrate to the department that the proposed project is~~  
39 ~~consistent with a countywide land use and transportation planning~~

1 document and will reduce the growth increment of vehicle miles  
2 traveled by not less than 15 percent for the county.

3 (d) The department shall limit loans under this part to the  
4 following:

5 (1) Councils of governments that demonstrate to the department  
6 that the proposed project is consistent with a regional land use and  
7 transportation planning document and will reduce the growth  
8 increment of vehicle miles traveled by not less than 10 percent for  
9 the region.

10 (2) Counties not within the region of a council of governments  
11 that demonstrate to the department that the proposed project is  
12 consistent with a countywide land use and transportation planning  
13 document and will reduce the growth increment of vehicle miles  
14 traveled by not less than 10 percent for the county.

15 (c) In ranking applications received pursuant to this section,  
16 the department shall award a substantial preference to both of the  
17 following:

18 (1) Applications for projects that are located in a city, county,  
19 or city and county that has adopted a general plan that will reduce  
20 the amount of vehicle miles traveled by at least 10 percent and the  
21 project is consistent with the plan.

22 (2) Applications for projects that are located in a region covered  
23 by a council of governments that has adopted a transportation  
24 plan, a regional transportation plan, a regional blueprint, or  
25 similar document that will reduce the amount of vehicle miles  
26 traveled by at least 10 percent and the project is consistent with  
27 the plan, blueprint, or similar document.

28 SEC. 5. Section 75066.5 is added to the Public Resources Code,  
29 to read:

30 75066.5. (a) Upon appropriation, the sum of thirty million  
31 dollars (\$30,000,000) shall be made available pursuant to  
32 subdivision (e) of Section 75065 to councils of governments and  
33 counties to fund grants to assist in the development of regional  
34 and countywide land use and transportation planning documents.  
35 The grants shall be limited to the following:

36 (1) Councils of governments that commit to development of a  
37 regional land use and transportation planning document that  
38 includes a reduction of the growth increment of vehicle miles  
39 traveled by not less than 10 percent for the region.

1     ~~(2) Counties not within the region of a council of governments~~  
2 ~~that commit to development of a countywide land use and~~  
3 ~~transportation planning document that includes a reduction of the~~  
4 ~~growth increment of vehicle miles traveled by not less than 10~~  
5 ~~percent for the county.~~  
6     ~~(b) Upon appropriation, the sum of sixty million dollars~~  
7 ~~(\$60,000,000) shall be made available pursuant to subdivision (c)~~  
8 ~~of Section 75065 to the Department of Housing and Community~~  
9 ~~Development to provide loans to cities, counties, and cities and~~  
10 ~~counties to assist in conforming general plans, zoning ordinances,~~  
11 ~~and specific project plans to a regional or countywide land use and~~  
12 ~~transportation planning document that includes a reduction of the~~  
13 ~~growth increment of vehicle miles traveled by not less than 10~~  
14 ~~percent for the region or county.~~

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DATE: May 21, 2007  
TO: STA TAC  
FROM: Daryl Halls, Executive Director  
RE: Discussion of Draft STA Overall Work Plan (Priority Projects) for  
FY 2007-08 and FY 2008-09

**Background:**

Each year, the Solano Transportation Authority (STA) Board identifies and updates its priority projects. These projects provide the foundation for the STA's overall work plan for the forthcoming two fiscal years. In July 2002, the STA Board modified the adoption of its list of priority projects to coincide with the adoption of its two-year budget. This marked the first time the STA had adopted a two-year overall work plan. The most recently adopted STA Overall Work Plan (OWP) for FY 2006-07 and FY 2007-08 included a list of 42 priority projects, plans and programs. This list included a total of 18 projects, 11 plans or studies, and 13 programs.

As of May 2007, one project and two plans have been completed of which two are recommended for deletion from the Overall Work Program as part of the adoption of the updated two-year work plan. These include the SR 113 State Highway Operations and Protection Program (SHOPP) funded project completed by Caltrans in downtown Dixon in 2006 and the SR 12 Transit Study completed by STA in 2006. The Union Street-Main Street Reopening Feasibility Study was also completed, but the City of Suisun City, the City of Fairfield and County of Solano have requested the STA continued to evaluate and assess options for reopening the connection between downtown Fairfield and Suisun City. This effort is proposed to continue as part of the assessment of future corridor improvements on SR 12.

**Discussion:**

Attached is a draft of the STA's Overall Work Program (OWP) for FY 2007-08 and FY 2008-09 that has been prepared by STA staff. This draft OWP contains a total of 40 projects, plans and programs/services that cover the range of activities of the STA directed and authorized by the STA Board for the next two years.

**SUMMARY OF DRAFT OWP**

The STA's draft OWP includes a total of 17 projects, 10 plans or studies, and 13 programs or services. The revised list of OWP projects have been modified to delete projects completed in the previous fiscal year or combined with other projects of a related nature. The projects are not ranked in terms of relative priority, but are grouped according to one of three of the STA departments responsible for implementing the specified project tasks. STA serves as the lead agency for the vast majority of these tasks and either serves as co-lead or partners with the California Department of Transportation (Caltrans), the Metropolitan Transportation Commission (MTC) or one or more of our member agencies in the implementation of the remainder.

## **PROJECTS**

The draft OWP contains a total of 17 projects with the STA serving either in the role of lead agency, co-lead agency or monitoring agency. The STA continues to serve as lead agency for the following projects:

1. I-80/I-680/State Route (SR) 12 Interchange
2. North Connector
3. I-80 HOV Lane Projects
4. Jepson Parkway Project
5. Travis Air Force Base Access Improvements

Through a memorandum of understanding (MOU), the STA will also serve as co-lead agency with California Department of Transportation (Caltrans) and the Napa County Transportation Planning Agency (NCTPA) for the SR 12 Jameson Canyon project.

As an agency responsible for funding a variety of transportation projects and programs, STA will also be monitoring the progress of six projects where Caltrans is responsible for project delivery:

1. SR 12 West- Truck Climbing Lane Project
2. I-80 Red Top Slide Project
3. Benicia Martinez Bridge Project
4. I-80 SHOPP Projects
5. SR 12 SHOPP Projects
6. HWY 37 Landscaping/Mitigation

The STA has also provided or oversees funding for five (5) projects/services that are being delivered by local agencies:

1. Capitol Corridor Rail Stations
2. Baylink Ferry Support and Operational Funds
3. Regional Measure 2 Capital Projects
4. Solano Express Routes 30/90 Management
5. Solano Paratransit Management

## **PLANS**

The FY 2007-08 and FY 2008-09 OWP contain 10 specific planning efforts or studies. These include the following:

1. SR 12 Median Barrier and Rio Vista Bridge Study
2. I-80 Corridor Management Policies
3. Union Street/Main Street Reopening Feasibility Study
4. Safe Routes to Schools Plan
5. SR 113 Major Investment Study
6. SR 29 Major Investment Study
7. Update of Countywide Traffic Safety Plan
8. Countywide Transportation Plan Update
9. Transit Consolidation Study
10. Community Based Transportation Planning (CBTP)

## **PROGRAMS**

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

1. Monitor Delivery of Local Projects/Allocation of Funds
2. Abandoned and Vehicle Abatement Program
3. Congestion Management Program
4. Countywide Traffic Model & Geographic Information System
5. Transportation for Livable Communities Program and MTC's Transportation Planning for Land Use Solutions (T-PLUS) Program
6. Implementation of Countywide Bicycle Plan Priority Projects/Bicycle Advisory Committee
7. Implementation of Countywide Pedestrian Plan Priority Projects/Pedestrian Advisory Committee
8. Clean Air Fund Program and Monitoring
9. STA Marketing/Public Information Program
10. Paratransit Coordinating Council
11. Intercity Transit Coordination
12. Lifeline Program Management
13. Solano Napa Commuter Information Program

Staff has prepared the draft OWP with modifications to reflect updated project activities and funding and is requesting the STA TAC and Transit Consortium provide input at their meetings in May. This item will also be agendaized as a discussion item at the STA Board meeting of June 13, 2007. Following these discussions, staff plans to agendaize the STA's FY 2007-08 and FY 2008-09 OWP for adoption at the STA Board meeting of July 11, 2007.

### **Recommendation:**

Informational.

### **Attachment:**

- A. Draft STA's Overall Work Plan (Priority Projects) for FY 2007-08 and FY 2008-09

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**SOLANO TRANSPORTATION AUTHORITY**  
**PRIORITY PROJECTS FOR**  
**FY 2006-07 / FY 2007-08 / FY 2008-09**  
 Adopted by STA Board: Pending

	<b>PRIORITY PROJECTS</b>	<b>LEAD AGENCY</b>	<b>FUND SOURCE</b>	<b>FY 2006-07</b>	<b>FY 2007-08</b>	<b>FY 2008-09</b>	<b>EST. PROJECT COST</b>	<b>DEPARTMENT LEAD STAFF</b>
1.	<b><u>I-80/680/SR 12 Interchange</u></b> A. Interchange EIR/EIS > Alt B and Alt C B. Cordelia Truck Scales C. Breakout Logical Components  Status: Environmental studies are underway. Anticipate Public Hearing in Summer 2008.  Estimated Completion Date (ECD): Draft Environmental Document Aug 2008 Final Environmental Document Aug 2009	STA	\$9M TCRP \$50M RM2 \$100M AB 1171  Current Shortfall in funding \$1B	X	X	X	\$8.1 M for EIR/EIS \$1 B to 1.2 B (Capital Cost)	Projects Janet Adams
2.	<b><u>North Connector</u></b> A. East Segment (STA) B. Central Segment (Fairfield) C. West Segment (STA)  Status: Environmental Document to be completed Fall 2007. Coop w/ City of Fairfield, and County for project is approved.  ECD: Final Environmental Document Fall 2007 Construction East Segment begins Summer 2009	STA (East and West Segments)  City of Fairfield (Central Segment)	\$3M TCRP (environmental)  \$21.3M RM2/STIP East Section  \$20M City of Fairfield \$2M County of Solano Central Segment  \$32M (TBD) West Section	X	X	X	\$2.7 M EIR/EA \$81.6 M (Capital Cost)	Projects Janet Adams

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SOLANO TRANSPORTATION AUTHORITY  
 PRIORITY PROJECTS FOR  
 FY 2006-07 / FY 2007-08 / FY 2008-09  
 Adopted by STA Board: Pending

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2006-07	FY 2007-08	FY 2008-09	EST. PROJECT COST	DEPARTMENT LEAD STAFF
3.	<u>I-80 HOV Projects</u> A. <u>Red Top to Air Base Parkway</u> -8.7 miles new HOV Lanes. Construction is programmed with Prop 1B CMIA and Fed Earmark funds. Construction to begin April 2008. B. <u>WB I-80 Carquinez Bridge to SR 29</u> - This project has a completed PSR by Caltrans. Project is currently unfunded. C. <u>I-80 HOV(Vallejo)/Turner Parkway Overcrossing</u> . - STA Lead for PSR. 18 months to complete PSR estimated completion date Oct 2008. D. <u>Air Base Parkway to I-505</u> - This project is Long-Term project #25 and is currently unfunded.	STA	\$9M RM 2 \$56M CMIA \$14.8M Fed Earmark  Potential RM2 from adjacent Project in Contra Costa County  PSR - Fed Demo  Unfunded PSR and Capital	X	X	X	\$60 M (Capital Cost)  \$20 M  \$100 M (HOV Lanes Capital Cost)  \$111 M (Capital Cost)	Projects Janet Adams
4.	<u>Jepson Parkway Project</u> A. Walters Road Extension B. Vanden Road C. Walters Road D. Leisure Town Rd (Alamo - Vanden) E. Leisure Town Rd (Orange - Alamo) F. Cement Hill Road  Status: EIS/EIR on-going, STA is completing the Envir. Document, with Draft for Public comment Summer 2007, Final Summer 2008.  STA to work with Partners to develop corridor funding agreement and priority implementation schedule	STA  Partners: Vacaville Fairfield County	STIP 2006 STIP Aug Fed Demo Local	X	X	X	\$135 M (Capital Costs)	Projects Janet Adams



**SOLANO TRANSPORTATION AUTHORITY**  
**PRIORITY PROJECTS FOR**  
**FY 2006-07 / FY 2007-08 / FY 2008-09**  
 Adopted by STA Board: Pending

	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2006-07	FY 2007-08	FY 2008-09	EST. PROJECT COST	DEPARTMENT LEAD STAFF
5.	<u>Travis Air Force Base Access Improvement Plan (North &amp; South Gates)</u> A. North Gate Access B. South Gate Access (priority)  Status: Travis AFB identified the South Gate as the priority gate for improvements. STA lead working with County, City of Fairfield/Suisun City, and Travis AFB to develop Implementation Plan. Next steps are environmental and design of South Gate.	STA County	\$3.2M Federal Earmark	X	X		\$7.6 M	Projects Janet Adams
6.	<u>State Route (SR) 12 Bridge and Median Barrier Study</u> A. <u>SR 12/Church Road PSR</u> STA lead, start summer 2007 B. <u>Rio Vista Bridge Study</u> STA lead, start summer 2007 Coop approved w/ Rio Vista/County/STA C. <u>Median Barrier PSR</u> STA lead, Suisun City to Rio Vista	STA	STA PSR Funds	X	X	X	\$2-4M (Capital Cost)	Projects
		STA	Rio Vista – Fed Earmark				\$ TBD – Capital Cost	
		STA Caltrans	FY 2007-08 & FY 2008-09 PPM Funds SHOPP				\$ TBD – Capital Cost	
7.	<u>State Route (SR) 12 Safety Improvements</u> Caltrans lead; immediate improvements by end of 2007, \$46 M improvements begin construction in 2008	Caltrans	SHOPP	X	X	X	\$50M	Projects Caltrans



SOLANO TRANSPORTATION AUTHORITY  
 PRIORITY PROJECTS FOR  
 FY 2006-07 / FY 2007-08 / FY 2008-09  
 Adopted by STA Board: Pending

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2006-07	FY 2007-08	FY 2008-09	EST. PROJECT COST	DEPARTMENT LEAD STAFF
8.	<u>I-80 Corridor Management Policy(s)</u> This includes, but is not limited to ITS Ramp Metering, HOV Definition, and Visual Features (landscaping and aesthetic features)  Status: Applied for State Planning Grant	STA	Unfunded \$62,500 STAF Local Match		X		N/A	Projects Janet Adams
9.	<u>State Route (SR) 12 Jameson Canyon (Phase I)</u> Build 4-lane hwy with concrete median barrier from SR 29 to I-80.  Status: Caltrans has the current lead on the MND/IS Environmental Document. STA/NCTPA/Caltrans agreed to partnership with MOU to move forward as the lead agency in completing this project. STA/NCTPA to hire a Co-Project Manager.  ECD: Final Environmental Document Jan 2008 Begin construction Aug 2010	Caltrans STA NCTPA	\$7 M TCRP \$74 M CMIA \$35.5 M RTIP \$12 M ITIP \$2.5 M STP \$6.4 M Fed Earmark	X	X	X	\$139 M	Projects Janet Adams NCTPA Caltrans
10. 11 16	<u>Union Street/Main Street Reopening Feasibility Study</u>  Status: STA to combine this work with County Wide Railroad Safety Plan	STA	Unfunded	X	X	X		Projects/Planning Janet Adams Robert Macaulay



**SOLANO TRANSPORTATION AUTHORITY**  
**PRIORITY PROJECTS FOR**  
**FY 2006-07 / FY 2007-08 / FY 2008-09**  
 Adopted by STA Board: Pending

	<b>PRIORITY PROJECTS</b>	<b>LEAD AGENCY</b>	<b>FUND SOURCE</b>	<b>FY 2006-07</b>	<b>FY 2007-08</b>	<b>FY 2008-09</b>	<b>EST. PROJECT COST</b>	<b>DEPARTMENT LEAD STAFF</b>
11.	<u>Solano Countywide Safe Routes to Schools (SR2S) Plan</u> Status: 1. Phase I presentations to City Councils and School Boards complete. 2. Phase II Community Task Force meetings underway. 3. Phase III SR2S Plan Adoption to begin in September. Implementation Program to be recommended to the STA Board after adoption of the plan.	STA	STP Planning Gas Tax	X	X		\$120,000 + STA Staff costs	Projects Sam Shelton
12.	<u>Monitor Delivery of Local Projects/Allocation of Funds</u>  Status: ongoing activity, STA pursuing development of tracking system for these projects.  ECD: Ongoing activity. Local Streets & Roads next Cycle is Jan 2008.	STA	STIP-PPM STP/STIP Swap	X	X	X	N/A	Projects Sam Shelton
13.7	<u>Regional Measure 2 (RM 2) Implementation (Capital)</u> <ul style="list-style-type: none"> <li>• Vallejo Station</li> <li>• Solano Intermodal Facilities</li> <li>• Capitol Corridor Improvements</li> </ul>	STA Fairfield Vallejo Vacaville Benicia CCJPA MTC	RM2	X	X	X	\$28 M \$20 M \$25 M	Projects Janet Adams Sam Shelton

**SOLANO TRANSPORTATION AUTHORITY**  
**PRIORITY PROJECTS FOR**  
**FY 2006-07 / FY 2007-08 / FY 2008-09**  
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PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2006-07	FY 2007-08	FY 2008-09	EST. PROJECT COST	DEPARTMENT LEAD STAFF
14.	<b>SR 12 West-Truck Climbing Lane Project (Phase I)</b> Westbound SR 12 from I-80 to approx 1 mile. Status: Construction is scheduled to begin summer 2009.	Caltrans	SHOPP	X	X	X	\$7.4 M	Projects Caltrans
15.	<b>I-80 Red Top Slide Project</b>  A. North side completed February 2005. B. South side construction expected to be completed 2007.  ECD: 2007	Caltrans	SHOPP	X	X		\$10 M North side \$6.5 M South side	Projects Caltrans
16.	<b>Benicia-Martinez Bridge Project</b> Status: New Bridge to open end 2007  ECD: Once new bridge opens Caltrans will begin existing bridge deck rehabilitation work	Caltrans	RM1 RM2	X	X	X	\$1.2 B	Projects Caltrans
17-118	<b>I-80 SHOPP Rehabilitation Projects</b> A. <u>Near Fairfield to American Canyon</u> – Upgrade Median Barrier (start 2008) B. <u>In Vallejo – Tennessee Street to American Canyon</u> – Rehab Rdwy (start 2008) C. <u>Near Vallejo – American Canyon to Green Valley Road</u> – Rehab Rdwy (start 2008) D. <u>Air Base to Leisure Town OC</u> – Rehab Rdwy (start 2008) E. <u>SR 12 East to Air Base</u> – Rehab Rdwy (start 2009)	Caltrans	SHOPP	X	X	X	\$124 M	Projects Caltrans



SOLANO TRANSPORTATION AUTHORITY  
 PRIORITY PROJECTS FOR  
 FY 2006-07 / FY 2007-08 / FY 2008-09  
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PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2006-07	FY 2007-08	FY 2008-09	EST. PROJECT COST	DEPARTMENT LEAD STAFF
18.	<b>Highway 37 Project</b> Mitigation site and Landscaping  Status: Under construction	Caltrans	STIP	X	X		\$0.65 M	Projects Caltrans
19.	<b>Abandoned and Vehicle Abatement Program</b>  Status: Ongoing	STA	DMV	X	X	X	04/05 FY approx. \$350,000	Projects/Finance Susan Furtado
20.	<b>SR 113 MIS</b>  Status: Project underway; consultant retained and work initiated  ECD: June 2008	STA	Funded – Partnership Planning Grant	X	X		\$208,000	Planning Robert Guerrero
21.	<b>SR 29 MIS</b>  Status: New project. Unfunded. Target for FY 2008-09	STA	Unfunded			X		Planning Robert Guerrero
22.119	<b>Update of Countywide Traffic Safety Plan</b> A. Safe Routes to Transit B. Railroad Crossings C. Flood Protection Mitigation D. Emergency Response E. Disaster Preparedness, Response and Recovery	STA	Gas Tax	X	X	X		Planning Robert Macaulay Sara Woo



**SOLANO TRANSPORTATION AUTHORITY**  
**PRIORITY PROJECTS FOR**  
**FY 2006-07 / FY 2007-08 / FY 2008-09**  
 Adopted by STA Board; Pending

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2006-07	FY 2007-08	FY 2008-09	EST. PROJECT COST	DEPARTMENT LEAD STAFF
23.	<u>Congestion Management Program (CMP)</u> A. 2007 CMP B. Revisit Impact Fee Study (FY 2007-08) <ul style="list-style-type: none"> <li>◆ SR 12 Corridor Improvement Funding Study</li> <li>◆ SR 113 Corridor Improvement Funding Study</li> </ul>	STA	STP Planning  Future impact fee  Future impact fee, T-PLUS	X	X	X		Planning Robert Macaulay Robert Guerrero           Robert Guerrero
24.	<u>Countywide Traffic Model and Geographic Information System</u> A. Development of new model (transit) – Phase 2 (Transit) B. Develop 2035 Model C. Maintenance of Model D. Geographic Information System/ Aerial Photo  Status (Model): Current land use, network, mode assignment complete; consultant working on 2035 elements and projections  ECD: Phase 2: Fall 2007  Status (GIS): STA currently has access to County-developed maps and data Funding Agreement for aerial photo being negotiated  ECD: Photo agreement – winter 2007	STA Solano County	STP-Planning NCTPA	X	X	X	\$205,000	Planning/Projects Robert Macaulay Sam Shelton

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SOLANO TRANSPORTATION AUTHORITY  
 PRIORITY PROJECTS FOR  
 FY 2006-07 / FY 2007-08 / FY 2008-09  
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PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2006-07	FY 2007-08	FY 2008-09	EST. PROJECT COST	DEPARTMENT LEAD STAFF
25.	<p><b>Capitol Corridor Rail Stations</b>            Status: Oakland-Sacramento Regional Rail Study completed.            Individual Station Status:</p> <p>A. Fairfield/Vacaville Train Station: approved by CCJPB on 11-16-05. FF developing station specific plan. \$25M included in RM2.</p> <p>B. Dixon: station building and parking lot completed; track and roadway improvements not determined</p> <p>C. Benicia: City re-examining train station and ferry service options.</p> <p>D. Preserve Right-of-Way for Future Napa Solano Passenger Rail</p> <p>ECD: Ongoing</p>	<p>City of Fairfield</p> <p>City of Dixon</p> <p>City of Benicia</p> <p>STA</p>	<p>RM2            ADPE-STIP            ITIP            Local            RTIP            E. CMAQ            YSAQMD Clean Air            Funds</p>	X	X	X	<p>\$35M FF/VV Station (Preliminary estimates for required track access and platform improvements.</p>	<p>Planning            Robert Macaulay            Robert Guerrero</p>
26.	<p><b>Development of STA's Transportation for Livable Communities (TLC) Program and MTC's Transportation Planning for Land Use Solutions (T-PLUS) Program</b></p> <p>A. TLC Corridor Studies            1. North Connector            2. Jepson Parkway Plan Update            3. Rio Vista SR 12 Design Concept</p> <p>B. County TLC Plan Update            C. TLC Capital Grant Monitoring            D. TLC Planning Grant Monitoring            E. Alternative Modes Funding Strategy            F. Funding Strategies and Priorities Plan</p>	<p>STA</p>	<p>Regional TLC            CMAQ            TE            STP Planning</p>	X	X	X	<p>\$40,000            (North Connector TLC)</p>	<p>Planning            Robert Guerrero</p>

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**SOLANO TRANSPORTATION AUTHORITY**  
**PRIORITY PROJECTS FOR**  
**FY 2006-07 / FY 2007-08 / FY 2008-09**  
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PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2006-07	FY 2007-08	FY 2008-09	EST. PROJECT COST	DEPARTMENT LEAD STAFF
27. <b>Implementation of Countywide Bicycle Plan Priority Projects</b> A. Solano Bikeway Phase 2 Vallejo-Hiddenbrook to Fairfield B. Jepson Parkway Bikeway (next phase) C. Benicia Bike Route: State Park/I-780 D. Central County Bikeway gap closure (Marina Blvd.-Amtrak Station on SR 12 in Suisun City) E. Vacaville – Dixon Bike Route Phase II F. North Area Bike/Ped Trail Plan  Status: Countywide Bicycle Plan and new 5-year priority list update needed  ECD: Ongoing	City of Fairfield  City of Benicia City of Suisun City  Solano County STA	TDA-Art 3 TLC STIP CMAQ Regional Bike/Ped. Program   TDA Art 3/ Bay Ridge Trail (TBD)	X	X	X	\$2-\$3 M  \$3.2M  \$543,000	Planning Robert Macaulay Robert Guerrero
28. <b>Countywide Pedestrian Plan and Implementation Plan</b> Status: Update bike/ped plan, including additional TLC concepts and links. A. Fairfield Linear Park B. Union-Main Street Pedestrian Enhancement  ECD: Ongoing	STA Solano County	State TEA Bay Trails TDA-ART3  Regional Bike/Ped Program RM 2 Safe Routes to Transit	X	X		\$3-\$5M (Capital Cost)  \$100,000 Bay and Delta Trail Planning Grants TDA – Art 3	Planning Robert Guerrero



**SOLANO TRANSPORTATION AUTHORITY**  
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PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2006-07	FY 2007-08	FY 2008-09	EST. PROJECT COST	DEPARTMENT LEAD STAFF
29.	<u>Comprehensive Transportation Plan Update</u> A. Update Routes of Regional Significance B. Add Safety Elements for SR 12, SR 113 C. Add Alternative Fuels Element D. SNCI Update E. I-80/I-680/I-780 Update F. Transit Consolidation Element	STA	Not identified		X			Planning Robert Macaulay Robert Guerrero
30.	<u>Clean Air Fund Program and Monitoring</u> A. BAAQMD/TFCA B. YSAQMD	STA YSAQMD	TFCA Clean Air Funds	X	X	X	\$340,000 Annually (TFCA) \$390,000 Annually (Clean Air)	Planning Robert Macaulay Robert Guerrero
31.	<u>STA Marketing/Public Information Program</u> A. Website B. Materials C. Events D. STATUS	STA	STAF TFCA Gas Tax Sponsors	X	X	X		Planning/Transit/ Rideshare Jayne Bauer Judy Leaks
32.1 23	<u>Baylink Ferry Support and Operational Funds</u> A. Vallejo Station B. Maintenance Facility  Status: Continue to pursue funding.	Vallejo	RTIP Fed Demo Fed Boat TCRP Fed RM2 RTIP	X	X	X	\$65M \$10.8M \$0.5M	Transit/Rideshare Elizabeth Richards
33.	<u>Solano Express Route 30/90 Management</u> A. Performance Monitoring B. Funding Agreement Update  Status: Update funding and monitoring agreement annually. On-going monitoring.	STA	STAF TDA	X	X	X		Transit/Rideshare Elizabeth Richards

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2006-07	FY 2007-08	FY 2008-09	EST. PROJECT COST	DEPARTMENT LEAD STAFF
34.	<p><u>Solano Paratransit Management</u></p> <ul style="list-style-type: none"> <li>A. Assessment Study follow-up</li> <li>B. Performance Monitoring</li> <li>C. Funding Agreement Update</li> <li>D. Explore alternative service models</li> <li>E. Vehicle Purchase Grant Administration</li> <li>F. Marketing and Increase awareness of Solano Paratransit (brochures)</li> </ul> <p>Status: Update monitoring and funding. Wraps completed. Brochure needs updating.</p>	STA	STAF	X	X	X	\$25,000	Transit/Rideshare Elizabeth Richards Judy Leaks
35.	<p><u>Paratransit Coordinating Council</u></p> <ul style="list-style-type: none"> <li>A. Manage committee &amp; update materials</li> <li>B. Increase membership</li> <li>C. Assist with implementation of Senior and Disabled Transportation Plan priority projects</li> </ul> <p>Status: Membership has been increased. Update and implement PCC Work Plan.</p>	STA	STAF	X	X	X	\$25,000	Transit/Rideshare Elizabeth Richards Judy Leaks



**SOLANO TRANSPORTATION AUTHORITY**  
**PRIORITY PROJECTS FOR**  
**FY 2006-07 / FY 2007-08 / FY 2008-09**  
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PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2006-07	FY 2007-08	FY 2008-09	EST. PROJECT COST	DEPARTMENT LEAD STAFF
36.	<u><b>Intercity Transit Coordination</b></u> A. Multi-year intercity funding agreement B. TDA Fund Coordination C. STAF Fund Management D. RM2 Transit Operating Fund Coordination E. Solano Express Intercity Transit Marketing F. Manage Intercity Transit Consortium G. Coordinate with Regional Transit Projects and Plans (Human Services Transportation Plan, Transit Connectivity, etc.) H. Unmet Transit Needs Coordination & Phase-out plan  Status: Annually update funding agreements and Unmet Transit Needs. 2006 Solano Express Marketing campaign completed; develop & implement FY 2007-08 SolanoExpress campaign.	A-G STA          H: MTC/STA	STAF TDA	X	X	X		Transit/Rideshare Elizabeth Richards
125	<u><b>Countywide Transit Consolidation Study</b></u> Status: Initiated early 2007. Interviews nearly completed. Initial alternatives to be presented Summer 2007.  ECD: Phase I, Fall 2007	STA	STAF	X	X	X	\$115,000	Transit/Rideshare Elizabeth Richards



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 FY 2006-07 / FY 2007-08 / FY 2008-09  
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PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2006-07	FY 2007-08	FY 2008-09	EST. PROJECT COST	DEPARTMENT LEAD STAFF
38.	<u>Community Based Transportation Planning (CBTP)</u> A. Cordelia/Fairfield Study B. Vallejo Study FY 2007-08 C. Vacaville FY 2008-09  Status: Issue RFQ for remaining studies ECD: Studies – June 2008; Implementation 2009.	STA/MTC	MTC/CBTP STAF	X	X	X	\$30,000 \$60,000	Transit/Rideshare Elizabeth Richards
39.	<u>Lifeline Program Management</u> A. Initiate Coordination B. Call for Projects C. Project Selection D. Monitor Projects  Status: Advisory Committee formed. First round of funds awarded FY 2006-07. Establish contract & monitoring procedures for 6 initial Lifeline projects. Second call for projects mid-FY 2007-08.	STA/MTC	STAF	X	X	X	\$15,000	Transit/Rideshare Elizabeth Richards
40. 126	<u>Solano Napa Commuter Information (SNCI) Program</u> A. Marketing SNCI Program B. Full Incentives Program C. Completion of Emergency Ride Home (ERH) Program D. Employer/Vanpool Program E. Campaigns F. Events G. Teleservices  Status: New Employer Commute Challenge implemented. Marketing, Incentives, and implemented. Update Bikelinks, Commuter Guide, and other materials.	STA	MTC TFCA ECMAQ	X	X	X	\$500,000	Transit/Rideshare Elizabeth Richards Judy Leaks



DATE: May 21, 2007  
TO: STA TAC  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: Solano Transit Consolidation Study Update

**Background:**

In Solano County, each City and the County fund and/or operate transit services. This includes local and intercity transit services as well as general public and American with Disabilities Act (ADA) paratransit services. A subsidized taxi program and other special transportation services are also funded with local transit funds and operated through local jurisdictions.

Over the past several years, the issue of consolidating some or all of the services has been discussed and proposed. This topic was discussed by STA Board members at their February 2005 Board Retreat and the participants expressed interest and support for transit service becoming more convenient through a seamless system, that there should be a reasonable level of service throughout the county, and local transit issues and needs would have to be considered and addressed.

In March 2005, the STA Board directed STA staff to initiate a countywide Transit Consolidation Study. In April 2005, the STA Board approved goals, objectives and evaluation criteria to be incorporated in the scope of work for this study (see Attachment A). Subsequently, STA issued a RFP and DKS Associates was selected to conduct the Transit Consolidation Study.

In early 2007, a kick-off meeting and several project meetings have been held with DKS Associates and David McCrossan from the subconsultant (HDR) who is leading the critical outreach element of this project. To identify a wide variety of perspectives and potential issues, a great deal of outreach is being conducted ranging from interviews with transit operator staff, other city staff, public officials, and others.

The consultants attended the February STA Transit Subcommittee. STA Boardmembers/Councilmembers identified that each had different ways to outreach to fellow councilmembers. The direction was that the public official interviews should be done first and direction sought from these STA Board members on how each individual jurisdiction would recommend gathering input from their fellow Councilmembers. This would be in lieu of presentations to all City Councils.

**Discussion:**

Interviews with STA Boardmembers and Board alternates began in March 2007 and continued through April and May. In addition, staff interviews began in April and will

continue into May and June. A list of ten (10) questions were developed to guide the interviews (see Attachment A). To gain a broad perspective of issues and concerns, over sixty (60) interviews will be conducted. By mid-May, over 70% of the interviews had been completed. Interviews will be scheduled for completion by early June.

Based on initial public official input, outreach to transit users will be conducted at this point in the study process. To address this, the consultants held a focus group meeting with the STA's Paratransit Coordinating Council (PCC) members in May. In addition, focus group sessions with transit users are being organized.

In May, the consultants presented to the STA Board a summary of their findings from the interviews completed by that point. It was a broad-based summary of commonalities, key issues and potential challenges. Board feedback requested completing the interviews, collecting user input, and analyzing the issues associated with preliminary consolidation alternatives prior to the return to the Board. Consolidation alternatives are expected to return to the STA TAC and Consortium in June and the Board in July.

**Fiscal Impact:**

STAF funds are currently budgeted in the STA budget, and have been claimed, to conduct the Transit Consolidation Study.

**Recommendation:**

Informational.

**Attachments:**

- A. Transit Consolidation Stakeholder Interview Questions
- B. STA Transit Consolidation Goals and Criteria
- C. May STA Board Powerpoint Presentation – Transit Consolidation Study



**STA Transit Consolidation Study  
First Interview Outline**

**Interviewees:** Local Elected Officials/Staff

**Format:** In-person or telephone  
Questions submitted in advance on request

**Duration:** 15-20 minutes, or longer if desired by public officials/staff

**Draft Questions:**

1. What are your perceptions of transit that serves your City/Solano County currently?
2. Do you agree with the study's goals and objectives (*have available for them to view and walk through*)
3. Which are your highest priorities for transit service?
4. What do you consider the advantages and disadvantages of how transit service is currently delivered in 1) your city and 2) Solano County. Please consider existing and potential riders (residents, employees, and others). In terms of:
  - a. Coordination and cohesiveness
  - b. Efficiency (*cost, facilities, levels of service, ridership-current, future*)
  - c. Accountability (*decision-making process, addressing local needs currently, and in the future, flexibility*)
  - d. Funding (*ability to deliver services, leverage other funding sources*)
5. What do you think would be the major advantages achieved through consolidation?
6. What do you perceive as the major obstacles to consolidation?
7. What concerns do you personally have with consolidation that you would like to see addressed in this study?
8. Do you have any thoughts on which services should, or types of services, should be consolidated and how that would benefit your community?
9. Are there any issues concerning transit consolidation that we haven't covered that you would like to provide further comments?
10. Are there other individuals we should interview regarding this study?



**SOLANO TRANSPORTATION AUTHORITY**  
**TRANSIT CONSOLIDATION STUDY**

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**STA Board Goals and Criteria**

Scope of Consolidation Study:

- All public transit services – local and inter-city fixed route services, local and inter-city paratransit transit , Dial-A-Ride

Potential Goals of Consolidation:

- To streamline transit service, simplifying and improving access to transit use for riders
- To achieve service efficiencies and economies
- To provide a central focus on transit service for the County
- To create a robust transit service to meet the growing transit needs of the County

Potential Criteria for Evaluating Consolidation Options:

- Cost effectiveness
- Efficient use of resources – equipment, facilities, personnel
- Service efficiency
- Improved governance -- Accountability to the public and the community
- Streamline decision-making
- Ridership and productivity impacts
- Service coordination
- Recognize local community needs and priorities
- Protect local transit service as requested by local jurisdiction
- Flexibility to meet local changing needs
- Capacity to deliver new service while maintaining existing service
- Ability to leverage additional funding
- Implementation needs/requirements (e.g., legal, financial)

# P r e s e n t a t i o n



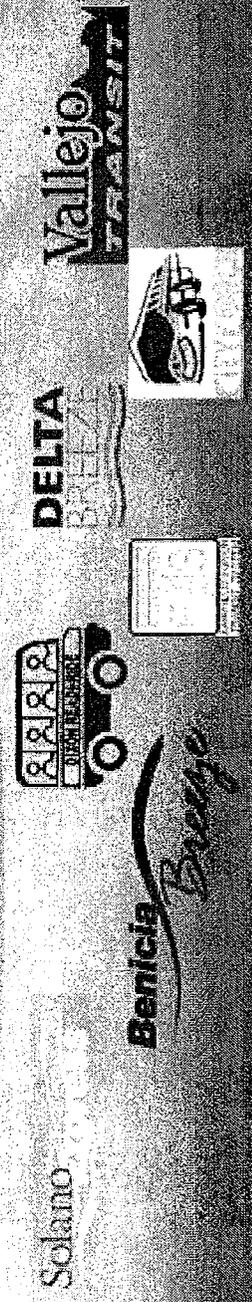
# Solano *Transit Consolidation Study*

Prepared for **STA**  
Solano Transportation Authority

In association with  
**HDR Inc.**  
**ISI Group**  
**Pacific Municipal Consultants**

Prepared by  
**DKS Associates**

TRANSPORTATION SOLUTIONS



# Transit Stakeholder Outreach: First Round of Interviews

## *Five levels of Stakeholder outreach:*

<b>STA Board Members and Alternates (16/16):</b>	<b>100% Complete</b>
<b>City Electeds and County Supervisors (10/12):</b>	<b>83% Complete</b>
<b>City and County Staff (20/24):</b>	<b>83% Complete</b>
<b>Regional Stakeholders (up to 12):</b>	<b>Pending</b>
<b>Users (up to 12):</b>	<b>Pending</b>

## **Transit Stakeholder Interviews: Summary of Key Feedback (1)**

**1. Perceptions of transit that serves your City/Solano County currently?**

*Generally good, some concerns with service for transit-dependent*

**2. Agree with the study's goals and objectives?**

*Almost universal agreement*

**3. Which are your highest priorities for transit service?**

*Wide variation: for smaller cities – local and regional connections, for larger systems – retaining local level service*

## **Transit Stakeholder Interviews: Summary of Key Feedback (2)**

- 4. Advantages and disadvantages of how transit service is currently delivered in city / Solano County?**
  - a. Coordination and cohesiveness – could be better**
  - b. Efficiency – Up County perceived as currently good; South County perceived efficiencies from consolidation**
  - c. Accountability – current arrangements provide good accountability**
  - d. Funding – most view consolidation bringing more funding from wider sources**
- 5. Major advantages achieved through consolidation?**  
**Economies of scale; better regional connections; political clout**

## Transit Stakeholder Interviews: Summary of Key Feedback (3)

6. Major obstacles to consolidation?

*Perceived loss of local control; local accountability*

7. Concerns that would like to see addressed in this study?

*Retaining local policy maker input; securing seat at table for smaller cities in a consolidated body*

8. Services, types of services, should be consolidated benefits to community?

*Wide range of views: almost universal agreement on consolidating paratransit (eliminate transfers); regional express services*

9. Issues concerning transit consolidation not covered about which you would like to provide further comments?

*Need to ensure governance structure that is fair to large and small cities; Majority identified preference for JPA comprised of electeds from the cities*

10. Other individuals we should interview regarding this study?

*Many requests for input from riders; other key user groups – seniors; major employers*

# Discussion of Consolidation Options

1. Status Quo: 6 operators for 7 cities
2. Complete consolidation: Local, intercity, paratransit services with one operator
3. One intercity and paratransit operator:
  - A. All intercity paratransit service
  - B. All intercity routes
4. Geographic service operators (North and South County)
  - A. Intercity fixed-route and paratransit
  - B. All Services
5. Other

## Discussion of Consolidation Options (2) Feedback Summary

- ✗ **Status Quo:** *little to no support for this option*
- ✗ **Other Options:** *haven't emerged from feedback*
- 2. Complete consolidation (Local, intercity, paratransit services with one operator):**
  - ✗ *feedback suggests some support, but not widely supported*
- 3. One intercity and paratransit operator:**
  - ✓ *All intercity paratransit service – some support*
  - ✓ *All intercity routes – wide support*
- 4. Geographic service operators (North and South County)**
  - ✓ *Intercity fixed-route and paratransit only – wide support*
  - ✓ *All Services – support in S. County, ✗ N. County concerns*

# Consolidation Options: Feedback on Criteria

- Study Goals have been confirmed
- Qualitative Criteria - being addressed by stakeholders in feedback:

Involved/consulting	✓ Wide approval on JPA governance structure
Stakeholder decision making	✓ Site confirmed for most cities but local reporting should be maintained
Recognize local needs/priorities	✓ Provided local fixed route service is determined locally
Protect local transit service	✓ Guarantees needed in establishing terms of the JPA
Flexibility to meet changing needs	✓ Provided JPA recognizes local needs in planning future service
State and federal funding	✓ Recognition of need for more weight for Soleno at MITC

- Quantitative Criteria (cost effectiveness, efficiency, ridership, new service, implementation needs):
  - Analysis available for review June 2007

## Next Steps...

**Conclude stakeholder interviews: May 2007**

**Analysis of options:**

**May/June 2007**

**Present recommended option:**

**June 2007**

**Work with 7 Cities and County  
to develop consensus, establish  
detailed implementation plan, &  
funding strategy:**

**June/July/Aug 2007**

**Status update to STA Board with  
follow-up actions**

**September 2007**

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DATE: May 17, 2007  
TO: STA TAC  
FROM: Robert Macaulay, Director of Planning  
RE: Regional Transportation Plan Update

**Background:**

The Regional Transportation Plan (RTP) is the long-range blueprint for transportation improvements prepared by the Metropolitan Transportation Commission (MTC). The current RTP is called the Transportation 2030 Plan (T2030). The RTP must be updated every 4 years. T2030's priorities are 1) adequate maintenance, 2) system efficiency, and 3) strategic expansion. The RTP is required to be 'fiscally constrained.' Projects listed in the RTP must be those that can be reasonably expect to be financed in the life of the RTP. The T2030 update is scheduled for adoption in early 2009.

**Discussion:**

MTC is requesting the Bay Area Congestion Management Agencies (CMAs) submit project lists for the areas they cover by July 31, 2007. MTC has asked that projects be major capital and operational improvement projects that are derived from the Freeway Performance Initiative, other current plans or corridor studies, and that are well defined. Projects such as bicycle paths should be grouped into a single project. STA intends to use the project list developed through the Congestion Management Plan (CMP) as the submittal to MTC for the RTP update.

MTC then intends to create a "Regional Vision" made up of the various projects submitted, unconstrained by financial limitations. There are three investment strategies that will then be used to cluster the proposed improvements for modeling:

- ◆ Freeway Performance Improvements  
(CMA Planning Directors have suggested this be changed to Roadway Performance Improvements)
- ◆ High Occupancy Vehicle (HOV) High Occupancy Toll (HOT)/Express Bus
- ◆ Rail and Ferry

Each of the three investment strategies will then be used to model its impact on the following three areas:

- ◆ Vehicle Miles Traveled (VMT)
- ◆ Person Hours of Delay
- ◆ Greenhouse Gas (GHG) Production/Emissions  
(CMA Planning Directors have suggested that Mode Shift from single-occupant vehicles to multi-occupant vehicles and transit also be used as a performance measure)

Previous schedules have shown a parallel analysis of the Priority Development Areas land use pattern from the Bay Area FOCUS process also being used to measure changes in VMT, Person Hours of Delay and GHG Production/Emissions.

The results of these technical analyses of the investment strategies will then guide MTC in its creation of a preferred alternative for the RTP. This will be the fiscally constrained RTP; the total cost of the projects that are included in the RTP cannot exceed the expected revenues for such projects over the term of the plan. This will become the Draft RTP, which is scheduled for release and environmental analysis in September 2008. After public and environmental review, the Final RTP is scheduled for adoption in February 2009.

There are a number of uncertainties in the RTP process. For example, what basis will be used to project future land use, and thereby future traffic demand and generation? Another question is how MTC will take the projects submitted by the CMAs and develop a road and transit network to be used in analyzing the impact of the different investment options. Finally, MTC has not released its fiscal projections for the period covered by the RTP, even though the fiscal constraints will have a very early impact on what projects are or are not included in the Regional Vision. None-the-less, MTC is required to update the RTP every 4 years, has established the schedule spelled out above to accomplish that requirement, and intends to stay on that schedule.

**Recommendation:**  
Informational.



DATE: May 21, 2007  
TO: STA TAC  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: Fiscal Year (FY) 2007-08 Transportation Development Act (TDA)  
Distribution for Solano County

**Background:**

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

In addition to using TDA funds for member agencies' local transit services and streets and roads, several agencies share in the cost of various transit services (e.g., Solano Paratransit, Route 30, Route 40, Route 80, etc.) that support more than one agency in the county through the use of a portion of their individual TDA funds.

**Discussion:**

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

At the April Consortium and Technical Advisory Committee (TAC) meetings, the first draft of the FY 2007-08 TDA Matrix was presented. The FY 2007-08 revenue estimate and carryover are based on MTC's Feb 2007 estimate that has been approved by the MTC Commission.

Much of this draft matrix is driven by the parallel effort of the Intercity Transit Funding Group which is developing a cost-sharing agreement for intercity routes. An initial agreement on the intercity cost-sharing agreement has now been reached by six (6) jurisdictions: the County of Solano, and the cities of Benicia, Dixon, Rio Vista, Vacaville, and Vallejo. With this concurrence, they are able to process their FY 2007-08 TDA claims. Two of

These jurisdictions (City of Benicia and City of Rio Vista) were approved at the May 2007 STA Board meeting subsequent to the April TAC and Consortium meeting. Therefore, the TDA matrix update is being presented for informational purposes.

The City of Fairfield, which also claims City of Suisun City TDA funds to operate Fairfield/Suisun Transit, has not agreed to the intercity cost-sharing. They will be able to move forward once an agreement is reached concerning their contribution to intercity routes. Therefore, the TDA matrix includes only the intercity route contributions of the six (6) jurisdictions. STA staff is continuing to work with Fairfield/Suisun Transit staff to resolve the remaining issue.

TDA claims need to be reviewed by the Paratransit Coordinating Council (PCC). The next two PCC meetings will be June 15 and September 21. TDA claims need to be forwarded to STA staff at least nine (9) days before the PCC meetings.

**Recommendations:**

Informational.

**Attachment:**

- A. FY 2007-08 TDA Article 4/8 Matrix Update

**A color copy of the  
Updated FY 2007-08 TDA Article 4/8 Matrix  
has been provided to the STA TAC members  
under separate enclosure.**

**You may obtain a copy of the  
Updated FY 2007-08 TDA Article 4/8 Matrix  
by contacting the STA at (707) 424-6075.**

**Thank you.**

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DATE: May 21, 2007  
TO: STA TAC  
FROM: Robert Guerrero, Senior Planner  
RE: North Connector Transportation for Livable Communities  
(TLC) Corridor Concept Plan

**Background:**

The STA began the North Connector TLC Corridor Concept Plan in January 2007. The corridor concept plan is related to the I-80/I-680/State Route (SR) 12 Interchange's North Connector Project. The project's scope encompasses the planned North Connector roadway segments between Abernathy Road and Jameson Canyon. The primary purpose of this plan is to develop design improvements with Transportation for Livable Communities (TLC) concepts, which include alternative modes connections to residential, employment, civic and retail land uses throughout the corridor.

The planning and engineering firm, ARUP, was selected to assist in the development of the plan. ARUP and STA staff met three (3) times with a working group consisting of staff from Solano County and City of Fairfield planning and public works departments. Staff also provided a presentation of the corridor's opportunities and constraints to a joint meeting with the Solano Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) on March 8, 2007. Recently, members of the staff working group and ARUP hosted a Public Workshop at Nelda Mundy School on May 10, 2007. During the Public Workshop, participants discussed the purpose of the project and its relationship to the North Connector project.

**Discussion:**

STA staff and the consultant are currently developing a draft of the North Connector TLC Corridor Concept Plan. The draft will reflect recent comments from the Public Workshop as well as comments provided by participants from the joint BAC/PAC meeting. Attachment A is a tentative outline of the draft plan. The draft plan is expected to be completed by mid-June 2007. The staff working group will review the draft plan before it is released for public comment in July 2007. The BAC and PAC will have an opportunity to review and comment on the draft plan at their separate meetings in July 2007. The goal is to have a final draft for the STA TAC to review at their August 29, 2007 meeting for a Board recommendation to approve the plan by September 2007.

As indicated in Attachment A, the draft plan will include a list of potential TLC, bike, pedestrian, and transit facilities for Solano County, the City of Fairfield, and the STA to consider as future improvements to the corridor. Upon adoption by the STA Board, STA staff will work to have Solano County and the City of Fairfield to adopt the plan as well.

**Fiscal Impact:**

This project is fully funded through the STA's Transportation Planning Land Use Solutions (T-PLUS) funds.

**Recommendation:**

Informational.

Attachment:

- A. Draft North Connector TLC Corridor Concept Plan Outline

## ATTACHMENT A

### North Connector TLC Corridor Concept Plan Draft Outline

#### I. Background

- Project Description
- Relationship to the North Connector Project
- Brief TLC Process Description
- Goals and Objectives

#### II. Plan Development / Community Involvement – discussion of roles and results of meetings with:

- working group
- joint BAC/PAC
- public workshop
- remainder of process (further involvement with public, staff working group, PAC, BAC, TAC and Board)

#### III. Existing Conditions

- Description of corridor and each section in terms of land uses, transportation characteristics, opportunities and constraints (see Existing Conditions memo)

#### IV. Overview of Project Components

- Brief explanation of the components placed on the Project Map (rest stop, bike lanes, wayfinding signage, transit shelter, etc.)
- Inclusion of illustrative photos of examples as seen in previous presentations
- Breakdown of types of users (commuter vs. recreational, bicyclist vs. pedestrian, etc.) and which types of projects would benefit them

#### V. Corridor Design Theme

- Description of recommended design theme / rationale and elements

#### VI. Project List

- List of discrete TLC, bicycle, pedestrian, and transit projects derived from the Project Map
- Discussion of recommended project prioritization / phasing
- Include factors such as timing, benefit to community
- What further actions need to be done for each project, and who would be involved, potential funding

#### VII. Conclusion / Next Steps / Other Recommendations

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DATE: May 22, 2007  
TO: STA TAC  
FROM: Sam Shelton, Assistant Project Manager  
RE: Safe Routes to School (SR2S) Update

**Background:**

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

The SR2S outreach process is split into three major phases:

- 1) City Council & School District Board presentations
- 2) Community Task Force meetings
- 3) City Council, School District Board, and STA Board adoption of the SR2S Study

**Discussion:**

All cities in Solano County are participating in the Safe Routes to School Study. The last Safe Routes to School Event will be held in Rio Vista. An informal audit for Rio Vista was held May 23, 2007 at D.H. White Elementary. To help schools conduct additional independent SR2S events, the STA provides large 22" x 34" maps of schools in addition to workshop materials found online at [www.solanolinks.com](http://www.solanolinks.com). Schools in Vacaville and Suisun City have scheduled independent audits and have received materials for their events.

As part of the adopted STA SR2S Program goals, SR2S Program updates will be given on a regular basis. Attached is the "Safe Routes to School (SR2S) Program Status Report", which contains a countywide summary and the status of each community involved in the program.

**Recommendation:**

Informational.

Attachment:

- A. STA Safe Routes to School (SR2S) Program Status Report, 05-22-2007

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## STA Safe Routes to School (SR2S) Program Status Report Summary

05-22-2007

### Phase 1 – Complete

Introductory Safe Routes to School (SR2S) STA Presentations to City Councils and School Boards

### Phase 2 – Underway

Public Input Process

Community Task Forces	Next Meeting	Status
<b>Benicia</b>	Review Draft Benicia SR2S Plan July 2007	Draft information received from City of Benicia. Draft SR2S Plan for Benicia in progress.
<b>Dixon</b>	Review Draft Local SR2S Plan in July	Tremont Elementary has held an independent audit.
<b>Fairfield/Suisun</b>	Review Draft Local SR2S Plan in July	Suisun Elementary plans to hold an independent event on June 7 <sup>th</sup> .
<b>Rio Vista</b>	Informal walking audit to be held on May 23 at D.H. White Elementary School	Rio Vista/School Board Joint Use Ad-hoc Committee <b>to be appointed by the city council and school board</b> as the Safe Routes to School Community Task Force in Rio Vista.
<b>Vacaville</b>	Review Draft Local SR2S Plan in July	Alamo Elementary plans to hold an independent audit on May 23rd.
<b>Vallejo</b>	Review Draft Local SR2S Plan in July	Independent audits yet to be scheduled.
<b>County of Solano</b>	To be determined.	North and South County representatives are both VACANT.

To complete the SR2S Study before the next Federal Safe Routes to School (SRTS) grant applications are due (January 2008), target dates for the remaining SR2S meetings have been drafted. Draft local plans will be reviewed by local community task forces in July. Time for additional school input between August and September may be required.

**Phase 3 – Not underway**  
 STA Countywide SR2S Study Development

<b>STA Committees</b>	<b>Target Meeting Dates</b>
<b>Technical, Bicycle, and Pedestrian Advisory Committees</b>	Draft review, September 2007. Final review, October 2007.
<b>STA Board</b>	Adoption, December 2007.

**Background:**

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

*The SR2S outreach process is split into three major phases:*

- 1) City Council & School District Board presentations
  - STA Staff presented introductory presentations to all school boards and city councils regarding the SR2S Study and Public Input Process.
  
- 2) Community Task Force meetings  
 Multi-disciplinary community task forces are responsible for:
  - Holding a training walking audit at a school of their choice
  - Reviewing a draft SR2S Plan of local projects and programs
  - Recommending a final SR2S Plan to their school board and city council
  
- 3) City Council, School District Board, and STA Board adoption of the SR2S Study.
  - City councils and school boards adopt the recommended local SR2S Plans and forward them to the STA Board for inclusion in the Countywide SR2S Plan.
  - STA advisory committees review and recommend the final Countywide SR2S Plan.
  - STA Board adopts the final Solano Countywide SR2S Plan.

# STA SR2S Countywide Steering Committee

## STA Safe Routes to School (SR2S) Program - Status Report

The STA's Countywide Safe Routes to School (SR2S) Steering Committee is a multi-disciplinary committee that makes recommendations to the STA Board regarding how the STA's SR2S Study and Program should be handled.

At their last Steering Committee meeting in December 2006, the committee discussed potential countywide projects and programs that they would like to see implemented before the SR2S Study has been adopted (e.g, Countywide Crossing Guard training funding, safety/public education projects, etc.). STA staff recognizes that there is funding set aside in the Alternative Modes Funding Strategy for safe routes to school projects, alternative fuel vehicle programs, and other miscellaneous projects. Currently, the STA plans to adopt a SR2S Plan before considering any funding of SR2S Projects.

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

### Phase 1 – Establish SR2S Study Process – COMPLETE

This committee met monthly to establish the SR2S Study Process:

- May 30, 2006
  - Introductory Materials, Layout Workplan
  - Discussed Goals, Policies, and Measurable Objectives for the program
- June 13, 2006
  - Recommended Goals, Policies, and Measurable Objectives
  - Recommended additional Air Quality and Public Health Representatives to the Steering Committee
- July 18, 2006
  - Discussed SR2S Public Input Process & Discussion Materials
- August 15, 2006
  - Recommended SR2S Public Input Process & Discussion Materials
- September 19, 2006
  - Made final recommendations for Discussion Materials

### **Phase 2 – Community Task Forces – IN PROGRESS**

Quarterly status reports will be made by Community Task Forces to the Steering Committee, which will be forwarded to the STA Board. The next Steering Committee meeting is tentatively scheduled for February 13, 2006.

- December 12, 2006
  - Discussed Safe Route to Schools federal grants
  - Received update from Benicia's recent walking audit experience
  - Reviewed STA SR2S Status report.
  - Discussed potential for countywide SR2S projects and programs
- February 13, 2007
  - Received update from Benicia's SR2S representative
  - Discuss draft SR2S meeting timeline
  - Discuss details of task force agendas, roles, and responsibilities
- June 12, 2007
  - Receive countywide update on task forces from STA
  - Review draft countywide SR2S plan
  - Review Federal SR2S Grant scoring criteria

### **Phase 3 –STA Board adoption of the SR2S Study**

The STA SR2S Steering Committee will review the draft and final SR2S Plans and make a recommendation to the STA Board for their adoption in December, 2007.

# Benicia

## STA Safe Routes to School (SR2S) Program - Status Report

### Phase 1 – Introductory Presentations - COMPLETE

- City Council Meeting, May 2, 2006
- School Board Meeting,
  - Benicia USD, August 24, 2006

### Phase 2 – Community Task Forces – IN PROGRESS

Community Task Force responsibilities were delegated by the City Council and School Board to the Traffic Pedestrian and Bicycle Safety Committee (TPBS) and the City Council & School Board Liaison Committee:

Benicia's SR2S Community Task Force – Two Committees	
<b>City Council &amp; School Board Liaison Committee</b>	
Name	Title
Alan Schwartzman	City Vice-Mayor
Bill Whitney	City Councilmember
Dirk Fulton	School Board member
Shirin Samiljan	School Board member
Jim Erickson	City Manager
Janice Adams	School Superintendent
<b>City Traffic Pedestrian &amp; Bicycle Safety Committee</b>	
Elizabeth Patterson	City Councilmember
Mark Hughes	City Councilmember
Jim Trimble	Police Chief
Dan Schiada	Director of Public Works/Traffic Engineer
Michael Throne	City Engineer

Meeting/Event	Dates
Local SR2S Process Discussion	<b>September 14, 2006</b> City Council/School Board Liaison Committee
First Community Task Force Meeting <ul style="list-style-type: none"> <li>• Introductions, SR2S Process Overview</li> </ul>	<b>October 19, 2006</b> Traffic Pedestrian and Bicycle Safety (TBPS) Committee, Benicia City Hall Commission Room, 7:00 pm
School Based Training Audit	<b>November 28, 2006</b> Benicia High School 2:30pm to 5:00pm
Independent School Based Audits Conducted	<ul style="list-style-type: none"> <li>• Jan 30, Benicia Middle School</li> <li>• Late February, Henderson Elementary School</li> <li>• TBD, Semple Elementary School</li> </ul>

Second Community Task Force Meeting <ul style="list-style-type: none"> <li>• STA presents Draft SR2S Plan for initial comments</li> </ul>	<ul style="list-style-type: none"> <li>• July 19, 2007</li> </ul>
Third Community Task Force Meeting <ul style="list-style-type: none"> <li>• Present Final SR2S Plan</li> </ul>	<ul style="list-style-type: none"> <li>• August 2007</li> </ul>
Local Adoption of SR2S Plan	<ul style="list-style-type: none"> <li>• Liaison Committee Approves Plan, September 2007</li> <li>• City Council Adoption, October 2007</li> <li>• School Board Adoption, October 2007</li> </ul>

Private schools have been contacted for program inclusion:

Area	School name	Students	Grades
Benicia	Kinder-care Learn Center	75	PK- KG
Benicia	St Dominic Elementary School	336	PK-8

# Dixon

## STA Safe Routes to School (SR2S) Program - Status Report

### Phase 1 – Introductory Presentations - COMPLETE

- School Board Meeting,
  - Dixon USD, June 22, 2006
- City Council Meeting, June 27, 2006

### Phase 2 – Community Task Forces – IN PROGRESS

Dixon's SR2S Community Task Force		
Position	Name	Title
City Appointment	Mary Ann Courville	Mayor
Public Safety Rep	Tony Welch	Dixon Police Department
School Board Appt.	Chad Koopmeiners	Dixon Unified School District
STA TAC Rep	Royce Cunningham	Dixon City Engineer
STA BAC Rep	James Fisk	Dixon Resident
STA PAC Rep	Michael Smith	Council Member

Below are target dates for community task force meetings.

Meeting/Event	Dates
First Community Task Force Meeting <ul style="list-style-type: none"> <li>• Introductions, SR2S Process Overview</li> </ul>	<b>February 28</b>
School Based Training Audit	<b>March 29</b> Principal's meeting <b>April 18</b> Anderson Elementary School Event
Independent School Based Audits Conducted	April to September <b>May 15</b> Tremont Elementary
Second Community Task Force Meeting <ul style="list-style-type: none"> <li>• STA presents Draft SR2S Plan for initial comments</li> </ul>	July 23 - 27
Third Community Task Force Meeting <ul style="list-style-type: none"> <li>• Present Final SR2S Plan</li> </ul>	October 8 - 12
Local Adoption of SR2S Plan	City Council Adoption, November 2007 School Board Adoption, November 2007

Benicia's private schools have been contacted for program inclusion:

Area	School name	Students	Grades
Dixon	Neighborhood Christian School	169	PK-8

# Fairfield

## STA Safe Routes to School (SR2S) Program - Status Report

### Phase 1 – Introductory Presentations - COMPLETE

- School Board Meetings
  - Fairfield/Suisun USD, May 25, 2006
  - Travis USD, May 9, 2006
- City Council Meeting, June 20, 2006

### Phase 2 – Community Task Forces – IN PROGRESS

Fairfield's SR2S Community Task Force		
Position	Name	Title
City Appointment	Gian Aggerwal	Planning Commissioner
Public Safety Rep	Fred Wold	Retired-Part time PD
Fairfield/Suisun Rep	Kathy Marianno	Fairfield/Suisun School Board member
Travis USD Rep	Wanona Ireland	Vice President
STA TAC Rep	Gene Cortwright	Director of Public Works
STA BAC Rep	Randy Carlson	Fairfield Resident
STA PAC Rep	Pat Moran	Fairfield Resident

The City of Fairfield coordinates two committees, a “3E’s Committee” which discusses SR2S issues between the City of Fairfield and the Fairfield/Suisun USD and an Ad Hoc Committee which includes representatives of the Solano Community College, the City of Fairfield, Fairfield/Suisun USD, and the Travis USD.

To better facilitate SR2S discussions for Fairfield and Suisun City, both committees will meet together to expedite the study process as well as share the same representative for the Fairfield/Suisun Unified School District.

Meeting/Event	Dates
First Community Task Force Meeting <ul style="list-style-type: none"> <li>• Introductions, SR2S Process Overview</li> </ul>	<b>March 12</b>
School Based Training Audit	<b>March 26</b> Principal’s meeting, <b>April 26</b> Anna Kyle Elementary School Event
Independent School Based Audits Conducted	April - October
Second Community Task Force Meeting <ul style="list-style-type: none"> <li>• STA presents Draft SR2S Plan for initial comments</li> </ul>	July 2007
Third Community Task Force Meeting <ul style="list-style-type: none"> <li>• Present Final SR2S Plan</li> </ul>	October 15 - 19
Local Adoption of SR2S Plan	Fairfield City Council Adoption, November 2007 Fairfield Suisun USD, November 2007 Travis USD, November 2007

Fairfield's private schools have been contacted for program inclusion:

Area	School name	Students	Grades
Fairfield	Calvary Baptist School	n/a	-
Fairfield	Children's World Learning Center	24	PK-K
Fairfield	Community United Methodist Kingdom	27	PK-K
Fairfield	Fairfield Montessori	12	KG-KG
Fairfield	Harvest Valley School	79	K-12
Fairfield	Holy Spirit School	357	K-8
Fairfield	Kinder Care Learning Center	19	PK-K
Fairfield	Lighthouse Christian School	64	PK-4
Fairfield	Solano Christian Academy	236	PK-8
Fairfield	St Timothy Orthodox Academy	3	10-11
Fairfield	Trinity Lutheran School	75	K-5
Fairfield	We R Family Christian School	16	PK-3

# Rio Vista

## STA Safe Routes to School (SR2S) Program - Status Report

### Phase 1 – Introductory Presentations - COMPLETE

- School Board Meetings
  - River Delta USD, June 20, 2006
- City Council Meeting, July 6, 2006

### Phase 2 – Community Task Forces – IN PROGRESS

**Rio Vista's SR2S Community Task Force – PENDING**  
**Rio Vista Joint Use Ad-hoc Committee to be appointed by city council and school board as Safe Routes to School Community Task Force**

Position	Name	Title
City Council Rep	Eddie Woodruff	Mayor of Rio Vista
City Council Rep	Cherie Cabral	Councilmember
City Dept Rep	Hector De La Rosa	City Manager
Public Works Rep	Brent Salmi	Public Works Director/City Engineer
Planning Dept Rep	Tom Bland	Community Development Director
Police Rep	Bill Bowen	Police Chief
Fire Rep	Mark Nelson	Fire Chief
School Board Rep	Marilyn Riley	School Board member
School Board Rep	Lee Williams	School Board member
School Superintendent	Alan Newell	School District Superintendent
School Facilities Rep	Wayne Rebstock	Director of Maintenance and Operations

Task force meetings will be scheduled once all committee appointments are made.

Meeting/Event	Dates
First Community Task Force Meeting <ul style="list-style-type: none"> <li>• Introductions, SR2S Process Overview</li> </ul>	<b>May 9th</b>
School Based Training Audit	<b>May 23</b> Informal audit at D.H. White Elementary. <b>August 2007, Formal Audit to be scheduled.</b>
Independent School Based Audits Conducted	August- September
Second Community Task Force Meeting <ul style="list-style-type: none"> <li>• STA presents Draft SR2S Plan for initial comments</li> </ul>	September 17 - 21
Third Community Task Force Meeting <ul style="list-style-type: none"> <li>• Present Final SR2S Plan</li> </ul>	October 29 – November 2
Local Adoption of SR2S Plan	City Council Adoption, November 2007 School District, November 2007

Rio Vista does not have identified private schools to contact.

# Suisun City

## STA Safe Routes to School (SR2S) Program - Status Report

### Phase 1 – Introductory Presentations - COMPLETE

- School Board Meetings
  - Fairfield/Suisun USD, May 25, 2006
- City Council Meeting, July 18, 2006

### Phase 2 – Community Task Forces – IN PROGRESS

Suisun City's SR2S Community Task Force		
Position	Name	Title
City Appointment	Mike Hudson	Councilmember
Public Safety Rep	Bob Szmurlo	Suisun City Police Department
Fairfield/Suisun Rep	Kathy Marianno	Fairfield/Suisun School Board member
STA TAC Rep	Lee Evans	Interim Public Works Director
STA BAC Rep	Mike Segala	Councilmember
STA PAC Rep		

To better facilitate SR2S discussions for Fairfield and Suisun City, both committees will meet together to expedite the study process as well as share the same representative for the Fairfield/Suisun Unified School District.

Meeting/Event	Dates
First Community Task Force Meeting <ul style="list-style-type: none"> <li>• Introductions, SR2S Process Overview</li> </ul>	<b>March 12</b>
School Based Training Audit	<b>March 26</b> Principal's meeting
Independent School Based Audits Conducted	April – October <b>June 7</b> Suisun Elementary
Second Community Task Force Meeting <ul style="list-style-type: none"> <li>• STA presents Draft SR2S Plan for initial comments</li> </ul>	August 20 - 24
Third Community Task Force Meeting <ul style="list-style-type: none"> <li>• Present Final SR2S Plan</li> </ul>	October 22 - 26
Local Adoption of SR2S Plan	City Council Adoption, November 2007 Fairfield Suisun USD, November 2007

Suisun's private schools to be contacted for program inclusion:

Area	School name	Students	Grades
Suisun City	Children's World Learning Center	7	KG-KG
Suisun City	Our Christian Scholastic Academy	5	K-8
Suisun City	St Martin's Inc.	8	5-7

# Vacaville

## STA Safe Routes to School (SR2S) Program - Status Report

### Phase 1 – Introductory Presentations - COMPLETE

- School Board Meeting,
  - Vacaville USD, May 18, 2006
- City Council Meeting, June 13, 2006

### Phase 2 – Community Task Forces – IN PROGRESS

Vacaville's SR2S Community Task Force		
Position	Name	Title
City Appointment	Brett Johnson	Planning Commission Vice Chair
Public Safety Rep	Terry Cates	Vacaville Police Department
School Board Appt.	Larry Mazzuca	VUSD Board Member
STA TAC Rep	Dale Pfeiffer	Public Works Director
STA BAC Rep	Ray Posey	Vacaville Resident
STA PAC Rep	Carol Renwick	Vacaville Resident

Below are target dates for community task force meetings.

Meeting/Event	Dates
First Community Task Force Meeting • Introductions, SR2S Process Overview	<b>February 21</b>
School Based Training Audit	<b>March 13 &amp; 27</b> Principal's meeting <b>May 16</b> Will C. Wood High School event
Independent School Based Audits Conducted	May – September <b>May 23</b> Alamo Elementary
Second Community Task Force Meeting • STA presents Draft SR2S Plan for initial comments	July 2007
Third Community Task Force Meeting • Present Final SR2S Plan	October 1 - 5
Local Adoption of SR2S Plan	City Council Adoption, Oct/November 2007 Vacaville USD, Oct/November 2007

Vacaville's private schools to be contacted for program inclusion:

Area	School name	Students	Grades
Vacaville	Bethany Lutheran Ps & Day School	151	K-6
Vacaville	Notre Dame School	338	K-8
Vacaville	Royal Oaks Academy	41	PK-6
Vacaville	Vacaville Adventist	34	K-8
Vacaville	Vacaville Christian Schools	1248	PK-12

# Vallejo

## STA Safe Routes to School (SR2S) Program - Status Report

### Phase 1 – Introductory Presentations - COMPLETE

- School Board Meeting,
  - Vallejo USD, May 17, 2006
- City Council Meeting, May 23, 2006

### Phase 2 – Community Task Forces – IN PROGRESS

Vallejo's SR2S Community Task Force		
Position	Name	Title
City Appointment	Hermie Sunga	Councilmember
Public Safety Rep	Joel Salinas	Officer
School Board Appt.	Daniel Glaze	Vice President
STA TAC Rep	Gary Leach	Public Works Director
STA BAC Rep	Mick Weninger	Vallejo Resident
STA PAC Rep	Lynn Williams	Vallejo Resident

Below are target dates for community task force meetings.

Meeting/Event	Dates
First Community Task Force Meeting <ul style="list-style-type: none"> <li>• Introductions, SR2S Process Overview</li> </ul>	<b>February 15</b>
School Based Training Audit	<b>March 5</b> <b>Principal meeting,</b> <b>April 19</b> Steffan Manor Elementary event
Independent School Based Audits Conducted	March – September
Second Community Task Force Meeting <ul style="list-style-type: none"> <li>• STA presents Draft SR2S Plan for initial comments</li> </ul>	May 21 – 25
Third Community Task Force Meeting <ul style="list-style-type: none"> <li>• Present Final SR2S Plan</li> </ul>	September 24 – 28
Local Adoption of SR2S Plan	City Council Adoption, October 2007 School Board Adoption, October 2007

Vallejo's private schools to be contacted for program inclusion:

Area	School name	Students	Grades
Vallejo	Hilltop Christian School	167	PK-8
Vallejo	La Petice Academy	9	PK-K
Vallejo	New Horizons	5	PK-K
Vallejo	North Hills Christian Schools	541	K-12
Vallejo	Reignierd School	84	K-12
Vallejo	St Basil Elementary School	354	PK-8
Vallejo	St Catherine Of Siena School	327	K-8
Vallejo	St Patrick – St. Vincent High School	644	9-12
Vallejo	St Vincent Ferrer School	350	K-8

# County of Solano

## STA Safe Routes to School (SR2S) Program - Status Report

### Phase 1 – Introductory Presentations - COMPLETE

- Solano Community College
- Board of Supervisors Meeting, May 23, 2006

### Phase 2 – Community Task Forces – IN PROGRESS

County of Solano Community Task Force Representatives		
Position	Name	Title
Solano Community College	Maize Brewington	Vice President of Administrative and Business Services
North County Rep	<b>VACANT</b>	
South County Rep	<b>VACANT</b>	

Although private schools cannot receive funding from certain public funding sources, improvements made within the public right-of-way can be funded. There are many private schools in Solano County that are not represented by public school districts.

County of Solano representatives will serve on several Community Task Forces representing schools and residents not located within public school districts or within city boundaries.

The SR2S Steering committee recognized that the recommended public input process would not properly address the SR2S needs of private institutions that draw students countywide. **The SR2S Steering committee recommended that if private institutions wished to be involved in the SR2S process, it would be up to the jurisdiction that has public right-of-way around that institution to aid in conducting a walking audit for inclusion in the locally adopted SR2S plans and the STA Countywide SR2S Plan.**

Walking audit information collected from private schools will be incorporated into the local area's SR2S Plan. Private institutions will be invited to the Safe Routes to School training audit in their area to aid them in conducting a future walking audit.

Concerning Solano Community College, other STA area plans and programs have the potential to be better suited to help increase safety as well as biking and walking to campus (e.g., the North Connector Transportation for Livable Communities Plan or the Solano Napa Community Information Program). Improvements and programs recommended through these other efforts will be incorporated into the STA's Safe Routes to School Program.



DATE: May 18, 2007  
 TO: STA TAC  
 FROM: Sam Shelton, Assistant Project Manager  
 RE: Project Delivery Update

**Background:**

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

**Discussion:**

There are 5 project delivery reminders for the TAC:

1. MTC Federal Obligation Plan Federal Fiscal Year (FFY) 2006-07 for Surface Transportation Program (STP)/ Congestion Mitigation & Air Quality Improvement Program (CMAQ) funds:

Below is the status of MTC's Federal Obligation Plan as of May 18, 2007.

<b>Projects in MTC's FY 2006/07 Federal Obligation Plan</b>		
<b>Agency</b>	<b>TIP ID</b>	<b>Project</b>
<b>Benicia</b>	<b>SOL050014</b>	Columbus Parkway Rehabilitation (reprogrammed to Benicia - West "K" St Rehab)
<b>Dixon</b>	<b>SOL050051</b>	North Fourth Street and East "A" Street Rehabilitation (Forwarded from Caltrans HQ to FHWA for final approval)
<b>Fairfield</b>	<b>SOL010023</b>	Hilborn Road Rehabilitation (Forwarded from Caltrans HQ to FHWA for final approval)
<b>Fairfield</b>	<b>SOL050033</b>	Linear Park Trail (Forwarded from Caltrans HQ to FHWA for final approval)
<b>Solano County</b>	<b>SOL010024</b>	Various Streets and Rehabilitation (E-76 received from FHWA on 3/21/07)
<b>Solano County</b>	<b>SOL050024</b>	Vacaville-Dixon Bike Route (E-76 received from FHWA on 3/30/07)
<b>Suisun City</b>	<b>SOL050053</b>	Sunset Avenue Rehabilitation (Reprogrammed to SOL010023 in TIP Amendment 07-09)
<b>Vacaville</b>	<b>SOL050027</b>	Centennial Bike Way (Forwarded from Caltrans HQ to FHWA for final approval)

<b>Vacaville</b>	<b>SOL050054</b>	<b>Dobbins St and East Monte Vista Rehabilitation</b> (ROW cert #3 pending approval. Follow up with local assistance)
<b>Vallejo</b>	<b>SOL050023</b>	<b>Vallejo Station Pedestrian Links</b> (Transferred to FTA for obligation)

2. Inactive Obligations

To adhere to FHWA project delivery guidelines and MTC's Resolution 3606, project sponsors must invoice for obligated projects every 6 months.

<b>March 2007 Inactive Projects (carried over from December 2006 period)</b>		
<ul style="list-style-type: none"> <li>• Submit an invoice by May 11</li> <li>• Submit a justification form or deobligation request by May 31.</li> </ul>		
Agency	Project	Unexpended Funds
Benicia	WB Route 780 at E. 2 <sup>nd</sup> St, On/Off Ramps, Install Traffic Signals (Deobligation concurrence needed between Caltrans and Benicia)	\$10,000
Vallejo	Downtown Vallejo Square, Pedestrian Enhancements/Landscape (Final Invoice Resubmitted, in final voucher process)	\$586,839
<b>Projects that will become inactive by June 2007</b>		
Vacaville	Alamo Creek, North side from Alamo to Marshall Rd, Ped/Bike Path (Final Report to be submitted)	\$111,514
<b>Projects that will become inactive by September 2007</b>		
Vacaville	I-80 Leisure Town Rd I/C, Reconstruct I/C and Roadway Widening	\$7,117,623
Vacaville	Nut Tree Rd from Ulatis Dr to Orange Dr, AC Overlay	\$595,000

3. SAFETEA-LU update Transportation Improvement Program (TIP) Amendment

The MTC 2007 TIP adopted in October 2006 has not been adopted by FHWA as SAFETEA-LU compliant. MTC is confident that the 2007 TIP 07-06 amendment will bring the TIP into compliance. MTC will adopt the amendment on May 23<sup>rd</sup>, then by Caltrans and FHWA in June.

Due to a 2-year TIP update process required by SAFETEA-LU, there is the potential for a similar "no TIP amendments allowed" period to occur between September 2008 and March 2009. More information will be release by MTC in the next few months.

4. May 21, 2007 MTC Project Delivery Working Group:

MTC's Project Delivery Working Group (PDWG) is an MTC forum for discussing regional project delivery issues at the Congestion Management Agency project manager level. These meetings usually discuss current project delivery deadlines and procedure updates. There is a current effort being made by MTC and Caltrans Local Assistance staff to summarize the post-obligation process regarding the tracking of inactive obligations by FHWA, Caltrans Headquarters, and Caltrans Local Assistance. The next

MTC PDWG meeting will discuss TIP air quality conformity analysis and its relation to the programming of projects in the TIP.

5. STA Project Delivery Working Group, May 29, 2007:

Attached is a Solano Project Delivery Working Group (Solano PDWG, “P-dog”) agenda (Attachment A) for May 29, 2007. Recommendations made at this meeting will be presented to the TAC the following month.

**Recommendation:**

Informational.

Attachment:

- A. Solano Project Delivery Working Group (Solano PDWG) Agenda Cover, May 29, 2007.

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# Solano PDWG

## SOLANO PROJECT DELIVERY WORKING GROUP

Tuesday, May 29, 2007, 10:00 a.m.  
 STA Conference Room  
 One Harbor Center, Suite 130  
 Suisun City, CA 94585

<u>NO.</u>	<u>ITEM</u>	<u>COMMITTEE/STAFF PERSON</u>
I.	<b>CALL TO ORDER - INTRODUCTIONS</b> (10:00-10:03 a.m.)	Janet Adams
II.	<b>INFORMATION ITEMS</b>	
A.	<b>Project Delivery Updates</b> (10:03-10:15 a.m.) <i>Recommendation: Informational.</i>	Sam Shelton
B.	<b>Solano Planning, Programming, and Monitoring (PPM) Guidance Document Outline</b> (10:15-10:30 a.m.) <i>Recommendation: Informational.</i>	Sam Shelton
C.	<b>Project Status Database "Project Report Sample"</b> (10:30-10:50 a.m.) <i>Recommendation: Informational.</i>	Sam Shelton
III.	<b>ACTION ITEMS</b>	
A.	<b>Project Delivery Criteria for STA Applications</b> (10:50-11:30 a.m.) <i>Recommendation: Recommend that the STA Technical Advisory Committee (TAC) review the "Project Delivery Criteria for STA Applications" and consider recommendation to the STA Board for adoption.</i>	Sam Shelton
IV.	<b>PROJECT DELIVERY ISSUES, RECOMMENDATIONS, AND COMMENTS</b>	
V.	<b>ADJOURNMENT</b>	

The next meeting of the Solano Project Delivery Working Group will be June 26, 2007 at the STA's Conference Room, One Harbor Center, Suite 130, Suisun City, CA 94585 at 10:00 am.

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DATE: May 18, 2007  
TO: STA TAC  
FROM: Sara Woo, Assistant Planner  
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.

<b>Fund Source</b>	<b>Application Available From</b>	<b>Application Due</b>
Regional Transportation Fund for Clean Air Program	Geraldina Grunbaum, BAAQMD (414) 749-4956	<b>June 29, 2007</b>
California State Parks Habitat Conservation Fund	David Smith California Department of Parks and Recreation (916) 651-8576	<b>October 1, 2007</b>



**FUNDING OPPORTUNITY**

**Regional Transportation Fund for Clean Air Program**

**Due June 29, 2007**

TO: STA TAC  
FROM: Sara Woo, Assistant Planner

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 2007-08 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/](http://www.baaqmd.gov/pln/grants_and_incentives/tfca/)

**Program Contact Person:** Geraldina Grunbaum, BAAQMD TFCA Liaison, (415) 749-4956

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**FUNDING OPPORTUNITY**  
**California State Parks**  
**Habitat Conservation Fund**  
**Due October 1, 2007**

TO: STA TAC  
FROM: Sara Woo, Assistant Planner

This summary of the California State Parks' Habitat Conservation Fund is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

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

Program Description: Funded as part of the California Wildlife Protection Act of 1990 to protect wildlife and educate the public about wildlife.

Funding Available: \$2 million is available under the program. Cities, counties and districts are eligible to apply. The HCF program requires a dollar for dollar match from a non-state source.

Eligible Projects: The following categories will be funded during the upcoming grant cycle:

1. Deer/Mountain Lion Habitat
2. Rare, Threatened, Endangered, or Fully Protected Species Habitat
3. Wetland Habitat
4. Riparian Habitat

Previous awards in Solano County:

- City of Vacaville – Pleasants Valley Encinosa Acquisition \$250,000, FY 04/05
- City of Vacaville – Ulatis Creek \$72,000, FY97/98; \$86,000 & \$54,000, FY 96/97

Further Details: <http://www.parks.ca.gov> “Grants and Bond Acts”

Program Contact: David Smith, Cal DPR, (916) 651-8576, [dsmith@parks.ca.gov](mailto:dsmith@parks.ca.gov)

STA Contact Person: Robert Guerrero, Senior Planner (707) 424-6014

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**Solano Transportation Authority  
Board Meeting/Workshop Highlights  
May 9, 2007  
6:00 p.m.**

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**TO:** City Councils and Board of Supervisors  
(Attn: City Clerks and County Clerk of the Board)  
**FROM:** Johanna Masiclat, STA Clerk of the Board  
**RE:** Summary Actions of the May 9, 2007 STA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Authority at the Board meeting of May 9, 2007. If you have any questions regarding specific items, please call me at 424-6008.

**BOARD MEMBERS PRESENT:**

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

**ACTION - FINANCIAL**

**A. State Route (SR) 12 Median Barrier Study and Project Study Report (PSR) and SR 12 I-80 to I-5 Corridor Study Scope of Work**

Recommendation:

Authorize the Executive Director to:

1. Issue a Scope of Work for the SR 12 Study, consisting of the SR 12 Median Barrier Study/PSR and the State Route 12 I-80 to I-5 Corridor Study;
2. Select and enter into a contract with a qualified respondent, with the amount of the SR 12 Median Barrier Study/PSR not to exceed \$700,000;
3. Issue the attached Scope of Work and Request for Proposals for Traffic Data Collection for connecting roads; and
4. Select and enter into a contract with a qualified respondent for an amount not to exceed \$5,000 to conduct traffic counts on SR 12.

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

#### **ACTION NON-FINANCIAL**

##### **A. Legislative Update**

###### Recommendation:

Approve the following:

1. Support SB 286;
2. Request the County of Solano and the seven cities in the county to send letters to the authors in support of the bill.

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

#### **BOARD MEMBER DISCUSSION ITEMS – WORKSHOP**

##### **A. Countywide Transit Finance Assessment Study**

Robert Kuo, Robert Kuo Consulting, provided an overview of the development of the FY 2006-07 Intercity Transit Funding Agreement with a number of issues raised related to costs of routes. Specifically: 1.) How costs are allocated among routes; s.) How costs are allocated between local vs. intercity routes; 2.) How are overhead rates are applied; and 4.) What is included and are they reasonably consistent.

##### **B. Countywide Transit Ridership Survey**

Veronica Raymundo, Quantum Market Research, reviewed the results of STA's Countywide Ridership Study. She provided a summary of the on-board survey instrument, routes surveyed and average daily ridership, schedule of survey days by route, and rider residence by route.

##### **C. Solano Transit Consolidation Study Status Update**

David McCrossan, HDR Engineering, Inc., provided an overview of the five-levels of stakeholder outreach efforts of the Transit Consolidation Study. He reviewed the initial findings from the interviews completed at this point and provided a broad-based summary of commonalities, key issues and potential challenges.

#### **CONSENT CALENDAR ITEMS**

On a motion by Vice Chair Messina, and a second by Member Spering, consent calendar items A through I were unanimously approved as amended shown below in ~~strikethrough~~ **bold italics**.

##### **A. STA Board Minutes of April 11, 2007**

###### Recommendation:

Approve STA Board Minutes of April 11, 2007.

- B. Review Draft TAC Minutes of April 25, 2007**  
Recommendation:  
 Receive and file.
- C. Fiscal Year (FY) 2006-07 3<sup>rd</sup> Quarter Budget Report**  
Recommendation:  
 Receive and file.
- D. Fiscal Year (FY) 2007-08 Bay Area Air Quality Management District (BAAQMD) Transportation for Clean Air (TFCA) Program Manager Funds**  
Recommendation:  
 Approve the following:
1. Resolution for FY 2007-08 BAAQMD 40% TFCA Program Manager funding:
    - \$10,000 for City of Benicia's Diesel Retrofit Devices and
    - ~~\$13,120~~ \$12,753 for Fairfield Suisun Transit's Bicycle Access Improvements (bus bicycle racks purchase)
  2. Consider increasing TFCA funding for Solano Napa Commuter Information's Rideshare Incentives and Outreach Program as part of Second Call for Projects.
- E. Construction Contract for I-80 Green Valley Bridge (GVB)**  
Recommendation:  
 Approve Resolution No. 2007-05 for the construction of the I-80 Green Valley Bridge.
- F. Amended - I-80 High Occupancy Vehicle (HOV) Lanes Project Mitigations**  
Recommendation:  
 Authorize the Executive Director to:
1. Execute an agreement with Sacramento River Ranch Mitigation Bank for the purchase of conservation credits for mitigation of the impacts to the valley longhorn elderberry beetle habitat in the amount of \$80,500.00;
  2. Purchase 0.01 acre of seasonal wetlands at Elise Gridley Mitigation Bank for mitigation of impacts to the Seasonal Wetland Waters of the U.S for in the amount of \$2,000.00; and
  3. Purchase Mitigation of Impacts to Riparian Habitat with Solano County Resource Conservation District (SCRCD) along the Putah Creek within the boundaries of Lake Solano Regional Park for an amount not to exceed ~~\$20,000~~ \$30,000.
- G. Amended/Revised - Fiscal Year (FY) 2007-08 Transportation Development Act (TDA) Distribution for Solano County**  
Recommendation:  
 Approve the attached TDA matrix for FY 2007-08 for the Cities of Benicia, Dixon, *Rio Vista*, Vacaville, Vallejo, and the County of Solano.
- H. Unmet Transit Needs Comments and Responses for Fiscal Year (FY) 2007-08**  
Recommendation:  
 Approve the following:
1. The Unmet Transit Needs response for FY 2007-08;
  2. Authorize the Executive Director to submit the response to MTC.

**I. Delegation of Authority to STA's Executive Director to Handle Claims Filed Against STA**

**Recommendation:**

Approve the following:

1. Adopt the Resolution No. 2007-06 delegating the authority to evaluate and handle all claims filed against STA, including, but not limited to, returning such claims as insufficient, accepting, rejecting and settling such claims in an amount not to exceed fifty thousand dollars (\$50,000), to STA's Executive Director;
2. Direct the Executive Director to work closely with STA's Legal Counsel in responding to such claims; and directing STA's financial officer to pay any amounts on a claim as directed by the Executive Director.

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

**1 MTC Presentation:**

MTC's New Chair, Supervisor Bill Dodd, Napa County addressed the STA Board on Solano County's regional transportation priorities.

**2 Caltrans Report presented by Doanh Nguyen**

- Doanh Nguyen, Caltrans District 4 Project Manager, provided a status report on the pavement project on I-80.
- Kelly Hirschbirg, Caltrans District 4 Project Manager, provided overview of the Jameson Canyon Road Widening and Upgrading Route 29/12 Intersection to Interchange Project.

**3 STA Report – State Route (SR) 12 Safety Plan Update**

Robert Macaulay provided an overview of the safety efforts being accomplished along the SR 12 East to the Rio Vista Bridge.

**INFORMATIONAL ITEMS – NO DISCUSSION**

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

**B. Regional Transportation Plan Update and Bay Area FOCUS Project**

**C. Highway Projects Status Report:**

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

**D. Project Delivery Update**

**E. Safe Routes to Schools (SR2S) Update**

**F. Update STA Board Meeting Schedule for Calendar Year 2007**

**G. Funding Opportunities Summary**

**ADJOURNMENT**

The STA Board meeting was adjourned at 7:55 p.m. The next regular meeting of the STA Board is scheduled on **Wednesday, June 13, 2007, 6:00 p.m. at the Suisun City Hall.**

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DATE: May 22, 2007  
TO: STA TAC  
FROM: Johanna Masiclat, Clerk of the Board  
RE: Updated STA Board and Advisory Committee Meeting Schedule for 2007

**Background:**

Attached are the STA Board and Advisory Committee meeting schedule for calendar year 2007 that may be of interest to the STA TAC.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

- A. STA Board and Advisory Committee Meeting Schedule for 2007



**STA BOARD AND ADVISORY  
COMMITTEE MEETING SCHEDULE  
CALENDAR YEAR 2007**

DATE	TIME	DESCRIPTION	LOCATION	STATUS
January 3	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
January 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
January 18	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
January 19	12 noon	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Tentative
January 31	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
February 1	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
February 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
February 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
March 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
March 15	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
March 16	12 noon	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Tentative
March 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
April 5	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
April 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
April 25	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
May 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
May 17	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
May 18	12 noon	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Tentative
May 30	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
June 7	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
June 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
June 27	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
July 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
July 19	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
July 20	12:30 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Tentative
August 2	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
August 29	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
September 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
September 20	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
September 21	12:30 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Tentative
September 26	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
October 4	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
October 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
October 31	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
November 14	6:00 p.m.	STA's 10 <sup>th</sup> Annual Awards	TBD - Vallejo	TBD
November 15	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
November 16	12:30 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Tentative
November 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
December 6	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
December 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
December 26	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Tentative
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Tentative

Tentative Meetings