



Solano Transportation Authority

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Suisun City, California 94585

Area Code 707
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Members:

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

MEETING NOTICE

June 14, 2006

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

**5:15 P.M. Closed Session
6:00 P.M. Regular Meeting**

**MISSION STATEMENT - SOLANO TRANSPORTATION AUTHORITY
To improve the quality of life in Solano County by delivering transportation system projects to ensure mobility, travel safety, and economic vitality.**

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

ITEM

BOARD/STAFF PERSON

- I. CLOSED SESSION:**
PERSONNEL CLOSED SESSION pursuant to California Government Code Section 54957 et seq.; Executive Director Performance Review/
- II. CALL TO ORDER – CONFIRM QUORUM** Chair Augustine
(6:00 – 6:05 p.m.)
- III. PLEDGE OF ALLEGIANCE**
- IV. APPROVAL OF AGENDA**
- V. OPPORTUNITY FOR PUBLIC COMMENT**
(6:05 - 6:10 p.m.)
Pursuant to the Brown Act, each public agency must provide the public with an opportunity to speak on any matter within the subject matter jurisdiction of the agency and which is not on the agency’s agenda for that meeting. Comments are limited to no more than 5 minutes per speaker. By law, no action may be taken on any item raised during the public comment period although informational answers to questions may be given and matters may be referred to staff for placement on a future agenda of the agency.

This agenda shall be made available upon request in alternative formats to persons with a disability, as required by the Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12132) and the Ralph M. Brown Act (Cal. Govt. Code Sec. 54954.2). Persons requesting a disability-related modification or accommodation should contact Johanna Masiclat, Clerk of the Board, at 707.424.6008 during regular business hours, at least 24 hours prior to the time of the meeting.

2006 STA BOARD MEMBERS

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

Steve Wilkins	Gary Cloutier	Alan Schwartzman	Gil Vega	Jack Batson	Mike Segala	Ron Jones	John Vasquez
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- VI. EXECUTIVE DIRECTOR'S REPORT** Daryl K. Halls
(6:10 - 6:15 p.m.) – Pg 1
- VII. COMMENTS FROM STAFF, CALTRANS AND MTC**
(6:15 – 6:25 p.m.)
- A. Caltrans Report**
- B. MTC Report**
- C. STA Report**
1. Federal Legislative Update Mike Miller
 2. Presentation - FY 2006-07 Budget Revision and
FY 2007-08 Proposed Budget The Ferguson Group
Daryl Halls
- VIII. CONSENT CALENDAR**
- Recommendation:*
Approve the following consent items in one motion.
(Note: Items under consent calendar may be removed for separate discussion.)
(6:25 – 6:30 p.m.)
- A. STA Board Minutes of May 10, 2006** Johanna Masiclat
Recommendation:
Approve minutes of May 10, 2006.
Pg. 7
- B. Review Draft TAC Minutes of May 31, 2006** Johanna Masiclat
Recommendation:
Receive and file.
Pg. 15
- C. Updated STA Board Meeting Schedule for Calendar Year 2006** Johanna Masiclat
Recommendation:
Informational.
Pg. 23
- D. FY 2005-06 Final-Year Budget Revision** Susan Furtado
Recommendation:
Approve the Final Budget Revision for FY 2005-06 as shown
in Attachment A.
Pg. 27

- E. Five-Year Office Lease Renewal** Susan Furtado
Recommendation:
Authorize the Executive Director to sign a five-year office lease renewal with the Wiseman Company.
Pg. 33
- F. Contract Amendment No. 7 for Transit and Funding Consultant – Nancy Whelan Consulting** Elizabeth Richards
Recommendation:
Authorize the Executive Director to extend the consultant contract with Nancy Whelan Consulting for Transit Funding and Financial/Accounting Consultant Services until June 30, 2007 for an amount not to exceed \$77,560.
Pg. 35
- G. Unmet Transit Needs Comments and Response for FY 2006-07** Elizabeth Richards
Recommendation:
Approve the following:
 - 1. Approve the coordinated response to the FY 2006-07 Unmet Transit Needs issues.*
 - 2. Authorize the Executive Director to submit the response to MTC.***Pg. 39**
- H. Contract Amendment No. 6 with Wilbur Smith Associates for the Fairfield/Vacaville Intermodal Train Station** Dan Christians
Recommendation:
Approve the following:
 - 1. Authorize the Executive Director to include an additional \$110,000 of local funds in the STA Budget for 2006-07 from the cities of Fairfield and Vacaville for additional project assistance to complete the environmental documents, preliminary engineering, environmental documents, railroad negotiations and related work for the Fairfield/Vacaville Train Station project.*
 - 2. Authorize the Executive Director to execute Contract Amendment No. 6 with Wilbur Smith Associates (WSA) to provide additional scope of work to complete the environmental documents, preliminary engineering, railroad negotiations and related work and extend the term of the consultant agreement to June 30, 2007.*

3. *Authorize the Executive Director to enter into an amended funded agreement with the City of Fairfield for \$110,000 of additional local funds for project assistance to complete the environmental documents, preliminary engineering, environmental documents and railroad negotiations and related work for the Fairfield/Vacaville Train Station project.*

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|---|------------------------|
| <p>I. Bay Area Regional Rail Plan Conceptual Alternatives
<i>Recommendation:</i>
<i>Approve the attached preliminary comments submitted to the Steering Committee on May 17, 2006, regarding comments on the Bay Area Regional Rail Plan Conceptual Alternatives Task, Memorandum 3.a., dated April 18, 2006.</i>
Pg. 65</p> | <p>Dan Christians</p> |
| <p>J. Call for Projects for Countywide Transportation for Livable Communities (TLC) Program for FY 2007-08 and FY 2008-09
<i>Recommendation:</i>
<i>Approve a Call for Solano County TLC Capital Projects.</i>
Pg. 87</p> | <p>Robert Guerrero</p> |
| <p>K. Pedestrian Advisory Committee Priority Pedestrian Projects
<i>Recommendation:</i>
<i>Approve a \$5,000 contract with Landpeople to update the Solano Countywide Pedestrian Priority Projects funded with \$5,000 from the STA's FY 2006-07 TLC Program.</i>
Pg. 99</p> | <p>Robert Guerrero</p> |
| <p>L. MTC Routine Accommodations of Bicyclist and Pedestrians in the Bay Area
<i>Recommendation:</i>
<i>Approve the following:</i>
<ol style="list-style-type: none">1. <i>Support MTC's Routine Accommodation of Bicyclists and Pedestrian in the Bay Area as specified in Attachment B.</i>2. <i>Support MTC's decision to delegate 100% of the Regional Bicycle/Pedestrian funds to be allocated by the Congestion Management Agencies.</i>
Pg. 103</p> | <p>Robert Guerrero</p> |

IX. ACTION ITEMS – FINANCIAL

A. FY 2006-07 Budget Revision and FY 2007-08 Proposed Budget

Daryl Halls
Susan Furtado

Recommendation:

Approve the following:

1. Adopt the revised FY 2006-07 budget as shown in Attachment A
2. Adopt the proposed FY 2007-08 budget as shown in Attachment B.
3. Adopt the proposed revised salary range realignments and adjustments with the salary survey recommendations (Contained in Attachment C).
4. Adopt a 2.0% cost of living adjustment for STA salaries for FY 2006-07, as included in the revised FY 2006-07 budget (Attachment D).

(6:35 – 6:40 p.m.) – Pg. 109

B. Intercity Transit Funding Agreement Proposal

Elizabeth Richards

Recommendation:

Approve the following:

1. The Intercity Transit Cost-Sharing Funding Agreement and Service as outlined in Attachment C.
2. Authorize the Executive Director to develop and sign an Intercity Transit Funding Agreement for FY 2006-07 based on the recommendations outlined in Attachment C.

(6:40 – 6:50 p.m.) – Pg. 117

C. State Transit Assistance Funds (STAF) Proposed Funding Amendment for FY 2006-07

Elizabeth Richards

Recommendation:

Approve the following:

1. Amended FY 2006-07 STAF project list and amended draft FY 2007-08 STAF project list for Northern County and Regional Paratransit STAF population-based funds.
2. Prioritize the countywide transit ridership survey for any additional FY 2006-07 STAF funding.

(6:50 – 6:55 p.m.) – Pg. 127

D. FY 2006-07 TDA Distribution for Solano County

Elizabeth Richards

Recommendation:

Approve the following:

1. The TDA Article 4/8 Matrix for FY 2006-07.
2. Authorize the Executive Director to enter into an agreement with the City of Vallejo to coordinate TDA and STAF claims for FY 2006-07.

(6:55 – 7:00 p.m.) – Pg. 133

- E. **FY 2006-07 TDA Article 3 Program** Robert Guerrero
Recommendation:
Approve \$302,000 of FY 2006-07 TDA Article 3 funding for Bicycle and Pedestrian projects as specified in Attachment A.
(7:00 – 7:05 p.m.) – Pg. 135

X. **ACTION ITEMS – NON-FINANCIAL**

- A. **Set Board Agenda Topics for STA Board Workshop of July 12, 2006** Daryl Halls
Recommendation:
Approve the meeting agenda for the STA Board Workshop on Wednesday, July 12, 2006 at 6:00 p.m., as specified in Attachment B.
(7:05 – 7:10 p.m.) – Pg. 139
- B. **Legislative Update – June 2006** Jayne Bauer
Recommendation:
Support and endorse the propositions that result from the following bills that will be on the November 2006 general election ballot statewide:
- SB 1266 (Proposition 1B)
 - SCA 7 (Proposition 1A)
- (7:10 – 7:15 p.m.) – Pg. 159

XI. **INFORMATION ITEMS**

- A. **Highway Projects Status Report** Janet Adams
1. I-80/I-680/SR 12 Interchange
 2. North Connector
 3. I-80 HOV Project: Red Top Road to Air Base Parkway
 4. Jepson Parkway
 5. Highway 12 (Jameson Canyon)
 6. I-80 SHOPP Rehabilitation Project
 7. SR 113 SHOPP (Downtown Dixon)
- (7:15 – 7:20 p.m.) – Pg. 195

(No Discussion Necessary)

- B. **Update on Implementation of Disadvantaged Business Enterprise (DBE) Program** Janet Adams
Informational
Pg. 203

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MEMORANDUM

DATE: June 7, 2006
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – June 2006

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

STA Submits Balanced Budgets for FY 2006-07 and FY 2007-08*

Staff has prepared the STA's revised FY 2006-07 and proposed FY 2007-08 budgets for review and consideration by the STA Board. The STA's revised FY 2006-07 budget forecasts revenues and expenditures totaling \$12.5 million and the proposed FY 2007-08 budget is projected at \$61.8 million (enhanced by \$55 million in construction funds for two projects – the North Connector & I-80 High Occupancy Vehicle Lanes projects).

Agenda Topics for July STA Board Workshop to Frame STA's Efforts in FY 2006-07*

Last month, the STA Board approved the STA's Overall Work Program for FY 2006-07 and FY 2007-08. This will guide the STA's staff and Board endeavors in pursuit of designated priorities and the allocation of resources. Several of the tasks identified will require the active participation of the STA Board, Solano County's seven cities, the Solano County Board of Supervisors, transit operators, and the public. Staff is proposing to convene the July Board meeting in a workshop styled format to present and discuss several of the subject areas with the Board in preparation for the upcoming fiscal year.

Local Police Departments Step-up to Participate in Development of Safe Routes to Schools Study

The STA continues to provide Safe Routes to Schools presentations to city councils and schools districts. On May 28th, the Safe Routes to Schools Steering Committee began discussing the development of goals and objectives for the Study and the development of criteria for the future allocation of Safe Routes to Schools funding. I am pleased to announce that there was an overwhelming response from the public safety with representatives from all local police departments and California Highway Patrol (CHP) in attendance.

Solano County Transit Operators Agree to Intercity Transit Funding Agreement *

After months of meetings and financial review, a funding plan and transit service agreement for FY 2006-07 covering all of Solano County's intercity transit services has been agreed to by the transit staff from all of Solano County's transit operators. Once approved by the STA Board and subsequently by the transit operators, this will mark a historic first for Solano County. As presented, this agreement identifies all of the intercity transit services currently being operated between Solano County cities and the cost sharing agreements for each specific intercity transit route. Once in place, this agreement will serve as the starting point for continued discussion and cooperation between the transit operators and STA, the proposed development of a multi-year intercity transit funding agreement, and the initiation and completion of the countywide transit consolidation study to be undertaken by the STA later this year.

STA Board to Approve Two Year Allocation of State Transit Assistance Funds for Transit Priorities *

On this month's Board agenda is the proposed allocation of over \$1.2 million in State Transit Assistance Funds (STAF) for FY 2006-07 and \$850,000 in STAF in FY 2007-08 for a series of intercity transit and paratransit services, transit programs, purchase of vehicles, a transit ridership survey and financial assessment, and the transit consolidation study.

State Assembly Approves PPM Legislation (AB 2538)

Last week, the State Assembly approved AB 2538 (Wolk) on a bipartisan 66 to 11 vote. The STA is continuing to co-sponsor this critical project development legislation in partnership with the Contra Costa Transportation Authority (CCTA) and other Bay Area Congestion Management Agencies. The next stop for the bill is the Senate Committee on Transportation.

STA to Respond to Inaccuracies Contained in Grand Jury Report

Last week, the Solano County Grand Jury released a short three-page report titled, "Solano Transportation Authority (STA)/Solano Transportation Improvement Authority (STIA), Smoothing Out the Bumps." The report, timed for release just four days before the June 6th election and the vote on Measure H, contains a set of six findings that are either factually incorrect, incongruous or are inconsequential along with a set of related recommendations that were already implemented over a year before the Grand Jury initially conferred with the STA or are based on findings that are not factually correct. STA staff and legal counsel are working with the Executive Committee to prepare a written response pursuant to state statutes.

Attachment:

- A. STA Acronyms List of Transportation Terms

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

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

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DATE: June 14, 2006
TO: STA Board
FROM: Johanna Masiclat, Clerk of the Board
RE: Consent Calendar Summary
(Any consent calendar item may be pulled for discussion)

Recommendation:

The STA Board approve the following attached consent items:

- A. STA Board Minutes of May 10, 2006
- B. Review Draft TAC Minutes of May 31, 2006
- C. STA Board Meeting Schedule for Calendar Year 2006
- D. FY 2005-06 Final-Year Budget Revision
- E. Office Lease Five-Year Renewal
- F. Contract Amendment No. 7 for Transit and Funding Consultant - Nancy Whelan Consulting
- G. Unmet Transit Needs Comments and Response for FY 2006-07
- H. Contract Amendment No. 6 with Wilbur Smith Associates for the Fairfield/Vacaville Intermodal Train Station
- I. Bay Area Regional Rail Plan Conceptual Alternatives
- J. Call for Projects for Countywide Transportation for Livable Communities (TLC) Program for FY 2007-08 and FY 2008-09
- K. Pedestrian Advisory Committee Priority Pedestrian Projects
- L. MTC Routine Accommodations of Bicyclist and Pedestrians in the Bay Area

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SOLANO TRANSPORTATION AUTHORITY
Minutes for Meeting of
May 10, 2006

I. CLOSED SESSION:

Closed session to discuss Executive Director Performance Review. Chuck Lamoree, Legal Counsel, indicated that there were no matters to report.

II. CALL TO ORDER

Chair Augustine called the regular meeting to order at 6:01 p.m. A quorum was confirmed.

MEMBERS

PRESENT:	Len Augustine (Chair)	City of Vacaville
	Anthony Intintoli (Vice Chair)	City of Vallejo
	Steve Messina	City of Benicia
	Mary Ann Courville	City of Dixon
	Harry Price	City of Fairfield
	Ed Woodruff	City of Rio Vista
	Mike Segala (Alternate Member)	City of Suisun City
	John Vasquez (Alternate Member)	County of Solano

MEMBERS

ABSENT:	Jim Spering	City of Suisun City
	John Silva	County of Solano

STAFF

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

ALSO

PRESENT:	Mike Duncan	City of Fairfield
	John Duane	City of Suisun City
	Dale Pfeiffer	City of Vacaville
	Gary Leach	City of Vallejo
	Paul Wiese	County of Solano
	Doanh Nguyen	Caltrans District 4
	Ron Hurlbut	Independent Taxpayers Watchdog Committee (ITWC) Candidate Member
	Bernice Kaylin	Independent Taxpayers Watchdog Committee (ITWC) Candidate Member
	Gwen Douglas	Resident, City of Rio Vista
	Marianne Haas	Public Member – Current Route 91 Rider
	Carol Pence	Public Member – Current Route 91 Rider

II. PLEDGE OF ALLEGIANCE

IV. APPROVAL OF AGENDA

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

V. OPPORTUNITY FOR PUBLIC COMMENT

Marianne Haas and Carol Pence, current Route 91 riders, addressed their concerns regarding possible changes to Vallejo Transit Route 91.

VI. EXECUTIVE DIRECTOR’S REPORT

Daryl Halls provided an update on the following topics:

- Safe Routes to Schools Presentations Kick Off in Benicia and at Solano College
- STA Overall Work Program Features 42 Projects, Plans and Programs
- STA Reprograms 2006 STIP to Protect Solano County’s Funding
- STA to Recommend Funding Allocations for Two Sources of TFCA Funds
- STA and Transit Operators Identify Priorities for STAF Funds
- PPM Legislation (AB 2538) Clears Initial Legislative Hurdle
- City of Dixon, CCJPB and STA Celebrate Opening of Dixon Intermodal Station
- STA Budget Stays on Track
- STA Hosts Open House

VII. COMMENTS FROM STAFF, CALTRANS AND MTC

A. Caltrans Report:

Doanh Nguyen, Caltrans District 4 Regional Project Manager, provided an update on the following:

- I-80 Repaving;
- Highway 12 SHOPP Projects; and
- Benicia Bridge Retrofit Project

B. MTC Report:

None reported.

C. STA Report:

1. Anna McLaughlin highlighted the upcoming Bike to Work on May 15-19, 2006. Board Member Woodruff presented an MTC award to City of Rio Vista teacher, Gwen Douglas for Bike Commuter of the Year for Solano County.
2. Joshua Shaw, Shaw & Yoder, Inc., provided a legislative update on the proposed infrastructure bond for transportation and Proposition 42 protection.

VIII. CONSENT CALENDAR

On a motion by Member Messina, and a second by Member Price, the staff recommendations for consent calendar items A through I were unanimously approved. The vote was 7 to 0 (with 1 member absent).

A. STA Board Minutes of April 12, 2006

Recommendation:

Approve minutes of April 12, 2006.

B. Review Draft TAC Minutes of April 26, 2006

Recommendation:

Receive and file.

C. Updated STA Board Meeting Schedule for Calendar Year 2006

Recommendation:

Informational.

D. FY 2005-06 3rd Quarter Budget Report

Recommendation:

Review and file.

E. Local Transportation Development Act (TDA) and Gas Tax Contributions for FY 2006-07

Recommendation:

Informational.

F. FY 2006-07 STA/YSAQMD Clean Air Fund Applications

Recommendation:

Support STA/YSAQMD Clean Air Application Review Committee's funding recommendations for FY 2006-07.

G. FY 2006-07 BAAQMD Transportation Fund for Clean Air (TFCA) Program Manager Funds

Recommendation:

Approve a resolution for FY 2006-07 BAAQMD TFCA Program Manager funding in the following amounts for each project:

1. \$17,000 for Allied Waste Service's (franchised hauler for City of Benicia) vehicle retrofit;
2. \$25,000 for Benicia's Shuttle Bus Service: Vallejo Ferry to Benicia's Industrial Park;
3. \$78,000 for Fairfield's Solano Bikeway Extension- McGary Road project; and
4. \$195,000 for Solano Napa Commuter Information Program's Rideshare Activities.

H. Funding Agreement Between the Solano Transportation Authority City of Rio Vista for the State Route 12 Re-Alignment/Rio Vista Bridge Study

Recommendation:

Authorize the Executive Director to execute a funding agreement between Solano Transportation Authority and the City of Rio Vista for a \$362,000 to fund the State Route 12 Re-Alignment/Rio Vista Bridge Study.

I. Adjustments to the 2006 State Transportation Improvement Program (STIP)

Recommendation:

Approve the programming of \$4.000M in 2006 STIP PTA funds to the Vallejo Ferry Terminal, Parking and \$2.000M in 2006 STIP PTA funds to the Capital Corridor Rail Station, Fairfield/Vacaville as part of a revised 2006 STIP for Solano County and to replace the \$6 million in STIP funds projected to be removed by the CTC.

IX. ACTION ITEMS: FINANCIAL

A. State Transit Assistance Funds (STAF) Proposed Funding Plan for FY 2006-07

Elizabeth Richards outlined the increase in STAF available for programming in FY 2006-07, which is estimated at \$1,175,475. She added that a further increase from Prop. 42 allocations were received in the middle of FY 2005-06 in the amount of \$259,510 which was not programmed and included in the carryover for FY 2006-07. She stated that STA staff has worked with MTC staff to refine the carryover amount to identify any locally programmed funds that were not yet claimed or accounted for.

Board Comments:

None presented.

Recommendation:

Approve the FY 2006-07 STAF project list and preliminary FY 2007-08 project list.

On a motion by Member Courville, and a second by Member Price, the staff recommendation was unanimously approved.

X. ACTION ITEMS: NON FINANCIAL

A. STA Priority Projects/Overall Work Plan for FY 2006-07 and FY 2007-08

Janet Adams provided an overview to STA activities relative to the Overall Work Plan for FY 2006-07 and FY 2007-08. She stated that staff would evaluate the fund sources and resources available to the STA and develop a comprehensive plan to fund the STA Board's priority projects over the next two years.

Board Comments:

None presented.

Recommendation:

Adopt STA's Overall Work Plan for FY 2006-07 and FY 2007-08.

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

B. State Transit Assistance Funding (STAF) and Proposition 42 Transit Funding Policy Impact

Elizabeth Richards summarized STA's position on MTC's proposal concerning future STAF allocations and explained the three key fundamental changes MTC was proposing. She also walked through STA staff's analysis of these issues and its proposed position as outlined in Attachment B.

Recommendation:

Authorize the STA Chair to send a letter to MTC supporting the recommendations outlined on Attachment B concerning future population-based STAF funds distribution and the STAF Prop. 42 increment.

Board Comments:

None presented.

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

C. Legislative Update – May 2006

Jayne Bauer provided an update to state and federal legislation bills that pertain directly to transportation related issues. She stated that SB 1812 (Runner) would allow California to participate with four other states in a three-year federal pilot program is intended to ultimately speed delivery of needed transportation projects by 120-180 days without weakening environmental protection. She also announced that the “STA April 2006 Fiscal Year 2007 Federal Appropriations Requests” brochures were distributed for information.

Recommendation:

Adopt a support position on SB 1812 (Runner) pertaining to Caltrans participation in a federal surface transportation project delivery pilot program.

Board Comments:

None presented.

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

XI. INFORMATION ITEMS (No Discussion)

- A. Bike to Work Week – May 15-19, 2006**
- B. Solano Napa Travel Demand Model (Phase 2 Transit)**
- C. Status of Congestion Management Program (CMP) Consistency Review of Recently Submitted Development**
- D. I-80/Capitol Corridor Smarter Growth Study and Association of Bay Area Government (ABAG)’s Focusing Our Vision**
- E. Update on Implementation of Disadvantaged Business Enterprise (DBE) Program**
- F. Funding Opportunities Summary**

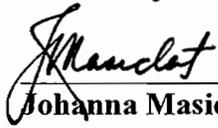
XII. BOARD MEMBER COMMENTS:

Member Courville and Vice Chair Intintoli recapped the Capitol Corridor Train Ride Event and Dixon Transportation Center Grand Opening Ceremony held on Saturday, May 6, 2006.

XIII. ADJOURNMENT

The STA Board meeting was adjourned at 7:05 p.m. The next regular meeting of the STA Board is scheduled at **6:00 p.m., Wednesday, June 14, 2006 at the Suisun City Hall Council Chambers.**

Attested By:



Johanna Masiclat
Clerk of the Board

6/6/06
Date

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TECHNICAL ADVISORY COMMITTEE

Minutes of the meeting

May 31, 2006

I. CALL TO ORDER

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

Present:

TAC Members Present:	Dan Schiada	City of Benicia
	Royce Cunningham	City of Dixon
	Charlie Beck	City of Fairfield
	Dale Pfeiffer	City of Vacaville
	Gary Leach	City of Vallejo
	Paul Wiese	County of Solano

Others Present:

Mike Duncan	City of Fairfield
Ed Huestis	City of Vacaville
Gian Aggarwal	City of Vacaville
Daryl Halls	STA
Dan Christians	STA
Janet Adams	STA
Elizabeth Richards	STA/SNCI
Jayne Bauer	STA
Robert Guerrero	STA
Sam Shelton	STA
Johanna Masiclat	STA
Glen Grant	Bicycle Advisory Committee

II. APPROVAL OF AGENDA

On a motion by Charlie Beck, and a second by Gary Leach, the STA TAC unanimously approved the agenda.

III. OPPORTUNITY FOR PUBLIC COMMENT

Glen Grant, Bicycle Advisory Committee Chair, provided an overview on the Solano Bicycle Advisory Committee's standpoint on MTC's Routine Accommodations Recommendation. He apologized for not having had an opportunity to review the latest version of the recommendation, but commented that the overall sentiment of the Bicycle Advisory Committee (BAC) was that previous draft did not go far enough to ensure that routine accommodations are made for bicyclists and pedestrians in new project development. Mr. Grant also expressed concern that project sponsors will not adhere to the recommendations for all transportation projects if MTC's Routine Accommodations Recommendations do not explicitly state it as such.

REPORTS FROM CALTRANS, MTC AND STA STAFF

IV.

Caltrans: None presented.

MTC: None presented.

STA: Jayne Bauer requested that the TAC distribute to their cities the fact sheet brochures on Measure H.

Sam Shelton distributed information on the following:

- Upcoming Workshop (June 13, 2006) for the Transportation for Fund for Clean Air (TFCA).
- 2006-2007 Solano Safe Routes to Schools (SR2S) Public Outreach Schedule.

V. CONSENT CALENDAR

On a motion by Paul Wiese, and a second by Dan Schiada, the STA TAC unanimously approved Consent Calendar Items A through K with the following exception:

- Item I, Unmet Transit Needs Comments and Responses for FY 2006-07, would be continued until the next scheduled meeting in June.
- Item J, MTC Routine Accommodations of Bicyclist and Pedestrians in the Bay Area was pulled for separate discussion.

Recommendations:

A. Minutes of the TAC Meeting of April 26, 2006

Recommendation:

Approve minutes of April 26, 2006.

B. STA Board Meeting Highlights – May 10, 2006

Informational

C. STIA Board Meeting Highlights – May 10, 2006

Informational

**D. Updated STA Board and Advisory Committee Meeting Schedule for 2006
Informational**

**E. Funding Opportunities Summary
Informational**

**F. Contract Amendment No. 6 with Wilbur Smith Associates for the
Fairfield/Vacaville Intermodal Train Station
Recommendation:**

Recommend that the STA Board approve the following:

1. Authorize the Executive Director to include an additional \$110,000 of local funds in the STA Budget for 2006-07 from the cities of Fairfield and Vacaville for additional project assistance to complete the environmental documents, preliminary engineering, environmental documents, railroad negotiations and related work for the Fairfield/Vacaville Train Station project.
2. Authorize the Executive Director to execute Contract Amendment No. 6 with Wilbur Smith Associates (WSA) to provide additional scope of work to complete the environmental documents, preliminary engineering, railroad negotiations and related work and extend the term of the consultant agreement to June 30, 2007.
3. Authorize the Executive Director to enter into an amended funded agreement with the City of Fairfield for \$110,000 of additional local funds for project assistance to complete the environmental documents, preliminary engineering, environmental documents and railroad negotiations and related work for the Fairfield/Vacaville Train Station project.

**G. Call for Projects for Countywide Transportation for Livable Communities
(TLC) Program for FY 2007-08 and FY 2008-09**

Recommendation:

Forward a recommendation to the STA Board to issue a Call for Solano County Capital Projects.

H. Pedestrian Advisory Committee Priority Pedestrian Projects

Recommendation:

Forward a recommendation to the STA Board to enter into a \$5,000 contract with Landpeople to update the Solano Countywide Pedestrian Priority Projects funded with \$5,000 from the STA's FY 2006-07 TLC program.

I. Unmet Transit Needs Comments & Response for FY 2006-07

This item will be continued until the next scheduled meeting in June.

J. MTC Routine Accommodations of Bicyclist and Pedestrians in the Bay Area

Recommendation:

Forward the following recommendations to the STA Board:

1. Support MTC's Routine Accommodation of Bicyclists and Pedestrian in the Bay Area May 15, 2006 version.
2. Support MTC's decision to delegate 100% of the Regional Bicycle/Pedestrian funds to the CMAs.

On a motion by Paul Wiese, and a second by Gary Leach, the STA TAC unanimously supported the recommendations. The vote was 6 to 0 (with 2 members absent).

VI. ACTION ITEMS

A. Legislative Update – May 2006

Jayne Bauer reviewed the State Infrastructure Bonds package to be placed in the November 2006 General Election Ballot. She outlined the entire infrastructure package comprised of four bond bills, one general fund appropriation bill (SB 1266 (Perata) – Proposition 1B), one constitutional amendment (SCA 7 (Torlakson) – Proposition 1A), and four policy implementation bills representing more than \$35 billion in new funding for transportation projects, air quality improvement programs, education facilities, flood protection and levee repairs, water quality, and housing.

She also identified the Governor's May revise to the FY 2006-07 State Budget which the biggest impact is on transit taking \$4.1 billion reduction over 10 years to pay off the proposed transportation bond debt.

Recommendation:

Forward a recommendation to the STA Board to formally support and endorse the propositions that result from the following bills that will be on the November 2006 general election ballot statewide:

- SB 1266 (Proposition 1B)
- SCA 7 (Proposition 1A)

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

B. Intercity Transit Funding Agreement Proposal

Elizabeth Richards provided a summary of the draft Intercity Transit Funding proposal for FY 2006-07, taking into account the various local issues, cost and revenue assumptions, service proposals and timelines which STA staff has developed a set of draft comprehensive recommendations.

Recommendation:

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

1. The recommendations pertaining to Intercity Transit Funding and Service as outlined in Attachment C.
2. Authorize the Executive Director to develop and sign an Intercity Transit Funding agreement based on the recommendations outlined in Attachment C.

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

C. State Transit Assistance Funds (STAF) Proposed Funding Plan for FY 2006-07

Elizabeth Richards outlined the amended FY 2006-07 project list and amended draft FY 2007-08 STAF project list for Northern County and Regional Paratransit STAF population-based funds. She also reviewed the prioritization of the countywide transit ridership survey for additional FY 2006-07 STAF funding.

Recommendation:

Forward a recommendation to the STA Board to:

1. Approve the amended FY 2006-07 STAF project list and amended draft FY 2007-08 STAF project list for Northern County and Regional Paratransit STAF population-based funds.
2. Prioritize the countywide transit ridership survey for any additional FY 2006-07 STAF funding.

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

D. FY 2006-07 TDA Distribution for Solano County

Elizabeth Richards reviewed the draft of the FY 2006-07 TDA matrix. She indicated that the FY 2006-07 revenue estimate and carryover are based on MTC's February 2006 estimate that has been approved by the MTC Commission.

Recommendation:

Recommend to the STA Board to approve the TDA matrix for FY 2006-07.

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

E. Bay Area Regional Rail Plan Conceptual Alternatives

Dan Christians reviewed the Regional Rail Plan Conceptual Alternatives as well as STA's preliminary comments on the alternative tasks, Memorandum 3.a, dated April 18, 2006.

Recommendation:

Forward a recommendation to the STA Board to approve the attached preliminary comments submitted to the Steering Committee on May 17, 2006, regarding comments on the Bay Area Regional Rail Plan Conceptual Alternatives Task, Memorandum 3.a., dated April 18, 2006.

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

F. FY 2006-07 TDA Article 3 Program

Robert Guerrero reviewed the expected TDA Article 3 funds of \$302,000 for FY 2006-07. He cited that the BAC recommended \$202,000 for bicycle projects and PAC recommended \$100,000 for pedestrian projects.

Glen Grant commented that the BAC was concerned about potential conflicts with the pedestrian advisory committee's recommendations for Fairfield's West Texas Street project. He requested the project sponsor to consider not completing the pedestrian facility at the expense of the bicycle facility.

Recommendation:

Forward a recommendation to the STA Board to approve \$302,000 of FY 2006-07 TDA Article 3 Projects as recommended by the Bicycle Advisory Committee and the Pedestrian Advisory Committee.

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

VII. INFORMATION ITEMS

A. Update on Implementation of Disadvantaged Business Enterprise (DBE) Program

Janet Adams outlined the timeline and changes to the DBE program. She stated that Caltrans had made the documents required to implement the changes available on the Division of Local Assistance. She also reviewed additional guidelines and implementation details that have been provided by Caltrans.

B. 2006 State Highway Operations & Protection Program (SHOPP) Update

Janet Adams provided an update to the overall 2006 SHOPP funding for FY 2006-07 through FY 2009-10. She stated that Caltrans has delayed 9 of the Solano County SHOPP projects into later years. She indicated that majority of the schedule changes were a single year shift due to programmatic adjustment to conform to the annual fund estimate (corresponding cost change reflects escalation).

C. Highway Projects Status Report

1. **I-80/I-680/SR 12 Interchange**
2. **North Connector**
3. **I-80 HOV Project: Red Top Road to Air Base Parkway**
4. **Jepson Parkway**
5. **Highway 12 (Jameson Canyon)**
6. **I-80 SHOPP Rehabilitation Project**
7. **SR 113 SHOPP (Downtown Dixon)**

Janet Adams provided an update to the above listed major highway projects in Solano County.

D. Draft STA Funding Policy for Regional Interchange and Reliever Route Projects

Janet Adams summarized the schedule for the STA Board to adopt the funding policy that would follow input from the Technical Advisory Committee (TAC) in May, a recommendation of a draft policy by the TAC in June, discussions at the STA Board workshop in July, and STA Board adoption in early Fall 2006.

E. State Transit Assistance Fund (STAF) and Proposition 42 Transit Funding Policy Status

Elizabeth Richards reviewed staff's analysis of MTC's first two proposals along with a summary of the key points of the STA's position in response which at its May 2006 meeting the STA Board authorized to forward. She stated that passage of the I-Bond(s) would further impact STAF distribution. She added that the original MTC staff proposal included distribution of the FY 2006-07 Prop.42 increment, and this element appears to have been delayed along with the withdrawal of the proposal as a whole.

VIII. ADJOURNMENT

The meeting was adjourned at 3:20 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, June 28, 2006.**

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DATE: June 2, 2006
TO: STA Board
FROM: Johanna Masiclat, Clerk of the Board
RE: Updated STA Board Meeting Schedule for Calendar Year 2006

Discussion:

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

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

A. STA Board Meeting Schedule for the Calendar Year 2006

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**STA BOARD AND ADVISORY
COMMITTEE MEETINGS SCHEDULE
CALENDAR YEAR 2006**

DATE	TIME	DESCRIPTION	LOCATION	STATUS
June 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
June 20	9:00 a.m.	Lifeline Advisory Committee	STA Conference Room	TBD
June 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
June 30	12:30 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Tentative
July 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
August 30	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
September 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
September 27	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
October 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
November 8	6:00 p.m.	STA Annual Awards	Travis Credit Union - Vacaville	Confirmed
November 29	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
December 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed

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DATE: June 2, 2006
TO: STA Board
FROM: Daryl Halls, Executive Director
Susan Furtado, Financial Analyst/Accountant
RE: FY 2005-06 Final-Year Budget Revision

Background:

On March 8, 2006, the STA Board approved the adoption of the mid-year annual budget revision for FY 2005-06. The approved annual mid-year revenues and expenditures for FY 2005-06 was estimated at \$9.63 million.

Discussion:

The proposed FY 2005-06 final budget revision of revenues and expenditures are balanced at \$9.69 million. Due to additional fund sources for projects and funds carried forward to the next FY 2006-07, revenue and expenditure has been increased from \$9.63 million to \$9.69 million. The revised budget and detailed budget schedules that list each fund sources and program expenditures are shown in Attachment A. This final budget revision for FY 2005-06 reflects a change of \$55,192 summarized as follows:

FY 2005-06 Revenue Changes

Changes to the approved revenue budget for FY 2005-06 are due to combination of projects carried forward to FY 2006-07 for the continuation or completion of multi-year contracts.

Budget revenue details are as follows:

- State Transit Assistance Funds (STAF) of \$135,000, for the Transit Consolidation Study, is reprogrammed for FY 2006-07 due to the delay in initiating the study prior to the completion of the Inter City Transit Funding Agreement for FY 2006-07.
- State Transportation Program (STP) funds for the Project Study Report (PSR) of \$108,900 for the State Route 12 (SR 12) & Church Road is reprogrammed for the next fiscal year, FY 2006-07, pending the adoption of the Transportation Improvement Program (TIP).
- Funding request from the Metropolitan Transportation Commission (MTC) was reduced from \$90,000 to \$50,000 for the activities relating to the development of the County Transportation Expenditure Plan titled "Traffic Relief and Safety Plan for Solano County."
- Traffic Congestion Relief Program (TCRP) 25.2 funds for the Project Approval and Environmental Documents (PA/ED) phase of the North Connector project has additional funds available from the \$300,000 advance funds received in the initial phase of the contract. This additional funding is anticipated to be expended by the end of the FY 2005-06.

FY 2005-06 Expenditure Changes

Changes to the approved expenditure budget are reflective of the funds carried forward to the next fiscal year as previously described. The budget expenditures are summarized as follows:

Operation and Administration Expenditures

- The Operation and Administration approved budget for FY 2005-06 has a cost savings from the Legal Consulting expenditures of \$20,000 and will be used for general supplies expenditures for the remaining of the fiscal year.
- The Expenditure Plan approved budget for FY 2005-06, is revised from \$250,000 to \$237,228 with \$40,000 reduced funding received from the Metropolitan Transportation Commission (MTC) for the activities related to the development of the County Transportation Expenditure Plan titled "Traffic Relief and Safety Plan for Solano County".

The STA Operation and Administration total budget expenditure is reduced by \$29,600 with the reduction of the original estimated revenue.

Transit and Rideshare Services/Solano Napa Commuter Information (SNCI) Expenditures

- The Transit and Rideshare Services/SNCI Management and Administration budget for personnel cost is revised to reflect an increase in actual staff time allocation with the delay of some specific programs. Programs such as the Community Base Organization (CBO) Study for Cordelia, Rio Vista Van Pool, and the Lifeline Program were projected to have actual personnel cost allocation. However, with the delay in these program's initiation, the personnel cost budget was not reimbursable under the terms of the funding agreement. Subsequently, the Transit and Rideshare Services/SNCI program administration reduction in consulting cost of \$26,000 was offset by the same amount of increased personnel cost.
- The Bike Links Maps program received \$2,150 sponsorship from local businesses to cover additional printing cost of the bike links map update.
- The Transit Consolidation Feasibility Study budget expenditure funded through the STAF allocation for \$135,000 is reprogrammed for the FY 2006-07 budget. An effort is being made to complete the Inter City Transit Funding Agreement so the Consolidation Study can commence in early FY 2006-07.

The Transit & Rideshare Services/SNCI total expenditure is reduced by \$130,350 due to the above revision and funds reprogrammed to FY 2006-07.

Project Development Expenditures

- The Project Study Report (PSR) for the State Route 12/Church Road is reprogrammed for the FY 2006-07 budget. The State Transportation Program (STP) funds of \$108,900 will be carried over for the continuation of this project, pending adoption of the Transportation Improvement Program (TIP).
- Traffic Congestion Relief Program (TCRP) 25.2 fund for the Project Approval and Environmental Documents (PA/ED) phase of the North Connector is in its final phase of the funding. This fund originally received advance funds for the project, subsequently with the final reimbursement process, the project will need to spend the total contract awarded for the project.

The Project Development budget expenditure increase of \$220,412 is due to funds in its final phase of the multi-year project funding and reprogramming of funds for the next FY 2006-07.

Strategic Planning Expenditures

The total Strategic Planning budget expenditure is reduced by \$5,270 due to personnel cost savings with the staff realignment for a vacant position anticipated to be filled next fiscal year.

Recommendation:

Approve the Final Budget Revision for FY 2005-06 as shown in Attachment A.

Attachment:

- A. STA FY 2005-06 Final Budget Revision dated June 14, 2006.

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FY 2005-06 FINAL BUDGET REVISION
June 14, 2006

REVENUES		
General Fund	Adopted FY 05-06	Proposed FY 05-06
Gas Tax (Reserve Account)	30,000	30,000
STP	1,023,716	922,446
Gas Tax	291,789	291,789
YSAQMD	10,000	10,000
ECMAQ	150,000	150,000
MTC-ECMAQ	115,000	115,000
STIP/PPM	113,000	113,000
TCRP 25.2	29,310	29,310
DMV/AVA	5,000	5,000
TCRP 25.3	29,900	29,900
MTC-Rideshare	240,000	240,000
MTC - Expenditure Plan	90,000	50,000
MTC SPNR	70,000	70,000
Trails	3,000	3,000
TDA Art. 4/8	433,099	433,099
RM 2 I-80 HOV	6,915	6,915
RM 2 North Connector East (Design)	4,610	4,610
TFCA	309,956	309,956
STAF	543,964	408,964
LIFT	3,300	3,300
CBO	30,000	30,000
Other Gov't	157,999	157,999
Sponsors	36,034	38,184
Subtotal	\$3,726,592	\$3,452,472

EXPENDITURES		
Operations & Administration	Adopted FY 05-06	Proposed FY 05-
Operations Management/Administration	1,131,569	1,114,7
STA Board of Directors	40,800	40,8
Expenditure Plan	250,000	237,2
Contributions to STA Reserve Account	30,000	30,0
Subtotal	\$1,452,369	\$1,422,76

Transit and Rideshare Services/SNCI		
Transit/SNCI Management/Administration	440,717	466,71
Employer/Van Pool Outreach	15,000	15,00
SNCI General Marketing	155,000	129,00
Fall Campaign	16,000	16,00
Bike to Work Campaign	20,000	20,00
Lifeline Program	15,000	15,00
BikeLinks Maps	15,000	17,15
Incentives	30,000	30,00
Specialized City Services	7,500	7,50
Guaranteed Ride Home Program	21,000	21,00
Transit Management Administration	20,000	22,50
Rio Vista Van Pool Program	3,300	3,30
Community Based Transit Study	30,000	30,00
Napa Van Pool Incentives	3,000	3,00
Solano Paratransit Assessment Study	35,000	35,00
Paratransit Coordinating/PCC	36,944	36,94
Solano Paratransit Capital	160,850	160,85
Transit Consolidation Feasibility Study	135,000	0
Subtotal	\$1,159,311	\$1,028,961

TFCA Program		
TFCA Program	282,861	282,861
Subtotal	\$282,861	\$282,861

Abandoned Vehicle Abatement Program		
DMV/AVA	348,000	348,000
Subtotal	\$348,000	\$348,000

Jepson Parkway		
STP	100,000	100,000
Demo 1528	44,855	44,855
Other Gov't	100,000	100,000
Subtotal	\$244,855	\$244,855

North Connector		
TCRP 25.2	326,713	656,025
North Connect East Design (RM-2)	289,353	289,353
Subtotal	\$616,066	\$945,378

Solano Paratransit Capital		
FTA 5310	92,800	92,800
STAF (match)	34,050	34,050
STAF (Vehicle Improvements)	34,000	34,000
Subtotal	\$160,850	\$160,850

I-80 HOV Lane (SR 12 to Airbase)		
Rm-2 I-80 HOV	1,347,148	1,347,148
Subtotal	\$1,347,148	\$1,347,148

I-80/I-680/SR 12 Interchange		
TCRP 25.3	2,909,200	2,909,200
Subtotal	\$2,909,200	\$2,909,200

Project Development		
Project Management/Administration	142,159	142,159
Traffic Safety Plan Update	50,000	50,000
Project Study Report (PSR) SR 12/Church	112,000	3,100
Jepson Parkway	244,855	244,855
North Connector PA/ED	326,713	656,025
North Connector-East (Design) RM 2	289,353	289,353
I-80/680/12 Interchange PA/ED	2,909,200	2,909,200
I-80/HOV Lane PA/ED (Design) RM 2	1,347,148	1,347,148
SR 113 MIS/Corridor Study		
SR 12 Bridge Realignment Study		
Jepson Parkway/AFB Travis Access		
Turner Over Crossing- I-80/680 Project		
Subtotal	\$5,421,428	\$5,641,840

Strategic Planning		
Planning Management/Administration	239,366	234,096
SolanoLinks Marketing	88,020	88,020
General Marketing	32,000	32,000
Events	27,000	27,000
Model Development/Maintenance	150,000	150,000
Solano County TLC Program	322,184	322,184
Oakland/Auburn Commuter Rail Study	10,000	10,000
FF/VV Rail Station Design	94,999	94,999
SR 12 Transit Study	8,034	8,034
TFCA Programs	282,861	282,861
DMV Abandoned Vehicle Abatement Program	348,000	348,000
Jepson Parkway Concept Plan Update		
Subtotal	\$1,602,464	\$1,597,194

TOTAL, ALL REVENUE	\$9,635,572	\$9,690,764
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TOTAL, ALL EXPENDITURES	\$9,635,572	\$9,690,764
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DATE: June 2, 2006
TO: STA Board
FROM: Susan Furtado, Financial Analyst/Accountant
RE: Five-Year Office Lease Renewal

Background:

In June 2000, the Redevelopment Agency of the City of Suisun City (Tenant) entered into a five-year Master Lease Agreement with One Harbor Center, a California Limited Partnership, The Wiseman Company-Manager (Landlord). In February 2001, Solano Transportation Authority (STA) Board authorized the Executive Director to negotiate a five-year lease for One Harbor Center, Suite 130 Suisun CA 94533. Subsequently, on May 2001, a five-year Sublease Agreement was entered into by and between the Redevelopment Agency of the City of Suisun City (Sublessor) and Solano Transportation Authority (Sublessee). In accordance with the Master Lease Agreement and Sublease Agreement, the Redevelopment Agency of the City of Suisun City subsidized 20% of the STA's monthly rent payment for five years. This five-year Sublease Agreement between the Redevelopment Agency of the City of Suisun City and the STA ends November 30, 2006.

Discussion:

STA currently occupies approximately 5,663 square feet office space of the 50,163 square feet One Harbor Center building. The office location is advantageous to STA's public visibility and close proximity to public transportation, such as the Amtrak Train Station with Capitol Corridor Commuter Train, and Bus Routes along I-80, I-680, and Hwy 12. However, STA staff has obtained lease rate information from other office buildings in the Fairfield, Suisun City, and Vacaville area for location and rate comparisons (see Attachment A). The office rate comparison results indicates that the current office location is favorable not just for its location, but also cost per square foot, building amenities, and cost to relocate.

The proposed lease renewal is an agreement between One Harbor Center, a California Limited Partnership, The Wiseman Company-Manager (Landlord) and Solano Transportation Authority (Tenant). The proposed renewal agreement is for the next five years effective January 2007 at \$14,083 per month, an increase of 17% (\$2,021). Beginning January of each year, the monthly base rent is adjusted by 3% for the Consumer Price Index (CPI) rate.

Fiscal Impact:

Lease payment increase of \$19,719 for FY 2006-07.

Recommendations:

Authorize the Executive Director to sign a five-year office lease renewal with the Wiseman Company.

Attachment:

- A. Rate Comparisons (to be provided under separate cover)
- B. Basic Lease Information (to be provided under separate cover)

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DATE: June 5, 2006
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Contract Amendment No. 7 for Transit and Funding Consultation with Nancy Whelan Consulting

Background:

In July 2001, the STA Board selected Nancy Whelan, of Nancy Whelan Consulting (NWC), to serve as the Transit and Funding Consultant. Several contract amendments extended NWC's contract through June 30, 2006. NWC has continued to provide a high level of expertise and is successfully achieving the specific tasks outlined in the scope of work. Specifically, in the past year NWC has provided invaluable expertise and support to the intercity transit funding effort as well as on other financing issues.

There continues to be a need for transit management and finance support. In addition, with the STA's recent vacancy in the Projects division, NWC services scope of work has been modified to focus on additional needs in FY 2006-07 (Attachment A).

Discussion:

NWC continues to serve multiple roles offering transit finance and general finance assistance to the STA. NWC provided critical support in the development of the first Intercity Transit Funding agreement. This support will be needed to work on the upcoming multi-year Intercity Transit Funding agreement and associated projects including the countywide Transit Ridership Survey and Transit Finance Assessment. NWC will be assisting STA staff with the management of the Transit Consolidation Study as well as the Cordelia Community Based Transportation Plan.

NWC has done an outstanding job in performing both financial and transit funding. These tasks are vital functions that the STA needs to continue to perform. Attached is an updated scope of work to reflect NWC's anticipated work activity on behalf of the STA. Staff is recommending this contract amendment be extended until June 30, 2007 for a not to exceed amount of \$77,560.

Fiscal Impact:

The fiscal impact for the contract is \$77,560 and will be covered through a combination of State Transit Assistance Funds, Community Transportation Planning, and Projects funds already included in STA's FY 2006-07 budget.

Recommendation:

Authorize the Executive Director to extend the consultant contract with Nancy Whelan Consulting for Transit Funding and Financial/Accounting Consultant Services until June 30, 2007 for an amount not to exceed \$77,560.

Attachment:

A. Draft Scope of Services

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NANCY WHELAN CONSULTING
SCOPE OF SERVICES
July 1, 2006 – June 30, 2007

Intercity Transit Funding Agreement

- Assist in developing a scope of services for ridership survey, the results of which will be used for the FY 2007-08 Intercity Transit Funding Agreement.
- Assist analyzing data from the ridership survey and other data to be used in the FY 2007-08 Intercity Transit Funding Agreement.
- Assist in assessing marketing materials needed for implementing Intercity Transit fare and service changes planned for October 1, 2006.
- Draft funding agreement terms and conditions.

Solano Paratransit

- Update data for Solano Paratransit funding formula, and recalculate subsidy shares.
- Assist staff in analyzing monthly paratransit data and budget.

TDA and STAF

- Provide support to staff as needed to determine TDA and STAF claims for the county.
- Monitor claims for consistency with TDA matrix and funding agreements.

Transit Consolidation Study

- Assist in finalizing scope of work for study.
- Research financial models and impacts of different uses of transit revenue under different structures.
- Assist staff in data collection and analysis as needed.

Cordelia Community Based Transit Study

- Prepare existing conditions report based on previous research.
- Assist staff in outreach to the stakeholders to identify needs; document processes and outcomes.
- Identify potential solutions and document recommendations of stakeholders group.

Project Management Assistance

- Assist Project Management division to update project information in the Transportation Improvement Program using the WebFMS system.
- Prepare FY 2006-07 Disadvantaged Business Enterprise (DBE) program and assist agency in maintaining its DBE compliance.
- Monitor federal and state funding guidelines to ensure timely use of funds. Prepare obligation/allocation requests for federal and state funds (i.e. Federal Earmarks, STP/CMAQ, STIP, etc.)

Financial Assistance

- Assist in developing long-term financial projections.
- Assist in analyzing financial data.

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DATE: June 5, 2006
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Unmet Transit Needs Comments and Response for FY 2006-07

Background:

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

Solano County is the one county in the Bay Area that has local jurisdictions using TDA funds for streets and roads. Four out of eight jurisdictions currently use TDA funds for streets and roads (Rio Vista, Suisun City, Vacaville and the County of Solano). Annually, the Metropolitan Transportation Commission (MTC), the state designated Regional Transportation Planning Agency (RTPA) for the Bay Area, holds a public hearing in the fall to begin the process to determine if there are any transit needs not being reasonably met in Solano County. Based on comments raised at the hearing and written comments received, MTC staff then selects pertinent comments for Solano County's local jurisdictions to respond to. The Solano Transportation Authority (STA) coordinates with the transit operators who must prepare responses specific to their operation.

Once STA staff has collected all the responses from Solano County's transit operators, a coordinated response is forwarded to MTC. Evaluating Solano County's responses, MTC staff determines whether or not there are any potential comments that need further analysis. If there are comments that need further analysis, MTC presents them to MTC's Programming and Allocations Committee (PAC) to seek their concurrence on those issues that the STA or the specified transit operator would need to further analyze as part of the Unmet Transit Needs Plan.

If the transit operators, the STA and Solano County can thoroughly and adequately address the issues as part of the preliminary response letter, MTC staff can move to make the finding that there are no unreasonable transit needs in the county. Making a positive finding of no reasonable transit needs allows the four agencies who claim TDA for streets and roads purposes to submit those TDA Article 8 claims for FY 2006-07. All TDA claims for local streets and roads are held by MTC until this process is completed.

Discussion:

The Unmet Transit Needs public hearing for the FY 2006-07 TDA funding cycle was held on Wednesday, December 7, 2005. The public offered comments at the hearing as well as submitted comments directly to MTC. MTC drafted a summary of the issues that were raised by the public. STA staff was directed to provide MTC with substantive information supporting one of the following for each issue:

1. That an issue has been addressed through recent changes in service; or
2. That an issue will be addressed by changes in service planned to take place between now through the fiscal year 2006-07; or
3. That the service changes required to address an issue have been recently studied and determined not reasonable based on locally established standards; or
4. That the evaluation of the issue resulted in the identification of an alternative means of addressing it; or that an issue has not been addressed through recent or planned service changes, nor recently studied.

Any issues which fall into category (4) will be considered by MTC staff for recommendation to the MTC Programming and Allocations Committee as an unmet transit need subject to countywide planning and resolution prior to any allocation of TDA funds for streets and roads purposes.

MTC's identified Unmet Transit Needs Issues was presented to the Technical Advisory Committee (TAC) and Transit Consortium earlier this year. Supporting documentation from transit operators was requested. STA staff has been working with the transit operators and MTC staff to draft a coordinated and thorough response. A draft of the Issues and Responses was presented to the Transit Consortium and TAC in May. With additional refinement recommended by STA staff, the Transit Consortium and TAC directed STA staff to complete these refinements while working with transit staff and MTC. In addition, the Transit Consortium and TAC approved sending refined response to the STA Board for approval.

Recommendation:

Recommend the STA Board:

1. Approve the coordinated response to the FY 2006-07 Unmet Transit Needs issues;
2. Authorize the Executive Director to submit the response to MTC.

Attachment:

- A. FY 2006-07 Unmet Transit Needs (to be provided under separate cover).



DATE: June 1, 2006
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: Contract Amendment No. 6 with Wilbur Smith Associates for the
Fairfield/Vacaville Intermodal Train Station

Background:

On June 13, 2001, the STA Board approved the Fairfield/Vacaville Intermodal Train Station as the next Capitol Corridor Train Station in Solano County. Since 2001, the cities of Fairfield and Vacaville, STA, the Capitol Corridor, and the Project Development Team (PDT) have been actively working on a phased site plan, railroad right-of-way plan and a track improvement and station platform plan that would be acceptable to both the Capitol Corridor Joint Powers Authority and the Union Pacific Railroad (UPRR) Company.

On December 11, 2001 the STA Board authorized a contract amendment with Wilbur Smith Associates to provide technical assistance for the Project Development Team (PDT) subject to obtaining state-only Advanced Project Development Element (APDE) funds from the FY 2001-02 State Transportation Improvement Program (STIP) in the amount of \$125,000.

The primary tasks under the original Wilbur Smith contract included the following:

- Schematic site planning and support for environmental documents (NEPA)
- Railroad facilities planning
- Access and on-site circulation planning
- Cost estimation
- Development of funding strategies
- Negotiations/coordination with railroads
- Meetings and coordination with agencies
- Development of marketing plans

All of the state funding was fully expended on June 30, 2005. A preliminary concept site plan, some of the preliminary engineering, initial negotiations with the railroad and the basic environmental surveys and technical studies were completed at that time.

As a result of the various meetings and requests from with the UPRR during the past two years, some of the major components of the Phase 1 project have changed, the most significant component being the addition of the Phase 1 Peabody Road overcrossing and more extensive right-of-way acquisition needed for the extension of the Tolenas siding.

The basic site plan has also been re-configured various times to address the necessary driveway access parking spaces, passenger platform, pedestrian shelters, bus turn-around landscaping, right-of-way and track improvements. Remaining phase(s) will include the Phase 2 Peabody Road overcrossing, parking structure, station building and joint commercial development.

Various revised alternatives and revised plans have continued to be developed and meetings held since 2005 to try and obtain consensus on the required railroad improvements. The Project Development Team has been meeting every month or two with the Union Pacific since December 2005 to work out the details of the project to meet the requirements of the UPRR. Once final agreement from the railroad has been reached, the project will move into a final process by the City of Fairfield to complete phasing plans, specifications and final cost estimates, right-of-way acquisition and construction.

Final design and construction of Phase 1 of the project is expected to be completed within four years once written approval of the train station schematic layout plan is received from the UPRR.

In 2005, the Oakland-Auburn Regional Rail Study was completed by the STA in conjunction with the counties of Contra Costa, Yolo, Sacramento and Placer. This study proposed five additional peak hour commuter-oriented trains to augment and interline with the 12 existing and 4 additional proposed state-funded Capitol Corridor intercity trains (scheduled to commence service in August 2006). A total of 18 Capitol Corridor intercity trains are planned. In addition to the existing Suisun City station, the study proposed new stations at Fairfield/Vacaville, Dixon and Benicia.

The last preliminary cost estimate prepared for the Fairfield/Vacaville Train Station project in 2003 was approximately \$35 million. On March 2, 2004, primarily as a result of the STA, Capitol Corridor and MTC's concerted efforts, \$25 million of funds were approved by Bay Area voters in Regional Measure 2 (RM 2) to fund both the Fairfield/Vacaville Train Station and various Capitol Corridor track improvements along the I-80 and I-680 corridors.

A total of approximately \$29 million has been secured to date for this station. This includes about \$21.0 million of RM 2 funds, \$2.3 million of federal appropriations, \$125,000 of State Transportation Improvement Program (STIP) funds, approximately \$4 million of locally committed funds plus other various funding sources. These funds are expected to be sufficient to fund the basic design and construction of the Phase 1 station project including the Phase 1 (initial 4-lane basic configuration) of the Peabody Road overcrossing improvements.

On March 9, 2005, the STA Board authorized the Executive Director to amend the STA Budgets for FY 2004-05 and FY 2005-06 to include an additional \$145,000 of local funds committed from the cities of Fairfield and Vacaville for additional project assistance to complete the environmental documents, preliminary engineering, and railroad negotiations and related work for the Fairfield/Vacaville Train Station project. The STA Board authorized the Executive Director to negotiate Contract Amendment No. 5 with Wilbur Smith Associates (WSA) to provide additional scope of work, and extend the term of the consultant agreement to June 30, 2006.

Discussion:

The work previously authorized by Contract Amendment No. 5 with Wilbur Smith Associates, using the \$145,000 of local funds has been moving forward but has taken more time and resources than originally expected. During the past year the following major accomplishments occurred:

- On October 12, 2005, the STA Board unanimously approved a swap of \$4.2 million of Solano County State Transportation Program (STIP) funds to the Capitol Corridor to complete the CP Coast- Santa Clara track improvements for about \$5.0 million of additional Regional Measure 2 (RM 2) funds. This swap resulted in a revised total of about \$21 million of RM 2 funds to the STA for the proposed Fairfield/Vacaville Train Station, \$2.74 million for the Bahia Viaduct crossovers, and \$1.25 million for the Benicia Intermodal Center.
- In October 2005, the STA Board programmed \$543,000 of STIP funds to the City of Dixon to conduct preliminary engineering work related to track improvements, access, pedestrian platform and related work for the Dixon Transportation Center.
- On October 25, 2005, the Union Pacific Railroad (UPRR) provided it's initial written response to the conceptual plans developed for the new Fairfield/Vacaville Train station. Since then, members of the PDT have been meeting regularly with the UPRR and responded back on May 11, 2006 with revised station plans (see Attachment A). A verbal conceptual approval of the station and track improvement plans have been given by the UPRR and a letter of concurrence is expected from the railroad company by the end of June 2006.
- On November 16, 2005, the Capitol Corridor Joint Powers Board approved the swap of \$4.2 million of Solano County STIP funds for the additional approximately \$5.0 million of RM 2 funds (as described above) and authorized Capitol Corridor trains to serve the planned Fairfield/Vacaville Train Station.

Based on discussions at the Fairfield/Vacaville Train Station PDT on May 4, 2006 (attended by staff from the STA, City of Fairfield, City of Vacaville and the consultant team), and in order to keep the project moving forward with no further major delays, there was consensus that an expanded scope of work was needed to provide additional technical work (primarily to provide environmental documentation in expanded footprint areas to accommodate the required track improvements) and further described in Attachment B, dated May 23, 2006, from Charlie Beck, Public Works Director for the City of Fairfield. This additional work would be funded with \$110,000 of additional local transit funds (i.e. TDA funds committed by the cities of Fairfield and Vacaville) to complete the following expanded scope of work:

1. Revise project description to incorporate the Peabody Road overcrossing and for a new road connecting the station to an adjoining industrial area and Cement Hill Road.
2. Conduct additional site surveys, revise and finalize the environmental documentation and technical studies for the expansion of the project footprint areas (i.e. updated National Environmental Protection Act (NEPA) and California Environmental Quality Act (CEQA) documents).
3. Further refine schematic layout plan.
4. Follow-up on the recent request made by the Union Pacific Railroad (UPRR) for more revisions on the profiles, required right-of-way and the track improvement plans based on comments received.

5. Provide additional dialog between the PDT and the consultant team conducting the Fairfield-Vacaville Train Station Specific Area Plan, a partially MTC - funded Stationary Planning grant that is developing a conceptual plan for the future proposed transit-oriented development land uses to be located within a half mile of the train station.

The currently budgeted \$145,000 (or an estimated \$30,000 remaining as of 5-23-06) of local funds is expected to be fully expended by about June 30, 2006. The PDT has determined that additional local funding and consultant work will be needed to complete the remaining environmental and preliminary engineering work, complete negotiations and obtain a conceptual letter of approval from the Union Pacific Railroad. Although the PDT does not believe that there are any new sensitive environmental issues in the expanded footprint areas, additional site surveys and environmental documentation needs to be conducted in accordance with NEPA and CEQA.

Therefore, STA was requested to amend the existing contract with WSA by \$110,000 (to be combined with the remaining estimated \$30,000 from the existing contract amendment for a total of \$140,000). The additional local funds are committed from the cities of Fairfield and Vacaville, and the term of the contract with Wilbur Smith Associates (WSA) is proposed to be extended to June 30, 2007 to complete the following work by the consultant team members:

- Wilbur Smith Associates – Planning coordination: \$25,000
- DKS Associates – Engineering coordination and documentation of the PDT meetings: \$30,000
- EIP Associates – Prepare amended NEPA documents and mitigated Negative Declaration for CEQA: \$80,000
- Thompson & Associates – Coordinate station site plans with Specific Plan team: \$5,000

The proposed additional local funds from the cities of Fairfield and Vacaville would keep the project advancing forward with the goal of completing the NEPA and CEQA documents during FY 2006-07.

Once this expanded environmental and preliminary engineering work has been completed, all future contracts to provide the detailed plans, specifications, right-of-way acquisition, and construction will become the lead responsibility of the cities of Fairfield and Vacaville.

On May 31, 2006, the Technical Advisory Committee (TAC) recommended the STA Board approve the contract amendment and funding agreement.

Fiscal Impact:

There will be no effect on the STA's General Fund although additional budget authority for this project will be needed from the STA Board in the FY 2006-07 STA Budget. \$110,000 of additional local funds to cover the entire cost of Contract Amendment No. 6 will be paid with local funds from the cities of Fairfield and Vacaville based on an amended funding agreement to be executed with the City of Fairfield.

Recommendation:

Approve the following:

1. Authorize the Executive Director to include an additional \$110,000 of local funds in the STA Budget for FY 2006-07 from the cities of Fairfield and Vacaville for additional project assistance to complete the environmental documents, preliminary engineering, railroad negotiations and related work for the Fairfield/Vacaville Train Station project.
2. Authorize the Executive Director to execute Contract Amendment No. 6 with Wilbur Smith Associates (WSA) to provide additional scope of work to complete the environmental documents, preliminary engineering, railroad negotiations and related work and extend the term of the consultant agreement to June 30, 2007.
3. Authorize the Executive Director to enter into an amended funded agreement with the City of Fairfield for \$110,000 of additional local funds for project assistance to complete the environmental documents, preliminary engineering, and railroad negotiations and related work for the Fairfield/Vacaville Train Station project.

Attachments:

- A. Letter from DKS Associates dated May 11, 2006, on behalf of the Fairfield/Vacaville Train Station PDT, to the Union Pacific Railroad documenting progress made and responding to recent requests for revisions to the overall schematic plan layout.
- B. Letter dated May 23, 2006 from the City of Fairfield committing \$110,000 of additional local funds and requesting STA to amend the existing consultant contract with Wilbur Smith Associates for the Fairfield-Vacaville Train Station.
- C. Description from EIP Associates of additional NEPA and CEQA environmental documentation to be conducted for the Fairfield/Vacaville Train Station.

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May 11, 2006

Mr. Jerry Wilmoth
Union Pacific Railroad Company
10031 Foothills Blvd.
Roseville, CA 95747

Subject: Fairfield Vacaville Train Station

P/A No. 04207-000

Dear Mr. Wilmoth:

As a result of our last team meeting held at the Capitol Corridor Offices on April 4, 2006, DKS has amended the layout to reflect comments made during that meeting. Attached are notes from the meeting (see Attachment 1) to assist you and other Union Pacific representatives who will be reviewing the attached Exhibits A, B and H revision dated April 28, 2006 (see Attachment 2). All other Exhibits (C, D, E, F, G, and I) previously submitted regarding the stage construction of the project and overall schematic layout have not been modified.

In addition, on April 17, 2006 we received electronically from Gary Riddle comments from the Structural Section of UP (see Attachment 3). We have also prepared a list of key items in the design review process along with identifying the responsible party and status (see Attachment 4).

This letter and attachments address our response to the latest UP comments received to date.

1. The track alignment has been modified to reflect the following track centers. Mainline Track 2 and the Tolenas Siding track will have a 20-foot track center separation. Mainline Track 1 and future Mainline Track 3 will have a 20-foot track center separation. Previous plans had a 15-foot track center separation between MT-1 and future MT-3. Please see Attachment 2 Exhibit B.
2. The distance between Future Mainline Track 3 and the northerly right of way will be 20-feet. Previous plans had a 25-foot track to right of way separation. Please see Attachment 2 Exhibit B.



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3. The new maintenance road located on the south edge of the right of way has been reduced in width from 12-feet to 10-feet. This is shown on Attachment 2 Exhibit B.
4. The comments from Patrick G. Prosocki dated March 6, 2006 were reviewed. We have prepared a separate matrix of the comments and our responses which is attached (see Attachment 3). Most of the comments were directed at supplemental or next steps in the process for the City, and the City concurs. The City would like to address Mr. Prosocki's comment regarding the separation of the track to the supporting columns of the Peabody Road Overcrossing.
 - a. The request was to increase the separation of the column line to the finish trackwork MT-1 and MT-2 from a minimum of 15-feet to 18-feet. The current design as shown on Exhibit B shows a separation of 15-feet between MT-2 and the new column line. The plan has a note that stipulates that a crash barrier would be installed as part of the project. Due to the constraints of the approach slopes on the Peabody Overcrossing that currently exceed 5% which is the criteria for ADA compliance on sidewalk grades, and a standard of design for AASHTO for high volume arterial roadways; we request that 15-feet be acceptable to Union Pacific Railroad for the clearance.
 - b. As a separate consideration on the issue of the separation, our stage construction plans provide the minimal amount of disruption to the mainline tracks with the current alignment, and separation between the tracks and the column line. By keeping the 15-foot separation, it allows for the construction to proceed with less track adjustments during construction than if we were to maintain 18-feet. We can review this issue with you at the next team meeting on May 31, 2006.
5. For clarification, we have also made some subtle changes to Exhibit A so that the document provides the key items for your review and reduces some of the extraneous details not relevant to the UP review.
 - a. We have added a note 11 for clarification that the existing grade crossing of Peabody would be closed with the opening of the grade separation of the roadway.
 - b. We have added note 12 which is the installation of the bridge footings in UP right of way at the Peabody crossing to enable future widening of the bridge. This work would be in line with the existing alignment of Peabody Road and to the west of the alignment of the proposed grade separation structure.
 - c. We have added note 13 which indicates a fence being constructed. It is the intent of the fence construction to extend on both sides of the right of way from the west side of Peabody Road right of way and to the extent of the land

ownership of the City for the train station property (to the easternmost end of the City's possession).

- d. We have added note 14 to Exhibit A to denote the connector roadway. This roadway will be constructed north of the UP right of way beneath the Peabody Grade Separation.

We have transmitted this letter and amended exhibits in PDF format for ease of transmitting to other reviewers within UP that are working on this project. We look forward to wrapping up the conceptual track alignment issues. If the attached submittal meets with your acceptance, please provide a written confirmation. We also look forward to seeing you and other representatives of UP at the next team meeting of May 31, 2006. Attached please find a draft agenda for the upcoming meeting. Please review and provide comment if you have changes to it.

Sincerely,
DKS Associates
A California Corporation



Thomas J. Krakow, P.E.
Principal

cc: Gary Riddle, Union Pacific Railroad
Patrick Kerr, Union Pacific Railroad
Eugene K. Skoropowski, Capitol Corridor
Mike Duncan, City of Fairfield
Daryl Halls, Solano Transportation Authority
Dale Pfeiffer, City of Vacaville
Peter Martin, Wilbur Smith Associates

Encl: Attachments 1, 2, 3 and 4

Attachment 1

Fairfield Vacaville Train Station/Union Pacific

April 4, 2006

12 noon – At the offices of Capitol Corridor

Attendees: Kevin Daughton, Jerry Wilmoth, Jim Allison, Dan Christians, Bob Glover, Tom Mulligan, Eugene (Gene) Skoropowski, Joel Cox, David Kutrosky and Gary Riddle. Tom Krakow

Introductions

Reviewed agenda

Recap of last meeting on February 9, 2006.

- Revision to Exhibits A through I were submitted to UPRR on 2/28
- Union Pacific provided standards and guidelines to DKS.
- Most important item currently is the need to confirm foot print of project to move forward the environmental clearance work

Fairfield City Council meeting tonight (April 4) for the approval of a funding request to MTC to pay for preliminary engineering costs, including costs related to UPRR's review of the project submittals. The action at the April 4th meeting follows a Special Study Session the City Council held on March 14th to discuss the larger train station project.

Gary R. presented verbal comments on the proposed station plan and section Exhibits previously submitted.

- Maintenance Road can be reduced from 12-foot width to 10-foot width.
- There was discussion regarding a reduction in the track separation between Tolenas Siding and MT 2 from 20-feet to 15 – feet. (This was later rescinded by Jerry W. who indicated that from the standpoint of long term planning it makes more sense to keep the 20-feet.)
- Another comment by Jerry W. – there was a brief discussion on whether the mainline standard was further expanded to 25-feet. No one was certain that was indeed the case. UPRR to verify and advise. (Jerry W. thought 20' was the appropriate separation.)
- Reducing the distance between the ROW and the nearest mainline to 20' was tentatively acceptable as long as it accommodated the relocation of the existing longitudinal utilities that run in the current railroad right of way.

Eugene S. suggested that an adequate buffer (he recommended 30-feet) be added to the exhibit and approved by the City as a no residential structure zone. He also recommended that there be a fence and/or barrier between the UPRR ROW and the private properties. Shade in a buffer area as a required residential building setback. Gene S. also suggested that all tunnel meeting points have a 45-degree beveled opening to minimize blind corners at the tunnel entrance and at the juncture of the stairs and tunnel under the platform.

Gene S. also mentioned that there is a Federal proposal for altering the requirement for platform height from current 8-inch height to a proposed 15" platform height. DKS to look at UPRR clearance diagrams. DOT has published a "Notice of Proposed Rule Making" (NPRM). Not certain if it meets UPRR clearance standards. Jerry W. indicated that UPRR plans to make written comment on the NPRM.

DKS confirmed that the extension of the Tolenas Siding was 2000 feet from the center of the train platform. UPRR requested that future submittals provide a location of the train station platform in reference to the railroad stationing.

Action Items and Status
Updated May 10, 2006

Action Item	Item #	Responsible	Due Date	Comments
Develop Design Agreement	1	JW/KD	5/31/06	UPRR has provided to City; purpose of agreement is to document UPRR's review of project documents as well as the cost of review; KD coordinating w/City Attorney for initial draft.
Right of Entry Agreement - PE/ENV	2	PK/KD	5/31/06	UPRR via PK will provide to City; purpose is for City to access UP ROW for exploratory work for PE/Env Phase, includes flagman; KD will coordinate w/City Attorney for initial draft.
Right of Entry Agreement - Construction	3	JW/KD	TBD	JW to advise TK as to who will provide to City; may be part of construction agreement; purpose is for City to access UP ROW for construction activities; KD will coordinate w/City Attorney for initial draft.
Construction and Maintenance Agreement	4	GR/KD	TBD	UPRR via GR will provide to City; purpose is for City to perform construction w/in UPRR ROW; KD will coordinate w/City Attorney for initial draft.
Maintenance Agreement for Peabody Rd Overcrossing	5	GR/KD	TBD	UPRR via GR will provide to City; purpose is for City to access and maintain columns and bridge structure w/in UPRR ROW; KD will coordinate w/City Attorney for initial draft.
Passenger Platform Maintenance & Liability Agreement between UPRR and Amtrak.	6	JW	TBD	UPRR will coordinate with Amtrak directly; purpose is for UPRR and Amtrak to define their respective liabilities.

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TRANSPORTATION SOLUTIONS

7	Agreement between City and Kinder Morgan for Fuel Line Relocation.	GR	TBD	UPRR will coordinate with Kinder Morgan to identify person for City to start process with Kinder Morgan. City will coordinate contract with Kinder Morgan.
8	Agreement between City and MCI for Fiber Optic Line relocation.	GR	TBD	UPRR will coordinate with MCI to identify person for City to start process with MCI. City will coordinate contract with MCI.
9	Research Kinder Morgan line along Peabody Road.	KD	Completed	KD has transmitted PDF file of franchise agreement between City and Kinder Morgan to DKS for reference and future use.
10	DKS to amend Exhibits A, B & H and forward to UPRR.	TK	Completed	TK has amended and included as part of May 10, 2006 letter to UPRR. Changes to Exhibit H include reducing clearance between bottom of bridge and top of rail from 23.5 feet to 23.0 feet.
11	UPRR to send letter of concurrence to City approving Exhibits A, B & H.	GR	5/31/2006	Following letter of concurrence for Exhibits A, B & H, TK will revise Exhibit I (track design and limits) and forward to UPRR for concurrence.
12	DKS to amend Exhibit I (Track Layout) and forward to UPRR for concurrence.	TK	TBD	Receipt of letter of concurrence for Exhibit I by City from UPRR will verify general project scope and phasing approach for construction, and allow TK to firm up the track layout with design curves and addition of the rail milepost at the intersection of Peabody Rd and the UPRR crossing.
13	UPRR to provide DKS w/track stationing at the center of the UPRR crossing at Peabody Rd.	GR	5/24/06	This data point will be used as the key location reference for all track design.
14	UPRR to provide DKS with comments from UPRR Structural Division.	GR	Completed	GR has provided to TK.

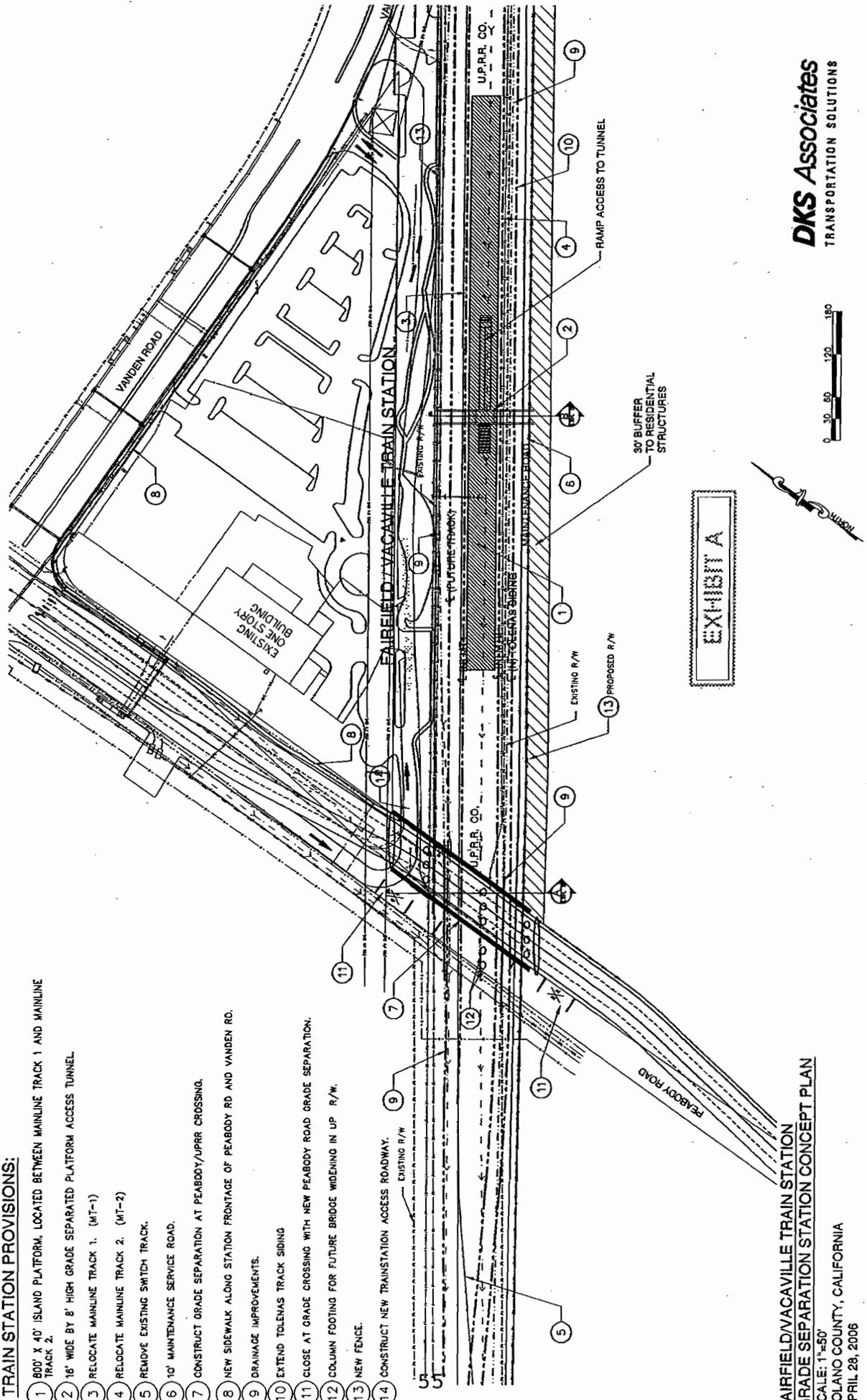
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TRANSPORTATION SOLUTIONS

<p>Summary List of Agreements for Project for UPRR to confirm.</p> <ol style="list-style-type: none"> 1. Design Agreement 2. Right of Entry - Env/PE 3. Right of Entry - Construction 4. Construction & Maintenance Agreement 5. Maintenance Agreement - Peabody Road Overcrossing 6. Passenger Platform 7. Kinder Morgan Fuel Line Agreement 8. MCI Agreement between City and MCI for Fiber Optic Line within UPRR ROW 	<p>15</p>	<p>JW/KD</p>	<p>5/31/2006</p>	<p>List of agreements to be reviewed by JW of UPRR to confirm name and purpose.</p> <ol style="list-style-type: none"> 1. Payment by City to UPRR for UPRR to review City plans (JW). 2. Initial exploratory work; PE/Env phase; includes flagman (GR). 3. Access for construction w/in UPRR ROW (may be part of construction agreement document as opposed to separate instrument; GR). 4. Construction phase only for area within RR ROW (GR). 5. For City to access and maintain City facilities (i.e. columns, bridge, etc.) within RR ROW (GR). 6. Maintenance and Liability Agreement between UPRR & Amtrak for passenger platform (TM). 7. Relocation of fuel line by City within RR ROW (UPRR to assist City with who to coordinate with at KM (GR). 8. Relocation of fiber optic line by City within RR ROW (UPRR to assist City with who to coordinate with at MCI (GR).
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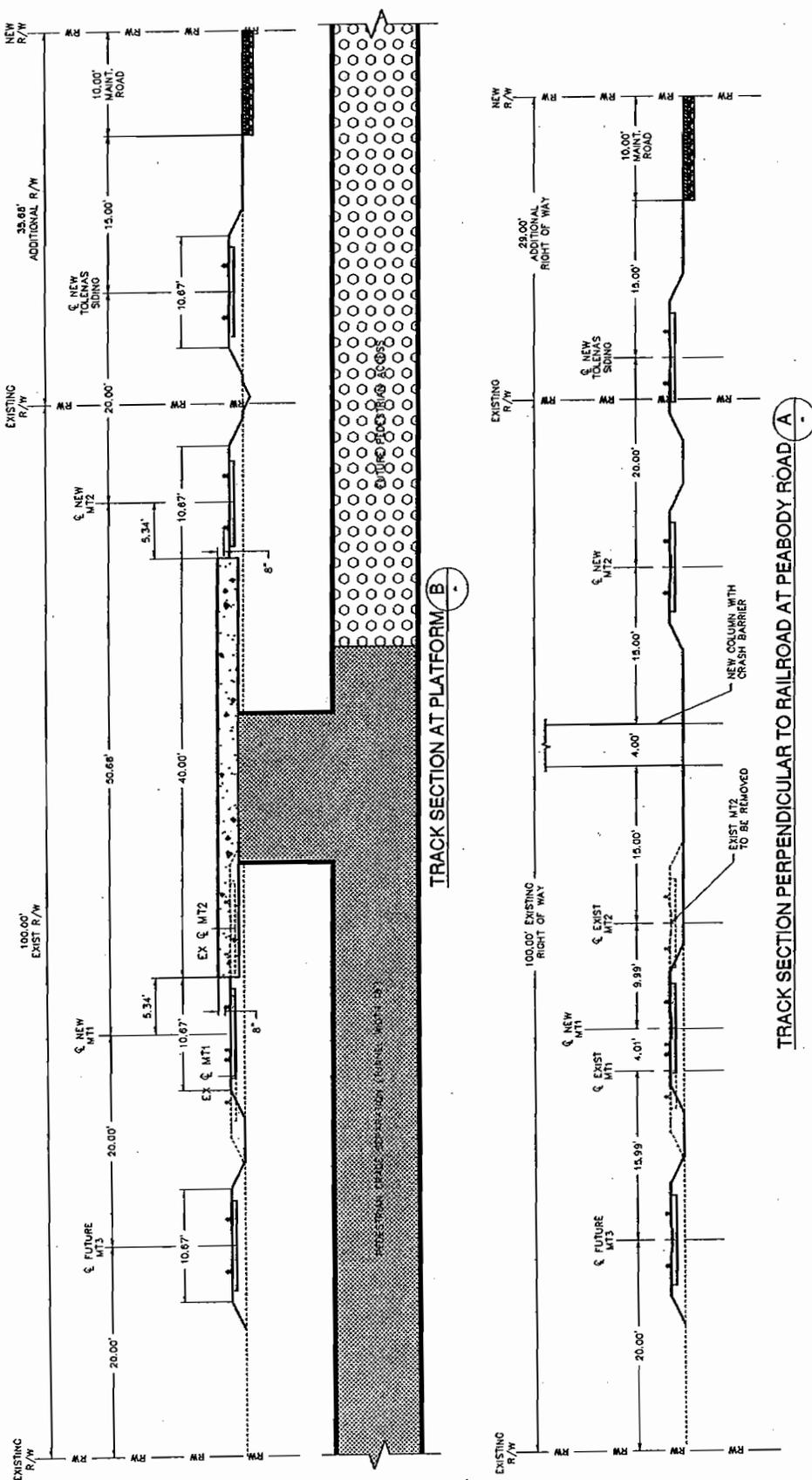
TRAIN STATION PROVISIONS:

- 1 800' X 40' ISLAND PLATFORM, LOCATED BETWEEN MAINLINE TRACK 1 AND MAINLINE TRACK 2.
- 2 16' WIDE BY 8' HIGH GRADE SEPARATED PLATFORM ACCESS TUNNEL.
- 3 RELOCATE MAINLINE TRACK 1. (MT-1)
- 4 RELOCATE MAINLINE TRACK 2. (MT-2)
- 5 REMOVE EXISTING SWITCH TRACK.
- 6 10' MAINTENANCE SERVICE ROAD.
- 7 CONSTRUCT GRADE SEPARATION AT PEABODY/UPRR CROSSING.
- 8 NEW SIDEWALK ALONG STATION FRONTAGE OF PEABODY RD AND VANDEN RD.
- 9 DRAINAGE IMPROVEMENTS.
- 10 EXTEND TOLENAS TRACK SIDING
- 11 CLOSE AT GRADE CROSSING WITH NEW PEABODY ROAD GRADE SEPARATION.
- 12 COLUMN FOOTING FOR FUTURE BRIDGE WIDENING IN UP R/W.
- 13 NEW FENCE.
- 14 CONSTRUCT NEW TRAINSTATION ACCESS ROADWAY.



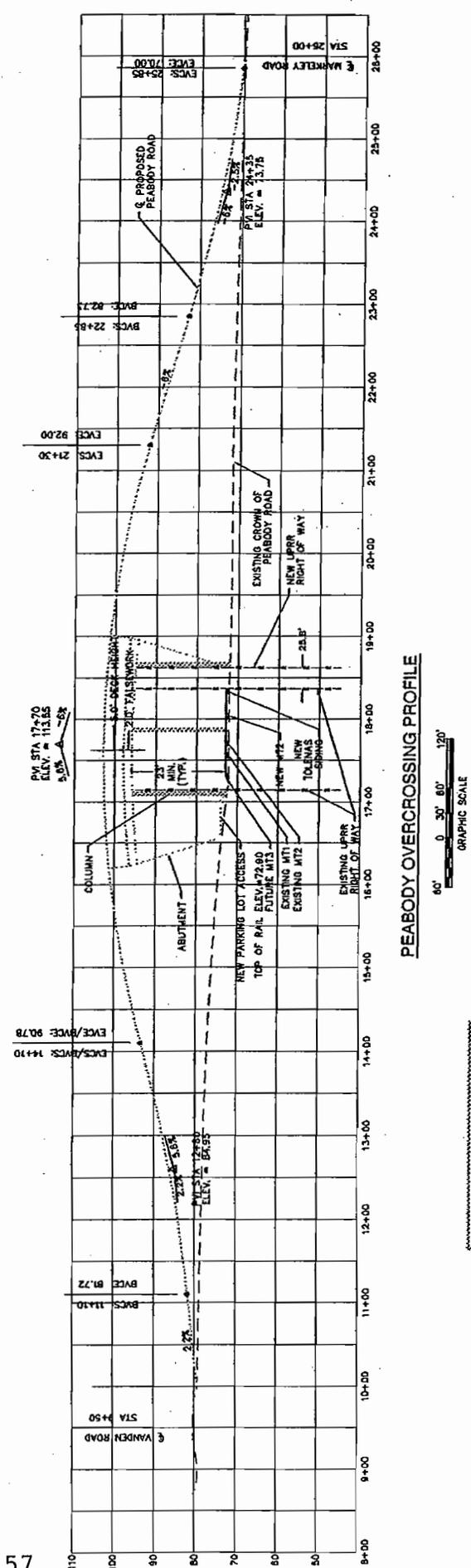
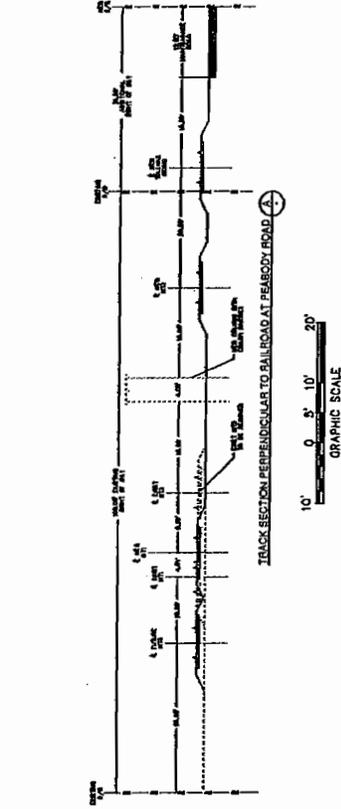
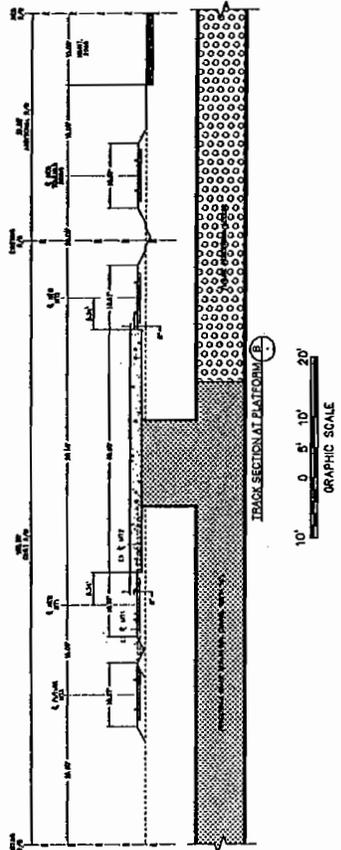
**FAIRFIELD/VACAVILLE TRAIN STATION
GRADE SEPARATION STATION CONCEPT PLAN**
 SCALE: 1"=50'
 SOLANO COUNTY, CALIFORNIA
 APRIL 28, 2006

DKS Associates
 TRANSPORTATION SOLUTIONS



FAIRFIELD/VACAVILLE TRAIN STATION
 CROSS SECTION SHOWING PEDESTRIAN SUBWAY
 SCALE: 1"=5'
 SOLANO COUNTY, CALIFORNIA
 APRIL 28, 2006

DKS Associates
 TRANSPORTATION SOLUTIONS



EXHIBIT

FAIRFIELD/VACAVILLE TRAIN STATION
PEABODY OVERCROSSING PROFILE
APRIL 28, 2006

DKS Associates
TRANSPORTATION SOLUTIONS

Attachment 3

Comment #	By	Date	Comment	Agree/Disagree	Response
1	Prososki	3/28/2006	The proposed horizontal clearances under Peabody Road overhead do not meet the minimum clearance requirement noted in UPRR drawing CE 0035. A minimum of 18-feet of clearance is required for track adjacent to overhead bridge piers.	Disagree	See explanation in cover letter dated May 10, 2006 from DKS Associates to UPRR. ADA compliant approach slopes, and distances to Markley and Peabody from the overstructure are too short to allow for reasonable slopes. Further increasing the span over the railroad tracks, increases the bridge deck depth, and raises the slope percentage along each approach road, or pushes the change in grade into two street intersections. Plans have been adjusted to suit.
2	Prososki	3/28/2006	Twenty feet track spacing should be used between the tracks.	Agree	Exhibit H has been modified to reduce the clearance to 23-feet.
3	Prososki	3/28/2006	The vertical clearances at the structure are acceptable as shown.	Agree	UP Action item. Maintenance road on north side will result in the need for a wider bridge span at Peabody overcrossing.
4	Prososki	3/28/2006	UP to confirm with the local operating department that a second access road on the north side of the Future MT3 track will not be required. The remaining area on the north side of the tracks appears to be inadequate for railroad maintenance vehicles.	Agree	We agree with the criteria and will supply that information on future submittals.
5	Prososki	3/28/2006	Future plan submittals must identify the design drainage criteria that will be used to size the proposed ditches or drainage pipe(s). UPRR criteria uses the existing and proposed 50 year and 100 year water surface elevations to size ditches and drainage features.	Agree	We will conform to UP Standards in this regard.
6	Prososki	3/28/2006	A typical section of the track roadbed should be shown on the plans that identifies the proposed rail weight, concrete ties, minimum ballast thickness of 12-inches, and minimum subballast requirements.	Agree	Per the previous meeting with UP the design speeds will be 70 mph for freight and 90 mph for passenger service. The concept design for the access tunnel has an estimated clear cover dimension of 5-feet. However, geotechnical testing will be performed and the project will be designed to resist an E80 live load.
7	Prososki	3/28/2006	The plan should also note the proposed track layout and shoofly are designed for existing UPRR timetable speeds.	Agree	
8	Prososki	3/28/2006	The proposed pedestrian access tunnel should have a minimum clear cover dimension noted and also be identified as designed to resist E80 live load.	Agree	



CITY OF FAIRFIELD

Founded 1856

Incorporated December 12, 1903

Home of
Travis Air Force Base

Department of Public Works

May 23, 2006

COUNCIL

Mayor
Harry T. Prusa
707 428 7395
Vice Mayor
Jack Gatzon
707 428 6298
Councilmembers
707 428 6298
Marilyn Farley
Frank Kardos
Julia Mraz

City Manager
Kevin O'Rourke
707 428 7400

City Attorney
Greg Stepanovich
707 428 7411

City Clerk
Ardith Cortright
707 428 7304

City Treasurer
Oscar G. Fleyes, Jr.
707 428 7406

DEPARTMENTS

Community Services
707 428 7465

Finance
707 428 7400

Fire
707 428 7272

Human Resources
707 428 7394

Planning &
Development
707 428 7401

Police
707 428 7551

Public Works
707 428 7405

Daryl Halls, Executive Director
Solano Transportation Authority
One Harbor Place
Suisun City, CA 94585

Subject: Fairfield/Vacaville Train Station - Additional Consulting Assistance

Dear Mr. Daryl:

The Project Development Team (PDT) for the Fairfield/Vacaville intermodal train station has continued to meet with the Union Pacific Railroad (UPRR), with the goal of obtaining "conceptual approval" of the Train Station's track and station area design. The train station PDT has also been meeting with the PDT for the Station Area Specific Plan. Based upon these discussions as well as revisions to the parking and circulation design for the Station, additional consulting assistance is requested to address technical requirements of (1) CEQA/NEPA, (2) engineering assistance, and (3) to continue the coordination between the Train Station and Station Area Specific Plan teams.

Attached is a brief summary of the issues and budget for this proposed work. My request assumes both your current contract with Wilbur Smith Associates, as well as our agreement with your agency for consultant services, can be amended and approved by your Board. The allocation of additional TDA funds is contingent on Fairfield City Council approval of the amended funding agreement. The amendment is scheduled for the June 20, 2006 City Council meeting.

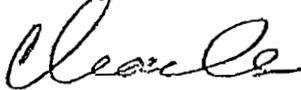
Per the MOU between the cities of Fairfield and Vacaville, both cities have TDA allocations approved for these types of activities, and would reimburse the STA for all costs above those identified in our existing agreement. Also, please note that I and the PDT, have been very pleased with the performance of Wilbur Smith Associates and their sub-consultants, and I am convinced they have the appropriate expertise to complete these tasks.

To: Daryl Halls, STA
Subject: Fairfield/Vacaville Train Station - Additional
Consulting Assistance

May 23, 2006
Page 2

Please contact Mike Duncan at 428-7632 if you have any questions regarding this proposal. Thank you for your assistance

Sincerely,



Charles J. Beck, PE
Director of Public Works

Attachment

cc: Dale Pfeiffer, Director of Public Works, City of Vacaville
Mike Duncan, Assistant Public Works Director/Transportation

Attachment

**Fairfield/Vacaville Train Station
Scope and Budget for Amendment #1
For
Additional Consulting Services**

The Solano Transportation Authority (STA) has a contract with Wilbur Smith Associates (WSA) currently, for tasks related to the development of the Fairfield/Vacaville train station. The STA also has a funding agreement with Fairfield for the design of the station, and that agreement may be amended through the consent of both parties.

The current funding agreement between the STA and Fairfield is for \$145,000 and includes a scope of work. The STA has assigned Wilbur Smith Associates to complete the scope. This amendment would expand the scope and budget. The Project Development Team (PDT), which includes staff from the STA and cities of Fairfield and Vacaville, has determined that approximately \$110,000 in additional consulting services is needed. These funds would be used to (1) complete the CEQA/NEPA documentation for a larger geographic project area than originally planned, (2) continue the engineering tasks, and (3) support the coordination activities between the Train Station and Station Area Specific Plan project teams. Please note that the cost estimate for the CEQA/NEPA work assumes no new sensitive resources will be identified within the larger project area.

Based upon the above, Fairfield respectively requests the STA amend their contract with WSA to include the work described below and amend the agreement between the STA and Fairfield, and Fairfield agrees to pay the STA for all costs, which exceed the available balance (\$30,000) in the current agreement. Fairfield shall use monies from previously approved TDA allocations for these payments.

<u>Task</u>	<u>Cost</u>
CEQA/NEPA	\$ 80,000
Preliminary Engineering	\$ 5,000
Coordination w/UPRR & Specific Plan	<u>\$ 25,000</u>
Total Additional Costs	\$110,000

Budgeted Funds

Original TDA Assigned to Project	\$145,000(1)
Cost of Additional Work	<u>\$110,000(2)</u>
Total Budget w/Amendment	\$255,000

(1) Includes TDA from allocations previously approved by MTC for the train station project

(2) Funds for additional work will be borne by Fairfield (66%) and Vacaville (34%) from TDA.

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Memorandum

To: Peter Martin, Wilbur Smith
From: Rod Jeung, EIP, a division of PBS&J
Subj: Rescoping for the Fairfield Train Station
Date: May 17, 2006

Peter, thank you for the opportunity to address some of the scope and cost questions raised by our proposal for the revised Fairfield Train Station Environmental Documentation. I can certainly understand that there would be questions over how the original costs to prepare CEQA/NEPA documentation for \$93,100 has now increased to an additional \$80,000. Identified below are the key factors in the new budget:

- CEQA Mitigated Negative Declaration: the original scope of work included roughly \$26,000 to \$30,000 for the CEQA documentation. Although the technical studies and the NEPA Categorical Exclusion are essential in completing the CEQA checklist, they do not provide all the information. That \$26,000 to \$30,000 is part of the new request for \$80,000.
- Revised Project Description: the new proposed project includes expansion of the project footprint in three areas, for trackwork to the west and east of the station, for the Peabody Road overcrossing, and for a new road connecting the station and an industrial area. The project description will need to be modified, along with the Purpose and Need and the supporting graphics. This effort will require some coordination with Wilbur Smith and DKS but would not be expected to be a substantial effort. Nonetheless, revising the project description is expected to cost about \$2,500 to \$4,000.
- Revised technical studies: The biological, archaeological, and environmental hazards teams will need to survey the new project footprints and update their previous analyses. While we understand that there are technical studies from the Jepson Parkway EIR/EIS, we would still need to peer review those documents and incorporate them into the updated technical studies. Agency consultations will be important so the appropriate resource and regulatory agencies are aware of the new project footprint, even if there are no additional impacts or mitigation measures. The original scope of work estimated about \$40,000 for the technical studies. The current estimate to update that previous work to reflect the new project is about \$15,000 to \$18,500.
- Final Documents: Because we would prefer not having to return to the City for any additional funds, we have assumed the costs to finalize the documents would be greater than the previous estimate. If we do not need to expend this effort, we obviously will not invoice the City. The assumption for finalizing the documents accounts for an additional \$3,000.

If you have other questions or need further explanation, please do not hesitate to contact me.

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DATE: June 1, 2006
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/ Director of Planning
RE: Bay Area Regional Rail Plan Conceptual Alternatives

Background:

STA has been an active member of the Capitol Corridor Joint Powers Board (CCJPB) since its early years when this intercity service was operated by the State of California and the Joint Powers Authority was formed in 1998.

In 1995, the Solano Transportation Authority (STA) and member agencies completed the Solano Rail Facilities Plan that proposed new passenger stations along the Capitol Corridor (Benicia, Dixon, and Fairfield/Vacaville). Since then STA has been working actively toward evaluating, prioritizing, and funding the new rail stations and enhancing the Capitol Corridor service for Solano County residents.

In July 2003, the Solano Napa Passenger/Freight Rail Study was completed by the STA and Napa County Transportation Planning Agency. It examined the feasibility of potential passenger rail service, enhanced freight service and providing new or enhanced bus service instead of or prior to the implementation passenger rail along the two main corridors between Solano and Napa counties (i.e. SR 12 and SR 29).

The Vision Plan for the Capitol Corridor, updated in June 2005, committed to building a constructive working partnerships with riders, the local communities, Amtrak, the Union Pacific Railroad and the State of California. An objective of maintaining an average 90% on-time performance standard for Capitol Corridor trains and reducing travel time by up to 12% by improving track infrastructure to allow for faster train travel were core objectives of the Plan.

The recently completed Oakland-Auburn Regional Rail Study (approved by the STA Board on June 8, 2005) supported three new train stations for Solano County (Fairfield-Vacaville, Dixon and Benicia) and proposed that they be completed and available for passenger rail service no later than 2010, 2015 and 2020 respectively. The Study also assumed that the necessary track improvements for the Fairfield-Vacaville Train Station (i.e. Tolenas Industrial siding project) and the Bahia Viaduct Track improvements (later re-scoped to a cross-over project) would be in place as part of or before the next Capitol Corridor Station at Fairfield-Vacaville was placed into service.

Most of the above-described efforts to improve passenger rail services in Solano County and other adjoining counties were intended to plan for passenger rail services in Solano County and adjoining counties through the year 2030.

Regional Measure 2 (RM 2) passed by a majority of the Bay Area voters on March 2, 2004, required preparation of a “Regional Rail Master Plan,” intended as a long-range plan to integrate passenger rail systems, improve connections at intermodal hubs, expand regional rapid transit network, coordinate investments with transit-supportive land uses, and study Bay Area access to a high speed rail system.

Discussion:

Since mid 2005, MTC, California High-Speed Rail Authority (HSRA), BART, and Caltrain, Congestion Management Agencies (CMA’s), along with a coalition of rail passenger and freight operators, are currently preparing a comprehensive, Regional Rail Plan to the year 2050 for the Bay Area, as required by the voters in the RM 2.

The Regional Rail Plan will examine ways to incorporate passenger trains into existing rail systems, improve connections to other trains and transit, expand the regional rapid transit network, increase rail capacity and coordinate rail investment around transit-friendly communities and businesses. The plan will also include a detailed analysis of potential high-speed rail routes between the Bay Area and the Central Valley for the Rail Authority’s environmental review of the proposed rail lines.

Overall, the plan will look at improvements and extensions of railroad, rapid transit, and high-speed rail services for the near (5 to 10 years), intermediate (10 to 25 years), and long-term (beyond 25 years).

Staff from MTC, BART, Caltrain and the California High-Speed Rail Authority are managing the Regional Rail Plan. As required in RM 2, a Steering Committee consisting of CMA’s, regional rail passenger operators, freight railroad operators, is providing direction during the plan development. The Steering Committee is the forum for coordinated review and comment on the plan prior to its submission to MTC for approval.

The Regional Rail Plan study effort will be divided into three phases:

- Phase 1 - Develop conceptual alternatives and screening criteria.
- Phase 2 - Rigorously screen the conceptual alternatives and identify the final study alternatives.
- Phase 3 - Perform detailed technical evaluations of the study alternatives and prepare a draft and final plan identifying railroad, rapid transit, and high-speed rail extensions and services for the near (5 to 10 years), intermediate (10 to 25 years) and long terms (beyond 25 years).

A series of public workshops were held during November and December 2005 to ask the Bay Area and neighboring communities to share its long-range vision for rail, help the committee identify evaluation criteria to assessed proposed rail ideas, and to identify issues and concerns that should be considered in the Bay Area to Central Valley High-Speed Train Program EIR/EIS to be prepared by the California High-Speed Rail Authority. One of the workshops was held at Suisun City Hall on December 8, 2005.

On May 10, 2006, Technical Memorandum 3.a., the Conceptual Alternatives Task, was completed and distributed at the Steering Committee. STA staff reviewed the twelve (12) conceptual alternatives that were prepared in this memorandum (Attachment A). Three of the

alternatives (Alternatives 1, 2 and 3) include various regional rail corridors in the Bay Area (i.e. BART, regional rail and primarily freight corridors) without a high-speed rail option and nine (9) of the alternatives (Alternatives 4 – 12) depict various possible regional rail services plus high-speed rail options.

STA staff completed a preliminary review of the options and had some comments and concerns on the portions of the alternative concept plans that run through Solano County, mainly on Alternatives 2, 3, 6, 8, 10 and 11. Because of MTC's submittal deadline of May 17, 2006, STA staff submitted the attached preliminary comments (Attachment B).

Alternative 1, which proposes no new high-speed rail in the Bay Area but recommends new BART stations on I-80 north of Hercules and along I-680 in Martinez, would have significant benefits to Solano County commuters.

STA staff generally supports further analysis and modeling of Alternatives 1, 5, 7, 9, and 12 to provide additional regional rail and freight services along existing railroad rights-of-way, but has questions and is concerned about some of the cost effectiveness and environmental implications of Alternatives 2, 3, 4, 6, 8, 10 and 11.

Alternatives 3, 6, and 11 propose to shift freight from the Burlington Northern Santa Fe (BNSF) Railroad north of Richmond and construct a new by-pass for "Freight With Long Distance AMTRAK Service" along the former abandoned Sacramento Northern Railroad (Pittsburg- Sacramento) through the eastern portion of Solano County. This alignment generally would follow the State Route (SR) 113 corridor and would require a new railroad bridge over the Carquinez Strait. STA staff is concerned that this proposed alignment, although it would remove some freight trains along the existing Union Pacific Railroad (UPRR) right-of-way corridor, would be very costly, and could have some significant new impacts to the rural areas of Solano County. It is STA staff's initial opinion that those alternatives could divert resources away from improving the existing railroad rights of way and providing three new Capitol Corridor stations and additional commuter-oriented service along the existing UPRR as was proposed in each of the recent rail studies that STA helped conduct (i.e. Contra Costa Regional Rail Study, Napa Solano Passenger/Freight Rail study and Oakland- Auburn Regional Rail Study).

In addition, Alternatives 2, 4, 8, 10 each are proposing to combine standard rail equipment (i.e. Capitol Corridor trains) with costly higher speed, grade separated, lightweight equipment (i.e. CalTrain bullet trains). Although such dual systems in Solano County could theoretically have the capacity to potentially move many more riders than the Capitol Corridor and regional rail studies have previously proposed, the cost of buying substantial new types of train equipment rights-of-way, and building grade separated structures, and additional stations and parking areas for the higher speed trains would seem to exceed any potential local or regional funding source(s) currently expected over the next 50 years. A new statewide High Speed Rail model is expected to be completed later this year and will be used to test the demand for each of these alternatives as part of the study.

STA staff believes that fewer, more realistic alternatives should be further studied so that the public does not have high expectations of alternatives that could never realistically be funded and implemented in the 45-year timeframe of the study. Therefore, it is recommended that any

new and enhanced passenger and freight service (at least for Solano County) should primarily be accommodated within existing railroad rights-of-way and using standard railroad trains wherever possible. If long-term scenarios, in new corridors are deemed critically necessary to the future of rail services in the Bay Area, then it is recommended that the alternatives should be grouped into short, medium and long term timeframes (i.e. 2015, 2030, 2050) and that full cost effectiveness evaluations, preliminary environmental screenings and reasonable funding scenarios be conducted for each one.

On May 31, 2006, the STA Technical Advisory Committee (TAC) recommended the STA Board approve the STA staff preliminary comments on the Bay Area Regional Rail Plan Conceptual Alternatives.

Recommendation:

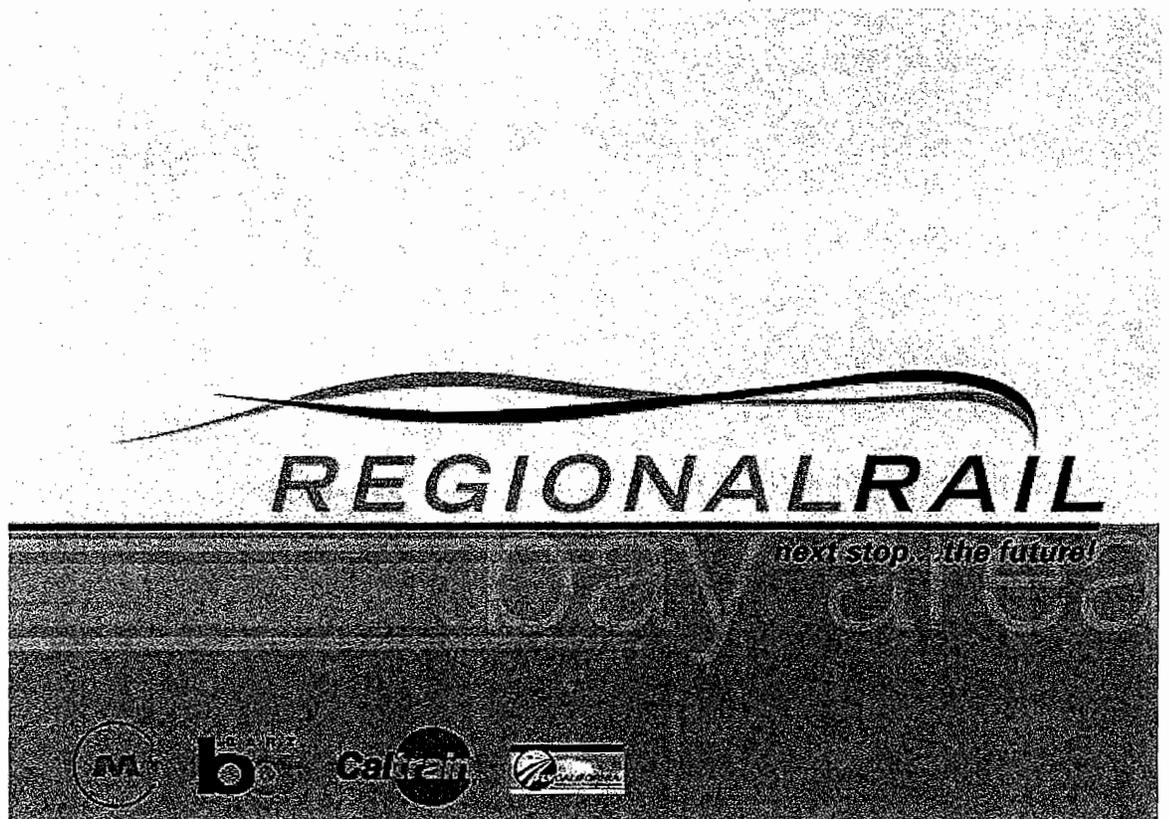
Approve the attached preliminary comments submitted to the Steering Committee on May 17, 2006, regarding comments on the Bay Area Regional Rail Plan Conceptual Alternatives Task, Memorandum 3.a., dated April 18, 2006.

Attachments:

- A. Regional Rail Plan Conceptual Alternatives identified in Technical Memorandum 3.a. dated April 18, 2006.
- B. STA staff's preliminary comments on Bay Area Regional Rail Plan Conceptual Alternatives.

BAY AREA REGIONAL RAIL PLAN CONCEPTUAL ALTERNATIVES TASK

Technical Memorandum 3.a
Systemwide Study Alternatives



April 18, 2006

Table of Contents

STUDY ALTERNATIVE 1

Year 2050 Rail Network
(No High Speed Rail)

STUDY ALTERNATIVE 2

Year 2050 Rail Network
(No High Speed Rail)

STUDY ALTERNATIVE 3

Year 2050 Rail Network
(No High Speed Rail)

STUDY ALTERNATIVE 4

Year 2050 Rail Network
High Speed Rail Entry from South
Option 1 – Merced / GEA North / Pacheco Pass / UPRR Gilroy – San Jose
With
San Jose – San Francisco Peninsula HSR Line
San Francisco – Oakland Transbay Tunnel

STUDY ALTERNATIVE 5

Year 2050 Rail Network
High Speed Rail Entry from South
Option 2 – via Los Banos Henry Miller / Pacheco Pass / UPRR Gilroy – San Jose
With
San Jose – Oakland East Bay HSR Line

STUDY ALTERNATIVE 6

Year 2050 Rail Network
High Speed Rail Entry from South
Option 3 – via Los Banos Henry Miller / Pacheco Pass / UPRR Gilroy – San Jose
With
San Jose – San Francisco Peninsula Line
San Jose – Oakland East Bay Line

STUDY ALTERNATIVE 7

Year 2050 Rail Network
High Speed Rail Entry from East
Option 1 – via Tri-Valley UPRR Alignment
With
New Dumbarton High Level Bridge Bay Crossing
San Jose – San Francisco Peninsula Line

STUDY ALTERNATIVE 8

Year 2050 Rail Network
High Speed Rail Entry from East
Option 2 – via Tri-Valley along I-580 Alignment
With
San Jose – Oakland East Bay Line
San Francisco – Oakland Transbay Tunnel

STUDY ALTERNATIVE 9

Year 2050 Rail Network
High Speed Rail Entry from East
Option 3 – via Tri-Valley along South of Livermore Alignment
With
San Jose – Oakland East Bay Line
San Jose – San Francisco Peninsula Line

STUDY ALTERNATIVE 10

Year 2050 Rail Network
High Speed Rail Entry from East
Option 4 – via SR-84 and South of Livermore Alignment
With
San Jose – Oakland East Bay Line
San Francisco – Oakland Transbay Tunnel

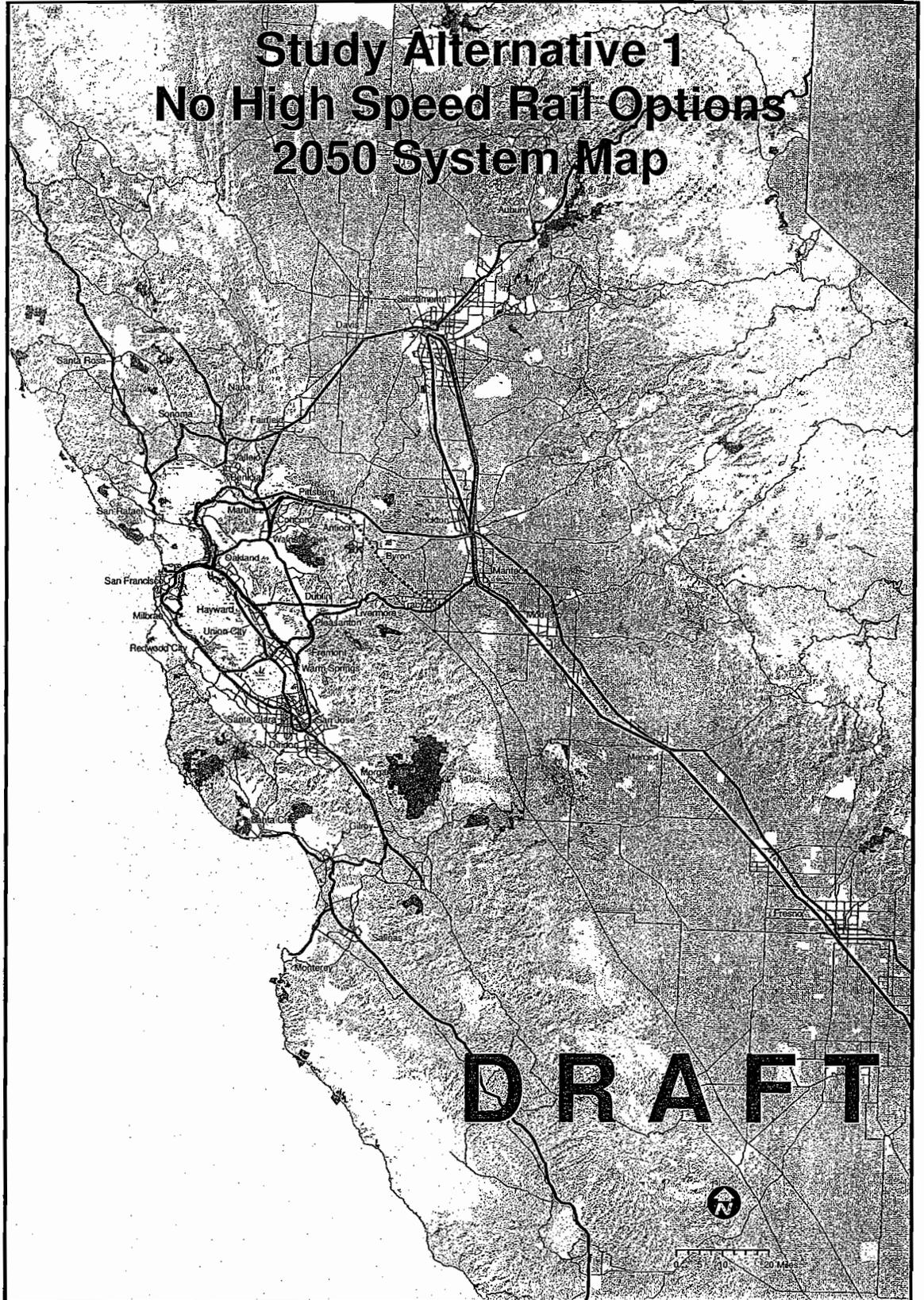
STUDY ALTERNATIVE 11

Year 2050 Rail Network
High Speed Rail Entry from East
Option 5 – via Tri-Valley UPRR Alignment
With
New Dumbarton Rail Tunnel Bay Crossing
Redwood City – San Francisco Peninsula Line
San Jose – Oakland East Bay Line

STUDY ALTERNATIVE 12

Year 2050 Rail Network
High Speed Rail Entry from East
Option 6 – via Tri-Valley UPRR Alignment
With
New Dumbarton Mid-Level Bridge Bay Crossing
Redwood City – San Francisco Peninsula Line
San Jose – Oakland East Bay Line

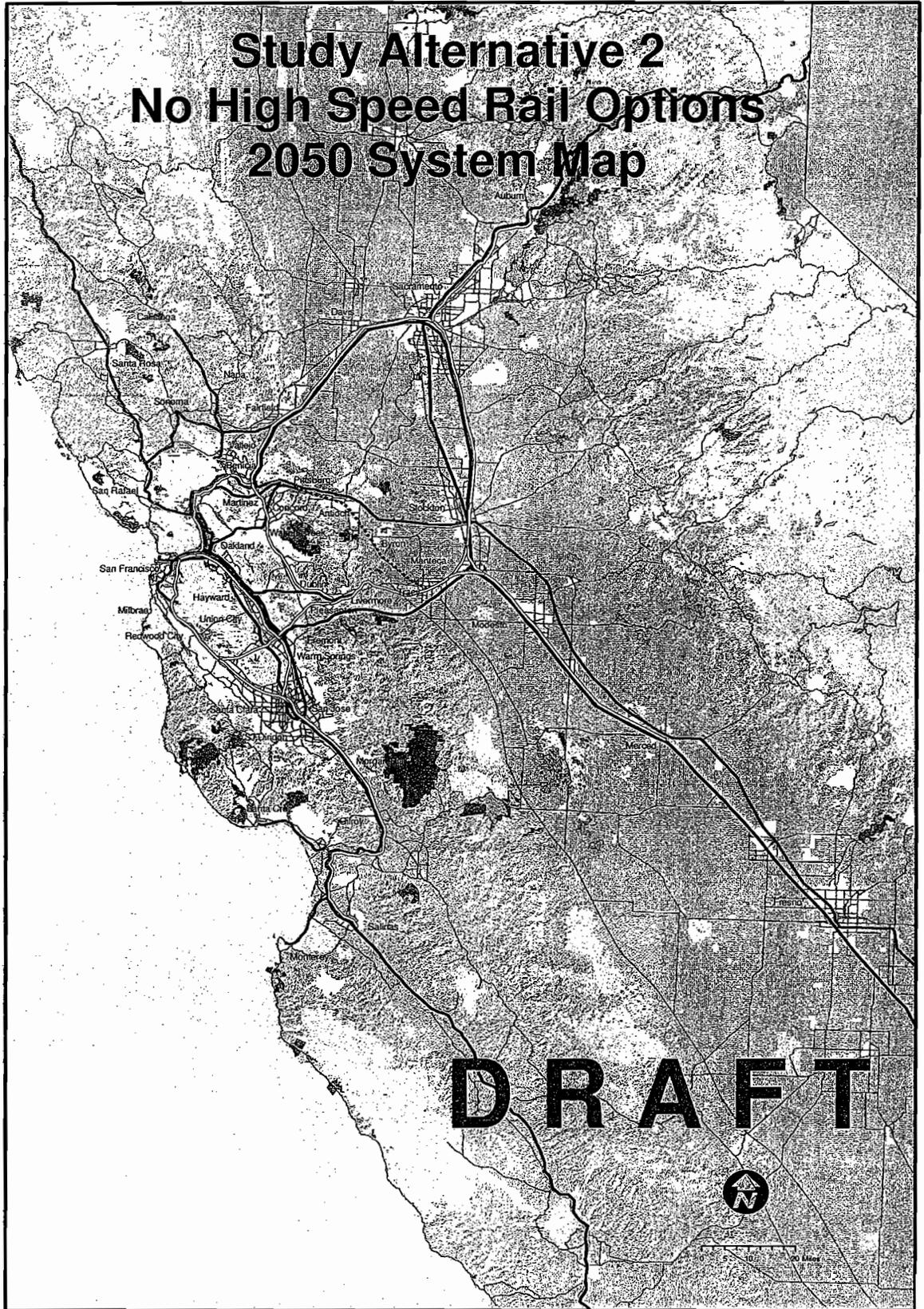
Study Alternative 1 No High Speed Rail Options 2050 System Map



Legend

- | | | | |
|--|---|--|--------------------|
| | HSR only, light weight equipment, double track, fully grade separated | | Federal Lands |
| | Regional Passenger Rail, light weight, fully grade separated | | Park Areas |
| | HSR with Regional Passenger Rail | | Conservation Areas |
| | Freight/Regional Rail | | |
| | Predominantly freight, standard equipment | | |
| | BART | | |

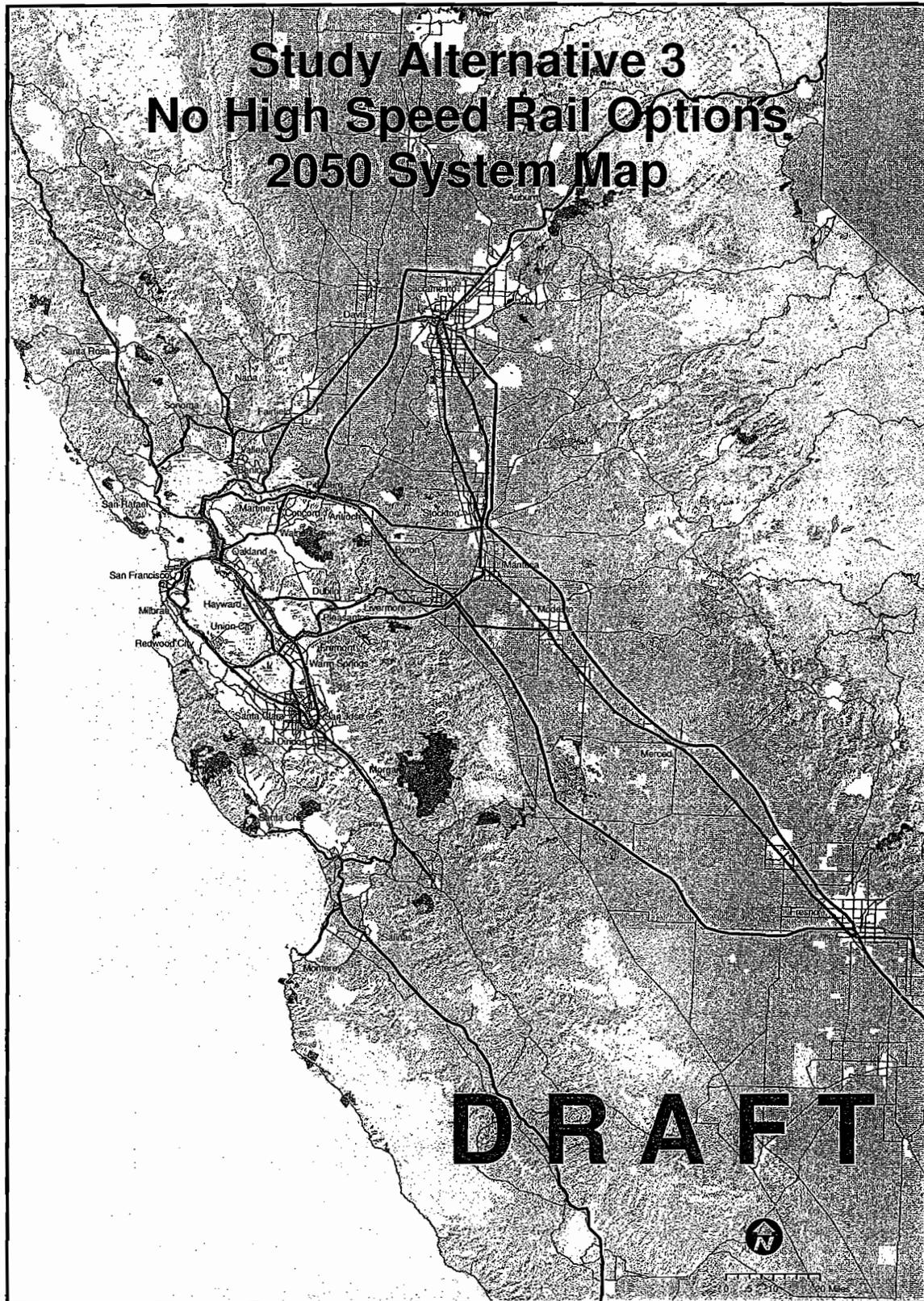
Study Alternative 2 No High Speed Rail Options 2050 System Map



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| | Regional Passenger Rail, light weight, fully grade separated | | Park Areas |
| | HSR with Regional Passenger Rail | | Conservation Areas |
| | Freight/Regional Rail | | |
| | Predominantly freight, standard equipment | | |
| | BART | | |

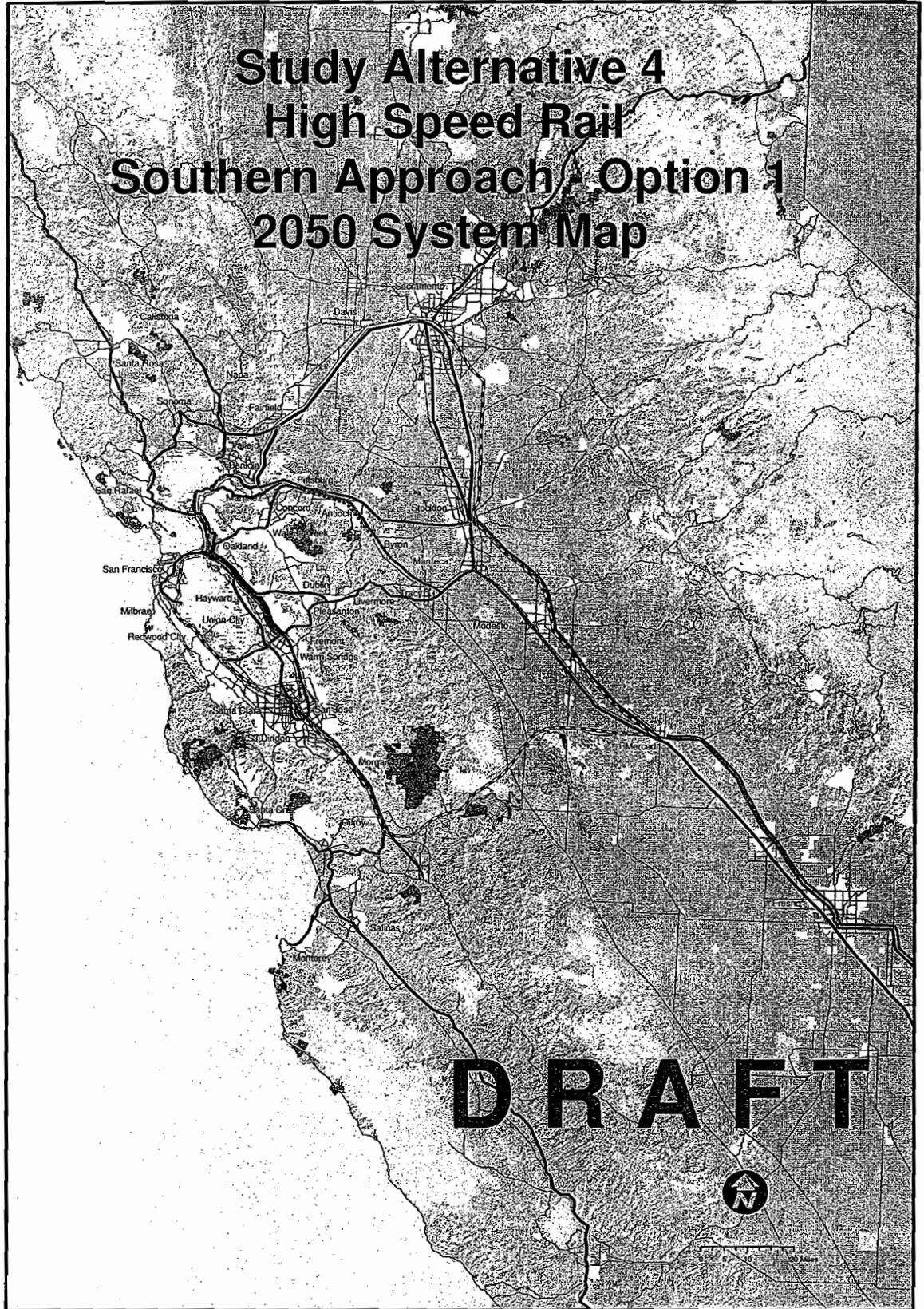
Study Alternative 3 No High Speed Rail Options 2050 System Map



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| | HSR with Regional Passenger Rail | | Conservation Areas |
| | Freight/Regional Rail | | |
| | Predominantly freight, standard equipment | | |
| | BART | | |

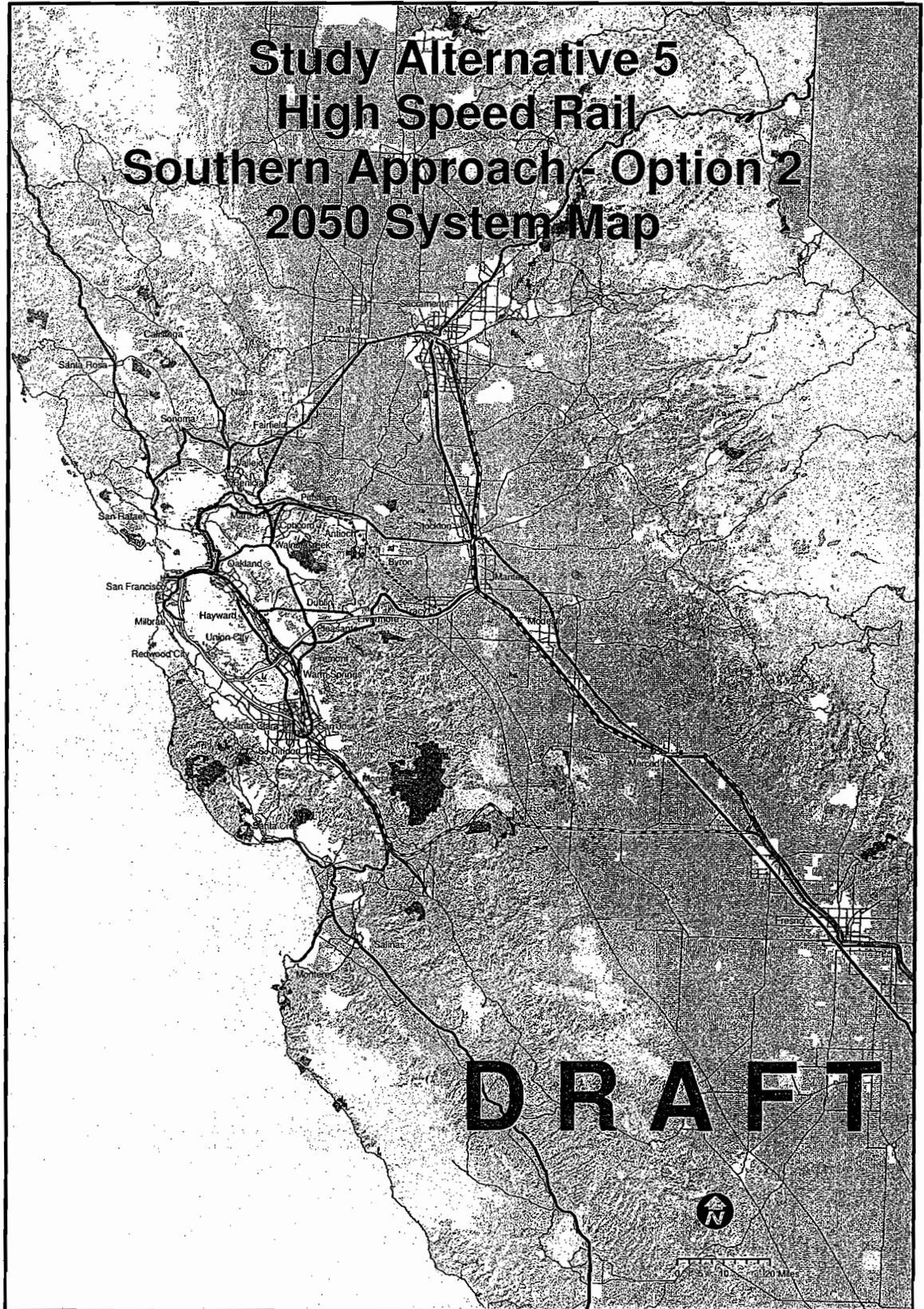
Study Alternative 4 High Speed Rail Southern Approach - Option 1 2050 System Map



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|  | HSR with Regional Passenger Rail |  | Conservation Areas |
|  | Freight/Regional Rail | | |
|  | Predominantly freight, standard equipment | | |
|  | BART | | |

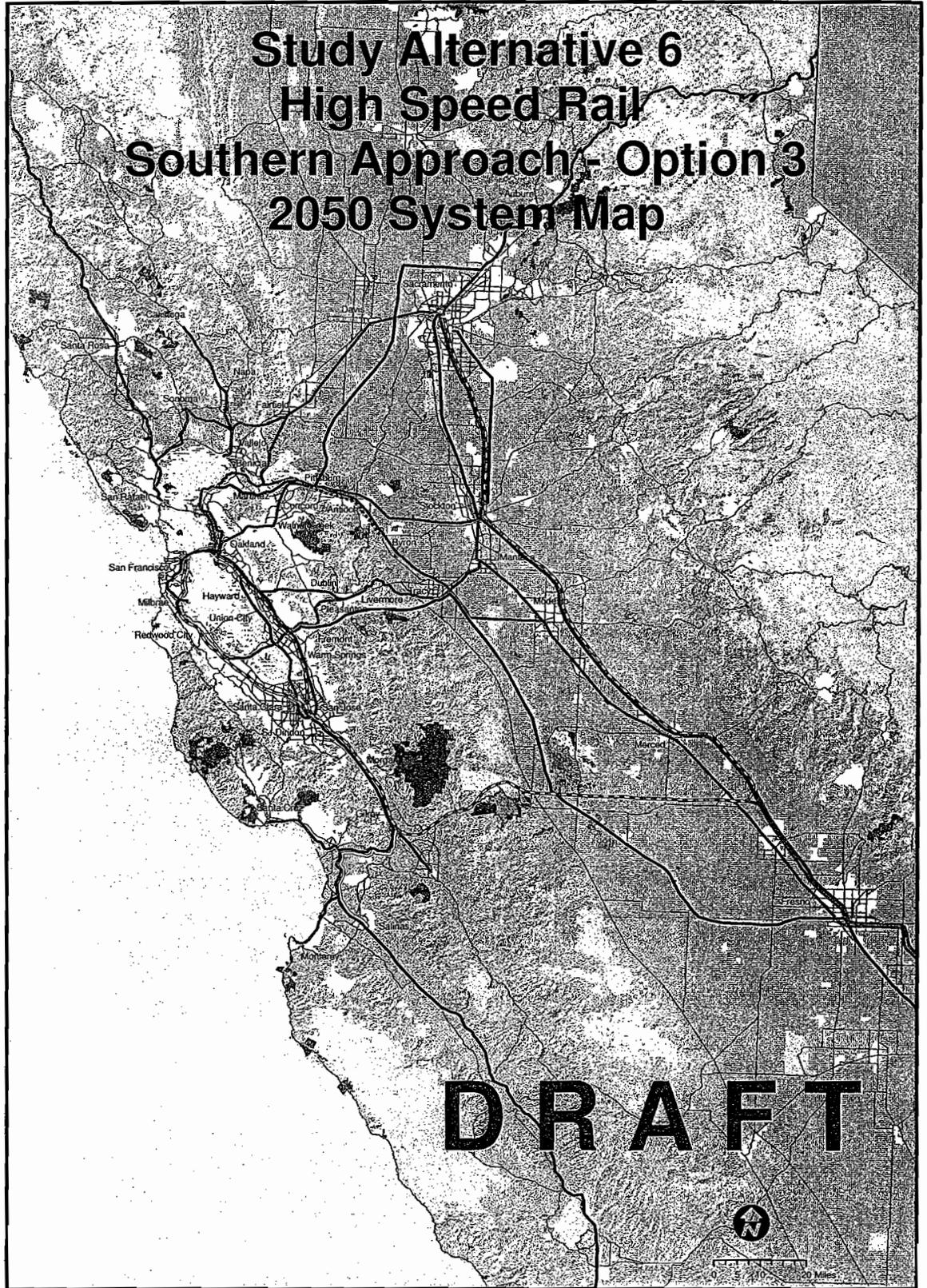
Study Alternative 5 High Speed Rail Southern Approach - Option 2 2050 System Map



Legend

-  HSR only, light weight equipment, double track, fully grade separated
-  Regional Passenger Rail, light weight, fully grade separated
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-  Freight/Regional Rail
-  Predominantly freight, standard equipment
-  BART
-  Federal Lands
-  Park Areas
-  Conservation Areas

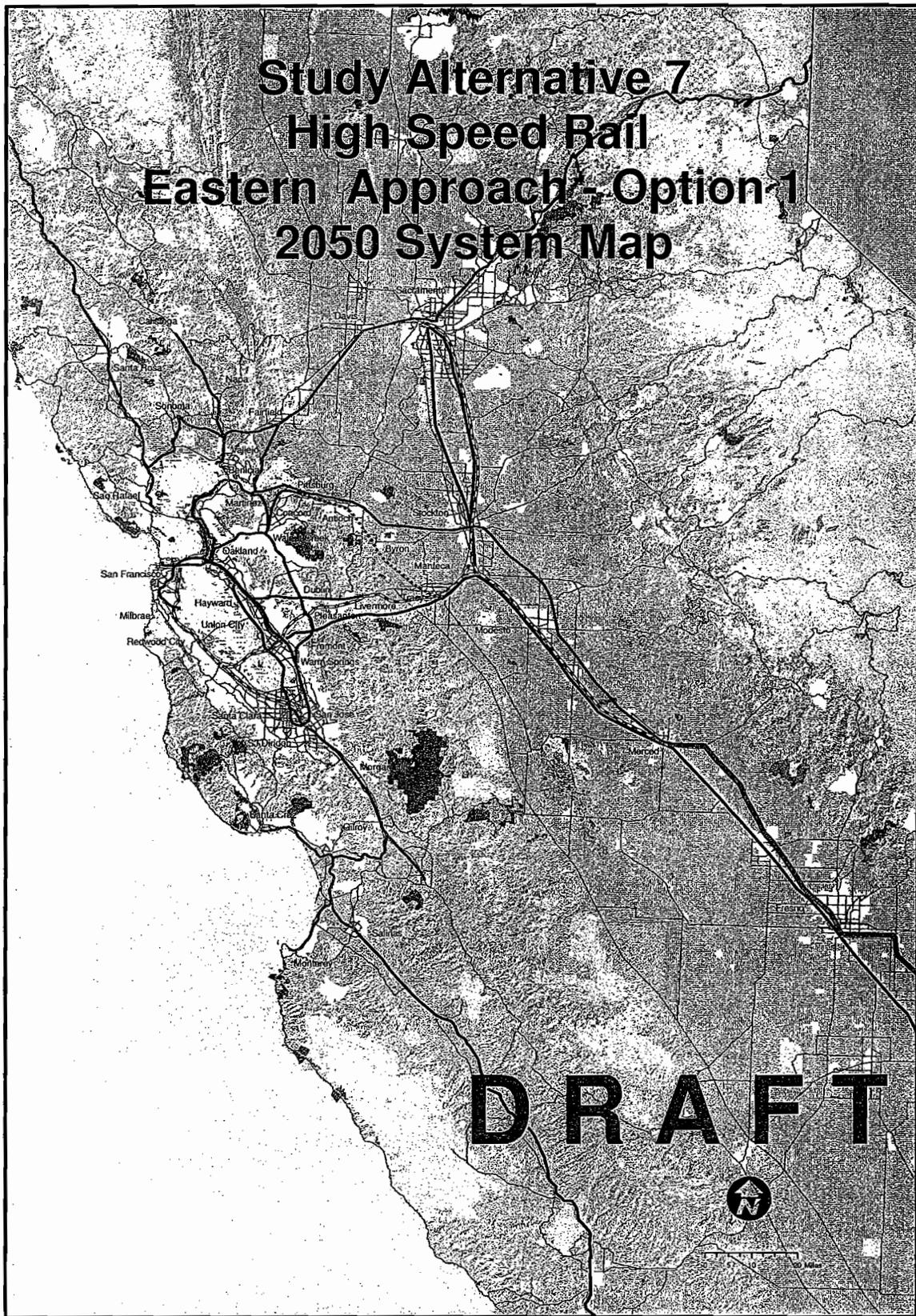
Study Alternative 6 High Speed Rail Southern Approach - Option 3 2050 System Map



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|---|--|

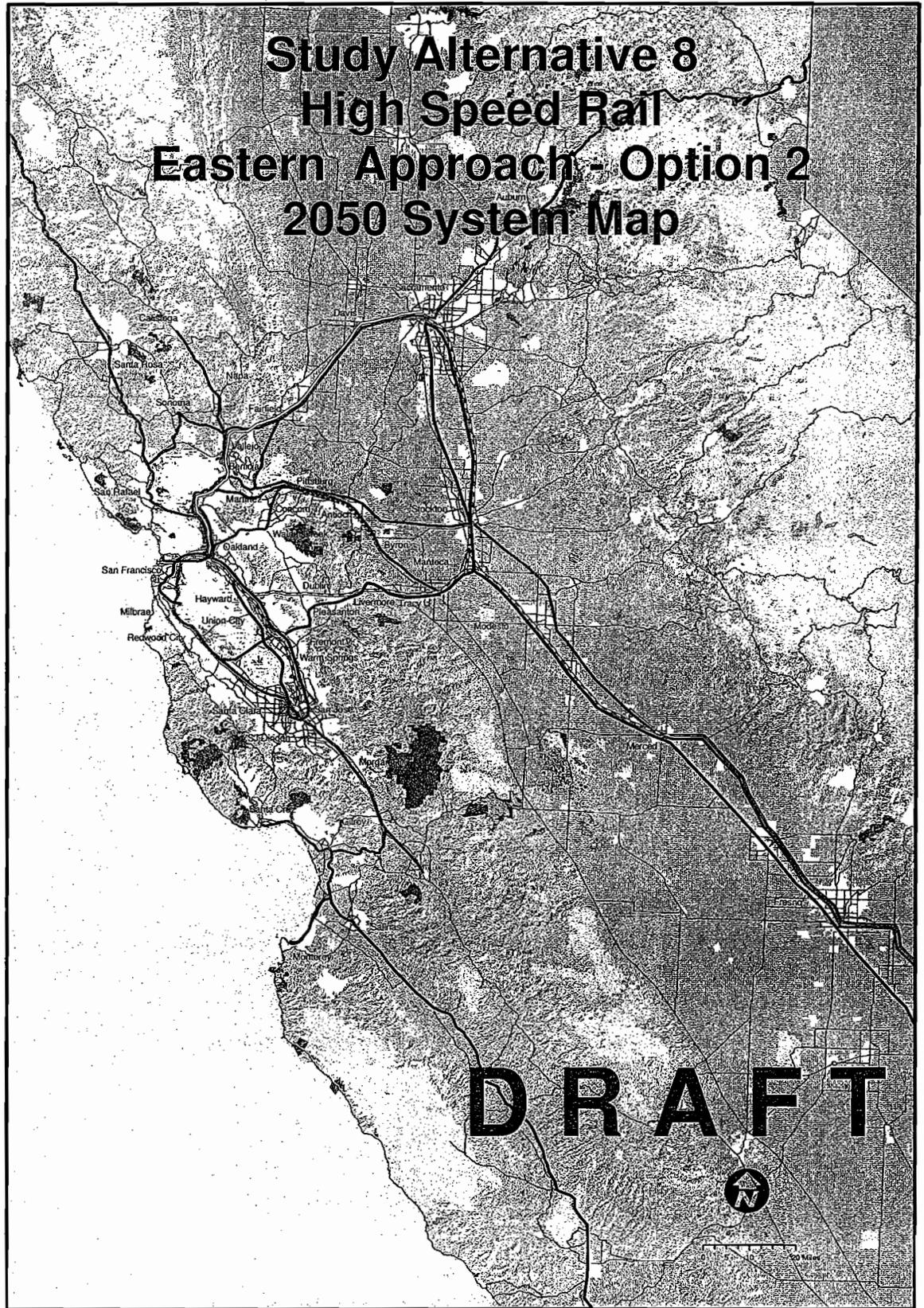
Study Alternative 7 High-Speed Rail Eastern Approach - Option 1 2050 System Map



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|  Regional Passenger Rail, light weight, fully grade separated |  Park Areas |
|  HSR with Regional Passenger Rail |  Conservation Areas |
|  Freight/Regional Rail | |
|  Predominantly freight, standard equipment | |
|  BART | |

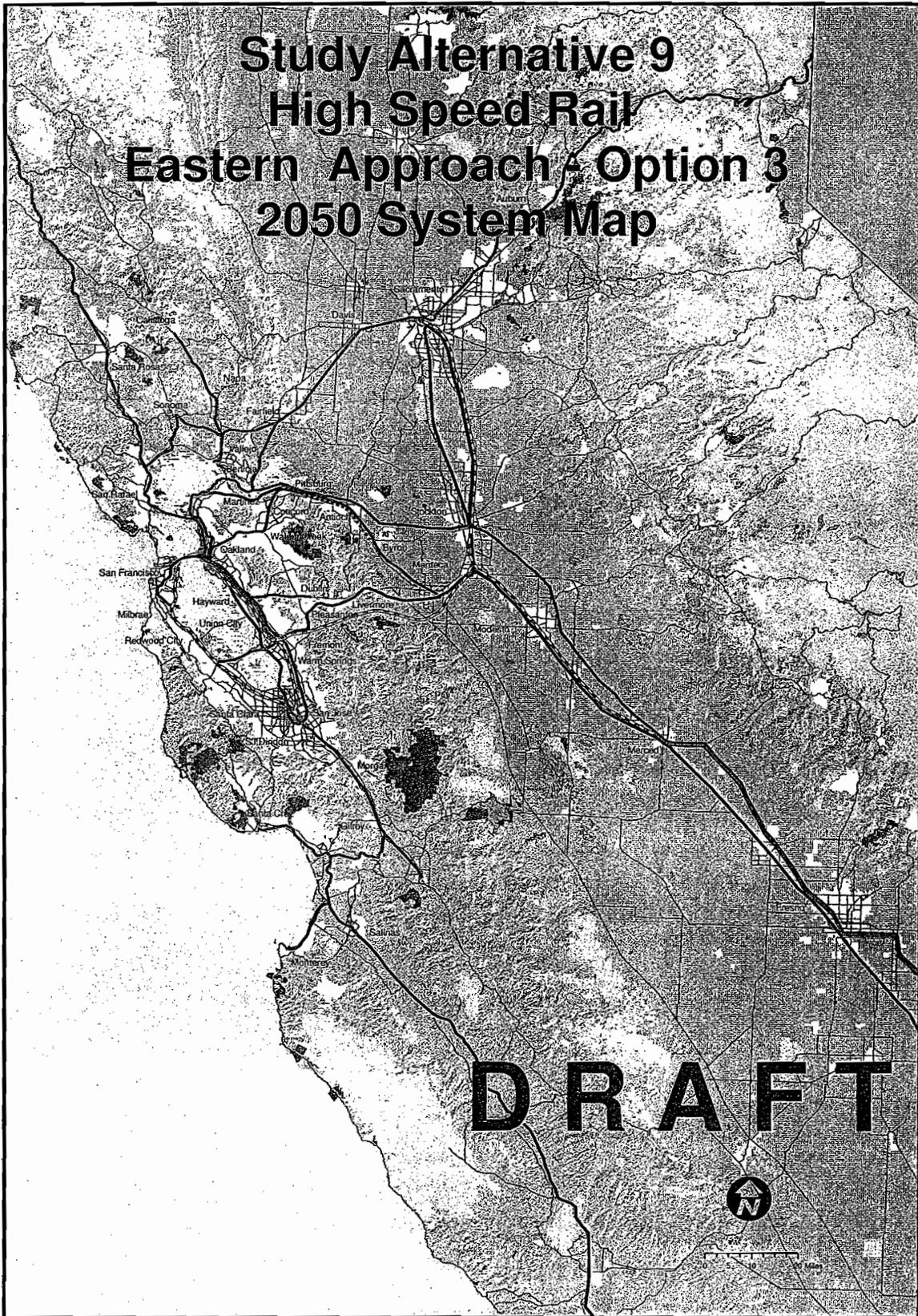
Study Alternative 8 High Speed Rail Eastern Approach - Option 2 2050 System Map



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|  Regional Passenger Rail, light weight, fully grade separated |  Park Areas |
|  HSR with Regional Passenger Rail |  Conservation Areas |
|  Freight/Regional Rail | |
|  Predominantly freight, standard equipment | |
|  BART | |

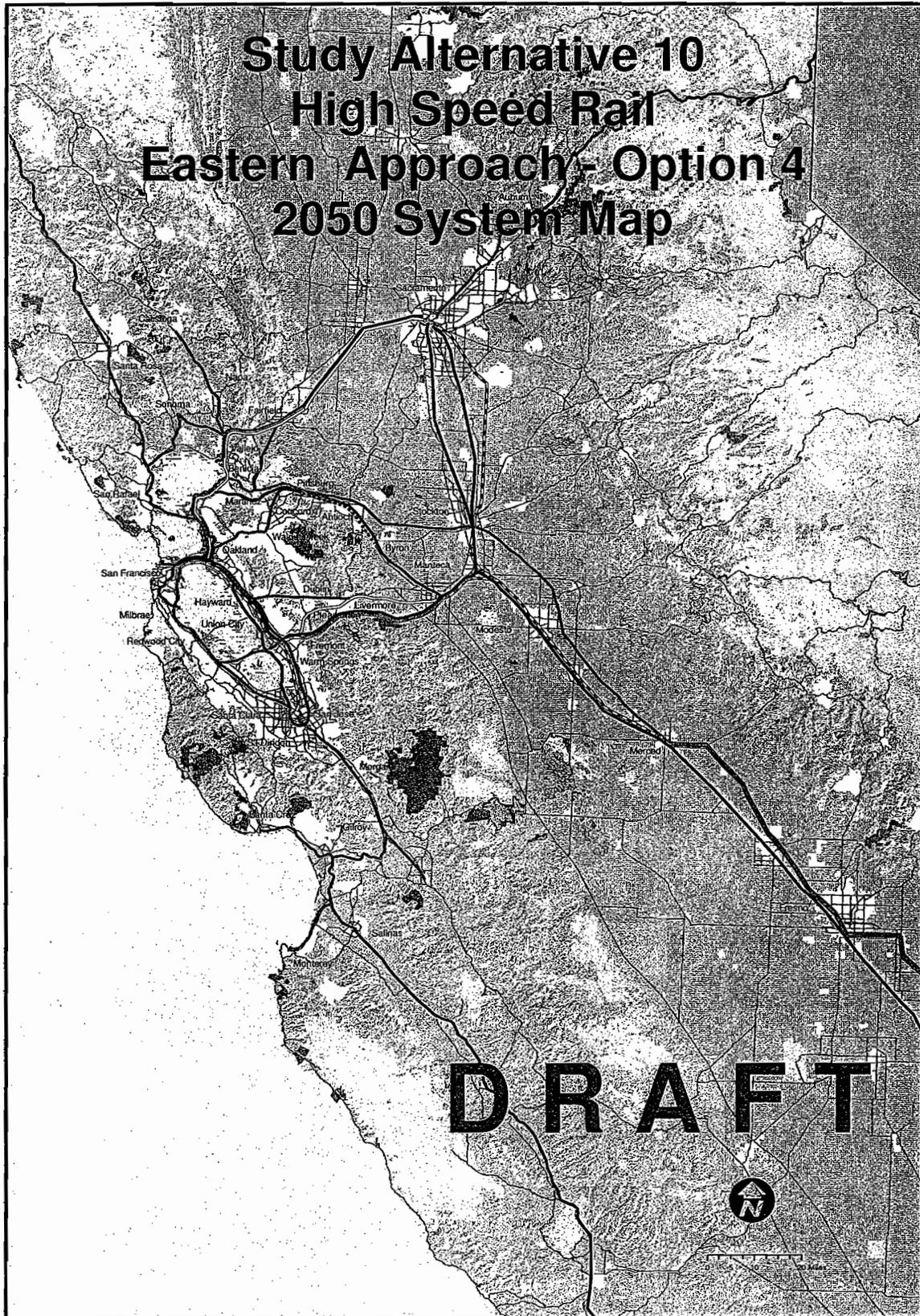
Study Alternative 9 High Speed Rail Eastern Approach - Option 3 2050 System Map



Legend

-  HSR only, light weight equipment, double track, fully grade separated
-  Regional Passenger Rail, light weight, fully grade separated
-  HSR with Regional Passenger Rail
-  Freight/Regional Rail
-  Predominantly freight, standard equipment
-  BART
-  Federal Lands
-  Park Areas
-  Conservation Areas

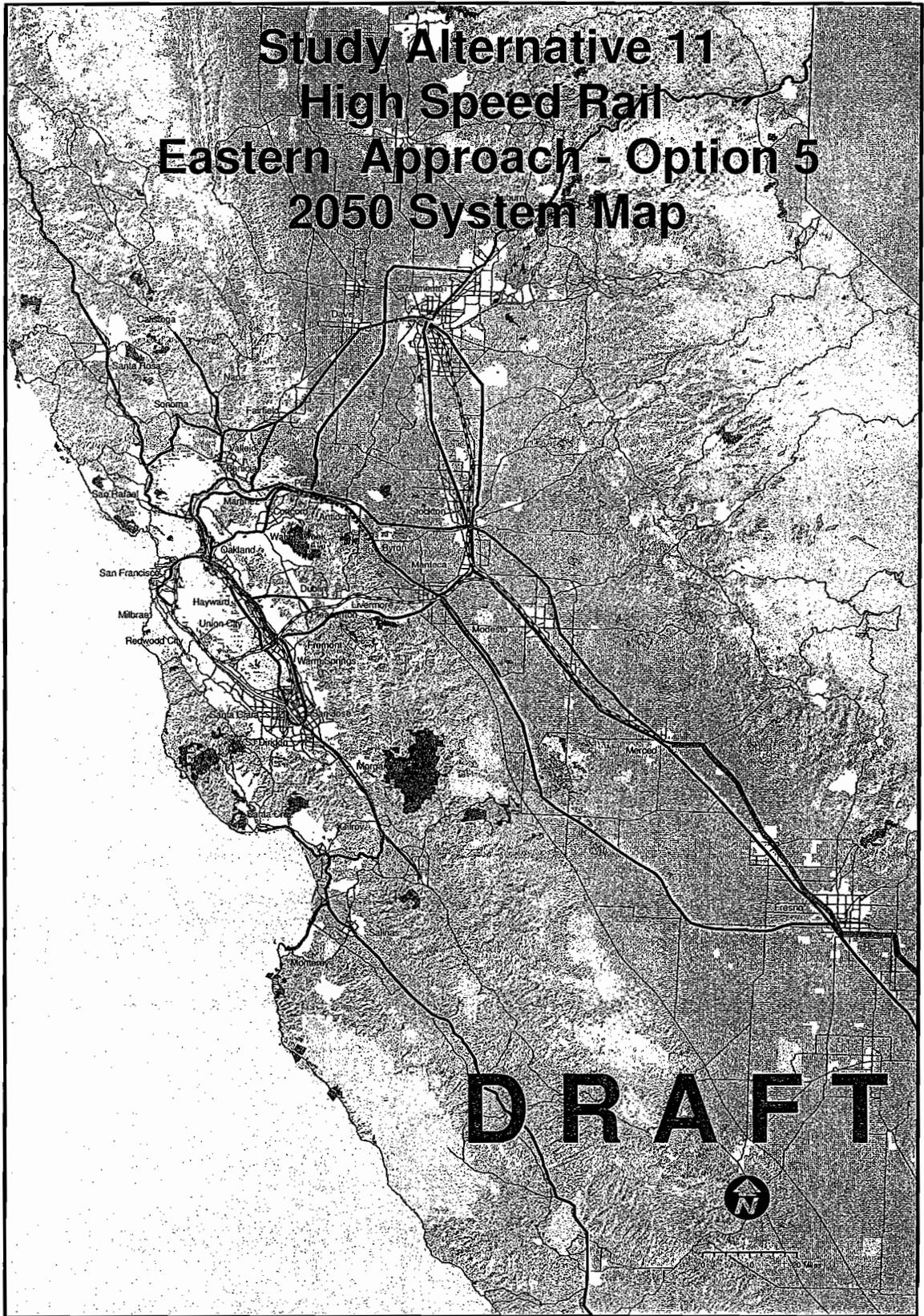
Study Alternative 10 High Speed Rail Eastern Approach - Option 4 2050 System Map



Legend

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-  Regional Passenger Rail, light weight, fully grade separated
-  HSR with Regional Passenger Rail
-  Freight/Regional Rail
-  Predominantly freight, standard equipment
-  BART
-  Federal Lands
-  Park Areas
-  Conservation Areas

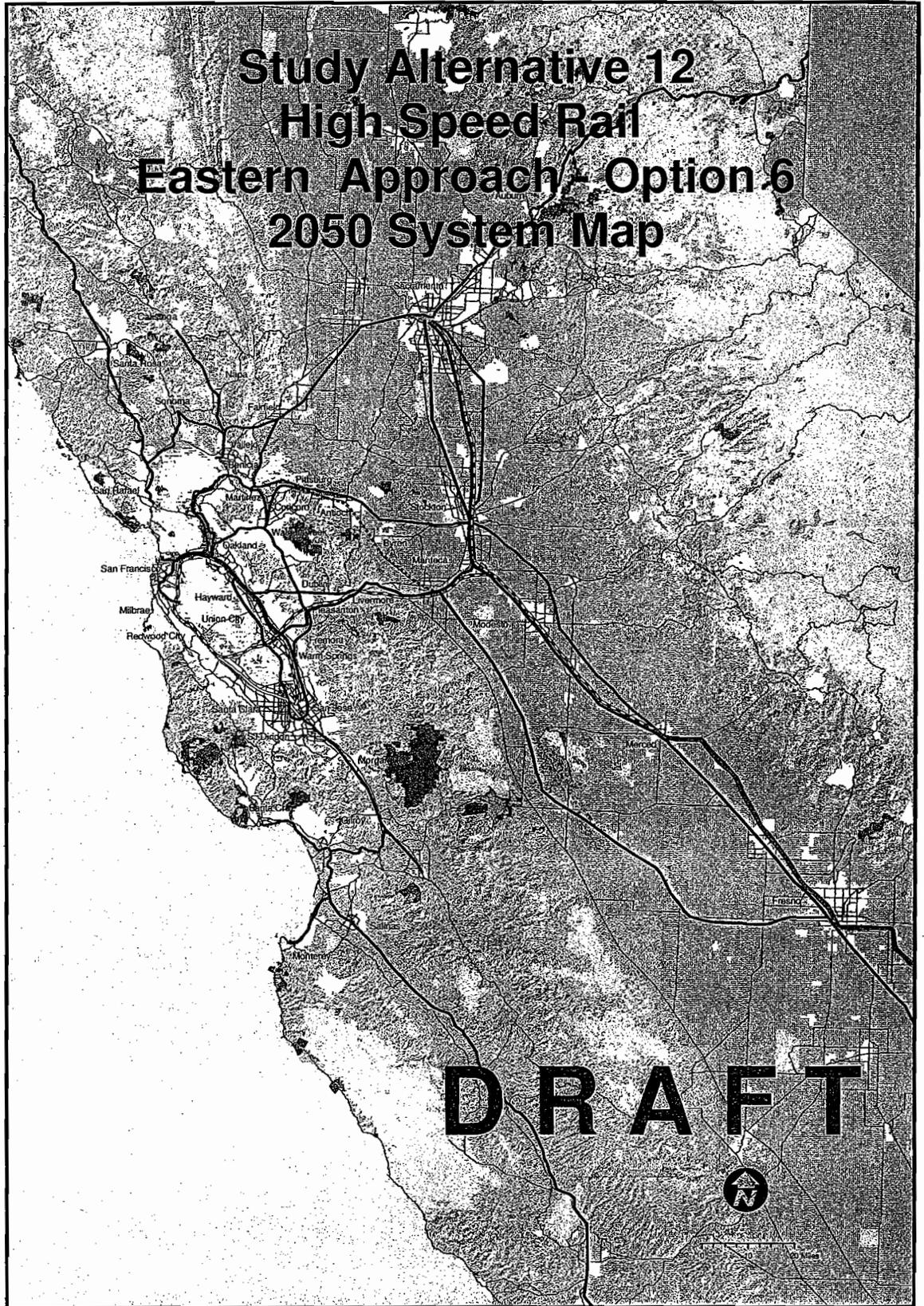
Study Alternative 11 High Speed Rail Eastern Approach - Option 5 2050 System Map



Legend

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-  Regional Passenger Rail, light weight, fully grade separated
-  HSR with Regional Passenger Rail
-  Freight/Regional Rail
-  Predominantly freight, standard equipment
-  BART
-  Federal Lands
-  Park Areas
-  Conservation Areas

Study Alternative 12 High Speed Rail Eastern Approach - Option 6 2050 System Map



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- | | | | |
|---|---|---|--------------------|
|  | HSR only, light weight equipment, double track, fully grade separated |  | Federal Lands |
|  | Regional Passenger Rail, light weight, fully grade separated |  | Park Areas |
|  | HSR with Regional Passenger Rail |  | Conservation Areas |
|  | Freight/Regional Rail | | |
|  | Predominantly freight, standard equipment | | |
|  | BART | | |

**STA Staff's Preliminary Comments on Bay Area Regional Rail Plan Alternatives
5-17-06 Draft**

The Solano Transportation Authority (STA) staff has reviewed the various conceptual alternatives identified in Technical Memorandum 3.a. dated April 18, 2006 and released at the Steering Committee meeting on May 10, 2006. Our major comments and concerns include the following:

Alternative 1 – No High Speed Rail Options

This map identifies potential BART extensions from Richmond BART to intercept station on I-80 north of Hercules and in Martinez, and increased service throughout the BART counties. Along I-80, it proposes upgrading the existing 2 track freight/regional rail lines to 3-4 tracks.

STA staff comments: STA staff is generally supportive. New BART stations north of Hercules and in Martinez would be more convenient for Solano County residents and would save time and cost for Solano County express bus connections.

Alternative 2 – No High Speed Rail Options

This map proposes higher speed, lighter weight (i.e. non- Federal Railroad Administration (FRA) compliant) passenger rail service on a separate rail line in addition to a new rail bridge across the Carquinez Strait along I-80 connecting to Sacramento. It also proposes freight/regional passenger rail between Solano, Napa, Sonoma and Marin counties.

STA staff comments: STA staff is concerned about the non-FRA compliant Regional Passenger Rail service proposed along I-80 but supports the new North Bay FRA compliant Freight/Regional rail extensions to the North Bay counties. Why are the two types of compliant and non-compliant rail services proposed in Solano County? The non-FRA proposal is much different from the recommendations in the recently completed Oakland-Auburn Regional Rail Study (completed by the counties of Solano, Contra Costa, Yolo, Sacramento and Placer counties in 2005) which basically proposed three additional peak hour FRA compliant commuter trains to augment the Capitol Corridor and included the following key elements:

- *Five additional peak period commuter rail round trip trains (three in the a.m. and two in the p.m.) running along the existing Union Pacific Right-of-way, providing 30- minute headways and augmenting the Capitol Corridor intercity trains.*
- *The service would utilize the same FRA compliant equipment, staff and fare structure as the Capitol Corridor.*
- *New commuter stations would be provided in Benicia, Fairfield/Vacaville and Dixon, in addition to the existing Suisun City station.*

Also STA believes that augmenting and improving the Capitol Corridor service as a feeder service to any future high- speed rail program (or in lieu of High Speed Rail), is the best use of limited resources.

Would this Regional Rail alternative require additional right-of-way acquisition beyond the existing U.P. right-of-way or does this alternative assume acquisition of land or air rights from the existing U.P. r-o-w (approximately 100' r-o-w on average).

Alternative 3 – No High Speed Rail Options

Similar to Alternative 1, it proposes upgrading the existing 2 track freight/regional rail lines to 3-4 tracks along the I-80 corridor with connections to the other North Bay counties. It also proposes to shift freight from the BNSF north of Richmond and construct a new by-pass for "Freight With Long Distance AMTRAK Service" along the former Sacramento Northern Railroad (Pittsburg- Sacramento) through the eastern portion of Solano County.

STA staff comments: STA staff generally opposes further studying/considering the new proposed freight by-pass line through Solano County for the following major reasons:

- *Very little or no existing railroad owned right-of-way (either Union Pacific or other publicly- owned railroad) exists anymore along that corridor, and considering the various potential impacts as a result of the substantial amount of right-of-way acquisition, this alternative would appear to be very difficult and costly to implement.*
- *What are the freight projections through 2030 and 2050? What about other alternatives such as more shipping containers taken directly (such as on ships or barges) to other ports like the Port of Sacramento and the Port of Stockton)? Why can't existing railroad right-of-ways with additional tracks and/or water corridors be considered first to see if demand can be substantially met before entirely new corridors are considered.*
- *A complete preliminary environmental screening should be conducted for any new freight corridor through Solano County. What width, how many tracks and what would be the frequency of service. Consistency with the proposed Draft Solano Habitat Conservation Plan (HCP), designated open space areas, wetlands, Jepson Prairie, wildlife refuge area near the I-80 causeway, additional air emissions, buffer zones between the cities in Solano and Yolo counties, impacts to agricultural resources, and noise impacts need to be considered.*
- *Also the need for a new railroad bridge over the Carquinez Strait, new roads (maintenance or otherwise), and the need for new or enlarged grade separations at SR 12, SR 113, I-80, etc. would need to be provided.*
- *This alignment would also conflict with the tourist- oriented Western Railway Museum that acquired a major portion of the Sacramento Northern Railroad right-of-way and operates a museum and very successful non-profit railroad and trolley car along privately operated lines.*
- *Who would acquire the right of way? Does U.P. have any underlying rights to the abandoned r-o-w. – this should be explored early in the process. Either the state or Solano County would have to acquire the r-o-w, probably through an eminent domain process.*

- *It seems that too much focus is on an entirely new freight corridor and STA staff is concerned that it would take away attention, resources and time needed to complete the infrastructure improvements needed along the existing U.P. I-80/ Capitol Corridor.*
- *Is a preliminary cost effectiveness analysis going to be conducted for each alternative?*

Alternative 4 - High Speed Rail Southern Approach Option 1

Same basic description as for Alternative 2 for Solano County.

STA staff comments: Same comments and concerns as stated for Alternative 2

Alternative 5 - High Speed Rail Southern Approach Option 2

Same basic description as for Alternative 1 for Solano County.

STA staff comments: Generally supportive

Alternative 6 - High Speed Rail Southern Approach Option 3

Same basic description as for Alternative 3 for Solano County.

STA staff comments: STA staff generally opposes studying the new freight by-pass line through Solano County for the same reasons stated for Alt. 3.

Alternative 7 - High Speed Rail Eastern Approach Option 1

Same basic description as for Alternative 1 for Solano County.

STA staff comments: Generally supportive

Alternative 8 - High Speed Rail Eastern Approach Option 1

This alternative has some similarity to Alternative 4, except the southern portion of the non-FRA compliant line runs through Vallejo instead of along the U.P. Capitol Corridor. A new railroad bridge south of Vallejo is required.

STA staff comments: Why are the two types of compliant and non-compliant rail services proposed in Solano County along the same corridor? How would a new Carquinez railroad bridge be accommodated? What would happen to the future condition of the existing railroad bridge near the Benicia Bridge? Is there enough demand to support both regional rail and light weight (i.e. non-FRA compliant) passenger rail services in Solano County? STA needs more information on the underlying concept for this dual proposal.

Alternative 9 - High Speed Rail Eastern Approach Option 3

Same basic description as for Alternative 1 and 7 for Solano County.

STA staff comments: Generally supportive.

Alternative 10 - High Speed Rail Eastern Approach Option 4

Same basic description as for Alternative 4 and 8 for Solano County.

STA staff comments: Similar to comments on Alternative 4 and 8. How would the combination of both types of passenger service (both compliant and non-compliant) and freight services function in Solano County?

Alternative 11 - High Speed Rail Eastern Approach Option 5

Same basic description as for Alternative 3 and 6 for Solano County.

STA staff comments: STA staff generally opposes studying the new freight by-pass line through Solano County for the same reasons stated for Alt. 3 and 6.

Alternative 12 - High Speed Rail Eastern Approach Option 6

Same basic description as for Alternatives 1, 5, 7 for Solano County.

STA staff comments: Generally supportive.

Recommendation

STA staff believes that fewer, more realistic alternatives should be further studied. It is recommended that passenger and freight service should try to be primarily accommodated within existing railroad rights-of-way wherever possible. If long-term scenarios in new corridors are deemed necessary, then it is recommended that the alternatives be grouped and modeled into short, medium and long term timeframes (i.e. 2015, 2030, 2050).



DATE: June 2, 2006
TO: STA Board
FROM: Robert Guerrero, Associate Planner
RE: Call for Projects for Countywide Transportation for Livable Communities (TLC) Program for FY 2007-08 and FY 2008-09

Background:

The Solano Countywide Transportation for Livable Communities (TLC) Program is funded by Solano County Transportation Enhancements (TE) funds and Congestion Mitigation Air Quality (CMAQ) funds. On March 8, 2006, the STA Board adopted the Solano Transportation Authority's (STA) Alternative Modes Funding Strategy in which nearly \$3.2 million was identified to fund the Solano TLC Program for FY 2007-08 and FY 2008-09. In anticipation of these funds, the STA's Alternative Modes Committee developed the Solano Countywide TLC Program Guidelines that provides program information for TLC Planning and Capital Funds (see Attachment A).

The Countywide TLC Program is a separate, but related, program to Metropolitan Transportation Commission's (MTC) Regional TLC Program. Whereas MTC's Regional Program is available for the entire nine (9) Bay Area counties on a competitive basis, the Countywide TLC Program is administered by the STA to fund local Solano County TLC projects. MTC currently has a call for Regional TLC Capital Funds with applications due June 23, 2006. Approximately \$14 to \$16 million will be available for this cycle from the MTC program.

Discussion:

STA staff is recommending the STA Board issue a Call for Countywide TLC Capital Projects for FY 2007-08 and FY 2008-09 with applications due September 7, 2006. The STA's program was intentionally delayed until after MTC began their program in an effort to give our member agencies an opportunity to first apply for the Regional TLC Program and possibly take advantage of regional funding prior to applying for the countywide funding. However, staff did want to provide ample time for potential TLC project sponsors to be able to obligate the funds prior to MTC's obligation deadlines. The proposed schedule for the Solano Countywide TLC Program is as follows:

TAC and Transit Consortium Recommendation	May 31, 2006
STA Board FY 2007-08 and FY 2008-09 Call for TLC Capital Projects	June 14, 2006
Solano County TLC Workshop	June 29 to July 11, 2006
STA TLC presentations to Solano Planning Commissions, City Councils, and Board of Supervisors	June/July 2006
TLC applications due to STA	September 11, 2006
STA Board Approves TLC Capital Projects	Dec 2006

STA staff is currently developing an application for the Solano County TLC Program based on the Countywide TLC Program Guidelines and will distribute the application to each agency's planning, economic development and public works departments upon approval by the STA Board. STA staff will have a workshop to give interested applicants an opportunity to ask questions about the program and the application.

Once the applications are received, they will be reviewed by an independent evaluation committee consisting of staff proposed from the Association of Bay Area Governments (ABAG), Bay Area Air Quality Management District (BAAQMD), and the Yolo-Solano Air Quality Management District (YSAQMD). The Evaluation Committee will use criteria based primarily on the Solano County TLC Program Guidelines to evaluate the applications and provide a recommendation to the STA Alternative Modes Committee prior to being approved by the STA Board.

On May 31, 2006, the STA Transit Consortium and Technical Advisory Committee (TAC) recommended the STA Board to issue a Call for Solano County TLC Capital Projects.

Recommendation:

Approve a Call for Solano County TLC Capital Projects.

Attachment:

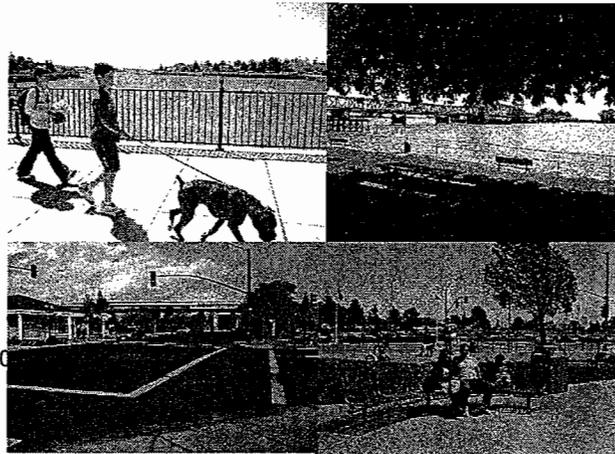
- A. Solano Countywide Transportation for Livable Communities (TLC) Program Guidelines

SOLANO TRANSPORTATION AUTHORITY

Solano Countywide
Transportation for Livable
Communities (TLC) Program

Guidelines

September 2004



Microsoft Office Word 200

DRAFT COUNTYWIDE TRANSPORTATION FOR LIVABLE COMMUNITIES (TLC) PROGRAM GUIDELINES

COMMUNITY DESIGN PLANNING PROGRAM

TRANSPORTATION PLANNING LAND USE SOLUTIONS (T-PLUS)

Program Description

The Community Design Planning Program funds community design and planning processes to retrofit existing neighborhoods, downtowns, commercial cores, and transit station areas and stops in order to create pedestrian, bicycle, and transit-friendly environments. The key objective of this program is to provide funding support to local governments, transportation agencies, and community-based organizations to explore innovative design concepts and plans that relieve congestion by alternative modes of transportation through an inclusive, community-based planning process. Community design planning processes often lead to the development of capital projects that can compete for funding at a regional level. The community planning process typically results in transportation/land-use concept plans; streetscape design concept plans; detailed drawings, construction cost estimates, and implementation plans for specific capital projects.

Who Can Apply?

Community design planning grants are awarded on a competitive basis. Local governments, transportation agencies, and community-based nonprofit organizations may receive funding. Non-governmental organizations may act as the lead sponsor, but must partner with a local government agency to carry out the planning project. Grant recipients will be required to enter into a funding agreement with STA to carry out the project and attend a workshop on grant administration.

How Much Funding is Available?

The STA anticipates \$100,000 to \$200,000 in available planning funds for the TLC Community Design Program. Project sponsors may request a maximum per project of \$25,000 on an annual basis or \$50,000 over a two-year period. A 20 percent local match is required. Local match is defined as the dollars used to match the planning work on the project.

Eligible Activities

Project activities eligible for funding include conducting community design and visioning workshops; designing streetscape improvements that promote pedestrian, bicycle and transit activities; preparing neighborhood revitalization plans to strengthen community identity; developing transportation and land-use plans for redevelopment areas or preparing concept plans, drawings and design guidelines for capital projects.

How will Projects be Evaluated?

Part One: Evaluation Criteria

1. Study Need

- a. Proposal includes an issue statement that clearly identifies the purpose and need of the planning project along with desired outcomes.
- b. Project pertains to a defined physical location.
- c. Project pertains to a physical setting where deficiencies exist (or will exist), and which, if remedied, will provide significant community benefit and community benefit through walkability, pedestrian safety, traffic calming, transit access, bicycle gap closure projects.

2. TLC Program Goals

- a. Project addresses one or more TLC program goals and demonstrates how well the goals are met.

3. Project Scope

- a. Project describes a collaborative planning process to be undertaken by identifying the:
 - community stakeholders (e.g., residents, business proprietors, property owners, neighborhood associations, nonprofits, community-based organization, etc.), local governmental agency, and the transit operator that will be involved and their roles
 - outreach strategy to solicit input from a diversity of participants
- b. Describe how the intended project outcomes include one or more of the following:
 - Community stakeholder participation and support
 - Plans for providing congestion relief through improvements to pedestrian, bicycle and transit facilities, and in particular improvements to strategic links between transit nodes and activity hubs to encourage non-automobile use
 - Plans for providing congestion relief through the development of higher density housing and mixed-use development near existing or planned transit infrastructure

4. Project Administration

- a. Project will result in a specific and clear work product that will guide the project to the next level of planning, and/or form the basis to compete for funding for capital projects identified in planning process.
- b. Project will be completed within the Metropolitan Transportation Commission's (MTC) allocation schedule (a 1-2 year timeline). Project sponsor commits to begin the project immediately once the Commission approves the project. Note: once projects are underway, STA/MTC will consider time extensions if the project sponsor demonstrates progress on the planning process and demonstrates a real need for additional time to adequately conduct community outreach or technical analysis.

- c. Project sponsor commits to pursuing the project recommendations, including subsequent planning activities, and to pursue preliminary engineering and construction funds for capital projects as feasible.

5. Solano Comprehensive Transportation Plan

- a. Project is an adopted TLC candidate project identified in the STA's Comprehensive Transportation Plan (CTP). Applicants may also reference the STA's Countywide Pedestrian Plan and the Countywide Bicycle Plan for pedestrian and bicycle friendly design concepts for consideration in their TLC candidate project scope. The Pedestrian and Bicycle Plan are part of the CTP's Alternative Modes Element.

Part Two: Additional Factors

If a project meets the evaluation criteria listed above, STA will use the following factors to further evaluate competing projects for TLC assistance:

1. **Project Innovation:** To what degree does the project demonstrate innovation in project scope and community outreach techniques? Is this project different in scope and type than other candidate projects?
2. **Land Use/Transportation Links:** To what degree does the project provide congestion relief through support of building higher density housing and mixed uses developments, connectivity particularly in existing downtowns, commercial cores, neighborhoods, and transit stops/corridors?
3. **Local Match:** To what degree is the local match beyond the required match offered as part of the proposed project's total cost? To what degree does the project use TLC funds to leverage other funding? To what degree does the sponsor provide in-kind services (staff time or costs) towards the project?
4. **Low-income Community:** Does the project serve a low-income neighborhood, as demonstrated by Census data on income and/or poverty level compared to the city or county as a whole?

Application Process

Step 1: STA issues a "call for projects" on an annual basis.

Step 2: Applicants submit a project proposal to STA for funding consideration. The planning proposal should include the amount of TLC funds requested, amount and source of local match, brief description of sponsor and study partner(s), how project fulfills evaluation criteria shown above, preliminary scope of work that describes each itemized task to be undertaken and the resulting work product(s) per task, project budget and schedule for the project by itemized task/work product, and project area map and existing conditions photos.

Step 3: STA staff and representatives from STA's Alternative Modes/Screening Committee, approved by the STA Board, evaluates project proposals.

Step 4: The STA Board will approve Countywide TLC projects based upon the recommendations provided by a Alternative Modes/Screening Committee, STA staff, and available funding.

Step 5: Following approval, grant recipients will enter into a funding agreement with STA and attend a special workshop on community planning and grant administration.

CAPITAL PROGRAM

COUNTYWIDE TLC & TE CAPITAL PROGRAM

Program Description

The Capital Program funds transportation infrastructure improvements that provide congestion relief through to pedestrian, bicycle and transit facilities. The key objectives of this program are to encourage pedestrian, bicycle and transit trips; support a community's larger infill development or revitalization effort; and provide for a wider range of transportation choices, connectivity, improved internal mobility, and stronger sense of place. Typical TLC capital projects include new or improved pedestrian facilities, bicycle facilities, transit access improvements, pedestrian plazas, traffic calming and streetscapes. Funds can be used for preliminary engineering (design and environmental), right-of-way acquisition, and/or construction.

Who Can Apply?

Capital Program grants are awarded on a competitive basis. Local governments, transit operators, and other public agencies are eligible recipients of the federal funds. Community-based organizations and nonprofits may be co-partners but cannot receive the funds. Grant recipients will be required to take the capital project through the federal-aid process with Caltrans Local Assistance, and obligate or commit the federal funds by the regional obligation deadline specified by MTC. In addition, grant recipients will be required to attend a training workshop on project implementation and the federal-aid process.

How Much Funding is Available?

STA and MTC allocate federal Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ) Improvements Program, or Transportation Enhancements (TE) Funds toward the capital project. Grant amount ranges from \$50,000 to \$500,000 per project. A local match of 11.5 percent of the total TLC project cost is required.

Eligible Activities

Project activities eligible for funding include bicycle and pedestrian paths and bridges; on-street bike lanes; pedestrian plazas; pedestrian street crossings; streetscaping such as median landscaping, street trees, lighting, furniture; traffic calming design features such as pedestrian bulb-outs or transit bulbs; transit stop amenities; way-finding signage; and gateway features. While these discrete activities are eligible for funding, STA is looking for a transportation capital project that is well-designed, uses a variety of design features, results in numerous community benefits, and is part of a community's broader revitalization and development efforts.

How will Projects be Evaluated?

Part 1: Project Readiness Criteria

The following criteria will be used to evaluate whether a project will be able to meet the fund obligation deadline. Projects must secure a federal authorization to proceed with construction by the obligation deadline set by STA.

1. Has a collaborative planning process involving the local government agency, community stakeholders, transit district(s), and others affected by the project taken place? (If the planning process has not been undertaken, please consider applying in a future cycle once the process is completed.)
2. Is the project fully funded with TLC capital funds? Is the project dependent upon other funding yet to be secured? Please provide a project budget showing all funding amounts and fund sources secured for the project, and describe how any funding shortfalls will be covered.
3. Is the project dependent upon another uncompleted major capital project?
4. What type of environmental document required by CEQA and NEPA will be (has been) prepared, and when would it be (was it) certified? What environmental issues may require more detailed study?
5. Is the project entirely within the local agency's right-of-way? Are any new right-of-way, permits or easements needed, and when would it be acquired (from non-TLC sources) if needed?
6. Is there a utility relocation phase within the project area but implemented separately from the project?
7. Have all affected departments within the local government agency, transit agency, and/or other public agency (1) been involved in the development of the project and (2) reviewed the project to ensure project feasibility?
8. Has your public works staff reviewed and approved the conceptual plan?
9. Is there significant local opposition that may prevent the project from meeting the funding obligation deadline?
10. Are there any pending lawsuits related to the project?

Part 2: Basic Eligibility Criteria

All basic eligibility criteria below must be met before a project can be reviewed according to the evaluation criteria under Part 3. Briefly describe how the project satisfies each criterion. Following grant approval, the project sponsor will submit a governing board approved resolution confirming the requirements described below have been met.

11. Project is adopted in the Solano Comprehensive Transportation Plan as part of the TLC Plan in the Alternative Modes Element
12. The funding request is greater than \$50,000 and less than \$500,000.
13. The project sponsor assures that a local match of at least 11.5 percent of the total project cost will be available.
14. The project sponsor agrees to abide by all applicable regulations, including the National Environmental Policy Act (NEPA) and the American with Disabilities Act (ADA).
15. The project is well-defined and results in a usable segment.
16. The project sponsor understands and agrees to the STA project delivery requirements as described below.

- a. Federal funds through the TLC Capital Grants program are fixed at the programmed amount, therefore any cost increase would not be funded through TLC.
- b. Projects are to be designed and built consistent with the project description contained in the grant application, and if approved, as programmed in the Transportation Improvement Program (TIP).
- c. A field review with Caltrans Local Assistance and STA staff will be completed within six (6) months of grant approval.
- d. The appropriate NEPA document for the project will be certified through the office of Caltrans Local Assistance within twelve (12) months of grant approval.
- e. The project design drawings will be submitted to STA for review and comment at various design stages, typically 30%, 60%, 90%, and 100% submittals.
- f. Completed Plans, Specifications, and Estimates (PS&E) package will be submitted to STA, MTC, and Caltrans Local Assistance by no later than April 1 in the year of regional obligation deadline.
- g. Federal funds will be obligated by the fund obligation deadline established by STA or MTC for this grant cycle.
- h. The “before” and “after” photos of the project will be sent to STA for use in publications, press releases, reports, etc. about the TLC program.
- i. STA will be notified immediately to discuss potential project implications that will affect the delivery of the project.
- j. The project sponsor commits to maintaining the project.

Part 3: Capital Evaluation Criteria

If a project meets all the screening factors identified in Parts 1 and 2, it is evaluated according to the criteria shown below. For each category, a project will be assigned a “high”, “medium”, or “low” rating. Funding priority is based on the degree to which the project meets these criteria.

1. TLC Program Goals

- Project addresses one or more TLC program goals and demonstrates how well the goals are met.

2. Community Involvement

- Project resulted from an inclusive and collaborative planning process with community stakeholders, including low-income, minority community representatives (if applicable), as demonstrated by new or strengthened project partnerships, outreach efforts to a diversity of participants, and innovative planning techniques used to solicit public input.
- A planning document (such as a transportation-land use plan, urban design/landscape concept plan, design development plan, specific plan, general plan etc.) from which the

project was derived, or a conceptual design illustrating the project, has been prepared and made available to the public for review and comment.

- Project is supported by the local agency (including planning, public works, engineering, traffic, and/or redevelopment departments/ agencies), transit operator(s), and community stakeholders who are affected by the project.

3. Project Impact

The project remedies a current or anticipated problem and will result in one or more of the following community benefits:

- a. Transit Corridor Improvements: promotes TLC related improvements for transit hubs, ferry terminals, rail stations, and park and ride facilities that support transit services (express bus, rail, ferry) along the I-80/680/780 & SR 12 corridors.
- b. Transportation Choices: project provides for a range of transportation options to access jobs, shopping, recreation and other daily needs as a means of relieving traffic congestion.
- c. Pedestrian and Bicycle Access: project improves connectivity and direct pedestrian or bicycle access to the downtown, commercial core, neighborhood, or transit stop/corridor.
- d. Transit Access: project improves transit accessibility and connectivity to a major activity center.
- e. Safety and Security: project reduces the number of pedestrian/bicycle injuries and fatalities, and addresses safety and security concerns around transit facilities.
- f. Street Design: project promotes good street design to encourage pedestrian, bicycle and transit trips such as narrow traffic lanes, wide sidewalks, marked crosswalks, landscape buffers, etc.; promotes safe road-sharing between bicycles and vehicles; and complies with the American with Disabilities Act and applicable street design standards.
- g. Traffic Calming: project reduces driving speeds to facilitate safe pedestrian, bicycle, and vehicle travel and street crossings.
- h. Streetscape Design: project creates pedestrian, bicycle and transit friendly environments through street trees, landscape buffers, pedestrian-scaled lighting, wide sidewalks, etc.
- i. Community Design: project enhances the look and feel of the community and fosters a strong sense of place through upgrades to the physical environment and cohesive designs of streets, buildings, and public spaces.
- j. Air Quality: project improves mobility via walking, biking, or taking transit, and thus reduces vehicle trips and improves air quality.
- k. Economic Development: project acts as a catalyst to generate local economic development opportunities, particularly within disadvantaged communities.

4. Land Use Links

- Describe how the proposed project supports channeling new growth to areas of the region with established infrastructure and existing residential development, employment centers, and other major activity centers such as retail and cultural facilities.
- Describe how the proposed project is located in a project area that is currently zoned, or will be rezoned, to support the development of a diverse mix of housing (particularly high-density, affordable, and/or mixed-income developments), retail, commercial, or office uses.
- Describe how the proposed project is located in a project area where major transit infrastructure exists or is planned in to serve the land use developments.
- Describe how the proposed project directs investment to a traditionally low-income community, as demonstrated by Census data on income and/or poverty level compared to the city or county as a whole.
- Describe how the proposed project would help provide congestion relief by supporting increased use of transit, ridesharing, bicycle and pedestrian facilities and services.

Application Process

Step 1: STA issues a “call for projects” on an annual basis.

Step 2: Applicants submit a project proposal to STA for funding consideration. The project proposal should include amount of TLC funds requested, amount and source of local match, brief description of sponsor and study partner(s), detailed description of the specific capital improvements to be funded by TLC, how project fulfills evaluation criteria shown above, project finance plan for preliminary engineering, right-of-way and construction phases, project schedule for preliminary engineering, right-of-way and construction phases, and project area map and photos.

Step 3: STA evaluates project proposals with assistance from representatives from STA’s Screening Committee, approved by the Alternative Modes Committee.

Step 4: The STA Board will approve Countywide TLC projects based upon the recommendations provided by a Screening Committee, STA staff, and available funding.

Step 5: Following approval, grant recipients will submit to STA a board-approved resolution demonstrating commitment to fund and build the project and attend a workshop on project implementation and the federal-aid process. Grant recipients will be required to take the TLC capital project through the federal-aid process with Caltrans Local Assistance and comply with STA’s project review process. Funds returned to STA for any reason will be reprogrammed according to Commission policy.



DATE: June 2, 2006
 TO: STA Board
 FROM: Robert Guerrero, Associate Planner
 RE: Pedestrian Advisory Committee Priority Pedestrian Projects

Background:

The Solano Countywide Pedestrian Plan was developed through the efforts and guidance of the Solano Transportation Authority (STA), Landpeople (consultants for the countywide plan), and the Solano Pedestrian Advisory Committee (PAC). The Countywide Pedestrian Plan was approved and recommended by the PAC in September 2004 followed by STA Board adoption in October 2004. The plan is the first effort to identify countywide significant pedestrian projects in the Bay Area. The Solano Transportation Authority (STA) was given an award by the Northern California Chapter of the American Planners Association for the development and implementation of this Pedestrian Plan.

The Plan identified several pedestrian projects in three specific categories: current projects, conceptual projects and priority projects. Each city and the County of Solano have identified at least one priority project included in the plan, as indicated in the following matrix:

Agency	Project
Benicia	State Park Road/I-780 Overcrossing
Dixon	Multi-modal Transportation Center
Rio Vista	Waterfront Plan and Improvement Project
Fairfield	West Texas Street Urban Village Project
Suisun City	Driftwood Drive Pedestrian Project
Vacaville	Vacaville Creek Walk Extension to McClellan Street
Vallejo	Vallejo Ferry Station Pedestrian and Streetscape Enhancements
Multi-Jurisdictional (Fairfield, Suisun, and Solano County)	Union Ave (Fairfield) to Main Street (Suisun City) Enhancements Program
Multi-Jurisdiction (Fairfield, Suisun, Solano County, and Vacaville)	Jepson Parkway

Discussion:

All of the projects on the priority list are active in either the planning state or the project development stage. In anticipation of significant funding set aside specifically for bicycle and pedestrian projects over the next few years, members of the PAC have requested this list be revisited to ensure that the projects on the list represent countywide pedestrian priority projects. In response, STA staff suggests the list be re-evaluated and updated with assistance from Landpeople to develop a methodology for prioritizing the projects and to facilitate discussions with the PAC to update the list of priority projects and to amend the Countywide Pedestrian Plan accordingly. A preliminary scope of work is provided as Attachment A.

Once a contract is approved, Landpeople will be able to begin this effort with the PAC immediately. The PAC unanimously supported an update of the Solano Countywide Pedestrian Priority Projects at their April 27, 2006 meeting. On May 31, 2006, both the SolanoLinks Transit Consortium and the STA TAC unanimously forwarded a recommendation to the STA Board to approve this contract with Landpeople.

Fiscal Impact:

This contract will be funded with \$5,000 from the STA's Transportation for Livable Communities (TLC) Program. \$150,000 of new TLC funds will be budgeted in the FY 2006-07 TLC Program of which approximately \$30,000 will be available for consultant services.

Recommendation:

Approve a \$5,000 contract with Landpeople to update the Solano Countywide Pedestrian Priority Projects funded with \$5,000 from the STA's FY 2006-07 TLC Program.

Attachment:

- A. Solano Countywide Pedestrian Plan Update Preliminary Scope of Work

Solano Countywide Pedestrian Plan Update

Preliminary Scope of Work

May 25, 2006

Objective: Obtain a qualified consultant to assist in updating and prioritizing the Solano Countywide Pedestrian Plan projects as listed on pages 18 to 23 in the 2004 Plan.

Summary: Consultant will primarily be tasked to work with the Solano Pedestrian Advisory Committee (PAC) to develop and implement a methodology for prioritizing pedestrian projects. STA staff will provide a status summary of the current projects and provide support to the consultant in gathering any necessary data from STA member agencies related to their pedestrian project submittals.

Consultant Scope of Work (Proposed Budget- \$5,000):

Attend at least 2 Pedestrian Advisory Committee meetings (possibly a third meeting if necessary) to complete the following tasks:

- Work with PAC to develop an appropriate methodology to prioritize pedestrian projects.
- Develop a standard form to survey project sponsors utilizing criteria related to the methodology to prioritize pedestrian projects.
- Prioritize pedestrian projects based on methodology developed by consultant and PAC.
- Provide a final report describing the methodology developed, process used to develop methodology, and a final list of prioritized pedestrian projects to be included in the update.

STA Staff Support:

- Develop a report summarizing status of currently identified projects in the Countywide Pedestrian Plan.
- Work with STA member agencies to submit new and/or revised pedestrian projects (and related project information) using the pedestrian priority project form developed by the consultant.
- Work with committees and STA Board to approve update.

Tentative Project Milestones:

June 15th - PAC meeting

- Present a draft methodology for PAC to discuss and provide input (Consultant).
- Present status report on current projects (STA staff).

June 28th - TAC meeting

- STA staff provides an overview of the update process and makes a request for new and/or revised pedestrian projects to be included in the updated plan (STA staff).

July 28th

- Project Sponsors submit new and/or revised project submittals to STA staff.

July 28th to August 8th

- Apply draft methodology to current and new project submittals (Consultant).

August 17th- PAC meeting

- Present findings and new projects list (Consultant).
- Recommend list for approval to STA Board (STA staff).

August 17th-

- Submit Draft methodology report (Consultant).

August 30th -TAC meeting

- Present draft methodology report to TAC and recommend list for approval by STA Board based on PAC recommendation (STA Staff).

September 1st-

- Submit Final methodology report due based on TAC input (Consultant).

September 13th - STA Board

- Approve new and/or revised pedestrian projects list to be included in Countywide Pedestrian Plan Update (STA staff).

Completion Date: Tentative STA Board approval of update is September 13th, 2006.



DATE: June 2, 2006
TO: STA Board
FROM: Robert Guerrero, Associate Planner
RE: MTC Routine Accommodation of Bicyclist and Pedestrians
in the Bay Area

Background:

Staff from the Metropolitan Transportation Commission (MTC) completed the Draft Routine Accommodation for Bicyclists and Pedestrians in the Bay Area report (see attachment A) with nine (9) recommendations that strengthen bicycle and pedestrian considerations for current and future transportation projects (i.e. highways, freeways, local streets and roads improvements). The report discusses inconsistencies with policies and current planning processes, and the report provides case studies exemplifying these issues.

The draft has been circulated to various agencies and discussed at length in several meetings over the last two months including the STA's Technical Advisory Committee (TAC), Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC). The previous draft (circulated March/April 2006) contained recommendations that were considered by Congestion Management Agencies and public works staff as too strong and difficult to implement. The STA's BAC and PAC strongly supported the draft as it was written at their April 20th and April 29th meetings respectively. Some members of the BAC and PAC commented that the recommendations did not go far enough to accommodate bicyclists and pedestrians.

On May 8, 2006, MTC staff held a meeting with the Congestion Management Agencies (CMA) and regional bicycle advocates to review the draft report in an effort to reach a consensus and complete the document. MTC staff revised the report to address the concerns raised by the CMAs.

Discussion:

The MTC Routine Accommodations Policies were approved by the Partnership Board and the CMA Directors and is anticipated that they will be submitted to the MTC Commission for review and approval at their next meeting on June 28, 2006. The primary elements of the final draft report include recommendations to:

- Support Caltrans Deputy Directive 64 which supports the consideration to accommodate non-motorized travelers without replacing locally adopted policies regarding transportation planning, design and construction.
- Consider bicycle and pedestrian facilities in the full project costs.

- Develop a complete project checklist for the CMA's to assess and make available to the Countywide BAC or PAC for review and input during the early stage of project development.
- Encourage local agencies to adopt their own percentage of project costs that may be funded all or in part with regional discretionary funds (in the prior draft 15% had been recommended).

In a separate but related issue, the Congestion Management Agency (CMA) Directors discussed MTC's Routine Accommodations report and a separate proposal by MTC to delegate 100% of the Regional Bicycle/Pedestrian funds to the CMAs at their last meeting held on February 24, 2006. Solano County currently receives a total of 75% of the Regional Bicycle/ Pedestrian funds for local programming which is approximately \$1.4 million every four years. MTC's proposal would add an additional \$465,000 of funding to Solano County's share every four years starting in FY 2009-10. The CMA Directors expressed support for this new proposal in their attached letter to MTC (see Attachment B); however, they did not support MTC's Routine Accommodations recommendation for restricting regional discretionary bicycle/pedestrian funding to only pay for non-motorized project costs exceeding 15% of the total project cost as was originally recommended in the previous draft.

On May 31, 2006, the STA TAC recommended the STA Board to support both the current MTC Routine Accommodation of Bicyclists and Pedestrians in the Bay Area and MTC delegation to the CMAs for 100% Regional Bicycle/Pedestrian funds.

Recommendation:

Approve the following:

1. Support MTC's Routine Accommodation of Bicyclists and Pedestrian in the Bay Area as specified in Attachment B.
2. Support MTC's decision to delegate 100% of the Regional Bicycle/Pedestrian funds to be allocated by the Congestion Management Agencies.

Attachments:

- A. MTC's Routine Accommodation Revised Recommendations
- B. Bay Area CMA Directors Letter

MTC's Routine Accommodation Revised Recommendations
May 15, 2006 Version

POLICY

1. Projects funded all or in part with regional funds (e.g. federal, STIP, bridge tolls) shall consider the accommodation of non-motorized travelers, as described in Caltrans Deputy Directive 64. These recommendations shall not replace locally adopted policies regarding transportation planning, design, and construction. These recommendations are intended to facilitate the accommodation of pedestrians, bicyclists, and disabled traveler needs into all projects where non-motorized travel is consistent with current, adopted regional and local plans. In the absence of such plans, federal, state, and local standards and guidelines should be used to determine appropriate accommodations.

PROJECT PLANNING and DESIGN

2. Recommendation: Caltrans and MTC will make available routine accommodations reports and publications available on their respective websites.
3. Recommendation: To promote local non-motorized involvement, Caltrans District 4 will maintain and share, either quarterly or semi-annually at the District 4 Bicycle Advisory Committee, a table listing ongoing Project Initiation Documents (PIDS) for Caltrans and locally-sponsored projects on state highway facilities where nonmotorized users are permitted.

FUNDING and REVIEW

4. Recommendation: MTC will continue to support funding for bicycle and pedestrian planning, with special focus on the development of new plans and the update of plans more than five years old.
5. Recommendation: MTC's fund programming policies shall ensure project sponsors consider the accommodation of non-motorized travelers consistent with Caltrans' Deputy Directive 64. Projects funded all or in part with regional discretionary funds must consider bicycle and pedestrian facilities in the full project cost consistent with Recommendation 1 above. The Federal Highway Administration recommends including up to 20% of the project cost to address non-motorized access improvements; MTC encourages local agencies to adopt their own percentages.
6. Recommendation: TDA Article 3, Regional Bike/Ped, and TLC funds shall not be used to fund new non-motorized facilities that need to be built as a result of new roadway or transit construction impacts.

7. Recommendation: MTC, its regional bicycle and pedestrian working groups, the Partnership's Local Streets and Roads committee, and the county congestion management agencies (CMAs) shall develop a project checklist to be used by implementing agencies to evaluate non-motorized needs and opportunities associated regionally-funded roadway and transit projects consistent with applicable plans and/or standards. The form is intended for use on projects at their earliest conception or design phase and will be developed by the end of 2006.
8. Recommendation: CMAs will assess completed project checklists and will make them available through their websites, and to their countywide Bicycle/Pedestrian Advisory Committees (BPACs) for review and input during the early stages of project development. The results of the checklist evaluation outlined in Recommendation 7 should be the basis of this discussion prior to projects entering the TIP.
9. Each countywide BPAC shall include members that understand the range of transportation needs of bicyclists and pedestrians, including disabled interests, consistent with MTC Resolution 875 and shall include representation from both incorporated and unincorporated areas of the county.
10. Recommendation: MTC and its partner agencies will monitor how the needs of non-motorized users of the transportation system are being addressed in the design and construction of transportation projects by auditing candidate TIP projects to track the success of these recommendations. Caltrans shall monitor select projects based on the proposed checklist.

TRAINING

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

Bay Area CMA Directors

March 1, 2006

RECEIVED

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

MAR - 6 2006

SOLANO TRANSPORTATION
AUTHORITY

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

Dear Steve:

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

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

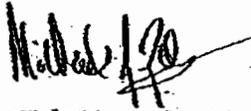
The current recommendations in the "Routine Accommodation Study" run counter to that concept. Draft recommendations would restrict the ability of counties and cities to implement the projects identified as key in their respective adopted bike plans rather than encourage them. Many of the recommendations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

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

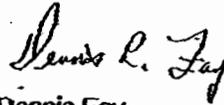
Bay Area CMA Directors

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

Sincerely,



Mike Zdon, CMA Moderator
Napa County Transportation Planning Agency



Dennis Fay
Alameda County CMA



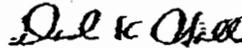
Robert K. McCleary
Contra Costa Transportation Authority



Rich Napier
San Mateo County CMA



Jose Luis Moscovich
San Francisco Transportation Authority



Daryl Halls
Solano Transportation Authority



Carolyn Gonot
Santa Clara Valley Transportation Authority



Diannie Steinhauser
Transportation Agency of Marin



Suzanne Wilford
Sonoma Transportation Authority

cc: Doug Johnson, MTC



DATE: June 2, 2006
TO: STA Board
FROM: Daryl Halls, Executive Director
Susan Furtado, Financial Analyst/Accountant
RE: FY 2006-07 Budget Revision and FY 2007-08 Proposed
Budget

Background:

In June 2005, the STA modified the FY 2005-06 budget at \$7.22 million, which was subsequently revised to \$9.63 million and adopted in March 2006. At the same time in June 2005, the STA adopted the FY 2006-07 budget at \$10.33 million. A revision to the adopted FY 2006-07 budget and adoption of a two-year budget to include FY 2007-08 is being added for Board approval in compliance with the STA Budget Policy.

The attached two-year budget is supported by various detailed budget schedules including a comprehensive budget matrix that list each fund source and program expenditures (provided under separate cover).

Discussion:

The FY 2006-07 budget revision and FY 2007-08 proposed annual budget is shown in Attachment A. The revised FY 2006-07 expenditures and revenues are balanced at \$12.50 million plus \$270,000 in budget reserve. This reflects an increase of approximately \$2.16 million. Highlights of the revisions are summarized below:

FY 2006-07 Expenditures

Total salaries and benefits costs have increased by approximately \$76,621 (5%) from the budget adopted a year ago. Salaries and benefits budget are charged by program fund source allocation. The salaries and benefits increase is due to:

- Cost of living adjustment of 2.0% as opposed to the FY 2006-07 calculated 2.8% average of the Consumer Price Index (CPI) for US cities, Western Urban areas, and the San Francisco/Oakland/San Jose urban area.
- Health benefit premium rates increase effective January 2007 is included in the budget for FY 2006-07.
- The proposed salary range reclassifications and adjustments based on the salary survey recommendation by the hired consultant, Koff and Associates.
- Total salaries and benefits cost increase of \$94,980 for the proposed salary ranges and adjustments, including 2.0% Cost of Living Adjustment (COLA), based on the proposed reclassifications of current staff (see Attachment B).
- The proposed Senior Planner position will be filled and the Associate Planner position will be left vacant in FY 2006-07.

Transit and Rideshare Services/SNCI Program, formerly the Solano-Napa Commuters Information (SNCI) program, expenditures budget adopted a year ago of \$575,844 has increased to \$1.25 million, a \$670,822 (116%) increase with the realignment and consolidation of program administration and management for Transit and Rideshare Services/SNCI into one department. This increase is summarized as follows:

- Additional State Transit Assistance Funds (STAF) allocated for the Solano Paratransit Assessment Implementation, Countywide Transit Ridership Survey, Countywide Transit Finance Assessment Study, Solano Paratransit bus wrap, and the Transit Consolidation Feasibility Study for a total amount of \$410,000.
- STAF allocation for Transit Management/Administration of \$52,800.
- TFCA fund allocation increased for activities on SNCI General Marketing, Fall Campaign, Bike to Work Campaign, Incentives, and Guaranteed Ride Home from a total amount of \$21,181 to \$247,000, an increase of \$225,819.
- STAF allocation of \$35,000 for Solano Paratransit bus wrap.
- Creation of a Transit Intern position to assist the Director of Transit and Rideshare Services with the coordination of various transit programs for an amount of \$13,933.

Project Development Program expenditures budget adopted a year ago of \$7.46 million has increased to \$8.17 million, an increase of approximately \$704,342 (9%). The Project Development Program had staff turnover, which required staff realignment and reclassification. In addition, program realignment in the management and administration of the Solano Paratransit was moved to Transit and Rideshare Services/SNCI, and the State Route (SR) 113 Major Investment Study (MIS)/Corridor Study was moved to Strategic Planning for better program coordination. This increase is summarized as follows:

- The SR 12 Bridge Realignment Study fund from the City of Rio Vista Federal Earmark entitled “Rio Vista Bridge Realignment Study and Street Sign Safety” for \$362,000.
- The funding for Project Study Reports for SR 12/Church Road carried over from the prior year is reprogrammed for the amount of \$164,145.
- The North Connector East Design project continuation from the Regional Measure (RM) 2 fund for \$2.19 million.
- I-80 High Occupancy Vehicle (HOV) PA/ED project continuation from the RM 2 funds for \$2.09 million.
- I-80 HOV/Turner Parkway Overcrossing Project Study Report (PSR) Federal Earmark of \$900,000 with a funding agreement between the County of Solano and City of Vallejo prior to the start of the PSR.

Strategic Planning Program expenditures adopted a year ago of \$1.09 million has increased to \$1.76 million, an increase of approximately \$676,390 (62%). With the realignment in program management and administration, the SR 113 MIS/Corridor Study has been added to the Strategic Planning budget. This increase is summarized as follows:

- Additional STAF and Gas Tax allocation on activities for Solano Links Marketing, General Marketing, and Events has increased by \$35,000.
- The Solano County TLC program increased by \$245,000 to reflect the amount projected to be carried forward from FY 2005-06.

- SR 113 MIS/Corridor Study is allocated \$100,000 for the study from the Surface Transportation Program (STP) fund allocation. A \$250,000 state planning and research grant recently approved for this study will be programmed later in the fiscal year.
- The FF/VV Rail Station Design has additional funds of \$110,000 from the City of Fairfield for the continuation of the project.
- The TFCA programs and DMV Abandoned Vehicle Abatement program have been increased to reflect projected revenue availability.

FY 2006-07 Revenues

Changes to revenues budget originally adopted a year ago are due to amounts carried forward for the continuation or completion of multi-year contracts or projects and available new or increased fund sources for the new projects and project studies.

- Gas Tax and Transportation Development Act (TDA) contributions have increased by approximately \$51,640 from the amounts originally budgeted a year ago, based on data used to calculate this revenue.
- STAF is revised to reflect the amounts agreed upon by the SolanoLinks Transit Consortium and Technical Advisory Committee for STA planning, administration and study needs.
- Traffic Congestion Relief Program (TCRP) 25.2 funds for the North Connector project is anticipated to use its full funding by the end of FY 2005-06 and the use of other fund source for the continuation of the North Connector project.
- The TCRP 25.3 funds for the I-80/680/SR12 interchange project have been revised to reflect the amounts carried forward from the prior year for these multi-year projects.
- The RM 2 fund is added for the North Connector East Design planned parallel arterial that will be constructed on the north side of I-80, and the I-80 HOV Lanes Design in an effort to address the heavy congestion along the I-80 from SR 12 West in Solano County to Airbase Parkway in Fairfield.
- The Rio Vista SR 12 Bridge Realignment Study to be funded by a Federal Earmark entitled “Rio Vista Bridge Realignment and Street Sign Safety” has been agreed upon by the City of Rio Vista and the STA and the \$362,000 has been added to the budget for this preliminary study.
- The I-80 HOV Lane/Turner Parkway Overcrossing project is added to the budget for the PSR to consider and study alternative improvements for an HOV Lane and Interchange(s) along I-80 in Vallejo. The County of Solano has agreed to dedicate \$900,000 of a Federal Earmark titled “I-80 HOV Lanes Interchange Construction in Vallejo” to fund this study. However, a funding agreement between Solano County and City of Vallejo will need to be completed prior to the start of the PSR.
- Jepson Parkway Environmental Impact Report (EIR) project is added allocating the STP funds for the continuation of this multi-year project.

Cost of Living Adjustment for STA Staff

The STA Board has adopted a policy for calculating cost of living adjustments for STA staff salaries. Each year the average CPI for US cities, the Western Urban areas, and the San Francisco/Oakland/San Jose urban area is averaged to obtain the percentage increase recommended for a cost of living adjustment for STA salaries. Based on the U.S. Department of Labor, Bureau of Labor Statistics, CPI – All Urban Consumers available on February 18, 2006, the average annual change in CPI for 2005 for the three areas was 2.8%. The proposed FY 2006-07 Budget revision includes a cost of living adjustment using 2.0%. Approval of the COLA requires approval by the STA Board as a separate action. The total fiscal impact of the 2.0% COLA adjustment for all STA employees for FY 2006-07 is \$22,666.

STA Salary Range Realignments and Adjustments

On January 2005, the STA Board authorized the Executive Director to hire an independent firm (Koff and Associates) to conduct an assessment of STA's personnel functions and salary and benefits survey. The review and assessment was performed on the personnel policies and procedures, personnel functions and complete a salaries and benefits comparison surveys of STA's current job classifications, including new proposed positions. The STA Salary Survey Comparison report and its rationale issued by Koff and Associates, and various matrix that list salary range reclassifications and adjustments are provided under separate cover. The total annual fiscal impact for these Salary Range Realignments and Adjustments is \$72,314. This proposed salary range adjustment was reviewed by the STA's Executive Committee on June 7, 2006 and recommended for adoption by the STA Board. The proposed COLA for STA staff was reviewed by the STA's Executive Committee on June 7, 2006 and recommended for adoption by the STA Board.

Highlights of the proposed FY 2007-08 budget are summarized below:

FY 2007-08 Expenditures

- No new positions are added in the proposed FY 2007-08 budget, however the proposed vacant Associate Planner position and proposed Project Engineer position maybe added in a future budget revision for the delivery of project and construction compliance and performance if additional project related and/or PPM revenues are obtained.
- Salaries have been budgeted to cover annual merit and performance based review increases and for a cost of living adjustment. The cost of living adjustment will be revised based on actual CPI data that will be available in February 2007, and presented to the STA Board as a budget revision in the spring of 2008.
- Benefits are planned to increase at the historical rates of increase, approximately 15% per year, for FY 2007-08.
- No expenditures are budgeted for the Expenditure Plan in FY 2007-08.
- By contributing another \$30,000 to the reserve account, at the end of FY 2007-08, STA will have \$330,000 in reserves.
- The I-80 HOV Lane and the North Connector East construction projects are expected to commence in FY 2007-08. The total project is budgeted at \$55.79 million for the first year of the project. The fund source for these projects is as follows: (1) RM 2 fund for \$13.88 million; (2) State Transportation Improvement Program (STIP) funds \$6.51 million; and (3) Federal Earmark \$35.40 million.

These funds are the first half of the funding allocation spread out over two years once the construction projects have started. The proposed FY 2007-08 expenditures will increase STA's budget significantly from FY 2006-07 budget of \$12.50 million to \$61.87 million, an increase of approximately \$49.37 million (400%). This increase is due to the North Connector East and the I-80 HOV Lanes construction projects.

FY 2007-08 Revenues

The majority of STA's core revenues such as Gas Tax, TDA, STAF, and MTC Rideshare are estimated to be relatively stable from FY 2006-07 to FY 2007-08. Project related sources tend to fluctuate due to the pace of expenditure on multi-year projects, and the availability of project specific grant revenues.

Recommendations:

Approve the following:

1. Adopt the revised FY 2006-07 budget as shown in Attachment A.
2. Adopt the proposed FY 2007-08 budget as shown in Attachment A.
3. Adopt the proposed revised salary range realignments and adjustments with the salary survey recommendation (Attachment B).
4. Adopt the 2.0% cost of living adjustment for STA salaries for FY 2006-07, as included in the revised FY 2006-07 budget (Attachment C).

Attachments:

- A. STA Revised FY 2006-07 Budget and Proposed FY 2007-08 Budget dated June 14, 2006.
- B. Proposed Revised Salary Range realignments and adjustments (to be provided under separate cover).
- C. 2.0% COLA for STA staff for FY 2006-07 (to be provided under separate cover).

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ATTACHMENT A

**SOLANO TRANSPORTATION AUTHORITY
FY 2006-07 BUDGET and PROPOSED FY 2007-08 BUDGET**

June 14, 2005

REVENUES		
STA Fund	FY 06-07	FY 07-08
Gas Tax (Reserve Account)	\$ 30,000	\$ 30,000
Interest		
Gas Tax	\$ 280,958	\$ 270,000
TDA Art. 4/8	\$ 444,061	\$ 445,000
STAF	\$ 735,020	\$ 404,020
STP	\$ 1,219,393	\$ 1,125,000
Rio Vista Federal Earmark	\$ 362,000	
I-80 HOV Federal Earmark	\$ -	\$ 48,757
STIP/PPM	\$ 39,000	\$ 39,000
STIP - North Connector	\$ -	\$ 14,074
Regional Measure 2 (RM 2) North Connector	\$ 12,482	\$ 12,481
TCRP 25.3	\$ 29,120	\$ 31,349
Regional Measure 2 (RM 2) I-80 HOV	\$ 27,273	\$ 11,437
TFCA	\$ 320,305	\$ 347,122
DMV/AVA	\$ 11,000	\$ 11,000
STA ECMAQ	\$ 100,000	\$ 100,000
CBO Grant	\$ 30,000	\$ 20,000
LIFT	\$ 3,300	\$ 3,300
TFCA-Napa	\$ 25,000	\$ 30,000
MTC Rideshare	\$ 240,000	\$ 240,000
MTC ECMAQ	\$ 115,000	\$ 115,000
City of Fairfield	\$ 110,000	\$ -
Local Match - Cities	\$ 63,000	\$ 63,000
Sponsors	\$ 28,000	\$ 20,000
Subtotal	\$ 4,224,912	\$ 3,380,540

TFCA Program		
TFCA	\$ 402,855	\$ 107,773
Subtotal	\$ 402,855	\$ 107,773

Abandoned Vehicle Abatement Program		
Department of Motor Vehicle (DMV)	\$ 342,000	\$ 342,000
Subtotal	\$ 342,000	\$ 342,000

Solano Paratransit		
Vehicle Wrap	\$ 35,000	\$ 35,000
Subtotal	\$ 35,000	\$ 35,000

Jepson Parkway Environmental Impact Report (EIR)		
STP	\$ 264,507	\$ 100,000
Subtotal	\$ 264,507	\$ 100,000

North Connector East		
Design RM-2	\$ 2,194,057	\$ -
Construction - RM-2	\$ -	\$ 5,693,519
Construction - STIP	\$ -	\$ 6,511,926
Subtotal	\$ 2,194,057	\$ 12,205,445

I-80 HOV		
PA/ED Design RM-2	\$ 2,093,161	\$ -
Construction - Federal Earmark	\$ -	\$ 35,401,243
Construction - RM-2	\$ -	\$ 8,188,563
Subtotal	\$ 2,093,161	\$ 43,589,806

I-80/680/SR 12 Interchange		
TCRP 25.3	\$ 2,042,025	\$ 2,115,120
Subtotal	\$ 2,042,025	\$ 2,115,120

I-80 HOV/Turner Parkway Overcrossing		
Federal Earmark	\$ 900,000	\$ -
Subtotal	\$ 900,000	\$ -

TOTAL, ALL REVENUE	\$ 12,498,517	\$ 61,875,684
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EXPENDITURES		
Operations & Administration	FY 06-07	FY 07-08
Operations Management/Administration	\$ 1,186,440	\$ 1,299,243
STA Board of Directors	\$ 51,800	\$ 51,800
Expenditure Plan	\$ 50,000	\$ -
Contributions to STA Reserve Account	\$ 30,000	\$ 30,000
Subtotal	\$ 1,318,240	\$ 1,381,043

TRANSIT AND RIDESHARE SERVICES/SNCI		
Transit/SNCI Management/Administration	\$ 436,366	\$ 588,383
Employer/Van Pool Outreach	\$ 12,200	\$ 15,000
SNCI General Marketing	\$ 145,000	\$ 15,000
Fall Campaign	\$ 16,000	\$ 16,000
Bike to Work Campaign	\$ 20,000	\$ 20,000
Bike Links	\$ -	\$ 15,000
Incentives	\$ 35,000	\$ 20,000
Guaranteed Ride Home Program	\$ 31,000	\$ 30,000
Transit Management Administration	\$ 52,800	\$ 50,000
Rio Vista Van Pool Program	\$ 3,300	\$ 3,300
Community Based Transit Study	\$ 30,000	\$ 20,000
Lifeline Program	\$ 15,000	\$ 15,000
Paratransit Coordinating/PCC	\$ 40,000	\$ 40,000
Solano Paratransit Assessment Implementation	\$ 40,000	\$ -
Transit Consolidation Feasibility Study	\$ 175,000	\$ 40,000
Solano Paratransit Capital	\$ 35,000	\$ 35,000
Countywide Transit Ridership Survey	\$ 100,000	\$ -
Countywide Transit Finance Assessment Study	\$ 60,000	\$ -
Subtotal	\$ 1,246,666	\$ 922,683

Project Development		
Project Management/Administration	\$ 38,300	\$ 146,838
Traffic Safety Plan Update	\$ 109,551	\$ 25,000
SR 12 Bridge Realignment Study	\$ 362,000	\$ -
Project Study Report (SR 12/Church Road)	\$ 164,145	\$ 200,000
Jepson Parkway EIR	\$ 264,507	\$ 100,000
North Connector PA/ED	\$ -	\$ -
North Connector East Design - RM 2	\$ 2,194,057	\$ -
North Connector East - Construction	\$ -	\$ 12,205,445
Interchange - Federal Earmark	\$ -	\$ -
I-80 HOV PA/ED Design - RM 2	\$ 2,093,161	\$ -
I-80 HOV PA/ED - Construction	\$ -	\$ 43,589,806
I-80/680/12 Interchange PA/ED (TCRP 25.3)	\$ 2,042,025	\$ 2,115,120
Jepson Parkway/ Travis A-B Access	\$ -	\$ -
I-80 HOV/Turner Parkway Overcrossing	\$ 900,000	\$ -
Subtotal	\$ 8,167,746	\$ 58,382,209

Strategic Planning		
Planning Management/Administration	\$ 268,990	\$ 300,956
SolanoLinks Marketing	\$ 103,020	\$ 75,020
General Marketing	\$ 32,000	\$ 32,000
Events	\$ 27,000	\$ 27,000
Model Development/Maintenance	\$ 80,000	\$ 80,000
Solano County TLC Program	\$ 300,000	\$ 150,000
FF/VV Rail Station Design	\$ 110,000	\$ -
Congestion Management Program (CMP) Update	\$ -	\$ -
Jepson Parkway Concept Plan Update	\$ -	\$ -
SR 113 MIS/Corridor Study	\$ 100,000	\$ 75,000
SR 29 MIS	\$ -	\$ -
TFCA Programs	\$ 402,855	\$ 107,773
DMV Abandoned Vehicle Abatement Program (AVA)	\$ 342,000	\$ 342,000
Subtotal	\$ 1,765,865	\$ 59,571,958

TOTAL, ALL EXPENDITURES	\$ 12,498,517	\$ 61,875,684
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DATE: June 2, 2006
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Intercity Transit Funding Agreement Proposal

Background:

The Solano Transportation Authority's (STA) I-80/I-680/I-780 Transit Corridor Study was adopted by the STA Board on July 14, 2004. This Study identified eight (8) intercity bus routes in Solano County, some of which are subsidized by more than one jurisdiction. Cost-sharing methodologies for these routes vary. The Study recommended developing an annual and multi-year funding agreement or Memorandum of Understanding (MOU) for intercity transit services as a part of the next steps following completion of the study.

Of the eight (8) intercity bus routes currently in service, six (6) had subsidy sharing arrangements among the participating jurisdictions. These subsidy-sharing arrangements were negotiated in agreements among the participants, some of which were documented and others were not. With the addition of Regional Measure 2 (RM 2) funded service, there is now a ninth (9) intercity transit route – Vallejo Transit Rt. 92, serving Solano County.

STA's coordination of the annual multi-agency Transportation Development Act (TDA) matrix and the State Transit Assistance Fund's (STAF) project funding for the county has clarified and simplified the claims process locally and regionally. Having a coordinated multi-year, multi-agency funding strategy with predictability and some flexibility would help to further stabilize intercity transit service funding in Solano County.

Last year, STA conducted nationwide research and presented a summary of subsidy allocation factors and methodologies to the STA Transit Consortium. Three (3) subsidy-sharing options with various factors were presented to the transit operators and one was selected for further testing. This methodology included ridership and vehicle miles as the key factors. Data was to be collected from the transit operators to test the draft formula.

STA staff collected much of the data and began testing a variety of scenarios primarily using the two factors of ridership and vehicle miles. In late October 2005, these initial scenarios were shared with the transit operators and other funding partners to review and discuss. Since that time a series of weekly meetings with the same participants (now referred to as the Intercity Transit Funding Working Group) have been held to review and refine the data that is input into the funding scenarios.

To determine the net cost of each intercity route, one of the key inputs is the total cost of each route. The Intercity Transit Funding (ITF) Working Group agreed to use the same methodology among operators to calculate and distribute costs among all routes. Upon

review of early data, the ITF Working Group expressed a shared concern that intercity transit service must be operated cost-effectively to reduce the burden to all the funding partners. To reduce costs to Intercity Transit Services, the transit operators explored options to coordinate and streamline services along parallel routes in the near-term and long-term. Proposed changes that are approved and implemented would in turn affect the route costs.

In addition, two additional cost-sharing scenario factors were agreed to be added: bus stops and ridership by boardings. Bus stop by jurisdictions served and ridership data was collected for this purpose as well as to assist in evaluating the productivity of routes.

The original purpose of the ITF Working Group was to develop a uniform methodology for shared funding of Intercity Transit Services. This has been complicated due to the issue of overall rising costs and potential service changes. To maintain the ITF Working Group's focus, principles were drafted. In addition, for the purpose of evaluating Intercity Transit Service changes on the basis of not only cost but also systemwide impacts, service parameters were also drafted. These were approved by the STA Board in March 2006 (see Attachments A and B).

Discussion:

There has been a common interest among all participants to conclude this process and develop a consistent Intercity Transit Funding methodology and agreement. Yet each jurisdiction has specific issues to address. These issues are presented by jurisdiction in Attachment C.

Taking into account the various local issues, cost and revenue assumptions, service proposals and timelines, STA staff has developed a set of draft comprehensive recommendations. This can also be found on Attachment C. This proposal for FY 2006-07 addresses the first two Principles for this effort: a near-term consistent cost-sharing methodology and coordinated service changes that can be marketed comprehensively. This proposal has been discussed with the ITF Working Group and was presented to the STA Transit Consortium and STA TAC in April 2006 in addition to a meeting with the Public Works Directors specifically to discuss this topic. In April, the Transit Consortium and TAC approved a draft of Attachment C. Since that time, further discussions with transit operators with outstanding issues have been completed. The resolution of these issues is included in the draft final matrix (Attachment C) and was reviewed and approved by Consortium and TAC in May.

To address the third principle concerning long-term cost-sharing issues, a similar effort will need to be continued into FY 2006-07. With additional time, comprehensive and consistent data can be collected, particularly ridership data. Evaluation of service changes can be considered and a more refined cost-sharing methodology can be tested and reviewed for a long-term agreement with a target date of completion for FY 2007-08.

Recommendation:

Approve the following:

1. The recommendations pertaining to Intercity Transit Cost-Sharing Funding Agreement and Service as outlined in Attachment C.
2. Authorize the Executive Director to develop and sign an Intercity Transit Funding Agreement for FY 2006-07 based on the recommendations outlined in Attachment C.

Attachments:

- A. ITF Working Group Guiding Principles
- B. Intercity Transit Service Route Analysis Evaluation Parameters
- C. Intercity Transit Cost-Sharing Funding Agreement for FY 2006-07

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INTERCITY TRANSIT FUNDING

Guiding Principles

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 an on-going 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.

INTERCITY TRANSIT SERVICE

Service Plan Review

Potential Route Analysis Evaluation Parameters

Productive Measures

- Farebox recovery ratio
- Cost per vehicle service hour
- Cost per vehicle mile
- Cost per passenger trip
- Passengers per vehicle service hour

Policy/Coverage Requirements

- Provides connectivity between cities
- Provides regional transit connections
- Meets Unmet Transit Needs
- Minimize stops in each city
- User friendly

INTERCITY TRANSIT¹ COST-SHARING FUNDING AGREEMENT for FY 2006-07
STA Staff Proposal
(June 1, 2006)

Based on the STA Board's approved principles and service evaluation parameters, STA staff has developed the following proposal to advance the intercity transit cost-sharing agreement. This includes service changes that came out of the discussions with the various transit operators and local jurisdictions throughout the Intercity Transit Funding Committee effort. Key issues that have been raised by each jurisdiction have been incorporated into this proposal. The jurisdictions and STA agree that a new funding agreement will need to be developed for the years beyond FY 2006-07.

Jurisdiction	Issue	STA Staff Recommendations
Benicia	<ul style="list-style-type: none"> ▪ Streamline current intercity/local hybrid route Rt. 75. ▪ Transfer operation of new express Rt. 70 service to Vallejo Transit. ▪ Add Fairfield-Suisun Transit (FST) Rt. 40 stop in Benicia. 	<ul style="list-style-type: none"> ▪ Streamline current intercity/local hybrid route Rt. 75 and transfer operation of new service Rt. 70 to Vallejo Transit². ▪ State Transit Assistance Funds (STAF) credited to Vallejo Transit for cost-sharing of Rt. 70/75 in FY 2006-07. ▪ Contribute Maintenance of Effort fee. ▪ Fairfield-Suisun Transit (FST) Rt. 40 to stop in Benicia contingent upon Benicia completion of capital improvements.
Dixon	<ul style="list-style-type: none"> ▪ Maintain or increase one existing intercity service Rt. 30 without a significant increase in cost. 	<ul style="list-style-type: none"> ▪ No change in Rt. 30 service; modest increase in subsidy share for Dixon to cover increased costs. ▪ Contribute Maintenance of Effort fee to support Rts. 20, 30, 40 and 90.
Fairfield	<ul style="list-style-type: none"> ▪ Ensure jurisdictions served by intercity transit services operated by Fairfield-Suisun Transit are sharing costs fairly. ▪ Operate services that support a strong farebox recovery ratio to maximize funding options. ▪ Operate services that meet the needs of Fairfield and Suisun City residents within financial operating parameters. 	<ul style="list-style-type: none"> ▪ Streamline Rt. 20 to become express service between Fairfield and Vacaville with only two stops in each city. ▪ Rt. 30: no service change; see above ▪ Rt. 40: slightly modify schedule for timed transfer to Rt. 90 for riders between Vacaville and Fairfield (replacing Rt. 91 segment deleted). ▪ Rt. 50: New Rio Vista Transit Rt. 50 serving Fairfield. ▪ Rt. 90³: Transfer service from Vallejo to Fairfield-Suisun Transit and streamline service; assume transfer of RM 2 funds from Vallejo. ▪ Allocate FY 2006-07 STAF to support transition to operating restructured Rt. 90. ▪ Rt. 91: Restructure/eliminate segment to Vacaville; combine FF-BART segment with Rt. 90 service and transfer to FST along with RM 2 funding.³ ▪ Rt. 92: Service to Baylink Ferry discontinued² (operated by Vallejo Transit). ▪ Recipient of Maintenance of Effort Fee for Rts. 20, 30, 40, and 90.

¹ Intercity routes included in the funding agreement are those that operate between at least two cities within Solano County and excludes services that operate between one Solano County city and one or more cities outside the county.

² Effective FY 2007-08; implementation details need to be resolved before then.

³ Effective 10/01/06. Implementation details such as transfer of buses, long-term funding, and other issues need to be resolved before then.

Jurisdiction	Issue	STA Staff Recommendations
Rio Vista	<ul style="list-style-type: none"> First daily fixed-route intercity service Rt. 50 began in January 2006 (RV to FF) operated by Rio Vista; interest in cost-sharing with FF and County. 	<ul style="list-style-type: none"> Distribute costs to Fairfield, Suisun City and County based on agreed upon formula.
Suisun City	<ul style="list-style-type: none"> Maintain existing one intercity bus route, Rt. 90, serving city without significant increase in cost. 	<ul style="list-style-type: none"> No change in Rt. 90, modest change in subsidy share to cover increased costs.
Vacaville	<ul style="list-style-type: none"> Fairly contribute to intercity transit services that serve Vacaville, are cost-effective, and don't detrimentally impact farebox. Modify services that are not significantly benefiting Vacaville. 	<ul style="list-style-type: none"> Streamline Rt. 20; see above Maintain Rt. 30 and Rt. 40 service to Vacaville. Rt. 91: Service discontinued and replaced with timed transfer connection between Rt. 40 and Rt. 90 in Fairfield (to El Cerrito del Norte BART). Rt. 92: Service to Baylink Ferry discontinued (operated by Vallejo Transit)². Contribute maintenance of effort fee to support Rts. 20, 30, 40, and 90.
Vallejo	<ul style="list-style-type: none"> Ensure jurisdictions served by intercity transit services operated by Vallejo Transit are sharing costs fairly. Operate services that meet the needs of Vallejo residents within financial operating parameters. Reduce Vallejo's burden of intercity transit services to help eliminate operating deficit. 	<ul style="list-style-type: none"> Rt. 90 operation streamlined (no longer to stop in Vallejo) and transfer to Fairfield-Suisun Transit (FST) along with RM 2 funding. Rt. 91: Restructure/eliminate segment to Vacaville; combine FF-BART segment with Rt. 90 service and transfer to FST along with RM 2 funding.³ Eliminate Rt. 92². Exclude from FY 2006-07 Intercity Transit Funding agreement. Support adding ferry feeder service from Napa and utilize Napa RM 2 funds if it is cost-effective and equipment is available. STAF allocated to Vallejo Transit for new role in cost-sharing of Rt. 70/75 in FY 2006-07. Take on streamlined operation of Benicia Transit Rt. 70 (Vjo-Benicia-Contra Costa along I-780 and I-680); utilize RM 2 funding. Allocate STAF to Vallejo to support transition to operating new route².
County	<ul style="list-style-type: none"> Fairly contribute to intercity transit services that serve County. 	<ul style="list-style-type: none"> Recommend County contribute 3%³ of total cost of each intercity route.
STA		<ul style="list-style-type: none"> Recommend STA allocate FY 2006-07 STAF for a countywide origin-destination ridership survey for all local and intercity transit service operated by Solano County operators, an assessment of transit operators' costs and overhead for their service, marketing of intercity routes, and to offset some of the transitional operating costs for their routes in FY 2006-07. Work with the operators to develop and request RM 2 funds for the eligible Intercity Transit Routes covered by that agreement.

² Effective FY 2007-08

³ Hybrid of County population & County perceived benefit

**Proposed FY 2006-07 Intercity Bus Routes
to be included in Cost-Sharing Funding Agreement**

Transit Operator	Rt.	Cost sharing by jurisdictions							
		Benicia	Dixon	Fairfield	Rio Vista	Suisun	Vacaville	Vallejo	County
FST	20			X			X		X
FST	30		X	X			X		X
FST	40	X		X			X		X
FST	90			X		X			X
RV Transit	50			X	X	X			X
Ben/VJO	70/75	X						X	X
VJO	85			X				X	X
TDA Contribution		\$626,955	\$73,753	\$791,437	\$6,414	\$79,597	\$507,705	\$367,011	\$130,648

Note:

Other funds that may be used to cover costs of intercity routes (such as RM 2, 5311 funds, etc.) are not noted here.

06/01/2006

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DATE: June 2, 2006
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: State Transit Assistance Funds (STAF) Proposed Funding Amendment for FY 2006-07

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.

Solano County has typically received approximately \$400,000 - \$500,000 per fiscal year in Northern County STAF. STAF have 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 efforts.

Discussion:

Annually, Cities and the County, through their Transit Consortium member, and STA submit candidate projects/programs for STAF for both the Northern Counties and the Regional Paratransit. At the May 2006 STA Board meeting, an initial list of STAF projects and funding was approved. Since then, additional needs and requests have been identified.

Much of the STAF (\$450,000) were allocated for Intercity Transit Operations as transitional funding to support local transit operators taking on new routes as part of the Intercity Transit Funding Agreement. As the final elements of the Intercity Transit Funding agreement were negotiated, additional STAF (\$5,000) are proposed to be allocated to Intercity Transit Operations.

A request was received from Benicia Transit for \$20,000 to \$25,000 Regional Paratransit funds (see Attachment A). In addition, Fairfield Suisun Transit is currently projecting a \$25,000 deficit for Solano Paratransit in FY 2005-06. To support Benicia Transit's intercity paratransit service while also reducing the burden on the six (6) funding partners of Solano Paratransit, staff proposes to allocate \$15,000 to Benicia Transit for capital match and intercity paratransit operations and \$10,000 to Solano Paratransit for the FY

2005-06 deficit. Accommodating these requests will bring the balance of Regional Paratransit funds in FY 2007-08 to less than \$2,000. These changes are incorporated in amended STAF project lists shown on Attachment B and Attachment C.

Another key project funded in FY 2006-07 with STAF is a countywide transit ridership survey. The data collected from this survey will be critical to not only evaluating the performance of transit routes and systems, but also in developing future Intercity Transit Funding agreements. Should additional STAF become available in FY 2006-07, staff suggests that supplementing the transit ridership survey be a priority.

This proposed STAF amendment was reviewed and approved by the Transit Consortium and Technical Advisory Committee (TAC) in May and recommended for approval.

Recommendations:

Approve the following:

1. Amended FY 2006-07 STAF project list and amended draft FY 2007-08 STAF project list for Northern County and Regional Paratransit STAF population-based funds.
2. Prioritize the countywide transit ridership survey for any additional FY 2006-07 STAF funding.

Attachments:

- A. Benicia Transit STAF request
- B. Draft FY 2006-07 STAF project list
- C. Preliminary FY 2007-08 STAF project list



THE CITY OF
BENICIA
CALIFORNIA

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RECEIVED

MAY 4 2006

SOLANO TRANSPORTATION
AUTHORITY

Elizabeth Richards
Director of Transit and Rideshare
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

RE: City of Benicia State Transit Assistance Fund (STAF) Request

Dear Mrs. Richards:

This letter is in regard to the receiving STAF for fiscal year 2006-2007 to support Benicia Breeze Paratransit services.

The City would like to request \$20,000 or \$25,000 in STAF/Regional Paratransit funds for one year. The \$20,000 or \$25,000 would be split up as the following:

\$25,000:

- \$2,868 match for the computer software for the 5310 application submitted
- \$22,132 for our regional ADA paratransit service

\$20,000:

- \$2,868 match for the computer software for the 5310 application submitted
- \$17,131 for our regional ADA paratransit service

The City is requesting this one-year funding arrangement, because of the delay in transition activities with the City of Vallejo. The City of Vallejo is not prepared to implement a consolidated paratransit service at this time. Their Interim City Manager would like to wait until next fiscal year after a new Transportation Program Manager is hired. This one-year funding will help the City of Benicia continue to provide regional ADA paratransit service to Vallejo and Pleasant Hill BART Station. The City desires to consolidate with Vallejo or the countywide paratransit system in fiscal year 2007/2008.

Should you have any questions regarding our request, I can be reached at (707) 746-4300 or via email at jandoh@ci.benicia.ca.us

Thank you,

A handwritten signature in black ink, appearing to read "John Andoh", with a long horizontal flourish extending to the right.

John Andoh
Transit Services Manager

DRAFT
State Transit Assistance Funds Program
Allocation for FY 2006-07

NORTHERN COUNTIES STAF

<u>Revenue Estimate</u> ¹	<u>FY 2006-07</u>
Projected FY 2005-06 Carryover ²	\$ 512,579
FY 2006-07 STAF Estimate	\$ 662,895
Total:	\$ 1,175,474

Projects/Programs

STA Transit Planning & Studies	\$ 110,000
SolanoLinks Marketing	\$ 113,000
Dixon Medical Shuttle ³	\$ 10,000
Dixon Area Low Income Subsidized Taxi Program ⁴	\$ 10,000
Lifeline Program Administration	\$ 15,000
Lifeline Project Match ⁵	\$ 54,000
Fairfield Transit Study ⁶	\$ 60,000
Expenditure Plan/Implementation Plan	\$ 38,000
Intercity Transit Operations Assistance	\$ 455,000
Countywide Transit Ridership Survey	\$ 100,000
Countywide Transit Finance Assessment	\$ 60,000
Transit Consolidation Study	\$ 40,000
TOTAL:	\$ 1,065,000

Balance: \$ 110,474

REGIONAL PARATRANSIT

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

Projects/Programs

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
Paratransit Coordination, PCC	\$ 40,000
TOTAL:	\$ 228,000

Balance \$ 21,039

¹ MTC Feb. 06 Estimate

² Includes Prop. 42 increment, interest, unclaimed projects, higher FY 2006 rev est.

³ Yr. 3 of 3 yr. Funding

⁴ 3rd yr. of match for MTC LIFT 3-yr. project grant

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

⁶ Approved in FY2005-06, unclaimed, unallocated & carried over from FY2005-06

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

NORTHERN COUNTIES STAF

<u>Revenue Estimates</u>	<u>FY 2007-08</u>
Projected FY 2005-06 Carryover	\$ 110,474
FY 2006-07 STAF Estimate ¹	\$ 662,895
Total:	\$ 773,369

<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
<u>Intercity Operations Analysis Support</u>	<u>\$ 75,000</u>
TOTAL:	\$ 648,000
 Balance	 \$ 125,369

REGIONAL PARATRANSIT

<u>Revenue Estimates</u>	<u>FY 2007-08</u>
Projected FY 2005-06 Carryover ¹	\$ 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
<u>Paratransit Coordination, PCC</u>	<u>\$ 40,000</u>
TOTAL:	\$ 203,000
 Balance:	 \$ 1,861

¹ Assumes same STAF as FY 2006-07 without Prop. 42 funds.



DATE: June 2, 2006
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: FY 2006-07 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 85, 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 to give its claim approvals. TDA claims submitted to MTC must be equal to or lower than shown on the TDA matrix.

The initial TDA estimates for FY 2006-07 have increased. Throughout the year, revenue estimates may be modified and lowered as was the case in FY 2005-06. Because of this, operators are encouraged to be cautious in their assumption of the full TDA amount.

The FY 2006-07 revenue estimate and carryover are based on MTC's Feb 2006 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, for the first time, a consistent methodology for sharing costs for intercity routes. The matrix reflects the draft amounts for each intercity route by jurisdiction (Attachment A). Solano Paratransit contributions are consistent with the approved methodology outlined in the multi-year agreement.

Some, but not all, jurisdictions have concluded their TDA estimates for FY 2006-07. This draft of the matrix includes data for the jurisdictions that have. The TDA matrix will be updated and brought forward when other jurisdictions are prepared to submit their TDA date.

At the May Transit Consortium and Technical Advisory Committee (TAC) meetings, a draft of the FY 2006-07 TDA Matrix was reviewed and approved. The TDA matrix is being presented for a recommendation of approval.

Recommendations:

Approve the following:

1. The TDA Article 4/8 Matrix for FY 2006-07.
2. Authorize the Executive Director to enter into an agreement with the City of Vallejo to coordinate TDA and STAF claims for FY 2006-07.

Attachment:

- A. TDA Article 4/8 Matrix for FY 2006-07 (to be provided under separate cover)



DATE: June 2, 2006
 TO: STA Board
 FROM: Robert Guerrero, Associate Planner
 RE: FY 2006-07 TDA Article 3 Program

Background:

Transportation Development Act (TDA) funding is generated by a 1/4 cent tax on retail sales collected in California's 58 counties. The Metropolitan Transportation Commission (MTC) administers this funding for each of the nine Bay Area counties with assistance from each of the county congestion management agencies (e.g. Solano Transportation Authority). Two percent of the TDA funding generated, called TDA Article 3, is returned to each county from which it was generated for bicycle and pedestrian projects.

The STA established a Solano Bicycle Pedestrian Program (SBPP) which includes TDA Article 3 with Congestion Mitigation Air Quality Funds and Solano County's portion of MTC Bike/Ped Funds for a larger pool of funding for bike and pedestrian related activities. The SBPP program is administered through the STA's Bicycle Advisory Committee and Pedestrian Advisory Committee. On March 8, 2006, the STA Board issued a Call for SBPP Program projects for FY 2006-07, 2007-08, and 2008-09. Eighteen (18) projects were submitted and reviewed by the BAC and PAC in separate meetings on April 20th and April 27th, respectively (see Attachment A). The BAC and PAC prioritized the project submittals based on previously determined criteria and made a recommendation for TDA Article 3 funds for FY 2006-07 since that is the only SBPP funding source available in FY 2006-07. In future fiscal years, the additional funding sources included in the SBBP program will be available and will be allocated along with TDA Article 3 funding.

Discussion:

Solano County jurisdictions are expected to receive approximately \$302,000 in TDA Article 3 funds for FY 2006-07. Following the STA Board adopted SBPP guidelines that 1/3 of SBPP funds are to be used for pedestrian projects and 2/3 of SBPP funds are to be used for bicycle projects, the BAC recommended \$202,000 for bicycle projects and the PAC recommended \$100,000 for pedestrian projects as follows:

FY 2006-07 TDA Article 3 Recommended Projects			
Mode	Agency	Project	Recommended Funding
Bike	Solano County	Abernathy Road Bridge	\$50,000
Bike	Solano County	Vacaville-Dixon Bikeway, Phase 1	\$152,000
Bike/Ped	Fairfield	McGary Road	\$25,000
Ped	Fairfield	Union Avenue Corridor, Phase 2	\$25,000
Ped	Fairfield	West Texas Gateway	\$50,000
Total Recommended			\$302,000

Fairfield's McGary Road and West Texas Street Gateway Projects originally requested funding for FY2007-08; however both projects scored highly by the BAC and PAC committees and were recommended advanced TDA Article 3 funds from FY 2006-07 to begin each project. Suisun City requested \$60,000 to fund Class II Bike Lane Striping along Railroad Avenue, but the BAC did not recommend this project for funding primarily due to this segment not being a priority bicycle project segment and that there were already adequate bicycle facilities in the surrounding area.

The STA Technical Advisory Committee (TAC) reviewed the BAC and PAC recommendations and unanimously recommended the STA Board approve the project funding amounts as recommended by the two committees. Glen Grant, Chair-person of the BAC, attended the TAC meeting and made a statement that the BAC was concerned that the pedestrian facility recommended in the West Texas Gateway project, sponsored by the City of Fairfield and sponsored by the PAC, might conflict with the current and planned bicycle facilities.

The BAC and PAC will continue to prioritize the remaining projects submitted for the SBPP for FY 2007-08 and FY 2008-09 later this summer.

Recommendation:

Approve \$302,000 of FY 2006-07 TDA Article 3 funding for Bicycle and Pedestrian projects as specified in Attachment A.

Attachment:

- A. Solano Bicycle and Pedestrian Program (SBPP) FY 2006-2009 Submitted Projects

**Solano Bicycle and Pedestrian Program (SBPP)
Submitted Projects**

	Primary Mode			Project Primarily Supports Both Modes	Recommended Funding
	Pedestrian	Bicycle	2/3 Bike		
FY 2006/07	FY 2006/07 ESTIMATED FUNDING, \$302,000				
Fairfield – Union Avenue Corridor, Phase II	1/3 Ped \$100,000		2/3 Bike \$202,000		\$25,000
Fairfield – West Texas Street Gateway Project, Phase I & II ¹	\$50,000				\$50,000
Solano County – Abernathy Road Bridge		\$100,000			\$50,000
Solano County – Vacaville-Dixon Bikeway, Phase I		\$300,000			\$152,000
Suisun City – Bike Lane Striping Along Railroad Ave, Ph I		\$60,000			--
Fairfield – McGary Road ¹				\$25,000	\$25,000
	FY 2006/07 REQUESTED, \$610,000			\$460,000	\$302,000

FY 2007/08	FY 2007/08 ESTIMATED FUNDING, \$1,831,000				
Fairfield – Linear Park (Dover Ave to Claybank Rd)	1/3 Ped \$604,000		2/3 Bike \$1,227,000		Recommended Funding ²
Fairfield – West Texas Street Gateway Project, Phase I & II	\$400,000				
Suisun City – Marina Blvd Sidewalk Gap Closure	\$250,000				
Suisun City – Suisun Valley Road Bridge	\$110,000				
Solano County – Suisun Valley Road Bridge		\$100,000			
Solano County – Vacaville-Dixon Bikeway, Phase 2		\$1,000,000			
Suisun City – Bike Lane Striping Along Railroad Ave, Ph II		\$90,000			
Fairfield – McGary Road				\$175,000	
Vacaville – Nob Hill Bike Path				\$300,000	
Vacaville – Ulatis Creek Bike Path (Ulatis to Leisure Town)				\$1,000,000	
	FY 2007/08 REQUESTED, \$3,525,000			\$1,290,000	\$1,475,000

FY 2008/09	FY 2008/09 ESTIMATED FUNDING, \$1,541,000				
Fairfield – Linear Park (Dover Ave to Claybank Rd)	1/3 Ped \$509,000		2/3 Bike \$1,032,000		Recommended Funding ²
Fairfield – West Texas Street Gateway Project, Phase I & II	\$50,000				
Solano County – Vacaville-Dixon Bikeway, Phase 3	\$300,000		\$1,000,000		
Fairfield – McGary Road				\$650,000	
Solano County – Old Town Cordelia Improvements				\$500,000	
Suisun City – McCoy Creek Trail, Phase II				\$200,000	
Vacaville – Ulatis Creek Bike Path (Allison to I-80)				\$1,200,000	
Vallejo – Vallejo Station Pedestrian & Bicycle Links				\$800,000	
	FY 2008/09 REQUESTED, \$4,700,000			\$1,000,000	\$3,350,000

¹ Fairfield's McGary Road and West Texas Street Gateway Projects originally requested funds for FY 2007-08, but were recommended advanced TDA Article 3 fund in FY 2006-07 to begin each project (see accompanying staff report for details).

² To Be Determined. The Solano Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) are prioritizing FY 2007-08 and FY 2008-09 projects in July 2006.

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DATE: June 6, 2006
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Set Board Agenda Topics for STA Board Workshop of July 12, 2006

Background:

Each year, the Solano Transportation Authority (STA) 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 May 2006, the STA Board approved the Overall Work Program (OWP) for FY 2006-07 and 2007-08. At the Board meeting in June, staff will be presenting the revised FY 2006-07 and proposed FY 2007-08 budgets for consideration by the STA Board.

Discussion:

The STA's updated OWP includes a list of 42 specific priority projects and programs (see attachment A). Several of these programs are new initiatives that will require the following: 1) Detailed analysis of the issue; 2) Development of implementation alternatives, specifics, and pros and cons for each alternative; 3) Initiation and implementation of an extensive public education, outreach and input effort; and 4) The development of consensus, collaboration and support for implementation for each of these specific programs among the Cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo, and the County of Solano.

The key topics for discussion include the following:

1. The Future of Our Highway Corridors
 - A. Development of Highway Corridor Operational Policies
 - B. Development of STA Policy for Funding Reliever Routes and Regionally Significant Interchanges
 - C. Funding and Implementation of Highway Improvements – 2006-2010
2. The Future of Transit Service
 - A. Intercity Transit Funding and Service
 - B. Intercity Paratransit and Transit Service for Seniors
 - C. Near Term Funding of Critical Transit Hubs
 - D. Transit Consolidation Study
3. Five Steps to Improved Travel Safety
 - A. Local Intersections with High Accident Rates
 - B. Safe Routes to Schools Program
 - C. Safe Routes to Transit
 - D. Railroad Overcrossings
 - E. Key Bottlenecks Affecting Emergency Response

4. Implementation of Transportation for Livable Communities at the Community Level
5. Enhancement of STA's Efforts to Inform, Engage, and Involve the Public Regarding Transportation Issues, Plans, and Projects
6. Review and update of Project Funding Priorities following the failure of Measure H.

Based on discussions with STA Chair Len Augustine and the STA Board's Executive Committee and the recognition that the successful implementation of several of these new efforts will require early participation, support by the STA's member agencies, the public, and a significant commitment of STA time and resources, the STA Board's July 12, 2006 meeting will be scheduled in a workshop format. Both STA Board Members and their Board Alternates will be invited to attend and participate. Interested members of the STA Technical Advisory Committee, Transit Consortium, and STA advisory committees will also be invited to attend.

In preparation for this Board workshop, staff is scheduled to present a draft agenda for the meeting to the STA Board's Executive Committee on June 7, 2006. The list of staff recommended topics have been derived from the STA Board adopted Overall Work Program for FY 2006-07 and FY 2007-08. At the STA Board meeting, staff will provide an overview of the topics proposed to be presented to and discussed by the STA Board at the July 2006 workshop and request approval of the agenda for the Board workshop.

Recommendation:

Approve the meeting agenda for the STA Board Workshop on Wednesday, July 12, 2006, at 6 p.m., as specified in Attachment B.

Attachments:

- A. STA's Adopted Overall Work Program (Priority Projects) for FY 2006-07 and FY 2007-08
- B. Draft Agenda Topics for STA Board Workshop scheduled for Wednesday, July 12, 2006, at 6:00 p.m.

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
1.	<p>I-80/680/SR 12 Interchange A. Interchange EIR/EIS B. Cordelia Truck Scales Design C. Breakout Logical Components Status: Environmental studies are underway. Anticipate Public Meeting in Summer 2006.</p> <p>Estimated Completion Date (ECD) Environmental Document: 2009</p>	STA	TCRP \$100M RM2 \$12M TCRP \$17.4M Fed Demo \$16.4M STIP Current Shortfall in funding \$702M to \$1B	X	X	X	\$8.1M for EIR/EIS \$0.885 to 1.2B (Capital Cost)	Projects Janet Adams
2.	<p>North Connector Status: Environmental Document to be completed Winter 2006-07. STA proceeding with Designer procurement. Coop w/ City of Fairfield, and County is being developed.</p> <p>ECD Environmental Document: Winter 2006-07 ECD Design: Summer 2007</p>	STA	TCRP (environmental) \$ 21.3M RM2 (STA/County) East Section \$ 28.9M (City of Fairfield) Central Section (including Segment 3 which is funded by RM2) \$31.4M (TBD) West Section	X	X	X	\$2.7M EIR/EA \$81.6M (Capital Cost)	Projects Janet Adams
3.	<p>SR 12 West-Truck Climbing Lane Project (Phase I) Status: The project is in the 2004 SHOPP and is currently in design. Construction is scheduled has shifted to FY 2007-08 according to adopted 2006 SHOPP. ECD Construction: 2009</p>	Caltrans	SHOPP	X	X	X	\$7.4M	Projects Nick Endrawos – PM (Caltrans)



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PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
4. I-80 HOV Projects A. Red Top to Air Base Parkway – This HOV Lane is included as part of the I-80/I-680/SR 12 Interchange Project. Construction is programmed with RM2 funds. ECD Environmental Document: 2007 B. WB I-80 Carquinez Bridge to SR 29 – This project has a PSR expected to be completed by Caltrans early 2006, funding to be pursued from RM2 project on I-80 in Contra Costa County. C. I-80 HOV/Turner Parkway Overcrossing. STA Lead for PSR. RFP for consultant initiated. D. Air Base Parkway to I-505 – This project is Long-Term project #25 and is currently unfunded. STA has placed the project PSR on the priority list, pending funding for PSR.	STA	TCRP (environmental) RM2 (Capital Cost)	X	X	X	\$78M (Capital Cost) \$20M \$111M (Capital Cost)	Projects Janet Adams



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PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
5.	Jepson Parkway Project A. EIS/EIR on-going Status: STA is completing the Draft Envir Document, going through consultation w/ Resource Agencies and updating Funding Plan. B. Leisure Town Interchange - (Underway -to be completed Summer 2006) C. Walters Rd./East Tabor to Air Base Parkway D. Vanden Road Widening E. Walters Road Extension	STA Vacaville City of Fairfield County City of Fairfield	STIP Fed Demo Local STIP	X	X	X	\$144 M	Projects Janet Adams
6.	Travis Air Force Base Access Improvement Plan (North & South Gates) Status: STA lead working with County, City of Fairfield/Suisun City, and Travis AFB to develop Implementation Plan.	STA County	County Federal Earmark	X	X			Projects Janet Adams
7.	I-80 Red Top Slide Project Status: North side completed February 2005. South side \$6.5M, construction expected to begin mid 2006. ECD: 2007	Caltrans	SHOPP	X	X		\$10M North side \$6.5M South side	Projects Janet Adams Caltrans



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PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
8.	<p><u>Project Study Reports (PSR's)</u></p> <p>A. SR 12 at Church Road Status: STA lead, RFP 2006</p> <p>B. I-80 HOV Lanes/Turner OC Status: STA lead, RFP 2006</p> <p>STA Lead, Coop to be developed City/County/STA</p> <p>C. I-80 EB Aux Lanes Travis Blvd. to Air Base Pkwy Status: Caltrans to be lead.</p> <p>D. I-80 HOV Lane Air Base to I-505 Status: STA to be lead, pending funding</p>	STA	<p>STA PSR Funds County -- Fed Earmark</p> <p>Unfunded</p> <p>Unfunded</p>	X	X	X		Projects Janet Adams
9.	<p><u>Develop Corridor Management Policy(s)</u></p> <p>This includes, but is not limited to ITS Ramp Metering, HOV Definition, and Visual Features (landscaping and aesthetic features)</p>	STA	N/A		X		N/A	Projects Janet Adams
10.	<p><u>Benicia-Martinez Bridge Project</u></p> <p>Status: New Bridge to open end 2007 ECD: 2007</p>	Caltrans	<p>RMI RM2</p>	X	X	X	\$1.2B	Projects Janet Adams Mo Pazooki (Caltrans)
11.	<p><u>Hwy 12 Jameson Canyon</u></p> <p>Status: Coop: Caltrans has the current lead on the EIR/EIS Document. STA is initiating formal partnership between Caltrans and Napa County to move forward as the lead agency in completing this project.</p> <p>ECD: Pending Review with Caltrans and CTC approval for funding.</p>	Caltrans	<p>TCRP (environmental)</p> <p>RTIP ITIP Fed Earmark</p>	X	X		\$112M	Projects Janet Adams Nick Endrawos (Caltrans)

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
12.	Highway 12 SHOPP Projects A. Construction of SR 12 Median Barrier B. Fairfield and Suisun City (Chadbourne Rd to 1KM West of Union Creek) Summer 2006 C. Near Rio Vista - Azevedo Rd to Liberty Island Rd - Shld Widening (2009/2010) D. In Rio Vista - Sacramento Bridge - Rehab Bridge (2007/2008) E. Near Suisun City Scandia Rd. to Denverton OH - Rehab Rdwy/Delayed to FY 2009-10 F. Near Suisun City - Denverton OH to Currie Rd - Rehab Rdwy Delayed to FY 2009-10 G. Pursue additional minor projects	Caltrans	SHOPP	X	X	X		Projects Janet Adams
13.	I-80 SHOPP Projects A. Near Fairfield to American Canyon - Upgrade Median Barrier (2007/2008) B. In Vallejo - Tennessee Street to American Canyon - Rehab Rdwy Delayed to FY 2007-08 C. Near Vallejo - American Canyon to Green Valley Road - Rehab Rdwy - Delayed to FY 2007-08 D. Rte 12 to Leisure Town OC - CAPM (SHOPP FY 2009-2010) - STA pursuing acceleration of project to FY 2007-08 E. In Fairfield - At Rockville Rd and W Texas Street - Modify Ramp and Signals (2006/2007) F. I-80/I-505 Weave, not programmed 2006 SHOPP	Caltrans	SHOPP	X	X	X		Projects Janet Adams Caltrans

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	LEAD STAFF
14.	I-505 and I-680 SHOPP Projects A. I-680 – Benicia Br. To I-80/I-680 Interchange - Widen Shlds (Construction began Spring 2006) B. I-505 – I-505/I-80 Interchange to Yolo Co. Line – AC surfacing and Slab Replacement (FY 2007-08)	Caltrans	SHOPP	X	X	X	\$28.8M	Projects Janet Adams Doanh Nguyen (Caltrans)
15.	SR 12 Re-Alignment and Rio Vista Bridge Feasibility Study Status: Rio Vista obtained Fed Earmark, STA and Rio Vista to jointly pursue Study. Study to be combined with SR 12/Church Rd. PSR. Status: RFP for consultant initiated.	Rio Vista STA	Federal Earmark City of Rio Vista	X	X		\$360,000	Projects Janet Adams
16.	Highway 37 Project Mitigation site and Landscaping Status: \$ 600k Rte 37 landscape should advertise Summer 2006.	Caltrans	STP					Projects Janet Adams
17.4	Highway 113 SHOPP Project In Downtown Dixon – Reconstruct SR 113 Status: Bids for contract opened in late November 2005. Construction will not begin until late May 2006, after May Fair. ECD: 2006	Caltrans	SHOPP		X		\$2.5M	Projects Janet Adams Nick Endrawos (Caltrans)



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PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	LEAD STAFF
18.	<p><u>Union Street/Main Street Reopening Feasibility Study</u></p> <p>Status: Draft is complete, STA to work with Cities and County for developing recommendation for STA Board (TLC Priority)</p> <p>ECD: 2006</p>	STA	STIP-PPM	X			\$10,000	Projects Janet Adams Dan Christians
19.	<p><u>Monitor Delivery of Local Projects/Allocation of Funds</u></p> <p>Status: ongoing activity, STA pursuing development of tracking system for these projects.</p> <p>ECD: Ongoing activity.</p>	STA	STIP-PPM STIP-TAP STP/STIP Swap	Ongoing	X	X	NA	Projects Sam Sheldon
20.	<p><u>Regional Measure 2 (RM 2) Implementation</u></p> <ul style="list-style-type: none"> • Vallejo Station • Solano Intermodal Facilities • Capitol Corridor Improvements • Regional Express Bus North Capital and Operating <p>Status: Funding reserves submitted</p>	Vallejo STA STA CCJPA MTC	RM2	Ongoing			\$28 million \$20 million \$100 million \$25 million \$ 16 million and \$3.4 million per year for operating (competitive)	Projects Janet Adams Sam Sheldon
21.	<p><u>SR 113 MIS</u></p> <p>Status FY 2006-07</p>	STA	Unfunded – Seeking State Planning Grant and STP/ CMAQ Swap	X	X		\$150,000	Planning Dan Christians



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22.	SR 29 MIS Status: New project. Unfunded. Target for FY 2007-08	STA	Unfunded		X			Planning Dan Christians
23.	Update of Countywide Traffic Safety Plan A. Safe Routes to Transit B. Safe Routes to Schools (SR2S) C. Railroad Crossings D. Flood Protection Mitigation Status: Phase 2 (SR2S) underway. ECD: 2007	STA	Gas Tax	Phase 2	X		Phase 1 - \$5,000 Phase 2 - \$50,000	Projects Jennifer Tongson
24.	Congestion Management Program (CMP) A. 2007 CMP B. Revisit Impact Fee Study (FY 2007-08)	STA	STP Planning	X	X			Planning Dan Christians
25.	Countywide Traffic Model/GIS A. Development of new model (transit) - Phase 2 (Transit) B. Maintenance of model Status: Phase 1 forecasts (traffic) completed in 2005; Phase 2 (transit) will commence in FY 2005-06 ECD: Phase 1: December 2005 Phase 2: Fall 2006	STA	STP-Planning NCTPA	RFP released for Phase 2 on 12/14/05 Ongoing	X		\$100,000 \$65,000	Planning Dan Christians

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
26.	<p><u>Capitol Corridor Rail Station-Fairfield/Vacaville Station and Fairfield Suisun-Benicia Track Improvements</u> Status: Station and track improvements designs underway. \$25M included in RM2. Priority for federal funding. Status: Fairfield/Vacaville Train Station approved by CCJPB on 11-16-05.</p>	Fairfield/ Vacaville STA CCJPA	RM2 ADPE-STIP ITIP Local	X	X		\$35M FF/VV Station	Planning Dan Christians
27.	<p><u>Commuter Rail Stations</u> A. Dixon Status: New Dixon Transportation Center completed in May 2006. RTIP funds to be allocated in FY 2006-07 to conduct preliminary engineering for track, access, pedestrian undercrossing, platform improvements and cost estimate. Oakland-Sacramento-Auburn Regional Rail Study was completed in fall 2005 and Dixon Station was proposed as part of Phase 2 stations to be completed by 2015. B. Benicia Need to conduct alternatives site analysis, develop funding & implementation study. C. Preserve Right-of-Way for Future Napa Solano Passenger Rail</p>		RTIP E. CMAQ YSAQMD Clean Air RM2 Local	X	X	X	\$543,000 (Prelim. Eng.) \$20M (Const.) (Preliminary estimates for track access, and platform improvements.	Planning Dan Christians



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PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
28.	Development of STA's Transportation for Livable Communities (TLC) Program A. Further define/implement Land Use Strategies-TLC Best Practices Plan B. New TLC guidelines - completed C. TLC Corridor Studies (i.e. North Connector, Jepson Parkway and S.R. 12 Design Concept) funding strategy D. County TLC Plan - Completed E. TLC Planning Grants F. Alternative Modes Funding Strategy completed Status: STA to co-sponsor Planning Commission Conference	STA	Regional TLC CMAQ TE STP-Planning	X X X	X	X	\$68M (Capital Costs) \$125,000	Planning Robert Guerrero



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PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
29.	<p><u>Implementation of Countywide Bicycle Plan Priority Projects</u></p> <p>A. Solano Bikeway Feasibility-Phase 2 Vallejo- Hiddenbrook to Fairfield</p> <p>B. Jepsen Parkway Bikeway (next phase)</p> <p>C. Benicia Bike Route: State Park/ I-780</p> <p>D. Central County Bikeway gap closure (Marina Blvd.-Amtrak Station on SR 12 in Suisun City)</p> <p>E. Vacaville – Dixon Bike Route</p> <p>Status: Countywide Bicycle Plan and new 5-year priority list completed in June 2004</p> <p>ECD: Ongoing</p>	Fairfield/ Vacaville Benicia	TDA-Art 3 TLC STIP CMAQ Regional Bike/Ped. Program	X			\$5M-\$7M (Capital costs)	Planning Sam Shelton
30.	<p><u>Countywide Pedestrian Plan and Implementation Plan</u></p> <p>Status: Countywide Pedestrian Plan is completed.</p> <p>A. Fairfield Linear Park</p> <p>B. Union-Main Street Pedestrian Enhancement</p> <p>ECD: Ongoing</p>	STA Solano County	State TEA Bay Trails TDA-ART3 Regional Bike/Ped Program RM 2 Safe Routes to Transit	X			\$3-\$5M (Capital Cost)	Planning Robert Guerrero



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31.	<p><u>STA Marketing/Public Information Program</u></p> <ul style="list-style-type: none"> A. Website B. Materials C. Events D. Transit Marketing E. Bus Wraps <p>Status: RFP for new marketing consultant to develop new materials. ECD: New consultant retained Spring 2006</p>	STA	STAF TFCA Sponsors	X	X	X		Planning/Transit/ Rideshare Jayne Bauer Arma McLaughlin
32.	<p><u>Bavlink Ferry Support and Operational Funds</u></p> <ul style="list-style-type: none"> A. Vallejo Station B. New Ferry C. Maintenance Facility <p>Status: Continued to pursue funding.</p>	Vallejo	RTIP Fed Demo Fed Boat TCRP Fed RM2 RTIP	X	X	X	\$65M \$10.8M \$0.5M	Transit/Rideshare Elizabeth Richards
33. 152	<p><u>Route 30 Management</u></p> <ul style="list-style-type: none"> A. Performance Monitoring B. Funding Agreement Update C. Marketing D. Jt. Fare Instrument <p>Status: Marketing Plan initiated and funding agreement updated.</p>	STA	STAF	X	X			Transit/Rideshare Elizabeth Richards



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34.	<u>Solano Paratransit Management</u> A. Assessment Study B. Performance Monitoring C. Funding Agreement Update D. Service Efficiency Policies E. Marketing and Increase awareness of Solano Paratransit (Wraps, brochures) F. Vehicle Purchase Grant Administration G. FCC Management Status: Consultant retained for study.	STA	STAF	X	X	X	A. \$140,000 B. \$35,000 C. - D and G \$35,000 E. \$35,000 F. \$35,000	Transit/Rideshare Elizabeth Richards Anna McLaughlin
35.	<u>SR 12 Transit Corridor Study</u> ECD: February 2006 Status: Study completed.	STA	STAF NCTPA	X			\$25,000 \$15,000	Planning/ Transit/Rideshare Dan Christians Elizabeth Richards
36.	<u>Intercity Transit Coordination</u> ECD: July 2006 A. Funding Agreement B. TDA Fund Coordination C. STAF Fund Management D. Intercity Transit Marketing E. Unmet Transit Needs Coordination ECD: FY 2006-07 TDA Cycle: June 2006 Status: Agreement under development.	STA MTC	STAF/TFCA	X	X	X		Transit/Rideshare Elizabeth Richards
37.	<u>Transit Consolidation Study</u> Status: Funding in place; Board authorized to proceed. Initiate July 2006 after Intercity funding agreement for FY 2006-07 in place.	STA	STAF MTC	X	X		\$75,000 \$60,000	Transit/Rideshare Elizabeth Richards



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38.	<u>Community Based Transportation Planning (CBTP)</u> A. Cordelia/Fairfield Study FY 2005-06 B. Vallejo Study- FY 2006-07 C. Dixon Completed Status: LIFT grant obtained and implementation underway.	STAM/MTC	MTC/CBO STAF	X	X		\$30,000 \$30,000	Transit/Rideshare Elizabeth Richards
39.	<u>Lifeline Program Management</u> A. Initiate Coordination B. Call for Projects (March '06) C. Project Selection (May '06) D. Monitor Projects Status: Advisory Committee formed.	STAM/MTC	STAF	X	X		\$15,000	Transit/Rideshare Elizabeth Richards
40.	<u>Solano Works Plan Update & Implementation</u> A. Rio Vista LIFT Vanpool Project Administration B. Prepare projects for future funding. Status: Ongoing	STA/County	TDA LIFT TANF	X	X	X	\$100,000	Transit/Rideshare Elizabeth Richards Yolanda Dillinger



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PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
41.	<u>Solano Napa Commuter Information 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: Marketing, Incentives, and implemented. New ERH Program initiated.	STA	MTC TPCA ECMAQ YSAQMD	X	X	X	\$500,000	Transit/Rideshare Elizabeth Richards Anna McLaughlin
42.	<u>Abandoned and Vehicle Abatement Program</u> Status: Ongoing	STA	DMV	X	X	X	04/05 FY approx. \$350,000	Projects/Finance Susan Furtado

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**DRAFT Agenda Topics for STA Board Workshop
6:00 p.m., Wednesday, July 12, 2006**

1. The Future of Our Highway Corridors
 - A. Development of Highway Corridor Operational Policies
 - B. Development of STA Policy for Funding Reliever Routes and Regionally Significant Interchanges
 - C. Funding and Implementation of Highway Improvements – 2006-2010
2. The Future of Transit Service
 - A. Intercity Transit Funding and Service
 - B. Intercity Paratransit and Transit Service for Seniors
 - C. Near Term Funding of Critical Transit Hubs
 - D. Transit Consolidation Study
3. Five Steps to Improved Travel Safety
 - A. Local Intersections with High Accident Rates
 - B. Safe Routes to Schools Program
 - C. Safe Routes to Transit
 - D. Railroad Overcrossings
 - E. Key Bottlenecks Affecting Emergency Response
4. Implementation of Transportation for Livable Communities at the Community Level
5. Enhancement of STA's Efforts to Inform, Engage, and Involve the Public Regarding Transportation Issues, Plans, and Projects
6. STA Review and Update of Project Funding Priorities following the Failure of Measure H

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DATE: May 31, 2006
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update – June 2006

Background:

Solano Transportation Authority (STA) staff monitors state and federal legislation that pertains directly to transportation and related issues based on the STA Board's adopted Legislative Platform and Priorities. Much activity is occurring at the state and federal level at the present time. Any subsequent relevant legislative action taken will be provided at the STA Board meeting.

Discussion:

State Infrastructure Bonds

On May 5th the Legislature and Governor completed months-long negotiations on a vast infrastructure bond package to be placed on the November 2006 General Election Ballot. The entire infrastructure package (comprised of four bond bills, one general fund appropriation bill, one constitutional amendment, and four policy implementation bills) represents more than \$35 billion in new funding for transportation projects, air quality improvement programs, education facilities, flood protection and levee repairs, water quality, and housing. Bond funding for all programs would be provided over a 10-year period, with annual appropriation by the State Legislature. Funding for three programs are tied to the annual budget bill and would therefore require a 2/3 vote: Corridor Mobility Program, Trade Corridors Program and Highway 99 funding.

SB 1266, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, authored by Senate President Pro Tempore Don Perata (D-Oakland) represents the transportation and air quality component of the infrastructure bond package (Attachment A).

The total statewide transportation package provides \$19.925 billion in new funds. Of interest to Solano County are the following fund allocations:

- \$4.5 billion for the Corridor Mobility Improvement Account (i.e. highways and local access routes; the I-80/680 interchange project is eligible for these funds).
- \$3.1 billion to the California Ports Infrastructure, Security, and Air Quality Improvement Account (\$2 billion statewide designated for Trade Corridor improvements such as the I-80/680 interchange).

- \$2 billion for State Transportation Improvement Program (STIP) projects (\$16.7 million for Solano County's share).
- \$4 billion for the Public Transportation Modernization, Improvement, and Service Enhancement Account (with \$400 million for the state's intercity rail system, and the remaining \$3.6 billion to local transit operators; \$6.1 million for Solano County's capital improvements/modernization share).
- \$1 billion for the State-Local Partnership Program Account (to match local sales tax measure program expenditures one-to-one determined by criteria as yet undefined).
- \$750 million for the Highway Safety, Rehabilitation, and Preservation Account (potential fund source for pavement on I-80 and safety projects on State Routes 113 and 12).
- \$2 billion for the Local Streets and Road Improvement, Congestion Relief, and Traffic Safety Account (\$24.3 million for "reducing local traffic congestion" and "improving traffic flows" as well as rehabilitation and maintenance of Solano County's city streets and county roads).
- \$1 billion for Transit System Safety, Security Disaster Response Account.

Additionally, the Legislature passed policy implementation bills as part of the package to allow for innovative public-private partnership projects to be launched, and exemptions from the California Environmental Quality Act (CEQA) for levee repair, bridge seismic retrofit and related projects. The one policy bill that failed was a measure to authorize new design-build authority for a limited number of highway projects; it was defeated in the Assembly.

SCA 7 (Torlakson), Proposition 42 Protection, scored a legislative victory with its passage (Attachment B). This constitutional amendment will be placed on the November 2006 ballot to better protect Proposition 42, thus ensuring billions of dollars in transportation capital funds into the future. STA 2006 Legislative Priority #8 relates directly to this amendment:

8. *Support efforts to prevent the future suspension of Proposition 42, diverting voter approved funds dedicated for transportation to the state general fund.*

Currently Proposition 42 provides that the sales tax on gas revenues (projected as \$1.4 billion in FY 2006-07) can be diverted from transportation programs if: (1) the Governor makes a declaration that the transfer would harm the General Fund, and (2) the Legislature passes by a two-thirds vote a bill to suspend the transfer to the Transportation Investment Fund (TIF). After FY 2007-08, TIF dollars are split 40% STIP / 40% local city and county streets & roads / and 20% transit.

The approach taken in State Constitutional Amendment (SCA) 7 is not the so-called "hard fix" advocated for by some interest groups earlier this year. Rather, instead of simply eliminating any ability of the Legislature or Governor to suspend Proposition 42 in the future and use the sales tax on gas for General Fund purposes, SCA 7 would recast the current suspension provisions.

Specifically, this measure would authorize a suspension, in whole or in part, of the transfer of the sales tax on gas revenues to the TIF for a fiscal year if: (1) the Governor issues a proclamation that the suspension is necessary due to a severe state fiscal hardship, (2) a statute containing no other unrelated provision is enacted by a two-thirds vote of each house of the Legislature suspending the transfer, and (3) a statute is enacted to repay, with interest, the TIF within 3 years for the amount of any revenues that were not transferred as a result of the suspension.

SCA 7 would also prohibit a suspension of transfer of these revenues from occurring more than twice during any period of 10 consecutive fiscal years, and would prohibit a suspension in any fiscal year in which a required repayment from a prior suspension has not been fully completed (in that way, the measure is very similar to Proposition 1A, which was enacted two years ago to further protect local government revenues).

SCA 7 would also require payments to be made from the General Fund to the TIF relative to a portion of the revenues that were not transferred due to a suspension of transfer occurring on or before July 1, 2007, with payments made pursuant to a specified schedule.

A companion bill, AB 1540 (Bass), was also passed to specify the ballot title and summary that will appear in voter ballot pamphlets and on the official ballot.

On May 31, 2006, both the Consortium and the Technical Advisory Committee recommended that the STA Board formally support propositions that result from SB 1266 (Proposition 1B) and SCA 7 (Proposition 1A).

Governor's May Revise to the FY 2006-07 State Budget was released in mid-May. The biggest impact is on transit, which takes a \$4.1 billion reduction over 10 years to pay off the proposed transportation bond debt. The following summarizes the significant new transportation proposals:

- **Capital Outlay Support Staffing** – Caltrans traditionally submits a zero-based Capital Outlay Support request as part of the May Revision. Capital outlay workload needs are estimated in the spring because Caltrans has a better idea of which projects will be allocated by the California Transportation Commission in the upcoming year and what will be needed to deliver those projects. The May Revision proposes a reduction of \$39.3 million and 411 Caltrans staff and consultant positions. This reduced resource level will be comprised of 88.9 percent Caltrans staff and 11.1 percent consultant positions. Of this reduction, \$12.2 million is proposed to be redirected to increase the tort claims budget to the average amount spent in recent years, which has been approximately \$54 million.
- **Capital Project Spending** – Project capital outlay support for Proposition 42 projects was funded out of the State Highway Account in the current year. For FY 2006-07, the May Revision proposes to shift these costs to the TIF (Proposition 42), consistent with the way other capital outlay support is funded. This shift frees up \$185 million in the State Highway Account that can be used to increase the State Highway Operations and Protection Program (SHOPP), which has been significantly under funded due to lack of funds in the State Highway Account.
- **Tribal Gaming Funds** – Due to litigation that has been filed against the state, the Administration proposed to shift \$849.0 million of the \$1.0 billion in tribal gaming expenditure authority from FY 2005-06 to FY 2006-07 in an April Finance Letter. To

date, the state has received approximately \$151.0 million in revenues from tribal gaming compacts. These funds will be used in FY 2005-06 pursuant to current law to repay the State Highway Account for previous loans made to the General Fund. The California Transportation Commission plans to allocate these funds to State Transportation Improvement Program projects.

- **Transportation Bond Debt Service Fund** – The May Revision revenue estimate says that substantial state sales tax revenue will be derived from the increase in gasoline prices. Under the “spillover” formula in existing law, this money is supposed to go to the Public Transportation Account (PTA), not Proposition 42. While the Governor acknowledges that, “Over the last two decades, the bulk of the spillover funds have been redirected to the General Fund,” the Administration goes on to propose to shift these revenues to a new fund that will be dedicated to paying a portion of the debt service on existing and new transportation bonds. Based on current forecasts, the Governor estimates that over \$4.1 billion in transit “spillover” revenues will be so diverted through FY 2015-16, with an initial diversion of \$355 million in FY 2006-07 and a projected diversion of \$336 million in FY 2007-08. It appears that part of this proposal includes undoing current law calling for a diversion of \$200 million in spillover funds to the General fund, and instead sends that amount to the new bond debt service account. The May Revision would fully fund the \$125 million transfer of spillover from the PTA to the Bay Bridge retrofit account, per current law.

The Administration argues that using these funds to pay a portion of the debt service is justified because they derive from motorists’ gasoline sales taxes, will be used to pay down debt on a transportation-related bond, and will save the General Fund from bearing the full cost of the debt service.

- **Proposition 42 Loan Repayment Still Short-Changes Transit** – The Governor maintains his January 10, 2006 proposal to repay \$920 million to Proposition 42. However, current statute requires the Proposition 42 loan from FY 2004-05 be repaid in the manner in which the funds would have been distributed in that year. The Governor’s partial repayment proposal does not follow current law and instead provides no funds for public transit. The impact to the PTA in FY 2006-07 is \$48.4 million.
- **State Transit Assistance Program Funding Up Slightly** – Other revenues to the PTA, include the sales tax on diesel fuel (up almost \$70 million in the May Revision), Tribal Gaming Bond proceeds, and Proposition 42, which have resulted in a projected balance exceeding \$500 million at the end of FY 2006-07 that is available for capital projects. The May Revision also reflects an increase of \$35 million in State Transit Assistance Program grants for local transit to a level of \$270 million.

AB 2538 (Wolk) Planning, Programming and Monitoring (PPM) bill was placed in the suspension file by the Assembly Appropriations Committee. On May 26, 2006, the Committee amended the bill, basically removing the STIP-based baseline PPM funding level, but left in the option for each regional transportation planning agency and county transportation commission to increase their share of PPM up to 5% (see Attachment C). The bill was then approved by the Assembly on May 31, 2006 with a 60 to 18 vote. An analysis of the amended bill by Howard Posner of the Assembly Transportation Committee is included as Attachment D.

The next step is for the bill to be considered by the committees of the State Senate. Staff is working with our consultant (Shaw/Yoder), co-sponsors and committee members to move the bill through the legislature.

Federal Update

The FFY 2007 Transportation Appropriations bill is scheduled for the full Appropriations Committee consideration on or after June 6, 2006, at which time earmarks are expected to be added. STA staff and federal legislative consultant Mike Miller are tracking this closely and will provide an update at the meeting next week.

Recommendation:

Support and endorse the propositions that result from the following bills that will be on the November 2006 general election ballot statewide:

- SB 1266 (Proposition 1B)
- SCA 7 (Proposition 1A)

Attachments:

- A. SB 1266 (Perata)
- B. SCA 7 (Torlakson)
- C. AB 2538 (Wolk) as amended 05-26-06
- D. AB 2538 (Wolk) Bill Analysis
- E. Shaw/Yoder State Legislative Update
- F. The Ferguson Group Federal Legislative Update

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Senate Bill No. 1266**CHAPTER 25**

An act to add Chapter 12.49 (commencing with Section 8879.20) to Division 1 of Title 2 of the Government Code, relating to transportation, by providing the funds necessary therefor through an election for the issuance and sale of bonds of the State of California and for the handling and disposition of those funds, and declaring the urgency thereof, to take effect immediately.

[Approved by Governor May 16, 2006. Filed with
Secretary of State May 16, 2006.]

LEGISLATIVE COUNSEL'S DIGEST

SB 1266, Perata. Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006.

Existing law provides various funding sources for transportation and related purposes.

This bill, subject to voter approval at the November 7, 2006, statewide general election, would enact the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 to authorize \$19.925 billion of state general obligation bonds for specified purposes, including high-priority transportation corridor improvements, State Route 99 corridor enhancements, trade infrastructure and port security projects, schoolbus retrofit and replacement purposes, state transportation improvement program augmentation, transit and passenger rail improvements, state-local partnership transportation projects, transit security projects, local bridge seismic retrofit projects, highway-railroad grade separation and crossing improvement projects, state highway safety and rehabilitation projects, and local street and road improvement, congestion relief, and traffic safety.

This bill would declare that it is to take effect immediately as an urgency statute.

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

SECTION 1. Chapter 12.49 (commencing with Section 8879.20) is added to Division 1 of Title 2 of the Government Code, to read:

CHAPTER 12.49. THE HIGHWAY SAFETY, TRAFFIC REDUCTION, AIR QUALITY, AND PORT SECURITY BOND ACT OF 2006

Article 1. General Provisions

8879.20. (a) This chapter shall be known as the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006.

(b) This chapter shall only become operative upon adoption by the voters at the November 7, 2006, statewide general election.

8879.22. As used in this chapter, the following terms have the following meanings:

(a) "Board" means any department receiving an allocation of bond proceeds pursuant to this chapter.

(b) "Committee" means the Highway Safety, Traffic Reduction, Air Quality, and Port Security Committee created pursuant to Section 8879.27.

(c) "Fund" means the Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 created pursuant to Section 8879.23.

Article 2. Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 and Program

8879.23. The Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 is hereby created in the State Treasury. The Legislature intends that the proceeds of bonds deposited in the fund shall be used to fund the mobility, safety, and air quality improvements described in this article over the course of the next decade. The proceeds of bonds issued and sold pursuant to this chapter for the purposes specified in this chapter shall be allocated in the following manner:

(a) (1) Four billion five hundred million dollars (\$4,500,000,000) shall be deposited in the Corridor Mobility Improvement Account, which is hereby created in the fund. Funds in the account shall be available to the California Transportation Commission, upon appropriation in the annual Budget Bill by the Legislature, for allocation for performance improvements on highly congested travel corridors in California. Funds in the account shall be used for performance improvements on the state highway system, or major access routes to the state highway system on the local road system that relieve congestion by expanding capacity, enhancing operations, or otherwise improving travel times within these high-congestion travel corridors, as identified by the department and regional or local transportation agencies, pursuant to the process in paragraph (3) or (4), as applicable.

(2) The commission shall develop and adopt guidelines, by December 1, 2006, including regional programming targets, for the program funded by this subdivision, and shall allocate funds from the account to projects after reviewing project nominations submitted by the Department of

Transportation and by regional transportation planning agencies or county transportation commissions or authorities pursuant to paragraph (4).

(3) Subject to the guidelines adopted pursuant to paragraph (2), the department shall nominate, by no later than January 15, 2007, projects for the allocation of funds from the account on a statewide basis. The department's nominations shall be geographically balanced and shall reflect the department's assessment of a program that best meets the policy objectives described in paragraph (1).

(4) Subject to the guidelines adopted pursuant to paragraph (2), a regional transportation planning agency or county transportation commission or authority responsible for preparing a regional transportation improvement plan under Section 14527 may nominate projects identified pursuant to paragraph (1) that best meet the policy objectives described in that paragraph for funding from the account. Projects nominated pursuant to this paragraph shall be submitted to the commission for consideration for funding by no later than January 15, 2007.

(5) All nominations to the California Transportation Commission shall be accompanied by documentation regarding the quantitative and qualitative measures validating each project's consistency with the policy objectives described in paragraph (1). All projects nominated to the commission for funds from this account shall be included in a regional transportation plan.

(6) After review of the project nominations, and supporting documentation, the commission, by no later than March 1, 2007, shall adopt an initial program of projects to be funded from the account. This program may be updated every two years in conjunction with the biennial process for adoption of the state transportation improvement program pursuant to guidelines adopted by the commission. The inclusion of a project in the program shall be based on a demonstration that the project meets all of the following criteria:

(A) Is a high-priority project in the corridor as demonstrated by either of the following: (i) its inclusion in the list of nominated projects by both the department pursuant to paragraph (3) and the regional transportation planning agency or county transportation commission or authority, pursuant to paragraph (4); or (ii) if needed to fully fund the project, the identification and commitment of supplemental funding to the project from other state, local, or federal funds.

(B) Can commence construction or implementation no later than December 31, 2012.

(C) Improves mobility in a high-congestion corridor by improving travel times or reducing the number of daily vehicle hours of delay, improves the connectivity of the state highway system between rural, suburban, and urban areas, or improves the operation or safety of a highway or road segment.

(D) Improves access to jobs, housing, markets, and commerce.

(7) Where competing projects offer similar mobility improvements to a specific corridor, the commission shall consider additional benefits when determining which project shall be included in the program for funding. These benefits shall include, but are not limited to, the following:

(A) A finding that the project provides quantifiable air quality benefits.

(B) A finding that the project substantially increases the safety for travelers in the corridor.

(8) In adopting a program for funding pursuant to this subdivision, the commission shall make a finding that the program is (i) geographically balanced, consistent with the geographic split for funding described in Section 188 of the Streets and Highways Code; (ii) provides mobility improvements in highly traveled or highly congested corridors in all regions of California; and (iii) targets bond proceeds in a manner that provides the increment of funding necessary, when combined with other state, local or federal funds, to provide the mobility benefit in the earliest possible timeframe.

(9) The commission shall include in its annual report to the Legislature, required by Section 14535, a summary of its activities related to the administration of this program. The summary should, at a minimum, include a description and the location of the projects contained in the program, the amount of funds allocated to each project, the status of each project, and a description of the mobility improvements the program is achieving.

(b) One billion dollars (\$1,000,000,000) shall be made available, upon appropriation in the annual Budget Bill by the Legislature, to the department for improvements to State Route 99. Funds may be used for safety, operational enhancements, rehabilitation, or capacity improvements necessary to improve the State Route 99 corridor traversing approximately 400 miles of the central valley of this state.

(c) Three billion one hundred million dollars (\$3,100,000,000) shall be deposited in the California Ports Infrastructure, Security, and Air Quality Improvement Account, which is hereby created in the fund. The money in the account shall be available, upon appropriation by the Legislature and subject to such conditions and criteria as the Legislature may provide by statute, as follows:

(1) (A) Two billion dollars (\$2,000,000,000) shall be transferred to the Trade Corridors Improvement Fund, which is hereby created. The money in this fund shall be available, upon appropriation in the annual Budget Bill by the Legislature and subject to such conditions and criteria as the Legislature may provide by statute, for allocation by the California Transportation Commission for infrastructure improvements along federally designated "Trade Corridors of National Significance" in this state or along other corridors within this state that have a high volume of freight movement, as determined by the commission. In determining projects eligible for funding, the commission shall consult the trade infrastructure and goods movement plan submitted to the commission by the Secretary of Business, Transportation and Housing and the Secretary

for Environmental Protection. No moneys shall be allocated from this fund until the report is submitted to the commission for its consideration, provided the report is submitted no later than January 1, 2007. The commission shall also consult trade infrastructure and goods movement plans adopted by regional transportation planning agencies, adopted regional transportation plans required by state and federal law, and the statewide port master plan prepared by the California Marine and Intermodal Transportation System Advisory Council (Cal-MITSAC) pursuant to Section 1760 of the Harbors and Navigation Code, when determining eligible projects for funding. Eligible projects for these funds include, but are not limited to, all of the following:

(i) Highway capacity improvements and operational improvements to more efficiently accommodate the movement of freight, particularly for ingress and egress to and from the state's seaports, including navigable inland waterways used to transport freight between seaports, land ports of entry, and airports, and to relieve traffic congestion along major trade or goods movement corridors.

(ii) Freight rail system improvements to enhance the ability to move goods from seaports, land ports of entry, and airports to warehousing and distribution centers throughout California, including projects that separate rail lines from highway or local road traffic, improve freight rail mobility through mountainous regions, relocate rail switching yards, and other projects that improve the efficiency and capacity of the rail freight system.

(iii) Projects to enhance the capacity and efficiency of ports.

(iv) Truck corridor improvements, including dedicated truck facilities or truck toll facilities.

(v) Border access improvements that enhance goods movement between California and Mexico and that maximize the state's ability to access coordinated border infrastructure funds made available to the state by federal law.

(vi) Surface transportation improvements to facilitate the movement of goods to and from the state's airports.

(B) The commission shall allocate funds for trade infrastructure improvements from the account in a manner that (i) addresses the state's most urgent needs, (ii) balances the demands of various ports (between large and small ports, as well as between seaports, airports, and land ports of entry), (iii) provides reasonable geographic balance between the state's regions, and (iv) places emphasis on projects that improve trade corridor mobility while reducing emissions of diesel particulate and other pollutant emissions. In addition, the commission shall also consider the following factors when allocating these funds:

(i) "Velocity," which means the speed by which large cargo would travel from the port through the distribution system.

(ii) "Throughput," which means the volume of cargo that would move from the port through the distribution system.

(iii) "Reliability," which means a reasonably consistent and predictable amount of time for cargo to travel from one point to another on any given day or at any given time in California.

(iv) "Congestion reduction," which means the reduction in recurrent daily hours of delay to be achieved.

(C) The commission shall allocate funds made available by this paragraph to projects that have identified and committed supplemental funding from appropriate local, federal or private sources. The commission shall determine the appropriate amount of supplemental funding each project should have to be eligible for moneys from this fund based on a project-by-project review and an assessment of the project's benefit to the state and the program. Except for border access improvements described in clause (v) of subparagraph (A), improvements funded with moneys from this fund shall have supplemental funding that is at least equal to the amount of the contribution from the fund. The commission may give priority for funding to projects with higher levels of committed supplemental funding.

(D) The commission shall include in its annual report to the Legislature, required by Section 14535, a summary of its activities related to the administration of this program. The summary should, at a minimum, include a description and the location of the projects contained in the program, the amount of funds allocated to each project, the status of each project, and a description of the mobility and air quality improvements the program is achieving.

(2) One billion dollars (\$1,000,000,000) shall be made available, upon appropriation by the Legislature and subject to such conditions and criteria contained in a statute enacted by the Legislature, to the State Air Resources Board for emission reductions, not otherwise required by law or regulation, from activities related to the movement of freight along California's trade corridors. Funds made available by this paragraph are intended to supplement existing funds used to finance strategies and public benefit projects that reduce emissions and improve air quality in trade corridors commencing at the state's airports, seaports, and land ports of entry.

(3) One hundred million dollars (\$100,000,000) shall be available, upon appropriation by the Legislature, to the Office of Emergency Services to be allocated, as grants, for port, harbor, and ferry terminal security improvements. Eligible applicants shall be publicly owned ports, harbors, and ferryboat and ferry terminal operators, which may submit applications for projects that include, but are not limited to, the following:

- (A) Video surveillance equipment.
- (B) Explosives detection technology, including, but not limited to, X-ray devices.
- (C) Cargo scanners.
- (D) Radiation monitors.
- (E) Thermal protective equipment.

(F) Site identification instruments capable of providing a fingerprint for a broad inventory of chemical agents.

(G) Other devices capable of detecting weapons of mass destruction using chemical, biological, or other similar substances.

(H) Other security equipment to assist in any of the following:

(i) Screening of incoming vessels, trucks, and incoming or outbound cargo.

(ii) Monitoring the physical perimeters of harbors, ports, and ferry terminals.

(iii) Providing or augmenting onsite emergency response capability.

(I) Overweight cargo detection equipment, including, but not limited to, intermodal crane scales and truck weight scales.

(J) Developing disaster preparedness or emergency response plans.

The Office of Emergency Services shall report to the Legislature on March 1 of each year on the manner in which the funds available pursuant to this paragraph were expended for that fiscal year.

(d) Two hundred million dollars (\$200,000,000) shall be available, upon appropriation by the Legislature, for schoolbus retrofit and replacement to reduce air pollution and to reduce children's exposure to diesel exhaust.

(e) Two billion dollars (\$2,000,000,000) shall be available for projects in the state transportation improvement program, to augment funds otherwise available for this purpose from other sources. The funds provided by this subdivision shall be deposited in the Transportation Facilities Account which is hereby created in the fund, and shall be available, upon appropriation by the Legislature, to the Department of Transportation, as allocated by the California Transportation Commission in the same manner as funds allocated for those projects under existing law.

(f) (1) Four billion dollars (\$4,000,000,000) shall be deposited in the Public Transportation Modernization, Improvement, and Service Enhancement Account, which is hereby created in the fund. Funds in the account shall be made available, upon appropriation by the Legislature, to the Department of Transportation for intercity rail projects and to commuter or urban rail operators, bus operators, waterborne transit operators, and other transit operators in California for rehabilitation, safety or modernization improvements, capital service enhancements or expansions, new capital projects, bus rapid transit improvements, or for rolling stock procurement, rehabilitation, or replacement.

(2) Of the funds made available in paragraph (1), four hundred million dollars (\$400,000,000) shall be available, upon appropriation by the Legislature, to the department for intercity rail improvements, of which one hundred twenty-five million dollars (\$125,000,000) shall be used for the procurement of additional intercity railcars and locomotives.

(3) Of the funds remaining after the allocations in paragraph (2), 50 percent shall be distributed to the Controller, for allocation to eligible agencies using the formula in Section 99314 of the Public Utilities Code,

and 50 percent shall be distributed to the Controller, for allocation to eligible agencies using the formula in Section 99313 of the Public Utilities Code, subject to the provisions governing funds allocated under those sections.

(g) One billion dollars (\$1,000,000,000) shall be deposited in the State-Local Partnership Program Account, which is hereby created in the fund. The funds shall be available, upon appropriation by the Legislature and subject to such conditions and criteria as the Legislature may provide by statute, for allocation by the California Transportation Commission over a five-year period to eligible transportation projects nominated by an applicant transportation agency. A dollar for dollar match of local funds shall be required for an applicant transportation agency to receive state funds under this program.

(h) One billion dollars (\$1,000,000,000) shall be deposited in the Transit System Safety, Security, and Disaster Response Account, which is hereby created in the fund. Funds in the account shall be made available, upon appropriation by the Legislature and subject to such conditions and criteria as the Legislature may provide by statute, for capital projects that provide increased protection against a security and safety threat, and for capital expenditures to increase the capacity of transit operators, including waterborne transit operators, to develop disaster response transportation systems that can move people, goods, and emergency personnel and equipment in the aftermath of a disaster impairing the mobility of goods, people, and equipment.

(i) One hundred twenty-five million dollars (\$125,000,000) shall be deposited in the Local Bridge Seismic Retrofit Account, which is hereby created in the fund. The funds in the account shall be used, upon appropriation by the Legislature, to provide the 11.5 percent required match for federal Highway Bridge Replacement and Repair funds available to the state for seismic work on local bridges, ramps, and overpasses, as identified by the Department of Transportation.

(j) (1) Two hundred fifty million dollars (\$250,000,000) shall be deposited in the Highway-Railroad Crossing Safety Account, which is hereby created in the fund. Funds in the account shall be available, upon appropriation by the Legislature, to the Department of Transportation for the completion of high-priority grade separation and railroad crossing safety improvements. Funds in the account shall be made available for allocation pursuant to the process established in Chapter 10 (commencing with Section 2450) of Division 3 of the Streets and Highways Code, except that a dollar for dollar match of nonstate funds shall be provided for each project, and the limitation on maximum project cost in subdivision (g) of Section 2454 of the Streets and Highways Code shall not be applicable to projects funded with these funds.

(2) Notwithstanding the funding allocation process described in paragraph (1), in consultation with the department and the Public Utilities Commission, the California Transportation Commission shall allocate one hundred million dollars (\$100,000,000) of the funds in the account to

high-priority railroad crossing improvements, including grade separation projects, that are not part of the process established in Chapter 10 (commencing with Section 2450) of Division 3 of the Streets and Highways Code. The allocation of funds under this paragraph shall be made in consultation and coordination with the High-Speed Rail Authority created pursuant to Division 19.5 (commencing with Section 185000) of the Public Utilities Code.

(k) (1) Seven hundred fifty million dollars (\$750,000,000) shall be deposited in the Highway Safety, Rehabilitation, and Preservation Account, which is hereby created in the fund. Funds in the account shall be available, upon appropriation by the Legislature, to the Department of Transportation, as allocated by the California Transportation Commission, for the purposes of the state highway operation and protection program as described in Section 14526.5.

(2) The department shall develop a program for distribution of two hundred and fifty million dollars (\$250,000,000) from the funds identified in paragraph (1) to fund traffic light synchronization projects or other technology-based improvements to improve safety, operations and the effective capacity of local streets and roads.

(l) (1) Two billion dollars (\$2,000,000,000) shall be deposited in the Local Streets and Road Improvement, Congestion Relief, and Traffic Safety Account of 2006, which is hereby created in the fund. The proceeds of bonds deposited into that account shall be available, upon appropriation by the Legislature, for the purposes specified in this subdivision to the Controller for administration and allocation in the fiscal year in which the bonds are issued and sold, including any interest or other return earned on the investment of those moneys, in the following manner:

(A) Fifty percent to the counties, including a city and county, in accordance with the following formulas:

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

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

(B) Fifty percent to the cities, including a city and county, apportioned among the cities in the proportion that the total population of the city bears to the total population of all the cities in the state, provided, however, that the Controller shall allocate a minimum of four hundred thousand dollars (\$400,000) to each city, pursuant to this subparagraph.

(2) Funds received under this subdivision shall be deposited as follows in order to avoid the commingling of those funds with other local funds:

(A) In the case of a city, into the city account that is designated for the receipt of state funds allocated for local streets and roads.

(B) In the case of an eligible county, into the county road fund.

(C) In the case of a city and county, into a local account that is designated for the receipt of state funds allocated for local streets and roads.

(3) For the purpose of allocating funds under this subdivision to cities and a city and county, the Controller shall use the most recent population estimates prepared by the Demographic Research Unit of the Department of Finance. For a city that incorporated after January 1, 1998, that does not appear on the most recent population estimates prepared by the Demographic Research Unit, the Controller shall use the population determined for that city under Section 11005.3 of the Revenue and Taxation Code.

(4) Funds apportioned to a city, county, or city and county under this subdivision shall be used for improvements to transportation facilities that will assist in reducing local traffic congestion and further deterioration, improving traffic flows, or increasing traffic safety that may include, but not be limited to, street and highway pavement maintenance, rehabilitation, installation, construction and reconstruction of necessary associated facilities such as drainage and traffic control devices, or the maintenance, rehabilitation, installation, construction and reconstruction of facilities that expand ridership on transit systems, safety projects to reduce fatalities, or as a local match to obtain state or federal transportation funds for similar purposes.

(5) At the conclusion of each fiscal year during which a city or county expends the funds it has received under this subdivision, the Controller may verify the city's or county's compliance with paragraph (4). Any city or county that has not complied with paragraph (4) shall reimburse the state for the funds it received during that fiscal year. Any funds withheld or returned as a result of a failure to comply with paragraph (4) shall be reallocated to the other counties and cities whose expenditures are in compliance.

Article 3. Fiscal Provisions

8879.25. Bonds in the total amount of nineteen billion nine hundred twenty-five million dollars (\$19,925,000,000), exclusive of refunding bonds, or so much thereof as is necessary, are hereby authorized to be issued and sold for carrying out the purposes expressed in this chapter and to reimburse the General Obligation Bond Expense Revolving Fund pursuant to Section 16724.5. All bonds herein authorized which have been duly sold and delivered as provided herein shall constitute valid and legally binding general obligations of the state, and the full faith and credit of the state is hereby pledged for the punctual payment of both principal and interest thereof.

8879.26. The bonds authorized by this chapter shall be prepared, executed, issued, sold, paid, and redeemed as provided in the State General Obligation Bond Law (Chapter 4 (commencing with Section 16720) of Part 3 of Division 4), except subdivision (a) of Section 16727 to the extent that subdivision is inconsistent with this chapter, and all of the other provisions of that law as amended from time to time apply to the bonds and to this chapter and are hereby incorporated in this chapter as though set forth in full in this chapter.

8879.27. (a) Solely for the purpose of authorizing the issuance and sale, pursuant to the State General Obligation Bond Law, of the bonds authorized by this chapter, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Committee is hereby created. For the purposes of this chapter, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Committee is "the committee" as that term is used in the State General Obligation Bond Law. The committee consists of the Treasurer, the Controller, the Director of Finance, and the Secretary of the Business, Transportation and Housing Agency, or a designated representative of each of those officials. The Treasurer shall serve as the chairperson of the committee. A majority of the committee may act for the committee.

(b) The committee may adopt guidelines establishing requirements for administration of its financing programs to the extent necessary to protect the validity of, and tax exemption for, interest on the bonds. The guidelines shall not constitute rules, regulations, orders, or standards of general application.

(c) For the purposes of the State General Obligation Bond Law, any department receiving an allocation pursuant to this chapter is designated to be the "board."

8879.28. Upon request of the board stating that funds are needed for purposes of this chapter, the committee shall determine whether or not it is necessary or desirable to issue bonds authorized pursuant to this chapter in order to carry out the actions specified in Section 8879.23, and, if so, the amount of bonds to be issued and sold. Successive issues of bonds may be authorized and sold to carry out those actions progressively, and are not required to be sold at any one time. Bonds may bear interest subject to federal income tax.

8879.29. There shall be collected annually, in the same manner and at the same time as other state revenue is collected, a sum of money in addition to the ordinary revenues of the state, sufficient to pay the principal of, and interest on, the bonds as provided herein, and all officers required by law to perform any duty in regard to the collections of state revenues shall collect that additional sum.

8879.30. Notwithstanding Section 13340, there is hereby appropriated from the General Fund in the State Treasury, for the purposes of this chapter, an amount that will equal the total of the following:

(a) The sum annually necessary to pay the principal of, and interest on, bonds issued and sold pursuant to this chapter, as the principal and interest become due and payable.

(b) The sum which is necessary to carry out Section 8879.32, appropriated without regard to fiscal years.

8879.31. The board may request the Pooled Money Investment Board to make a loan from the Pooled Money Investment Account, in accordance with Section 16312, for purposes of this chapter. The amount of the request shall not exceed the amount of the unsold bonds which the committee has, by resolution, authorized to be sold for the purpose of this chapter, less any amount withdrawn pursuant to Section 8879.32. The board shall execute any documents as required by the Pooled Money Investment Board to obtain and repay the loan. Any amount loaned shall be deposited in the fund to be allocated in accordance with this chapter.

8879.32. For the purpose of carrying out this chapter, the Director of Finance may, by executive order, authorize the withdrawal from the General Fund of any amount or amounts not to exceed the amount of the unsold bonds which the committee has, by resolution, authorized to be sold for the purpose of carrying out this chapter. Any amounts withdrawn shall be deposited in the Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006. Any money made available under this section shall be returned to the General Fund, plus the interest that the amounts would have earned in the Pooled Money Investment Account, from money received from the sale of bonds which would otherwise be deposited in that fund.

8879.33. The bonds may be refunded in accordance with Article 6 (commencing with Section 16780) of the State General Obligation Bond Law. Approval by the electors of this act shall constitute approval of any refunding bonds issued pursuant to the State General Obligation Bond Law.

8879.34. Notwithstanding any provisions in the State General Obligation Bond Law, the maximum maturity of any bonds authorized by this chapter shall not exceed 30 years from the date of each respective series. The maturity of each series shall be calculated from the date of each series.

8879.35. The Legislature hereby finds and declares that, inasmuch as the proceeds from the sale of bonds authorized by this chapter are not "proceeds of taxes" as that term is used in Article XIII B of the California Constitution, the disbursement of these proceeds is not subject to the limitations imposed by that article.

8879.36. Notwithstanding any provision of the State General Obligation Bond Law with regard to the proceeds from the sale of bonds authorized by this chapter that are subject to investment under Article 4 (commencing with Section 16470) of Chapter 3 of Part 2 of Division 4, the Treasurer may maintain a separate account for investment earnings, order the payment of those earnings to comply with any rebate requirement applicable under federal law, and may otherwise direct the use and

investment of those proceeds so as to maintain the tax-exempt status of those bonds and to obtain any other advantage under federal law on behalf of the funds of this state.

8879.37. All money derived from premium and accrued interest on bonds sold pursuant to this chapter shall be transferred to the General Fund as a credit to expenditures for bond interest.

SEC. 2. Section 1 of this act shall become operative upon the adoption by the voters of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, as set forth in Section 1 of this act.

SEC. 3. Notwithstanding Sections 13115 and 13117 of the Elections Code, the following measures shall be placed on the ballot for the November 7, 2006, statewide general election in the following order:

(a) Senate Constitutional Amendment No. 7 of the 2005–2006 Regular Session shall be placed first on the ballot and shall be designated as Proposition 1A.

(b) The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 shall be placed second on the ballot and shall be designated as Proposition 1B.

(c) The Housing and Emergency Shelter Trust Fund Act of 2006 shall be placed third on the ballot and shall be designated as Proposition 1C.

(d) The Kindergarten-University Public Education Facilities Bond Act of 2006 shall be placed fourth on the ballot and shall be designated as Proposition 1D.

(e) The Disaster Preparedness and Flood Prevention Bond Act of 2006 shall be placed fifth on the ballot and shall be designated as Proposition 1E.

SEC. 4. (a) Notwithstanding any other provision of law, all ballots of the November 7, 2006, statewide general election shall have printed thereon and in a square thereof, the words “Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006,” and in the same square under those words, the following in 8-point type:

“This act makes safety improvements and repairs to state highways, upgrades freeways to reduce congestion, repairs local streets and roads, upgrades highways along major transportation corridors, improves seismic safety of local bridges, expands public transit, helps complete the state’s network of car pool lanes, reduces air pollution, and improves anti-terrorism security at shipping ports by providing for a bond issue not to exceed nineteen billion nine hundred twenty-five million dollars (\$19,925,000,000).”

Opposite the square, there shall be left spaces in which the voters may place a cross in the manner required by law to indicate whether they vote for or against the act.

(b) Notwithstanding Sections 13247 and 13281 of the Elections Code, the language in subdivision (a) shall be the only language included in the ballot label for the condensed statement of the ballot title, and the Attorney General shall not supplement, subtract from, or revise that language, except that the Attorney General may include the financial impact

summary prepared pursuant to Section 9087 of the Elections Code and Section 88003 of the Government Code. The ballot label is the condensed statement of the ballot title and the financial impact summary.

(c) Where the voting in the election is done by means of voting machines used pursuant to law in the manner that carries out the intent of this section, the use of the voting machines and the expression of the voters' choice by means thereof are in compliance with this section.

SEC. 5. This act is an urgency statute necessary for the immediate preservation of the public peace, health, or safety within the meaning of Article IV of the Constitution and shall go into immediate effect. The facts constituting the necessity are:

In order for the bond act in Section 1 of this act to be submitted to the voters at the November 7, 2006, statewide general election, it is necessary for this act to take effect immediately.

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Senate Constitutional Amendment No. 7**RESOLUTION CHAPTER 49**

Senate Constitutional Amendment No. 7—A resolution to propose to the people of the State of California an amendment to the Constitution of the State, by amending Section 1 of Article XIX B thereof, relating to transportation.

[Filed with Secretary of State May 9, 2006.]

LEGISLATIVE COUNSEL'S DIGEST**SCA 7, Torlakson. Transportation Investment Fund.**

Article XIX B of the California Constitution requires, commencing with the 2003–04 fiscal year, that sales taxes on motor vehicle fuel that are deposited into the General Fund be transferred to the Transportation Investment Fund (TIF) for allocation for various transportation purposes. Article XIX B authorizes this transfer to the TIF to be suspended in whole or in part for a fiscal year during a fiscal emergency pursuant to a proclamation by the Governor and the enactment of a statute by a 2/3 vote in each house of the Legislature if the statute does not contain any unrelated provision.

This measure would recast these suspension provisions. This measure would authorize a suspension, in whole or in part, of the transfer of these revenues to the TIF for a fiscal year if (1) the Governor issues a proclamation that the suspension is necessary due to a severe state fiscal hardship, (2) a statute containing no other unrelated provision is enacted by a 2/3 vote of each house of the Legislature suspending the transfer, and (3) a statute is enacted to repay, with interest, the TIF within 3 years for the amount of any revenues that were not transferred as a result of the suspension. This measure would also prohibit a suspension of transfer of these revenues from occurring more than twice during any period of 10 consecutive fiscal years, and would prohibit a suspension in any fiscal year in which a required repayment from a prior suspension has not been fully completed.

This measure would also require payments to be made from the General Fund to the Transportation Investment Fund relative to a portion of the revenues that were not transferred due to a suspension of transfer occurring on or before July 1, 2007, with payments made pursuant to a specified schedule.

Resolved by the Senate, the Assembly concurring, That the Legislature of the State of California at its 2005–06 Regular Session commencing on the sixth day of December 2004, two-thirds of the membership of each

house concurring, hereby proposes to the people of the State of California, that the Constitution of the State be amended as follows:

That Section 1 of Article XIX B thereof is amended to read:

SECTION 1. (a) For the 2003–04 fiscal year and each fiscal year thereafter, all moneys that are collected during the fiscal year from taxes under the Sales and Use Tax Law (Part 1 (commencing with Section 6001) of Division 2 of the Revenue and Taxation Code), or any successor to that law, upon the sale, storage, use, or other consumption in this State of motor vehicle fuel, and that are deposited in the General Fund of the State pursuant to that law, shall be transferred to the Transportation Investment Fund, which is hereby created in the State Treasury.

(b) (1) For the 2003–04 to 2007–08 fiscal years, inclusive, moneys in the Transportation Investment Fund shall be allocated, upon appropriation by the Legislature, in accordance with Section 7104 of the Revenue and Taxation Code as that section read on March 6, 2002.

(2) For the 2008–09 fiscal year and each fiscal year thereafter, moneys in the Transportation Investment Fund shall be allocated solely for the following purposes:

(A) Public transit and mass transportation.

(B) Transportation capital improvement projects, subject to the laws governing the State Transportation Improvement Program, or any successor to that program.

(C) Street and highway maintenance, rehabilitation, reconstruction, or storm damage repair conducted by cities, including a city and county.

(D) Street and highway maintenance, rehabilitation, reconstruction, or storm damage repair conducted by counties, including a city and county.

(c) For the 2008–09 fiscal year and each fiscal year thereafter, moneys in the Transportation Investment Fund shall be allocated, upon appropriation by the Legislature, as follows:

(A) Twenty percent of the moneys for the purposes set forth in subparagraph (A) of paragraph (2) of subdivision (b).

(B) Forty percent of the moneys for the purposes set forth in subparagraph (B) of paragraph (2) of subdivision (b).

(C) Twenty percent of the moneys for the purposes set forth in subparagraph (C) of paragraph (2) of subdivision (b).

(D) Twenty percent of the moneys for the purposes set forth in subparagraph (D) of paragraph (2) of subdivision (b).

(d) (1) Except as otherwise provided by paragraph (2), the transfer of revenues from the General Fund of the State to the Transportation Investment Fund pursuant to subdivision (a) may be suspended, in whole or in part, for a fiscal year if all of the following conditions are met:

(A) The Governor issues a proclamation that declares that, due to a severe state fiscal hardship, the suspension of the transfer of revenues required by subdivision (a) is necessary.

(B) The Legislature enacts by statute, pursuant to a bill passed in each house of the Legislature by rollcall vote entered in the journal, two-thirds of the membership concurring, a suspension for that fiscal year of the

transfer of revenues required by subdivision (a) and the bill does not contain any other unrelated provision.

(C) No later than the effective date of the statute described in subparagraph (B), a separate statute is enacted that provides for the full repayment to the Transportation Investment Fund of the total amount of revenue that was not transferred to that fund as a result of the suspension, including interest as provided by law. This full repayment shall be made not later than the end of the third fiscal year immediately following the fiscal year to which the suspension applies.

(2) (A) The transfer required by subdivision (a) shall not be suspended for more than two fiscal years during any period of 10 consecutive fiscal years, which period begins with the first fiscal year commencing on or after July 1, 2007, for which the transfer required by subdivision (a) is suspended.

(B) The transfer required by subdivision (a) shall not be suspended during any fiscal year if a full repayment required by a statute enacted in accordance with subparagraph (C) of paragraph (1) has not yet been completed.

(e) The Legislature may enact a statute that modifies the percentage shares set forth in subdivision (c) by a bill passed in each house of the Legislature by rollcall vote entered in the journal, two-thirds of the membership concurring, provided that the bill does not contain any other unrelated provision and that the moneys described in subdivision (a) are expended solely for the purposes set forth in paragraph (2) of subdivision (b).

(f) (1) An amount equivalent to the total amount of revenues that were not transferred from the General Fund of the State to the Transportation Investment Fund, as of July 1, 2007, because of a suspension of transfer of revenues pursuant to this section as it read on January 1, 2006, but excluding the amount to be paid to the Transportation Deferred Investment Fund pursuant to Section 63048.65 of the Government Code, shall be transferred from the General Fund to the Transportation Investment Fund no later than June 30, 2016. Until this total amount has been transferred, the amount of transfer payments to be made in each fiscal year shall not be less than one-tenth of the total amount required to be transferred by June 30, 2016. The transferred revenues shall be allocated solely for the purposes set forth in this section as if they had been received in the absence of a suspension of transfer of revenues.

(2) The Legislature may provide by statute for the issuance of bonds by the state or local agencies, as applicable, that are secured by the minimum transfer payments required by paragraph (1). Proceeds from the sale of those bonds shall be allocated solely for the purposes set forth in this section as if they were revenues subject to allocation pursuant to paragraph (2) of subdivision (b).

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AMENDED IN ASSEMBLY MAY 26, 2006

AMENDED IN ASSEMBLY APRIL 26, 2006

CALIFORNIA LEGISLATURE—2005—06 REGULAR SESSION

ASSEMBLY BILL**No. 2538**

Introduced by Assembly Member WolkFebruary 23, 2006

An act to amend Section 14527 of the Government Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 2538, as amended, Wolk. Transportation funds: planning and programming regional agencies.

Existing law generally provides for programming and allocation of funds for transportation capital improvement projects through the ~~State Transportation Improvement Program~~ *state transportation improvement program* process administered by the California Transportation Commission. Existing law requires 25% of available funds to be programmed and expended on interregional improvement projects nominated by the Department of Transportation, and 75% of available funds to be programmed and expended on regional improvement projects nominated by regional transportation planning agencies or county transportation commissions, as applicable, through adoption of a regional transportation improvement program. Existing law authorizes a transportation planning agency or county transportation commission to request and receive up to 1% of regional improvement fund expenditures for the purposes of project planning, programming, and monitoring, but authorizes an amount up to 5% of those expenditures for a transportation planning agency or county

transportation commission not receiving federal metropolitan planning funds.

This bill would instead authorize each transportation planning agency or county transportation commission to request and receive up to 5% of those funds for the purposes of project planning, programming, and monitoring. ~~The bill would also establish a minimum amount to be allocated for this purpose.~~ The bill would change the references to "regional improvement funds" to instead refer to "county share." The bill would make other conforming changes.

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 14527 of the Government Code is
2 amended to read:

3 14527. (a) After consulting with the department, the regional
4 transportation planning agencies and county transportation
5 commissions shall adopt and submit to the commission and the
6 department, not later than December 15, 2001, and December 15
7 of each odd-numbered year thereafter, a five-year regional
8 transportation improvement program in conformance with
9 Section 65082. In counties where a county transportation
10 commission has been created pursuant to Chapter 2
11 (commencing with Section 130050) of Division 12 of the Public
12 Utilities Code, that commission shall adopt and submit the
13 county transportation improvement program, in conformance
14 with Sections 130303 and 130304 of that code, to the
15 multicounty-designated transportation planning agency. Other
16 information, including a program for expenditure of local or
17 federal funds, may be submitted for information purposes with
18 the program, but only at the discretion of the transportation
19 planning agencies or the county transportation commissions. As
20 used in this section, "county transportation commission" includes
21 a transportation authority created pursuant to Chapter 2
22 (commencing with Section 130050) of Division 12 of the Public
23 Utilities Code.

24 (b) The regional transportation improvement program shall
25 include all projects to be funded with the county share under

1 paragraph (2) of subdivision (a) of Section 164 of the Streets and
2 Highways Code. The regional programs shall be limited to
3 projects to be funded in whole or in part with the county share
4 that shall include all projects to receive allocations by the
5 commission during the following five fiscal years. For each
6 project, the total expenditure for each project component and the
7 total amount of commission allocation and the year of allocation
8 shall be stated. The total cost of projects to be funded with the
9 county share shall not exceed the amount specified in the fund
10 estimate made by the commission pursuant to Section 14525.

11 (c) The regional transportation planning agencies and county
12 transportation commissions may recommend projects to improve
13 state highways with the interregional share pursuant to
14 subdivision (b) of Section 164 of the Streets and Highways Code.
15 The recommendations shall be separate and distinct from the
16 regional transportation improvement program. A project
17 recommended for funding pursuant to this subdivision shall
18 constitute a usable segment and shall not be a condition for
19 inclusion of other projects in the regional transportation
20 improvement program.

21 (d) The department may nominate or recommend the inclusion
22 of projects in the regional transportation improvement program
23 to improve state highways with the county share pursuant to
24 paragraph (2) of subdivision (a) and subdivision (e) of Section
25 164 of the Streets and Highways Code. A regional transportation
26 planning agency and a county transportation commission shall
27 have sole authority for determining whether any of the project
28 nominations or recommendations are accepted and included in
29 the regional transportation improvement program adopted and
30 submitted pursuant to this section. This authority provided to a
31 regional transportation planning agency or to a county
32 transportation commission extends only to a project located
33 within its jurisdiction.

34 (e) Major projects shall include current costs updated as of
35 November 1 of the year of submittal and escalated to the
36 appropriate year, and shall be consistent with, and provide the
37 information required in, subdivision (b) of Section 14529.

38 (f) The regional transportation improvement program may not
39 change the project delivery milestone date of any project as
40 shown in the prior adopted state transportation improvement

1 program without the consent of the department or other agency
2 responsible for the project's delivery.

3 (g) Projects may not be included in the regional transportation
4 improvement program without a complete project study report or,
5 for a project that is not on a state highway, a project study report
6 equivalent or major investment study.

7 (h) Each transportation planning agency and county
8 transportation commission may request and receive an amount
9 not to exceed 5 percent of its county share for the purposes of
10 project planning, programming, and monitoring. ~~In no case shall
11 these amounts be less than the respective percentage requested of
12 the county share for a state transportation improvement program
13 of one billion two hundred fifty million dollars (\$1,250,000,000)
14 per year.~~

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ASSEMBLY THIRD READING
AB 2538 (Wolk)
As Amended May 26, 2006
Majority vote

TRANSPORTATION 11-2 APPROPRIATIONS
(vote not available)

Ayes:	Oropeza, Huff, Chan, Shirley Horton, Karnette, Liu, Niello, Pavley, Ridley-Thomas, Salinas, Torrico		
Nays:	Bogh, Mountjoy		

SUMMARY : Increases the maximum proportion of project funding that regional agencies may expend on planning activities. Specifically, this bill :

- 1) Allows all regional transportation planning agencies (RTPAs) and county transportation commissions (CTCs) to request and receive an amount not to exceed 5% of their county shares for the purposes of project planning, programming, and monitoring (PPM).
- 2) Repeals similar provisions that currently apply only to RTPAs and CTCs that do not receive federal metropolitan planning funds.

EXISTING LAW :

- 1) Requires the California Transportation Commission (Commission) to program interregional and regional transportation capital improvement projects through the State Transportation Improvement Program (STIP) process, consistent with estimated available funding.
- 2) Requires regional improvement projects nominated by regional agencies to be programmed by the Commission pursuant to certain formulas, known as the north-south split and county shares.

□

- 3) Allows RTPAs and CTCs to request and receive an amount not to exceed 1% of their regional improvement fund expenditures for PPM purposes.
- 4) Allows RTPAs and CTCs that do not receive federal metropolitan planning funds to request and receive an amount not to exceed 5% of their regional improvement fund expenditures for PPM.

FISCAL EFFECT : According to the Assembly Appropriations Committee analysis, there will be a potentially significant reallocation of regional transportation improvement program (RTIP) funds, starting in fiscal year 2006-07, by local transportation agencies from actual transportation construction to PP&M by increasing the PP&M percentage to 5% of RTIP funds.

COMMENTS : Existing law establishes county shares for the programming of projects from the Regional Transportation Improvement Program (RTIP) portion of the STIP. Under state programming law, the agencies that plan and program projects for RTIPs may request and receive a portion of their county shares for PPM purposes. For agencies receiving federal metropolitan planning funds, the limit is 1% of the county share. For others, it is 5% of the county share. The author points out that, as a result of project programming decisions having been shifted to regional agencies in the late 1990's, these agencies have a much larger responsibility for PPM functions than they did in the past. She contends that the 1% limitation compromises the ability of regional agencies to perform those functions.

According to the Orange County Transportation Authority (OCTA), sponsor of this bill, wide fluctuations in funding for transportation capital projects have contributed to similar fluctuations in funding for PPM activities performed by regional agencies. Yet critical PPM activities continue regardless of the size of the capital program at any given point in time. Capping the funding for PPM at 1% of the capital program can result in fewer projects being put into the pipeline for such times as when ample amounts of construction funding do become available.

OCTA cites the example of the 2002 STIP, under which it received \$3.5 million per year for PPM activities and the 2004 STIP,

□

where the PPM allocation was reduced to \$1.9 million per year. This reduction impacted OCTA's ability to conduct its I-5 South Major Investment Study, Central Orange County Corridor Study, Long Range Transportation Plan, and Congestion Mitigation Plan.

Analysis Prepared by : Howard Posner / TRANS. / (916) 319-2093

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SHAW/YODER, inc.
LEGISLATIVE ADVOCACY

May 31, 2006

To: Board Members, Solano Transportation Authority

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

RE: LEGISLATIVE UPDATE

Since our last update to you, detailing the transportation bond act (Proposition 1B) and the constitutional amendment to protect Proposition 42 funds (Proposition 1A), we have focused on moving AB 2538 (Wolk) through the legislative process, and on the 2006-07 State Budget.

AB 2538 (Wolk)

We continued to work this month with Assemblymember Lois Wolk to support her planning, programming & monitoring (PPM) bill, including the hearing in second committee, Assembly Appropriations Committee. We lobbied the Chair, Vice Chair, and several members and staff to ensure favorable treatment of the bill on the Committee's "suspense" calendar, upon which it was placed on May 17th.

Unfortunately, the Committee's consultant was opposed to the provision of the bill providing a minimum, STIP-based baseline PPM funding level. We enlisted the assistance of LA Metro, serving the Chair's district, but that effort did not matter and the Committee members on May 26th stripped out the baseline funding and passed out the bill. They did leave in the crucial provision allowing the STA to increase its percentage of PPM funds, from 1% of the county share to 5%.

The bill was subsequently heard on the Assembly Floor, on May 31st, and passed 44-11 to the Senate.

2006-07 State Budget

The subcommittees of each House's budget committee have all concluded their work, and each House's preferred version of the 2006-07 State Budget has been completed. The differences between each House on individual line-items has been sent to a six-member "Conference Committee on the Budget" for resolution.

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Sacramento, CA 95814

The Conference Committee – consisting of Senators Chesbro, Ducheny and Hollingsworth, and Assembly Members Laird, Chu and Keene – began its work on May 31st. There are two major “open” transportation items: 1) The first deals primarily with allocation of public transportation funds; and 2) The second deals with a repayment of a 2004-05 loan from the General Fund to the programs supported by Proposition 42 (i.e. the GF owes Prop. 42).

On the Prop. 42 loan repayment issue --

The Assembly:

- Spends the \$920 million in GF dollars as proposed by the Governor, but shifts the dollars around as between the TCRP / STIP / local streets and roads / and transit, in order to fully fund the transit loan (\$122 million), whereas the Governor had proposed no payment to transit.

The Senate:

- Cuts the Governor’s proposal in half, and pays only \$460 million, but to the same programs proposed by the Governor (i.e. none for transit)

A comparison of the dollars resulting from these actions follows:

Program	Assembly	Senate
TCRP	\$308,000,000	\$205,000,000
Streets and Roads	245,000,000	127,500,000
STIP	245,000,000	127,500,000
Transit Operations	61,000,000	0
Transit for STIP	61,000,000	0
TOTAL	\$920,000,000	\$460,000,000



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

To: Solano Transportation Authority Board of Directors
 From: Mike Miller
 Re: Federal Update
 Date: May 26, 2006

In May, The Ferguson Group continued lobbying congressional office for support for STA's four appropriations requests. The House was scheduled to consider its version of the FY 2007 Transportation Appropriations bill during the week of May 22, but it appears final action will be postponed until the week of June 5 when Congress returns from the Memorial Day recess. The Senate is unlikely to consider FY 2007 transportation funding until the House passes its bill.

Each year, congressional budget committees provide a blueprint for federal spending for the following fiscal year. Specifically, each appropriations subcommittee receives an overall spending ceiling, also known as "302(b) allocations." For FY 2007, the Transportation Appropriations Subcommittee received an allocation of approximately \$67.8 billion, which is 5.7% more than the level of transportation funding enacted in FY 2006.

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

<i>Project</i>	<i>Request</i>	<i>Status</i>
Vallejo Intermodal Station	\$4 million	House consideration in June.
Fairfield / Vacaville Intermodal Station	\$1.9 million	House consideration in June.
I-80/680 Interchange	\$6 million	House consideration in June.
Travis AFB Access Improvements (Jepson)	\$3 million	House consideration in June.

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

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DATE: June 2, 2006
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: Highway Projects Status Report:
1.) I-80/I-680/SR 12 Interchange
2.) North Connector
3.) I-80 HOV Project: Red Top Road to Air
Base Parkway
4.) Jepson Parkway
5.) Highway 12 (Jameson Canyon)
6.) I-80 SHOPP Rehabilitation Project
7.) SR 113 SHOPP (Downtown Dixon)

Background:

Highway projects in Solano County are funded from a variety of Federal, State and local fund sources. The out look for the State FY 2006-07 budget provides continued funding for Traffic Congestion Relief Program (TCRP) projects previously allocated funds by the California Transportation Commission (CTC). The I-80/I-680/SR 12 Interchange environmental studies, the North Connector environmental studies, and the Jameson Canyon environmental studies have all continued to receive reimbursements from the State through the TCRP

Discussion:

The following provides an update to major highway projects in Solano County:

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

The Project Approval and Environmental Document (PA/ED) is funded with \$8.1 million from the TCRP. The new traffic model is currently being used to determine the future traffic demand that needs to be addressed by the project. Concurrently, project alternatives are being identified that will accommodate these traffic projections. The current schedule anticipates completion of the PA/ED phase of this project to be in the fall of 2009. The STA issued a Spring 2006 newsletter (Attachment A) that provides an update on the progress of the Interchange work and related projects.

2.) North Connector

This project includes roadway improvements that would reduce congestion and improve mobility for local residents north of the I-80 between Highway 12 west and Highway 12 East at Abernathy. The PA/ED is funded with \$2.7 million from the TCRP. The project Administrative Draft Initial Study /Environmental Assessment

(IS/EA) as well as the Draft Project Report has been circulated internally to project sponsors and to Caltrans. Comments have been received and are being incorporated into the report. The anticipated circulation of the Draft IS/EA is in the late June/July time frame of this year and the Final IS/EA is scheduled to be approved late fall/early winter 2006. In addition, STA has selected BKF Engineers to prepare detailed preliminary engineering for the East Segment of the North Connector Project. The City of Fairfield is the lead agency for implementing the Central Section of the North Connector and design is underway. STA is working with the City of Fairfield and the County on a Cooperative Funding Agreement for this work.

3.) I-80 HOV Project: Red Top Road to Air Base Parkway

This project includes an additional lane in each direction on Interstate 80 (I-80) for HOV use between the I-80/Red Top Road Interchange east to approximately 0.5 miles east of the I-80/Air Base Parkway Interchange. The lanes, approximately 8.5 miles in length, will be constructed in the median of the existing highway. Minor outside widening may be required adjacent to the Truck Scale on ramps in order to provide standard on ramp geometry. Draft environmental technical studies are currently being prepared with planned submittal to Caltrans for review in the May/June 2006. In addition, field surveys are underway and 35% plan drawings were prepared and submitted to Caltrans for review in March 2006. Caltrans has provided comments and the STA design consultants are currently addressing Caltrans comments. STA staff is also working with Caltrans on the coordination of Caltrans SHOPP projects which occur within the same project limits as this HOV Lane project. The circulation for the Draft Environmental Document is currently planned for late Summer or Fall 2006 with the Final Environmental Document scheduled to be approved First Quarter of 2007.

4.) Jepson Parkway

The Administrative Draft EIS/R is being prepared with all but one of the 21 individual chapters now complete. All of the 14 technical reports have been updated to reflect the modified alignment of the Walters Road Extension for Alternative B. All of the technical reports have been approved by Caltrans with the exception of two documents that are undergoing minor revisions. The Historic Properties Survey Report has been approved by the State Historic Preservation Office (SHPO). The Wetlands Delineation Report has been submitted to the Corps of Engineers for review. The Draft Biological Assessment has been submitted to the U.S. Fish & Wildlife Service, who responded with a recent letter requesting additional information. Key upcoming dates on the project milestone schedule are:

- Administrative Draft EIS/R v.1 – June, 2006
- Completion of Technical Reports – July, 2006
- Public Release of Draft EIS/R – November, 2006

5.) Highway 12 (Jameson Canyon and 12/29 Interchange)

Caltrans is currently in the Project Approval and Environmental Document (PA/ED) phase for the project. The environmental and design phases of this project are funded in the TCRP and \$4.1M of the \$7.0M in TCRP funds has been allocated by the CTC. In March 2006, Caltrans obtained a TCRP re-allocation of \$0.5 million to avoid 5 year funding lapse for the \$4.1 million previously allocated for the PA/ED phase. In March 2006, Caltrans indicated the

project had experienced yet another delay in completing the PA/ED phase. The issue sighted was the biological surveys will have to be redone for the; red-legged frog, fairy shrimp, steelhead, and rare plants. The US Fish and Wildlife Service apparently changed sampling protocols for the red-legged frog, so the existing survey is not valid. This work will take 1 ½ years to complete, work started in late January 2006. With the extended duration of the schedule, completed surveys will have to be re-done; this includes the fairy shrimp, steelhead and the plants. This 1 ½ year time is the critical path and driver of the extended delay. The current estimate estimated completion date of the PA/ED phase is January 2008.

Another potential issue facing the project due to this environmental issue is the need to obtain new right-to-enter permits to complete the surveys. There are 128 parcels within the Project area (both Canyon and Interchange). Originally there were 89 right-to-enter permits obtained with a two year access provision. The remaining property owners denied access to their properties. These original right-to-enter permits have expired and are needed due to the need to complete additional biological surveys. Caltrans has requested new right-to-enter permits, normally takes three weeks to get response from property owners. Near the interchange there are new rights-of-entry that were never requested previously. (Approximately 5 to 10) Currently Caltrans is still waiting to see if there will be problems or delays associated with getting these rights-to-entry.

The STA and Napa County Transportation Planning Agency (NCTPA) met in January 2006 to confirm the plan to move forward with a joint Memorandum of Understanding (MOU) with Caltrans for this project prior to any further allocation of TRCP funds. STA and NCTPA will meet with Caltrans in June to discuss the MOU.

6.) I-80 SHOPP Rehabilitation Project (SR 12 to Leisure Town OC)

The STA Board requested and Caltrans District 4 local office was successful in obtaining a \$2 million emergency repair project to replace a small portion of the failed pavement within these project limits. This emergency work is nearly completed. In March 2006 the \$42 million SHOPP project was programmed in the FY 2009-10 by the California Transportation Commission (CTC). Caltrans has committed to advancing this work, but has not specified a revised schedule. STA is working with Caltrans to have this project advanced to FY 2007-08.

Approximately 4.5 miles of this project overlaps with the I-80 HOV Project: Red Top Road to Air Base Parkway, which is currently under design by the STA. Because of this overlap, the STA is in discussion with Caltrans to combine the overlap portion with the HOV Lane project to avoid conflicts during construction and re-work.

8.) SR 113 (Downtown Dixon)

The \$2.7 million reconstruction of SR 113 in Downtown Dixon project was awarded to Ghilotti Brothers Construction. It begins construction after the May Fair. The work will last through the Fall 2007 requiring periods of complete closure of SR 113 for the major reconstruction activities. Detours will be available and truck traffic through Dixon will be limited.

Recommendation:
Informational.

Attachments:

- A. I-80/I-680/SR 12 Newsletter dated Spring 2006



... Working for You!

From the Executive Director

Fixing the I-80/I-680/SR 12 bottleneck is a top priority for the Solano Transportation Authority (STA). Last year, we completed several important tasks that allow development of the interchange alternatives to proceed.

These milestones include completion of a truck scales relocation study that recommends building replacement scales and inspection facilities within the I-80/I-680 Interchange, and STA's development of a more expansive and accountable traffic model that uses the latest land use and road network information and project traffic and travel trips through 2035. The use of the traffic model is critical in evaluating the design and impacts of the interchange alternatives under consideration and will be used by the STA and Caltrans to finish the planning and design for the interchange and related projects.

In December 2004, we also completed the 2-lane connector from I-680 to I-80 and an additional lane on eastbound I-80 from I-680 to SR 12 east. In 2005, the STA began the first phase of a series of interchange improvements, fast tracking the I-80 HOV Lanes and the North Connector projects to provide as much near-term congestion relief as possible. We are also working with Caltrans to expedite the delivery of the SR 12 Truck Climbing Lane project.

We look forward to more progress in 2006 with your continued interest and support of these projects.

Sincerely,

Daryl Halls

Executive Director, Solano Transportation Authority

INTERCHANGE COMPLEX MOVES FORWARD

Next Steps in Alternatives Development

With the completion of the traffic model and truck scales relocation study, STA and California Department of Transportation (Caltrans) staff, traffic engineers and consultants are working to identify interchange design alternatives, building on public input provided during previous scoping meetings. Alternatives range from different ways to provide additional capacity and improved access for local communities to potential relocation of portions of the roadways that make up the interchange. These concepts will be studied and refined as the STA seeks additional public input later this year.



Look for Upcoming Workshops

STA plans to hold public workshops in the summer of 2006 to present and solicit input on preliminary interchange alternatives. Details on dates and locations will be mailed to everyone on the project mailing list and posted on STA's website at www.solanolinks.com.



Listening to Your Comments

Development and refinement of alternatives will continue drawing on public input throughout the environmental process.

SOLANO TRANSPORTATION AUTHORITY PROJECTS UPDATE...

The projects described below are part of a comprehensive effort by STA, Caltrans, local cities and Solano County to improve local and regional mobility and safety within the county. While the projects are described separately, their implementation and subsequent benefits are interconnected. Each project is being developed and implemented in context of the entire corridor and with other short-term and long-term projects in mind. In particular, the HOV Lane and North Connector projects are being implemented separately from the larger I-80/I-680/SR 12 Interchange project in order to bring short-term relief to the interchange complex area.

Projects of Independent Utility and Benefit are Key to Success

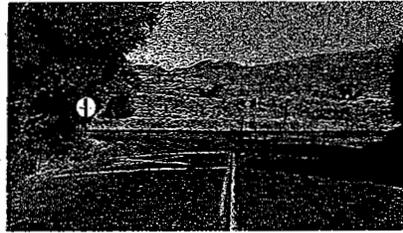
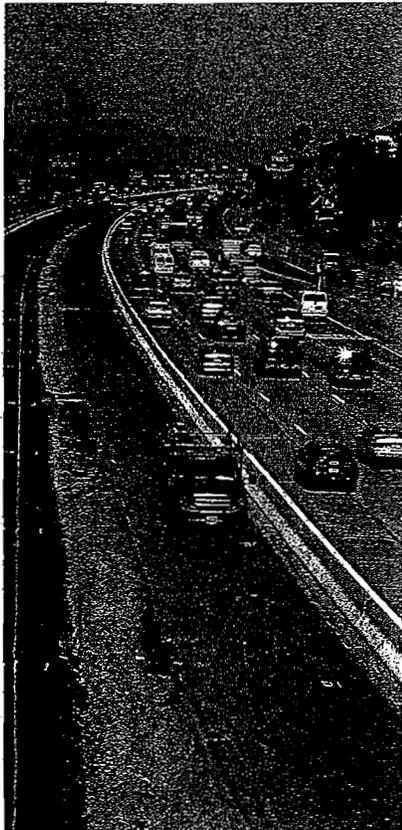
HOV LANES UPDATE

OBJECTIVE: Add High Occupancy Vehicle Lanes (HOV) — or carpool lanes — to help relieve congestion, particularly in concert with a number of projects already completed or planned that promote ridesharing and transit.

KEY ELEMENTS: Add approximately eight miles of HOV lanes in both directions within the median of I-80 from approximately Red Top Road to Airbase Parkway.

STATUS: Environmental studies and preliminary engineering are currently underway.

PROJECT SPONSOR: STA



NORTH CONNECTOR UPDATE

OBJECTIVE: Provide local motorists in the Suisun Valley and Green Valley areas a practical alternative to taking I-80 for trips between SR 12 East and SR 12 West and help reduce congestion at the interchange complex by allowing local traffic to use local roadways.

KEY ELEMENTS: Build approximately four miles of new roadway parallel to I-80 from Abernathy Road to Suisun Valley Road, where it will connect with the existing Business Center Drive and then extend Business Center Drive to Red Top Road at SR 12 West. The proposed project will be built in segments. STA will build the east segment first, followed by the west once funding is available and in coordination with interchange improvements. The City of Fairfield, in conjunction with a private developer, will build the central segment.

STATUS: The Environmental Document and preliminary engineering are currently underway.

PROJECT SPONSOR: STA and City of Fairfield

Other Project Updates

TRUCK SCALES RELOCATION

OBJECTIVE: Relocate and redesign the truck scales to accommodate more trucks to improve congestion, safety and reduce conflict between car and truck traffic.

KEY ELEMENTS: Build replacement scales and inspection facilities approximately one half mile east of their current location.

STATUS: The study is complete and final design and construction will be determined based on available funding.

I-80 WIDENING (AUXILIARY LANE)

OVERVIEW: Auxiliary lanes were added at I-80/I-680 interchange to improve traffic flow.

STATUS: Completed December 2004

PROJECT SPONSOR: Caltrans



SR 12 WEST TRUCK CLIMBING LANE

OBJECTIVE: Reduce traffic congestion on I-80 created by trucks waiting to exit to SR 12 West.

KEY ELEMENTS: Construct a westbound truck climbing lane from I-80 to west of Red Top Road.

STATUS: Currently in the final design phase and construction is scheduled to begin summer 2007.

PROJECT SPONSOR: Caltrans

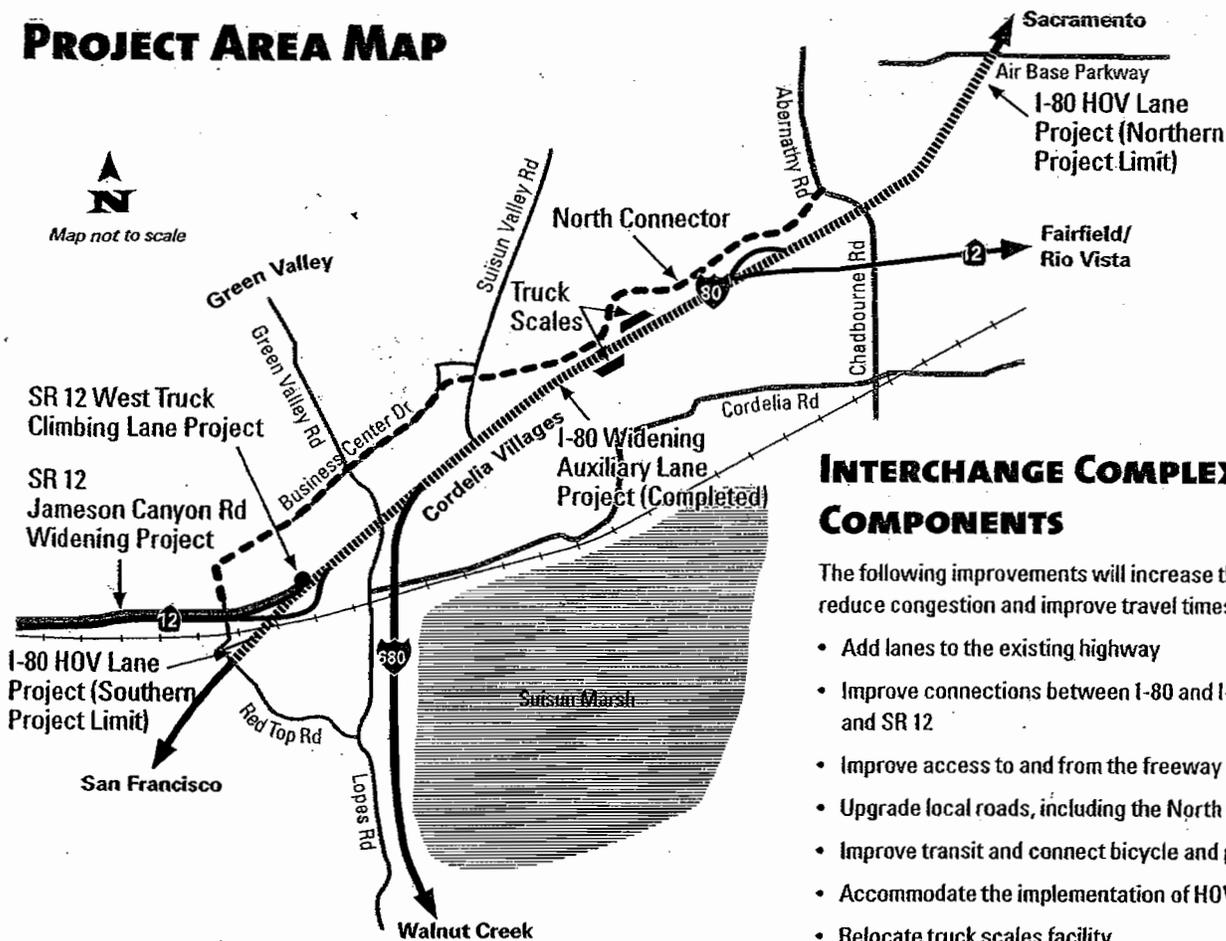
SR 12 JAMESON CANYON WIDENING

OVERVIEW: Reduce traffic congestion by widening Jameson Canyon to four lanes and adding a median barrier.

STATUS: Currently in environmental review.

PROJECT SPONSOR: Caltrans

PROJECT AREA MAP



INTERCHANGE COMPLEX KEY COMPONENTS

The following improvements will increase the interchange's capacity, reduce congestion and improve travel times:

- Add lanes to the existing highway
- Improve connections between I-80 and I-680 and between I-80 and SR 12
- Improve access to and from the freeway
- Upgrade local roads, including the North Connector
- Improve transit and connect bicycle and pedestrian pathways
- Accommodate the implementation of HOV Lanes and connectors
- Relocate truck scales facility

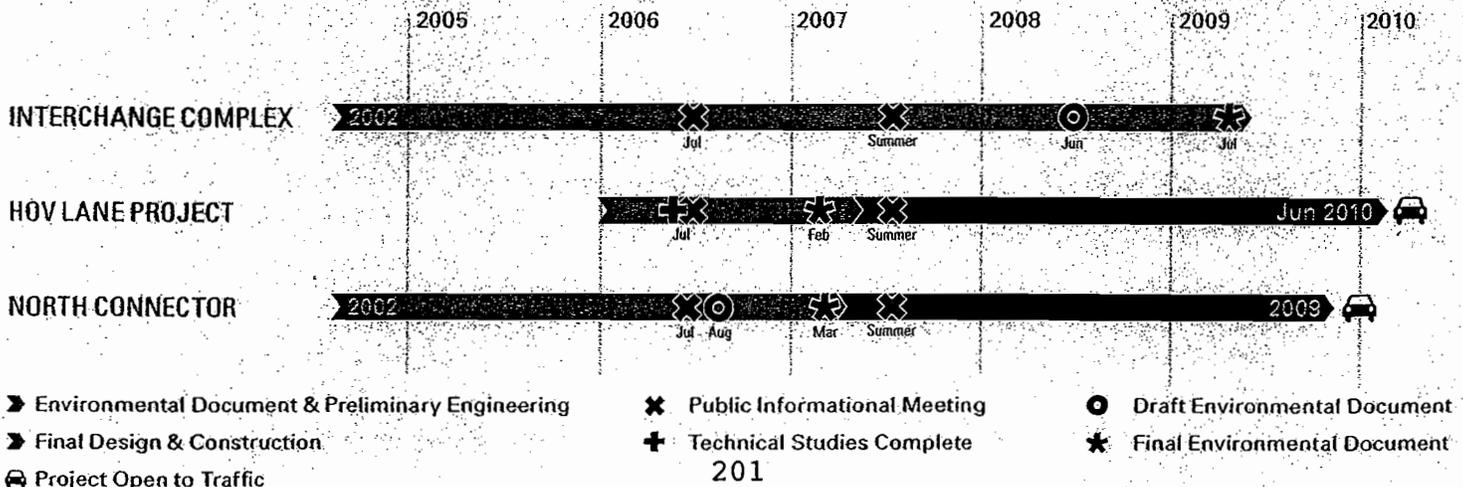
INTERCHANGE COMPLEX COSTS & FUNDING

ESTIMATED COST	\$885 million to \$1.2 billion*
EXISTING FUNDING	\$163 million from local, state, and federal sources including Regional Measure 2
2006 REQUESTED FUNDING	\$20 million from state sources
BALANCE REQUIRED	\$702 million to \$1 billion**

* Early preliminary estimates will change as alternatives are developed.
 ** To address the shortfall, local matching funds are needed to leverage state and federal dollars.

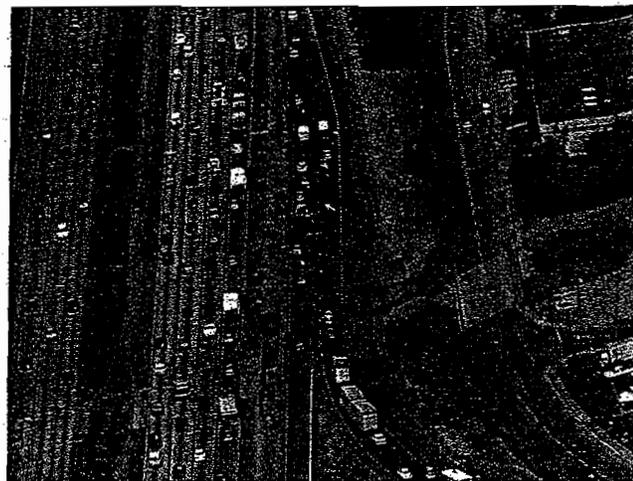


PROJECT SCHEDULES & MILESTONES



WELCOME NEW DIRECTOR OF PROJECTS TO THE SOLANO TRANSPORTATION AUTHORITY

JANET ADAMS joins STA as Director of Projects for the interchange complex and other improvements. Janet comes to the STA from Caltrans where she managed the East Span San Francisco – Oakland Bay Bridge Project.



STA ENCOURAGES YOU TO STAY INVOLVED

Your participation is important as the projects continue through the project development process. Watch your mail for future newsletters and meeting announcements. For more information now, please visit our web site at www.solanolinks.com or contact us directly.

QUESTIONS?

Contact **JANET ADAMS**
Director of Projects
Solano Transportation Authority
(707) 424-6075
jadams@sta-snci.com



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Suisun City

SEE INSIDE FOR UPDATES ON IMPORTANT TRANSPORTATION PROJECTS IN SOLANO COUNTY!





DATE: June 2, 2006
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: Update on Implementation of Disadvantaged Business Enterprise (DBE) Program

Background:

Local agency recipients of federal funds are required to comply with all elements of Title 49, Part 26 of the CFR entitled "Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs". These provisions apply to all federal-aid funded transportation projects.

Each local agency is required to implement a DBE Program and establish an annual overall goal prior to submitting a "Request for Authorization" to proceed with a federal-aid project. Federal-aid contracts refer to U.S. Department of Transportation (DOT) assisted contracts, which includes funding from Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

Establishment of the overall goal is currently done by a two step process. The overall goal is segregated into race-neutral and race-conscious components. The base figure is determined by the relative availability of DBEs that are ready, willing and able to participate in the federal-aid contracting program. This base figure may then be adjusted based on a required review of agencies knowledge of the contracting market. The evidence used for this adjustment comes from disparity studies, statistical disparities or other relevant means by the local agency.

Race-neutral DBE participation is defined by the level of DBE participation that would be obtained through customary competitive procurement procedures that do not have a DBE goal or a DBE obtains a contract from a prime contractor that did not consider its DBE status in making the contract award.

Race-conscious DBE participation is the component of the overall goal that focuses on assisting only DBEs. The use of contract goals is the primarily example of a race-conscious measure in the DBE Program. Local agencies must establish contract goals to meet any portion of their overall goal they do not project being able to meet using race-neutral means.

Discussion:

On May 9, 2005 the United States Court of Appeals for the Ninth Circuit Court filed an opinion on the Western States Paving Co. vs Washington State Department of Transportation (WSDOT) and the United States of America Department of Transportation (USDOT) Federal Highway Administration (FHWA). The opinion found that while the Federal DBE Program is constitutional on its face, judgment was made against the State because WSDOTs DBE goal was not separately supported with controlled, statistical evident of discrimination for the race-conscious portion of the goal and therefore was not based on actual evidence of discrimination in its market place.

WSDOT was expected to prove that discrimination had current effects on its market and that such discrimination also affected all of the socially disadvantaged groups included in the WSDOTs DBE Program.

In response to this ruling, Caltrans began a disparity study for 45 days beginning December 30, 2005. This period has been extended an additional 45 days to March 20, 2006. Caltrans is expected to study what, if any discrimination exists to the minority groups included in its DBE Program. This study will be the basis of determining what, if any, changes will be made to the current DBE Program.

On February 9, 2006 Caltrans sent an e-mail to all local agencies notifying them of; 1.) A 45 day extension of the public comment period to March 20, 2006, 2.) By May 1, 2006 a final decision would be made whether to Caltrans will continue with a race-conscious DBE program or if it will be changed to a race-neutral DBE program, and 3.) Should a change be made, the implications to the local agencies.

As anticipated, on May 1, 2006 Caltrans did change to a race-neutral DBE program. This change required local agencies to:

- Immediately implement the statewide race-neutral DBE program prepared by Caltrans, unless the local agency has a DBE program approved directly by a federal agency. Local agencies are not be required to initiate a 45-day public comment period to effect this change.
- No longer advertise and award contracts with federal-aid funds containing race-conscious DBE goals. Subsequent federal-aid procurements shall contain race-neutral DBE contract language and availability goal.
- Re-advertise with race-neutral contract language, all federal-aid contracts with race-conscious DBE goals, which have had bids opened or proposals received but contract award documents not yet fully executed. A contract change order or contract amendment to change from a race-conscious to race-neutral DBE goal is not acceptable.
- Federal-aid contracts that have been advertised, but for which bids have not yet been opened or proposals received, may proceed with an addendum changing the contract provisions from race-conscious to race-neutral.
- If contracts had been fully executed prior to Caltrans change to a race-neutral program on May 1, 2006, federal-aid contracts with race-conscious DBE goals continue unchanged and are not affected.
- Local agencies are to continue to collect and report anticipated DBE participation at award, and final utilization at completion of all federal-aid contracts.

Along with the change to the DBE program, Caltrans had made the documents required to implement this change available on the Division of Local Assistance Website at: <http://www.dot.ca.gov/hq/LocalPrograms/>. The documents are:

- Caltrans letter dated May 1, 2006 to FHWA of notifying of the intent to change to a race-neutral DBE program.
- A Local Programs Procedures (LPP) changing the applicable guidance and provisions in the Local Assistance Procedures Manual (LAPM) from race-conscious to race-neutral.
- “Boiler Plate” race-neutral provisions for local agency federal-aid construction contracts.
- “Exhibits 10-I and 10-J” race-neutral provisions for local agency federal-aid consultant (Architect & Engineer) contracts.
- Local agency element of the “California Department of Transportation Disadvantaged Business Enterprise Program Plan” for information and use by local agencies on their federal-aid projects. This DBE Program Plan replaces both the local agencies existing race-conscious DBE Programs and the Caltrans existing race-conscious DBE Program.
- A “DBE Race-neutral Implementation Agreement” to be used by the local agencies acknowledging their responsibilities under Caltrans race-neutral DBE Program. The forms must be completed and submitted to the District Local Assistance Engineer (DLAE) by **June 1, 2006** by each local agency that currently has a DBE Program or will be receiving federal-aid funds for a local transportation project. This agreement would need to be signed by the Public Works Director/City Engineer or equivalent in the agency.
- A “DBE Annual Submittal Form” to be completed and submitted by the local agency to the DLAE not later than June 1, 2006.
- If the Caltrans decision of to go to a race-neutral DBE Program, an interim measure will be to use the revised version of LAPM Exhibit 12-C “PS&E Certification. This revised “PS&E Certification” will be required for all projects, which have not been awarded/executed before May 1, 2006. An “Authorization to Proceed” received prior to May 1, 2006 would have been based upon a race-conscious provision included in the PS&E documents, or consultant advertisement documents. By completing this “PS&E Certification”, the local agency certifies that race-neutral provisions were submitted in those contracts, prior to the bid or proposal opening or before awarding of the contract. Any addendum, if applicable, issued by the local agency along with the race-neutral provisions must accompany the revised “PS&E Certification” showing that race-neutral provision were used.

By **June 1, 2006** the following must be submitted to Caltrans:

- Local agencies shall submit to the DLAE their completed “Race-neutral DBE Implementation Agreement” formally acknowledging the local agencies responsibilities under the Caltrans race-neutral DBE Program. The Agreement is to be completed by each local agency that currently has a DBE Program or will be receiving federal-aid funds in the FY 2006-07 for a transportation project.
- Local agencies shall submit to the DLAE their “DBE Annual Submittal Form” for FFY October 1, 2006/September 30, 2007. Authorizations to Proceed on

subsequent projects will be suspended for any local agency not meeting this deadline by June 15, 2006.

- Form 9-B with the attached Annual Anticipated DBE Participation Level (AADPL) calculations will be required, by June 1st (leeway till June 15th) for all agencies who expect E-76s in FFY 06-07.

Here are additional guidelines and implementation details that have been provided by Caltrans:

- Caltrans will not be accepting E-76s for agencies that do not have their Race-Neutral Implementation Agreement (Form 9-A) and PS&E Certification (Form 12-C) approved.
- Form 9-B with the attached AADPL calculations will also be required for any agency that did not have a goal established yet this year, but still wants to get an E-76 this year.
- Form 9-B with the attached AADPL calculations will not be required for any agency in a year that they don't anticipate needing E-76s.
- The Annual Anticipated DBE Participation Level (AADPL) is the equivalent of the total race-neutral/race-conscious project goal that was previously established. The AADPL is the equivalent of the overall annual goal that was previously established by the local agency.
- Local agencies have asked Caltrans if they can exercise option 2B instead of 2A in the Exhibit I specifications in order to not have a DBE Availability Advisory DAA goal for the project. The only time an agency can exercise this option is if they do not have DBEs available in their market areas to do the kind of work that they have in the contract. Which, this would not be a common occurrence and back-up justification will be required.
- Local Agencies need to get their Race-Neutral Implementation Agreement (RNIA) in by June 1st, but they do not need to be approved, prior to submitting their E-76s and other documents for FFY 05/06. However, two important items that must be in-place prior to getting an E-76 is that their race-neutral PS&E checklist must be included, and their agency goal must have been approved.

On May 26, 2006 Caltrans held an all day workshop at the Oakland office to provide a forum for discussions and dissemination of information with regard to this issue.

Fiscal Impact:

None.

Recommendation:

Informational.



DATE: June 2, 2006
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: 2006 State Highway Operations & Protection Program (SHOPP) Update

Background:

On March 16, 2006 the California Transportation Commission (CTC) approved the State Highway Operations & Protection Program (SHOPP) FY 2006-07 through FY 2009-10. The approved SHOPP did contain changes from the Draft 2006 SHOPP. However, of primary importance, the I-80 \$41 million rehabilitation project was programmed in FY 2009-10.

Discussion:

Overall the Solano County SHOPP funding increased from \$198,023 million to \$233,902 million from the Draft 2006 SHOPP. All projects that were provided for in the Draft 2006 SHOPP by Caltrans were programmed. One project was added by Caltrans, a \$31.5 million I-80 Traffic Management System (TMS) in FY 2009-10. Of concern, Caltrans has delayed 9 of the Solano County SHOPP projects into later years. Caltrans has provided detail regarding the causes for these delays.

According to Caltrans, the majority of the schedule changes were a single year shift due to programmatic adjustment to conform to the annual fund estimate (corresponding cost change reflects escalation). Typically, the one fiscal year change involves projects with 4th Quarter fiscal year delivery, as such, the lag between project readiness and fund allocation is only a few months. Caltrans continues to work towards early project delivery for potential accelerated funding allocation. In essence Caltrans still plans to deliver or complete the design of the projects with 4th Quarter delivery in the year originally programmed, with the intent to capture funds in that fiscal year if they are made available. If the funds are not made available, then the project will be funded early in the re-programmed fiscal year.

Two projects on State Route (SR) 12 have a two-year delay due to environmental requirements from resource agencies. These projects are in an environmentally sensitive area with five federally listed wildlife species (3 types of shrimps, ground beetle, and tiger salamander) and one plant species (Contra Costa Goldfields). Additional studies are required with which may result in reduced mitigation requirements and cost. Caltrans is proceeding with data collection, evaluation and exchanges with the resource agencies. In addition Caltrans is exploring options to implement these improvements in phases.

According to Caltrans, for the five newly added projects in the 2006 SHOPP, they do not consider schedule changes from the Draft 2006 SHOPP to the adopted 2006 SHOPP as delays, as these projects were never previously programmed. The schedule changes to the new projects are generally due to adjustments in the SHOPP fund estimate.

The summary of these changes is as follows:

- PPNO 8085A EA 2A620 SOL-12-22.7/R23.7
SR 12 Near Rio Vista (Azevedo Rd to Liberty Rd Island) shoulder widening; cost increase from \$3.568 million to \$3.905 million.
---> new project
- PPNO 5301B EA 27040 SOL-80-8.1/12.9
I-80 Near Fairfield (American Canyon Rd to Suisun Creek) rehabilitate roadway; delayed from FY 2006/07 to FY 2007/08 and a cost increase from \$5.683 million to \$5.853 million.
---> combined with PPNO 4318 EA 24090 SOL-80-8.1/11.5, which has a 4th Quarter delivery
- PPNO 4020B EA 0T090 SOL-12-7.9/R14.7
SR 12 Near Suisun City (Scandia Rd to Denverton OH) rehabilitate roadway; delayed from FY 2007/08 to FY 2009/10, cost increase from \$16.907 million to \$17.936 million.
---> resource agencies requirements for environmentally sensitive areas (Same environmental document as PPNO 8095A EA 0T101)
- PPNO 8059A EA 0T101 SOL-12-R14.7/R20.6
SR 12 Near Suisun City (Denverton OH to Currie Rd) rehabilitate roadway; delayed from FY 2007/08 to FY 2009/10, cost increase from \$26.788 million to \$28.419 million.
---> resource agencies requirements for environmentally sensitive areas (Same environmental document as PPNO 4020B EA 0T090)
- PPNO 5301G EA 0T240 SOL-80-4.0/8.1
I-80 In Vallejo (Tennessee St to American Canyon Rd) rehabilitate roadway; delayed from FY 2006/07 to FY 2007/08, cost increase from \$24.576 million to \$25.313 million.
---> 4th Quarter delivery
- PPNO 4318 EA 24090 SOL-80-8.1/11.5
I-80 In Vallejo (American Canyon Rd Green Valley Creek) rehabilitate roadway; delayed from FY 2006/07 to FY 2007/08, cost increase from \$21.209 million to \$21.845 million.
---> 4th Quarter delivery

- PPNO 5304C EA 2A960 SOL-80-10.0/11.2
I-80 Near Cordelia (Lynch Rd to Red Top Rd) rehabilitate culverts;
delayed from FY 2008/09 to FY 2009/10, cost increase from \$2.524 million
to \$2.600 million.
---> new
- PPNO 8068 EA 0A040 SOL-12-1.5/2.8
SR 12 Near Red Top Rd, construct truck climbing lanes; delayed from FY
2006/07 to FY 2007/08, cost increase of from \$8,118 million to \$8,362
million.
---> 4th Quarter delivery
- PPNO 5301E EA 27510 SOL-80-17.2
I-80 In Fairfield (at Rockville Rd and W. Texas St) modify ramp and
signals; cost increase from \$1.552 million to \$1.655 million.
---> 4th Quarter delivery
- PPNO 5302C EA 0A090 SOL-80-R24.9/R25.1
I-80 In Vacaville (Alamo Creek Br. to Alamo WB on ramp) lengthen ramp
and widen Br.; delayed from FY 2007/08 to FY 2009/10, cost increase from
\$1.634 million to \$2.846 million.
---> new
- PPNO 0263J EA 3A220 SOL-80-VAR
I-80 Various, install TMS elements, new project FY 2009/2010 \$31.514
million.
---> new
- PPNO 0787Y EA 2A231 SOL-780-1.2/3.4
I-780 In Benicia (Hospital Rd to West 7th St) Highway planting
mitigation; delayed from FY 2008/09 to FY 2009/10, cost increase from
\$4.082 million to \$4.270 million.
---> new

Recommendation:

Informational.

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DATE: June 2, 2006
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
SUBJECT: State Transit Assistance Funding (STAF) and Proposition 42 Transit Funding Policy Status

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. STAF are generated as a percentage of sales tax. 50% of the STAF are distributed directly to transit operators based on qualifying revenues. 50% of the STAF are distributed to the region based on each region's relative share of the state-wide population.

The current regional policy distributes the population-based funds into categories:

1. In the Bay Area, there has been a Northern Counties STAF apportionment. From that apportionment, Solano receives approximately \$500,000 a year. Each year, the Solano Transportation Authority (STA) has worked with local transit operators to distribute these annual funds. STAF funds have been used to provide financial assistance for public transportation, including funding for transit planning, operations, marketing, and capital acquisition projects.
2. There is also a Regional Paratransit apportionment of the STAF, which is distributed to each county. For Solano County, this amount is approximately \$150,000 and has helped support the various paratransit operations throughout the county.
3. Small operators of which Vallejo Transit receives funds directly as a regional small operator. In Solano County, Vallejo Transit is the only listed small operator.
4. The Metropolitan Transportation Commission (MTC) also retains some of the STAF funds for regional coordination activities.

The population-based STAF flow through MTC for distribution and changes on how those funds will be distributed are under discussion. Proposition 42 provides an additional increment of STAF for both the revenue-based and population-based funds. In the middle of FY 2005-06 these funds were received for the first time and allocated

according to existing MTC policy. This resulted in additional \$250,000 for Solano County, which is being programmed in FY 2006-07. MTC is proposing to change how future STAF will be distributed by categories and STAF Prop 42 generated to be specifically allocated throughout the region.

Discussion:

As part of the Regional Transportation Plan (T-2030), MTC has already approved the use of Prop 42 STAF to be directed to fund two regional programs: Lifeline Transportation and TransLink beginning in FY 2008-09. That leaves two years of Prop. 42 STAF under discussion (FY 2006-07 and FY 2007-08). Along with proposing how these funds will be allocated, MTC has been forwarding various proposals on how STAF will be apportioned in general.

MTC's initial and subsequent proposals (Attachment A and B) have three key elements:

1. How the overall growth of STAF will be distributed; how much will be retained regionally and how much will be used for MTC's regional projects such as Transit Connectivity.
2. How the funds flow: Currently there are three primary funding allocations: Northern County, Small Operator (for the other five counties), and Regional Paratransit.
3. How to direct the Prop 42 increment: particularly in FY 2006-07 and FY 2007-08.

STA staff's initial analysis of MTC's first two proposals is on Attachment C along with a summary of the key points of the STA's position in response which the STA Board at its May 2006 meeting authorized to forward.

MTC's proposal also concerned the Bay Area Congestion Management Agencies and Small Transit Operators. These groups have coordinated their comments and voiced their positions. The position of the CMAs can be found on Attachment D in the form of a letter. The CMAs state funding for transit operators should remain the priority for STAF growth, no new programs should be considered until the backlog of funding is addressed and a broader discussion of STAF growth in light of the State Infrastructure Bond(s) should be conducted.

Small transit operators' position was presented by Rick Ramacier (County Connection General Manager) and can be found on Attachment E. This emphasizes that losing STAF growth in the Northern Counties and service areas of the small operators is significant as these are growth areas of the Bay Area. Maintaining and increasing transit service in these growing areas would be very difficult without the associated growth in STAF.

This issue was discussed at the MTC Commission Workshop on May 25th (see Attachment F Powerpoint excerpt). A history of STA policy and funding distribution was provided as well as a clear message that negative feedback on MTC's original proposal was received. Subsequently, MTC staff proposal was withdrawn.

Discussion will continue on this topic especially in light of the new State Infrastructure Bond or I-Bond(s) to be placed on the November 2006 ballot. Passage of the I-Bond(s) will further impact STAF distribution. Although the original MTC staff proposal included distribution of the FY 2006-07 Prop. 42 increment, this element appears to have been delayed along with the withdrawal of the proposal as a whole. STA staff will continue to monitor this situation and provides updates.

Recommendation:

Informational.

Attachments:

- A. MTC (April 17, 2006) proposal with population-based STAF and Prop 42
- B. MTC (May 3, 2006) proposal with population-based STAF and Prop 42
- C. STA Analysis & Recommended Modifications to MTC proposal for Prop 42 population-based STAF
- D. CMA position – 5/23/06 letter
- E. Small Operators position – 5/23/06 email
- F. MTC 05/25/06 Commission Workshop Powerpoint Excerpt

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Memorandum

TO: Partnership Technical Advisory Committee

DATE: April 17, 2006

FR: Alix Bockelman

RE: STA Population-Based Policy

Background

The statewide State Transit Assistance (STA) fund is distributed as follows:

- 50% of the funding is distributed to transit operators on the basis of qualifying revenues. Qualifying revenues are essentially locally generated revenues (fares, sales taxes, property taxes, etc.). Each operator's proportional share of total statewide qualifying revenues determines that operator's percentage of the statewide fund.
- 50% of the funding is distributed to the regions based on each region's relative share of the statewide population.

Because of the local resources devoted to transit in the Bay Area, our region receives more revenue-based than population-based funds. In the current fiscal year, for example, the revenue-based amount is \$38.2 million while the population-based amount is \$13.3 million.

Current MTC Policy Governing the Distribution of the Population-Based Funds

The distribution of the population-based funds in the Bay Area is at MTC's discretion. MTC adopted a policy in 1991 that defines this distribution:

- *Northern Counties:* Apportioned to each of the four counties (Marin, Sonoma, Solano excluding Vallejo, and Napa) in proportion to each county's share of the region's population.
- *Small Operators:* Apportioned to the small operator service areas to reflect the relative population of the service area compared to the population of the southern five counties (Small ops include CCCTA, ECCTA, LAVTA, Union City, WestCAT, and Vallejo).
- *Regional Paratransit Program:* Apportioned base amount with an annual consumer price index (CPI) adjustment to each of the nine counties in proportion to each county's share of the region's transportation disabled population as determined by the 1990 Regional Paratransit Plan. The funds are to be used only for services to meet requirements of the Americans with Disabilities Act.
- *MTC Regional Coordination Program:* The balance of Population Based funds are available for regional coordination activities, such as the implementation of TransLink®.

In FY 2005-06 and proposed in FY 2006-07, Proposition 42 provides an additional increment of STA funding in both the revenue-based and population-based funds. There is projected to be an additional increase in this Proposition 42 increment in FY 2008-09 when the TCRP project obligations are supposed to be satisfied, the funds are distributed 40% to the STIP, 40% to Streets and Road, and 20% to the Public Transportation Account – half of which flows to STA.

MTC's Transportation 2030 Plan directed the population-based increment starting in FY 2008-09 for the Lifeline and TransLink® programs.

In the current fiscal year, the Population-Based Proposition 42 increment was distributed based on the current policy. The FY 2006-07 Fund Estimate held this increment in reserve pending a review of the STA Population-Based distribution policy. This was prompted by a concern that, if the Northern County and Small operators increased service based on the Proposition 42 bump, it could not be sustained in FY 2008-09 when this increment was shifted to the Transportation 2030 commitments.

It also prompted a look at the overall STA Population-Based distribution policy, given the funding changes in the past 15 years, and additional coordination needs identified in the recently adopted Transit Connectivity Plan. Further, the Commission is holding a workshop in May that will examine transit efficiency, consolidation, and coordination opportunities. The STA Population-Based funding is the region's discretionary transit funding to address any policy objectives that may result from this workshop and subsequent work with the region's transit agencies.

Proposed Long-Term STA Population-Based Policy

We are proposing the following changes to the STA population-based distribution policy beginning in FY 2007-08.

1. Annual change for the Northern County and Small Operator funds would be based on CPI using FY 2005-06 as the base year. The CPI adjustment is the same method used for the Regional Paratransit fund. This would give more funding stability to these operators by eliminating potentially large annual fluctuations. This would facilitate service planning for routes dependent on this funding.

Since long-term STA growth is expected to exceed the CPI, it would also provide an increment of additional funding for coordination projects in these areas and region-wide. Under the proposal, the MTC Coordination Program would assume the risk for fluctuations in STA revenues, to ensure that the CPI adjustments for the Northern Counties and Small Operator elements can be met in any given year. Therefore, staff would propose that a reserve be created to ensure continuity of the regional services should funding levels experience a sudden decrease. The prudent amount for the reserve is still being evaluated.

2. Merge the Northern County, Small Operator, and Regional Paratransit funds into one fund and apportion this by transit operator. Since all three funds would now have a common CPI growth factor, this gives MTC the opportunity to simplify the allocation process, and also provides the operators more flexibility in the use of these funds. The base amounts for each operator in the current fiscal year would establish the initial apportionment, and the amount would grow by CPI. Since the FY 2006-07 Fund Estimate was already adopted, the first year using this new method would be FY 2007-08.

3. Phase out the interim Proposition 42 increment (FY's 06-08) for the Northern County and Small Operators by distributing the Proposition 42 increment for FY 2006-07 using the existing policy, and eliminating the distribution of this increment to the Northern Counties and Small Operators in FY 2007-08, should the state budget include a Proposition 42 transfer. Incorporate the Transportation 2030 commitment starting in FY 2008-09 to direct the Population-Based Proposition 42 increment to the Lifeline Program and TransLink®.

Attachment 1 illustrates the proposed policy, based on assumed STA funding levels. The assumption for CPI for 2008 and beyond is 3%; however, for purposes of calculating annual funding levels in the Fund Estimate, the actual CPI change from the immediate past year is proposed to be used. The assumption for fuel prices and consumption are based on Caltrans Travel Trends, and result in roughly a 5.5% annual growth in STA revenues. The amounts for each jurisdiction, therefore, are estimates only and subject to refinement.

Proposal for Pre-FY 2008-09 Proposition 42 Increment

As noted above, MTC has had several years of Proposition 42 transfers without a specific policy for the distribution of the funds. This has resulted in \$4 million from FY 2005-06 and \$7 million for FY 2006-07 being held in reserve. The amount from FY 2005-06 is the amount that would have accrued to the MTC Coordination program since the Northern Counties and Small Operators received their formula distributions based on the 1991 STA Population-Based policy.

As you will recall, the Proposition 42 increment was initially expected to fund the start-up of Express Bus services for a five-year period. Given the lack of predictability of the Proposition 42 fund source, MTC directed some CMAQ funds as well as RM2 funds to backfill this commitment. There is still a remaining commitment, however, for Samtrans and LAVTA that will need to be satisfied through STA funding. This commitment to Express Bus of roughly \$2.2 million is proposed to be met through a combination of 1) the balance of Express Bus carryover funds after meeting the capital obligations and 2) the MTC Coordination Program or the Proposition 42 reserve.

Therefore, for FY 2006-07, MTC is proposing to distribute the Northern County and Small Operator funds by the original formula, or roughly \$2.4 million. This will leave roughly \$4.7 million in reserve for FY 2006-07, for a total of \$8.7 million in reserve for regional coordination projects/new initiatives. In addition, for this proposal, any transfer of Prop 42 for FY 2008 would augment the reserve for regional coordination projects/new initiatives, as discussed below. Attachment 2 illustrates the proposed change to distribute Proposition 42 to the Northern Counties and Small Operators within the format of the FY 2006-07 Fund Estimate.

Among the key areas of focus for the Commission is transit connectivity. As part of the recommendation to the April Planning Committee, staff has developed preliminary transit connectivity funding principles. This initial proposal is to fund the entire connectivity capital cost, and a portion of the estimate replacement/maintenance costs, with State Transit Assistance (STA) regional discretionary funds. The capital cost is estimated to be roughly \$9.6 million for wayfinding signage, transit information displays, and 511/Real-Time displays. The estimated annual regional cost of maintenance and replacement is roughly \$400,000.

Partnership Technical Advisory Committee
April 17, 2006
Page 4

Next Steps

The goal is to formulate a recommendation with PTAC by the May meeting to allow a proposal to move forward to the Partnership Board at its June meeting. Therefore, we are seeking comments and suggestions on the proposed policy.

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ATTACHMENT 1

Recommended Base Population-Based Policy - Projected Funding Level Summarized by Operator

Appointment Jurisdictions	Population - Based Funds				Total FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
	Northern Counties	Small Operators	Regional Paratransit	Operator										
AC Transit	-	-	897,782	897,782		940,436	968,649	997,708	1,027,639	1,058,469	1,090,223	1,122,929	1,156,617	
CCCTA	-	936,882	179,623	1,116,505		1,169,551	1,204,637	1,240,776	1,277,999	1,316,339	1,355,830	1,396,505	1,438,400	
Dixon	28,000	-	-	28,000		29,330	30,210	31,116	32,050	33,011	34,002	35,022	36,073	
ECCTA	-	513,278	94,721	607,999		636,885	655,992	675,672	695,942	716,820	738,325	760,474	783,289	
Fairfield	109,845	-	-	109,845		115,064	118,516	122,071	125,733	129,505	133,390	137,392	141,514	
GGBHID	475,031	-	118,691	593,722		621,930	640,588	659,805	679,599	699,987	720,987	742,617	764,895	
LAVTA	-	359,074	44,541	403,615		422,791	435,474	448,538	461,995	475,854	490,130	504,834	519,979	
Muni	-	-	663,521	663,521		695,045	715,896	737,373	759,494	782,279	805,748	829,920	854,818	
NCPTA	249,895	-	63,363	313,258		328,141	337,985	348,124	358,568	369,325	380,405	391,817	403,571	
SamTrans	-	-	367,394	367,394		384,849	396,394	408,286	420,535	433,151	446,145	459,530	473,316	
Santa Rosa	205,140	-	63,667	268,807		375,854	387,130	398,743	410,706	423,027	435,718	448,789	462,253	
Sonoma County Transit	497,396	-	108,253	605,649		634,423	653,456	673,060	693,252	714,049	735,471	757,535	780,261	
Union City	-	136,121	58,915	195,036		204,302	210,431	216,744	223,247	229,944	236,842	243,948	251,266	
Valljo	175,000	234,791	88,000	497,791		521,441	537,084	553,197	569,793	586,887	604,493	622,628	641,307	
VTA	-	-	761,201	761,201		797,366	821,287	845,925	871,303	897,442	924,365	952,096	980,659	
WestCAT	-	126,203	28,625	154,828		162,247	167,114	172,127	177,291	182,610	188,088	193,731	199,543	
Petaluma	85,483	-	23,051	108,534		113,690	117,101	120,614	124,243	127,960	131,798	135,752	139,825	
Unallocated Northern County	267,851	-	-	267,851		280,577	288,994	297,664	306,594	315,792	325,265	335,023	345,074	
Unallocated Para Transit	-	-	47,574	47,574		49,834	51,329	52,869	54,455	56,089	57,772	59,505	61,290	
Projected Funds for Connectivity/New Initiatives	-	-	-	-		239,479	373,209	536,393	676,809	798,197	941,105	1,096,621	1,270,119	
MTC Coordination Program	-	-	-	-		5,928,962	6,355,408	6,844,623	7,294,174	7,711,561	8,176,588	8,671,909	9,208,248	
Total	2,183,641	2,306,409	3,608,922	13,309,949		14,652,195	15,466,884	16,381,431	17,241,410	18,058,299	18,952,690	19,896,576	20,912,315	

Distribution Based on Current Policy

Note:

1. In the case that the operator is the sole claimant for the fund, revenue estimates in Res. 3727 are used. Otherwise, FY 2006 actual allocation numbers are used.
2. Projection based on CPI of 1.7% for FY 2007, and projected annual factor of 3.0% thereafter.

J:\COMMITTEE\Partnership TAC\ 2006 PTAC\06 Memo\04 April\Late Mailout\STA Attachment 1.xls STA Pop by Operator

**ATTACHMENT 2 - PROPOSED REVISION TO THE FY 2006-07 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
POPULATION-BASED FUNDS (PUC 99313)**

Apportionment Jurisdictions	A		B		C		D		E=Sum(A+D)		F		G		H=Sum(E+G) Total Available For Allocation
	6/30/05	FY 2004-06	FY 2004-06	Outstanding Commitments ²	FY 2006 Revenue Estimate	FY 2006 Prop 42 Increment	FY 2006 Revenue Estimate	FY 2006 Prop 42 Increment	6/30/06 Projected Carryover	FY 2007 Revenue Estimate ³	FY 2007 Prop 42 Increment	FY 2007 Revenue Estimate ³	FY 2007 Prop 42 Increment		
Northern Counties															
Marin	4,279	(479,308)	475,030	219,766	475,030	219,766	475,030	219,766	219,767	557,094	250,356	557,094	250,356	1,027,217	
Napa	1	(180,000)	249,895	115,610	249,895	115,610	249,895	115,610	185,506	294,106	132,170	294,106	132,170	611,782	
Solano (less Vallejo)	407,025	(714,895)	560,939	259,510	560,939	259,510	560,939	259,510	512,579	662,895	297,903	662,895	297,903	1,473,377	
Sonoma	2	(878,019)	897,778	415,344	897,778	415,344	897,778	415,344	435,105	1,055,651	474,406	1,055,651	474,406	1,965,162	
SUBTOTAL	411,307	(2,252,222)	2,183,641	1,010,230	2,183,641	1,010,230	2,183,641	1,010,230	1,352,956	2,569,746	1,154,835	2,569,746	1,154,835	5,077,538	
Small Operators															
CCCTA	-	(928,693)	936,882	433,435	936,882	433,435	936,882	433,435	441,625	1,098,835	493,813	1,098,835	493,813	2,034,272	
ECCTA	370,428	(370,427)	513,278	237,740	513,278	237,740	513,278	237,740	750,740	612,494	275,253	612,494	275,253	1,638,487	
NLAVTA	-	(356,037)	359,074	166,120	359,074	166,120	359,074	166,120	169,157	426,525	191,679	426,525	191,679	787,361	
OUnion City	90,477	(134,920)	136,121	62,974	136,121	62,974	136,121	62,974	154,653	159,235	71,560	159,235	71,560	385,447	
WestCAT	-	(125,061)	126,263	58,414	126,263	58,414	126,263	58,414	59,616	152,037	68,325	152,037	68,325	279,978	
Vallejo	11,014	(245,804)	234,791	108,623	234,791	108,623	234,791	108,623	108,624	273,047	122,707	273,047	122,707	504,378	
SUBTOTAL	471,919	(2,160,942)	2,306,409	1,067,028	2,306,409	1,067,028	2,306,409	1,067,028	1,684,414	2,722,173	1,223,336	2,722,173	1,223,336	5,629,923	
Regional Paratransit															
Alameda	29,503	(869,905)	840,405	-	840,405	-	840,405	-	3	854,692	-	854,692	-	854,694	
Contra Costa	-	(434,302)	434,301	-	434,301	-	434,301	-	(1)	441,685	-	441,685	-	441,684	
Marin	4,653	(101,680)	97,027	-	97,027	-	97,027	-	0	98,677	-	98,677	-	98,677	
Napa	-	(55,000)	63,363	-	63,363	-	63,363	-	8,363	64,440	-	64,440	-	72,803	
San Francisco	-	(663,521)	663,522	-	663,522	-	663,522	-	1	674,802	-	674,802	-	674,802	
San Mateo	1	(367,394)	367,394	-	367,394	-	367,394	-	1	373,640	-	373,640	-	373,641	
Santa Clara	-	(761,201)	761,201	-	761,201	-	761,201	-	(0)	774,141	-	774,141	-	774,141	
Solano	78,412	(193,944)	180,749	-	180,749	-	180,749	-	65,217	183,822	-	183,822	-	249,039	
Sonoma	15,675	(216,634)	200,960	-	200,960	-	200,960	-	1	204,376	-	204,376	-	204,377	
SUBTOTAL	128,244	(3,663,581)	3,608,922	-	3,608,922	-	3,608,922	-	73,585	3,670,274	-	3,670,274	-	3,743,859	
Regional Express Bus Program	745,215	-	-	-	-	-	-	-	745,215	-	-	-	-	745,215	
MTC Regional Coordination Program⁴	20,046,362	(4,388,607)	5,210,977	-	5,210,977	-	5,210,977	-	20,868,732	6,696,004	-	6,696,004	-	27,564,736	
Prop. 42 Increment	-	-	-	4,080,401	-	4,080,401	-	4,080,401	4,080,401	-	-	-	-	8,738,972	
GRAND TOTAL	21,803,047	(12,465,352)	13,309,949	6,157,659	13,309,949	6,157,659	13,309,949	6,157,659	28,805,303	15,658,197	7,036,742	15,658,197	7,036,742	51,500,242	

1. Balance as of 6/30/05 is from MTC FY 2004-05 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of June 30, 2005, and FY 2005-06 allocations as of January 31, 2006.
3. The FY 2006-07 STA Fund Estimate is based on \$235.44 million in STA statewide as proposed in the Governor's FY 2006-07 budget, of which \$73 million is Prop 42 funds.
4. Committed to TransLink® and other MTC Customer Service projects.



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Memorandum

TO: Transit Finance Working Group

DATE: May 3, 2006

FR: Vince Petrites

RE: STA Population-Based Policy

MTC staff provided an overview of the STA Population-Based policy – both its history and proposed recommendations for changes to the policy – at the April 17th Partnership TAC meeting. The discussion at PTAC was meant to kick-off a discussion, with a proposed milestone of making a recommendation on the STA Population-Based policy to the Partnership Board at its June 5th meeting.

The comments received to-date fall into the following general categories:

- **Growth vs. CPI Index:** Request to share in growth of STA funding and not be limited to a CPI based growth factor. Several comments discussed significant growth in counties and service areas and the need for this growth to be reflected in funding distribution. In addition, some comments focused on the need to update the paratransit distributions to reflect changes to disabled populations that may have occurred between the 1990 and 2000 census.
- **Grouping for Northern Counties:** Request to aggregate Northern County funding by county rather than by operator because this allows better coordination for funding and service planning in these areas;
- **Return on Investment:** There was a concern about the use of funds if MTC is given more discretion and whether there will be an adequate return on investment for northern counties and small operators;
- **Process and Timeline:** Request to delay discussion on this item until the August Board meeting. There was a concern that the June Partnership Board meeting was too soon and the timeline would not allow a thorough vetting of the issues.

In response to these comments, MTC staff is proposing, at this time, one change to its earlier recommendation that involves grouping Northern County funding – both the funds that were previously distributed to each county under the Northern County pot and the Regional Paratransit pot. The purpose of this requested change is to enhance coordination among transit properties so this suggestion supports MTC's policy objectives. In addition, we hope to continue the dialogue regarding the concerns related to growth rates, return on investment, and process and timeline at today's meeting.

The revised proposal, including Northern county aggregation, is included in Attachment 1. In addition, Attachment 3 provides information on the projected distributions based on the old policy and proposed distributions based on the new policy to better inform the discussion. As shown, the potential difference between the staff recommended change to the policy and the original policy is modest – within 4% of the original policy in the early years increasing to

roughly 15% of the original policy in FY 2014-15 – even based on optimistic growth and no decreases to STA revenues over the period.

Background

The statewide State Transit Assistance (STA) fund is distributed as follows:

- 50% of the funding is distributed to transit operators on the basis of qualifying revenues. Qualifying revenues are essentially locally generated revenues (fares, sales taxes, property taxes, etc.). Each operator's proportional share of total statewide qualifying revenues determines that operator's percentage of the statewide fund.
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if the Northern County and Small operators increased service based on the Proposition 42 bump, it could not be sustained in FY 2008-09 when this increment was shifted to the Transportation 2030 commitments.

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We are proposing the following changes to the STA population-based distribution policy beginning in FY 2007-08.

1. Annual change for the Northern County and Small Operator funds would be based on CPI using FY 2005-06 as the base year. The CPI adjustment is the same method used for the Regional Paratransit fund. This would give more funding stability to these operators by eliminating potentially large annual fluctuations. This would facilitate service planning for routes dependent on this funding.

Since long-term STA growth is expected to exceed the CPI, it would also provide an increment of additional funding for coordination projects in these areas and region-wide. Under the proposal, the MTC Coordination Program would assume the risk for fluctuations in STA revenues, to ensure that the CPI adjustments for the Northern Counties and Small Operator elements can be met in any given year. Therefore, staff would propose that a reserve be created to ensure continuity of the regional services should funding levels experience a sudden decrease. The prudent amount for the reserve is still being evaluated.

2. Merge the Northern County, Small Operator, and Regional Paratransit funds into one fund and apportion this by county for the Northern Counties and by transit operator for the Small Operators. Since all three funds would now have a common CPI growth factor, this gives MTC the opportunity to simplify the allocation process, and also provides the operators more flexibility in the use of these funds. The base amounts for each operator in the current fiscal year would establish the initial apportionment, and the amount would grow by CPI. Since the FY 2006-07 Fund Estimate was already adopted, the first year using this new method would be FY 2007-08.
3. Phase out the interim Proposition 42 increment (FY's 06-08) for the Northern County and Small Operators by distributing the Proposition 42 increment for FY 2006-07 using the existing policy, and eliminating the distribution of this increment to the Northern Counties and Small Operators in FY 2007-08, should the state budget include a Proposition 42 transfer. Incorporate the Transportation 2030 commitment starting in FY 2008-09 to direct the Population-Based Proposition 42 increment to the Lifeline Program and TransLink®.

Attachment 1 illustrates the *revised* proposed policy, based on assumed STA funding levels. The assumption for CPI for 2008 and beyond is 3%; however, for purposes of calculating annual funding levels in the Fund Estimate, the actual CPI change from the immediate past year is proposed to be used. The assumption for fuel prices and consumption are based on Caltrans Travel Trends, and result in roughly a 5.5% annual growth in STA revenues. The amounts for each jurisdiction, therefore, are estimates only and subject to refinement.

Proposal for Pre-FY 2008-09 Proposition 42 Increment

As noted above, MTC has had several years of Proposition 42 transfers without a specific policy for the distribution of the funds. This has resulted in \$4 million from FY 2005-06 and \$7 million for FY 2006-07 being held in reserve. The amount from FY 2005-06 is the amount that would have accrued to the MTC Coordination program since the Northern Counties and Small Operators received their formula distributions based on the 1991 STA Population-Based policy.

As you will recall, the Proposition 42 increment was initially expected to fund the start-up of Express Bus services for a five-year period. Given the lack of predictability of the Proposition 42 fund source, MTC directed some CMAQ funds as well as RM2 funds to backfill this commitment. There is still a remaining commitment, however, for Samtrans and LAVTA that will need to be satisfied through STA funding. This commitment to Express Bus of roughly \$2.2 million is proposed to be met through a combination of 1) the balance of Express Bus carryover funds after meeting the capital obligations and 2) the MTC Coordination Program or the Proposition 42 reserve.

Therefore, for FY 2006-07, MTC is proposing to distribute the Northern County and Small Operator funds by the original formula, or roughly \$2.4 million. Attachment 2 illustrates the proposed change to distribute Proposition 42 to the Northern Counties and Small Operators within the format of the FY 2006-07 Fund Estimate. This will leave roughly \$4.7 million in reserve for FY 2006-07, for a total of \$8.7 million in reserve for regional coordination projects/new initiatives. In addition, for this proposal, any transfer of Prop 42 for FY 2008 would augment the reserve for regional coordination projects/new initiatives.

Among the key areas of regional coordination focus for the Commission is transit connectivity. As part of the recommendation to the April Planning Committee, staff has developed preliminary transit connectivity funding principles. This initial proposal is to fund the entire connectivity capital cost, and a portion of the estimate replacement/maintenance costs, with State Transit Assistance (STA) regional discretionary funds. The capital cost is estimated to be roughly \$10 million for wayfinding signage, transit information displays, and 511/Real-Time displays (this estimate has been updated to include signage for the international airport terminals). The majority of this would be funded from the \$8.7 million reserve. The estimated annual regional cost of maintenance and replacement to be funded by regional discretionary STA funds in the overall Regional Coordination Program is roughly \$400,000.

Next Steps

The goal is to formulate a recommendation with PTAC by the May meeting to allow a proposal to move forward to the Partnership Board at its June meeting. While concern was expressed that our timeline was too aggressive, we do need to settle the distribution of the Prop 42 increment in

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the Fund Estimate so that projects can move forward. Therefore, we are seeking comments and suggestions on the proposed policy.

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ATTACHMENT 1

Recommended Base Population-Based Policy - Projected Funding Level Summarized by County or Operator

Appointment Jurisdictions	Population - Based Funds			Total FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
	Northern Counties	Small Operators	Regional Paratransit										
Operator													
AC Transit	-	-	897,782	897,782	940,436	968,649	997,708	1,027,639	1,058,469	1,090,223	1,122,029	1,156,617	
CCCTA	-	936,882	179,623	1,116,505	1,169,551	1,204,637	1,240,776	1,277,999	1,316,339	1,355,830	1,396,505	1,438,400	
ECCTA	-	513,278	94,721	607,999	636,885	655,992	675,672	695,942	716,820	738,325	760,474	783,289	
LAVTA	-	359,074	44,541	403,615	422,791	435,474	448,538	461,995	475,854	490,130	504,834	519,979	
Muni	-	-	663,521	663,521	695,045	715,896	737,373	759,494	782,279	805,748	829,920	854,818	
SamTrans	-	-	367,394	367,394	384,849	396,394	408,286	420,535	433,151	446,145	459,530	473,316	
Union City	-	136,121	29,414	165,535	173,400	178,602	183,960	189,478	195,163	201,018	207,048	213,260	
Vallejo	-	234,791	234,791	234,791	245,946	253,324	260,924	268,752	276,814	285,119	293,672	302,483	
VTA	-	-	761,201	761,201	797,366	821,287	845,925	871,303	897,442	924,365	952,096	980,659	
WestCAT	-	126,263	28,625	154,888	162,247	167,114	172,127	177,291	182,610	188,088	193,731	199,543	
Marin	475,030	-	97,027	572,057	599,236	617,213	635,729	654,801	674,445	694,678	715,519	736,984	
Napa	249,895	-	63,363	313,258	328,141	337,985	348,124	358,568	369,325	380,405	391,817	403,571	
Solano (less Vallejo)	560,939	-	180,749	741,688	776,926	800,234	824,241	848,968	874,437	900,670	927,690	955,521	
Sonoma	897,778	-	200,960	1,098,737	1,150,938	1,185,457	1,221,031	1,257,651	1,295,391	1,334,253	1,374,281	1,415,509	
Projected Funds for Connectivity/New Initiatives					239,479	373,209	536,393	676,809	798,197	941,105	1,096,621	1,270,119	
SMTC Coordination Program					5,928,962	6,355,408	6,844,623	7,294,174	7,711,561	8,176,588	8,671,909	9,208,248	
Total	2,183,641	2,306,409	3,608,921	13,309,949	14,652,194	15,466,884	16,381,430	17,241,409	18,058,298	18,952,689	19,898,575	20,912,315	

Distribution Based on Current Policy

Note:

- In the case that the operator is the sole claimant for the fund, revenue estimates in Res. 3727 are used. Otherwise, FY 2006 actual allocation numbers are used.
- Projection based on CPI of 1.7% for FY 2007, and projected annual factor of 3.0% thereafter.

**ATTACHMENT 2 - PROPOSED REVISION TO THE FY 2006-07 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
POPULATION-BASED FUNDS (PUC 99313)**

FY 2005-06 February Revenue Estimates FY 2005-06 Actual Revenue with Prop 42 FY 2005-06 Revenue Adjustment Due to Prop 42	9,959,888 11,369,492 1,409,604			FY 2005-06 Projected Carryover FY 2006-07 Base Funds FY 2006-07 Prop 42 Increment Total Funds Available			28,805,303 15,658,197 7,036,742 51,500,242	
	A	B	C	D	E=Sum(A;D)	F	G	H=Sum(E;G)
Column	6/30/05	FY 2004-06 Outstanding Commitments ²	FY 2006 Revenue Estimate	FY 2006 Prop 42 Increment	6/30/06 Projected Carryover	FY 2007 Revenue Estimate ³	FY 2007 Prop 42 Increment	Total Available For Allocation
Northern Counties								
Martin	4,279	(479,308)	475,030	219,766	219,767	557,094	250,356	1,027,217
Napa	1	(180,000)	249,895	115,610	185,506	294,106	132,170	611,782
Solano (less Vallejo)	407,025	(714,895)	560,939	259,510	512,579	662,895	297,903	1,473,377
Sonoma	2	(878,019)	897,778	415,344	435,105	1,055,651	474,406	1,965,162
SUBTOTAL	411,307	(2,252,222)	2,183,641	1,010,230	1,352,956	2,569,746	1,154,835	5,077,538
Small Operators								
CCCTA	-	(928,693)	936,882	433,435	441,625	1,098,835	493,813	2,034,272
BCCTA	370,428	(370,427)	513,278	237,461	730,740	612,494	275,253	1,638,487
LAVTA	-	(356,037)	359,074	166,120	169,157	426,525	191,679	787,361
Union City	90,477	(134,920)	136,121	62,974	154,653	159,235	71,560	385,447
WestCAT	-	(125,061)	126,263	58,414	59,616	152,037	68,325	279,978
Vallejo	11,014	(245,804)	234,791	108,623	108,624	273,047	122,707	504,378
SUBTOTAL	471,919	(2,160,942)	2,306,409	1,067,028	1,684,414	2,722,173	1,223,336	5,629,923
Regional Paratransit								
Alameda	29,503	(869,905)	840,405	-	3	854,692	-	854,694
Contra Costa	-	(434,302)	434,301	-	(1)	441,685	-	441,684
Marin	4,653	(101,680)	97,027	-	0	98,677	-	98,677
Napa	-	(55,000)	63,363	-	8,363	64,440	-	72,803
San Francisco	-	(663,521)	663,522	-	1	674,802	-	674,802
San Mateo	1	(367,394)	367,394	-	1	373,640	-	373,641
Santa Clara	-	(761,201)	761,201	-	(0)	774,141	-	774,141
Solano	78,412	(193,944)	180,749	-	65,217	183,822	-	249,039
Sonoma	15,675	(216,634)	200,960	-	1	204,376	-	204,377
SUBTOTAL	128,244	(3,663,581)	3,608,922	-	73,585	3,670,274	-	3,743,859
Regional Express Bus Program	745,215	-	-	-	745,215	-	-	745,215
MTC Regional Coordination Program⁴	20,046,362	(4,388,607)	5,210,977	-	20,868,732	6,696,004	-	27,564,736
Prop. 42 Increment	-	-	-	4,080,401	4,080,401	-	4,658,571	8,738,972
GRAND TOTAL	21,803,047	(12,465,352)	13,309,949	6,157,659	28,805,303	15,658,197	7,036,742	51,500,242

1. Balance as of 6/30/05 is from MTC FY 2004-05 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of January 31, 2006.
3. The FY 2006-07 STA Fund Estimate is based on \$235.44 million in STA statewide as proposed in the Governor's FY 2006-07 budget, of which \$73 million is Prop 42 funds.
4. Committed to TransLink® and other MTC Customer Service projects.

ATTACHMENT 3

Recommended Base Population-Based Policy - Projected Funding Level Summarized by County or Operator

Apportionment Jurisdictions	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Operator								
AC Transit	940,436	968,649	997,708	1,027,639	1,058,469	1,090,223	1,122,929	1,156,617
CCCTA	1,169,551	1,204,637	1,240,776	1,277,999	1,316,339	1,355,830	1,396,505	1,438,400
ECCTA	636,885	655,992	675,672	695,942	716,820	738,325	760,474	783,289
LAVTA	422,791	435,474	448,538	461,995	475,854	490,130	504,834	519,979
Muni	695,045	715,896	737,373	759,494	782,279	805,748	829,920	854,818
SamTrans	384,849	396,394	408,286	420,535	433,151	446,145	459,530	473,316
Union City	173,400	178,602	183,960	189,478	195,163	201,018	207,048	213,260
Vallejo	245,946	253,324	260,924	268,752	276,814	285,119	293,672	302,483
VTA	797,366	821,287	845,925	871,303	897,442	924,365	952,096	980,659
WestCAT	162,247	167,114	172,127	177,291	182,610	188,088	193,731	199,543
Marin	599,236	617,213	635,729	654,801	674,445	694,678	715,519	736,984
Napa	328,141	337,985	348,124	358,568	369,325	380,405	391,817	403,571
Solano (less Vallejo)	776,926	800,234	824,241	848,968	874,437	900,670	927,690	955,521
Sonoma	1,150,938	1,185,467	1,221,031	1,257,661	1,295,391	1,334,253	1,374,281	1,415,509
Projected Funds for Connectivity/New Initiatives	239,479	373,209	536,393	676,809	798,197	941,105	1,096,621	1,270,119
MTC Coordination Program	5,928,962	6,355,408	6,844,623	7,294,174	7,711,561	8,176,588	8,671,909	9,208,248
Total	14,652,194	15,466,884	16,381,431	17,241,409	18,058,298	18,952,689	19,898,575	20,912,315

Distribution Based on Current Policy

STA POPULATION BASED FUNDS	FY2007-08	FY2008-09	FY2009-10	FY2010-11	FY2011-12	FY2012-13	FY2013-14	FY2014-15
Northern Counties								
Marin	522,934	552,010	584,650	615,343	644,498	676,418	710,177	746,357
Napa	275,095	290,391	307,562	323,708	339,045	355,837	373,596	392,629
Solano (less Vallejo)	617,507	651,841	690,384	726,628	761,055	798,748	838,612	881,335
Sonoma	988,314	1,043,266	1,104,954	1,162,961	1,218,061	1,278,389	1,342,191	1,410,569
SUBTOTAL	2,403,851	2,537,509	2,687,551	2,828,640	2,962,659	3,109,394	3,264,576	3,430,891
Small Operators								
CCCTA Service Area	1,031,363	1,088,708	1,153,083	1,213,616	1,271,117	1,334,073	1,400,653	1,472,010
ECCTA Service Area	565,040	596,457	631,725	664,889	696,391	730,882	767,359	806,452
LAVTA Service Area	395,285	417,263	441,936	465,136	487,174	511,303	536,821	564,169
Union City Service Area	149,848	158,180	167,533	176,328	184,683	193,829	203,503	213,871
WCCTA Service Area	138,996	146,724	155,400	163,558	171,307	179,792	188,765	198,382
Vallejo Service Area	258,469	272,840	288,973	304,143	318,553	334,331	351,016	368,899
SUBTOTAL	2,539,900	2,680,173	2,838,650	2,987,671	3,129,225	3,284,210	3,448,117	3,623,783
Regional Paratransit								
Alameda	880,332	906,742	933,945	961,963	990,822	1,020,546	1,051,163	1,082,698
Contra Costa	454,935	468,583	482,641	497,120	512,034	527,395	543,216	559,513
Marin	101,637	104,686	107,827	111,062	114,393	117,825	121,360	125,001
Napa	66,373	68,364	70,415	72,528	74,704	76,945	79,253	81,631
San Francisco	695,046	715,897	737,374	759,495	782,280	805,748	829,920	854,818
San Mateo	384,849	396,394	408,286	420,535	433,151	446,145	459,530	473,316
Santa Clara	797,365	821,286	845,925	871,303	897,442	924,365	952,096	980,659
Solano	189,337	195,017	200,867	206,893	213,100	219,493	226,078	232,860
Sonoma	210,507	216,823	223,327	230,027	236,928	244,036	251,357	258,899
SUBTOTAL	3,780,382	3,893,793	4,010,607	4,130,925	4,254,853	4,382,499	4,513,974	4,649,393
MTC Regional Coordination Program	5,928,962	6,355,408	6,844,623	7,294,174	7,711,561	8,176,588	8,671,909	9,208,248
TOTAL	14,652,195	15,466,884	16,381,431	17,241,410	18,058,298	18,952,689	19,898,576	20,912,315

Projected Funding Difference between Current and Proposed Policy

Apportionment Jurisdictions	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Operator								
AC Transit								
CCCTA	(49,969)	(77,872)	(111,922)	(141,221)	(166,549)	(196,368)	(228,818)	(265,019)
ECCTA	(27,376)	(42,663)	(61,318)	(77,369)	(91,246)	(107,582)	(125,360)	(145,193)
LAVTA	(19,152)	(29,846)	(42,896)	(54,126)	(63,833)	(75,262)	(87,698)	(101,573)
Muni								
SamTrans								
Union City	(7,260)	(11,314)	(16,262)	(20,518)	(24,198)	(28,531)	(33,246)	(38,505)
Vallejo	(12,523)	(19,516)	(28,049)	(35,391)	(41,739)	(49,212)	(57,344)	(66,416)
VTA								
WestCAT	(6,734)	(10,495)	(15,083)	(19,032)	(22,446)	(26,464)	(30,837)	(35,716)
Marin	(25,336)	(39,484)	(56,748)	(71,604)	(84,446)	(99,565)	(116,018)	(134,374)
Napa	(13,328)	(20,771)	(29,853)	(37,668)	(44,424)	(52,377)	(61,033)	(70,689)
Solano (less Vallejo Smt Ops)	(29,918)	(46,625)	(67,011)	(84,553)	(99,718)	(117,572)	(137,000)	(158,675)
Sonoma	(47,883)	(74,622)	(107,251)	(135,327)	(159,598)	(188,172)	(219,267)	(253,958)
Subtotal	(239,479)	(373,209)	(536,393)	(676,809)	(798,197)	(941,105)	(1,096,621)	(1,270,119)
Projected Funds for Connectivity/New Initiatives	239,479	373,209	536,393	676,809	798,197	941,105	1,096,621	1,270,119
MTC Coordination	-	-	-	-	-	-	-	-
Total	0	0						

STA Analysis of Initial MTC Proposal

Concerning the first issue of how the growth of STAF funds is distributed, MTC is proposing to tie the increases in STAF for the Northern Counties and Small Operators to the Consumer Price Index (CPI). STAF is projected to grow faster than CPI. MTC's proposal is that the STAF increases above CPI would be retained by MTC to build a reserve fund for several purposes. The reserve would be used not only to meet CPI STAF increases in years that STAF fluctuations lower than a CPI increase, but also for region-wide coordination projects. For Solano and other counties projected to grow significantly, STAF growth is expected to be significant. Tying STAF growth to CPI will limit the funds available to Solano County and other Bay Area operators for transit services. Under current policy, MTC retains approximately two-thirds of the STAF funds for regional programs. STA staff proposes MTC maintain their current policy and continue to distribute the remaining one-third of the population-based STAF funds in proportion to each county's share of the region's population.

MTC proposes reducing the number of revenue streams for population-based STAF funds from three to one and tying all of these to the CPI as noted above. Currently, only Regional Paratransit apportionment is tied to CPI. Currently not all Solano transit operators are identified as Small Operators. In addition, much of the STAF funds currently allocated to Solano County are used for coordination among all the local small operators that is accomplished at the Congestion Management Agency (CMA) level in conjunction with the local transit operators. This includes marketing, multi-jurisdiction transit planning and coordination. STA staff proposes supporting combining Regional Paratransit and Northern County STAF funds while retaining the Small Operator apportionments back to the Small Operators. However, this is not intended to imply support for tying the Northern County STAF fund increases to CPI.

FY 2005-06 was the first year Prop. 42 funds were directed to the STAF population-based Northern County fund. This amounted to over \$250,000 in additional funds for Solano. In the long-term, MTC policy adopted as part of the Transportation 2030 Plan directed that the Prop. 42 increment be directed to two regional projects: TransLink and Lifeline. This would be effective with the FY 2008-09 funds allocation. Should the State budget include a Prop 42 transfer in FY 2006-07 and FY 2007-08, the issue is how would the approximately \$6 - \$7 million be distributed each year. MTC is proposing to distribute FY 2006-07 STAF funds according to existing policy which STA staff supports. For FY 2007-08, MTC proposes to retain the Prop. 42 increment in full for regional programs such as implementation of the Regional Measure 2 (RM 2) Transit Connectivity Study, the MTC Coordination program, etc. This would reduce the amount of funding available to Solano County transit services. STA proposes that the FY 2007-08 Prop. 42 increment be distributed according to existing policy as well.

STAF Population-Based Allocations
STA Position on MTC Proposal

1. Maintain current policy and direct all STAF population-based growth for North Counties and local operators to CMA and local operators entities and do not retain additional amount at the regional level.
2. Support future merging of Northern County and Regional Paratransit STAF population-based apportionments based on growth to CMA.
3. Maintain Small Operator apportionments of STAF population-based to Small Operators.
4. Distribute Prop. 42 increment in FY 2006-07 and FY 2007-08 using current MTC policy.
5. For FY 2008-09 and thereafter, request MTC fund Transit Connectivity program and other regional transit programs with Prop. 42 increment rather than STAF population-based growth.

May 23, 2006

Mr. Jon Rubin
Chair, MTC
101 Eighth Street
Oakland, CA 94607-4700

RE: State Transit Assistance (STA) Population-Based Policy

Dear Mr. Rubin:

The nine county Congestion Management Agencies have been participating in discussions regarding the proposed changes to the MTC State Transit Assistance (STA) Population-Based policy. Based on concerns raised by the CMA's and Small Transit Operators that receive funding under the current policy, as well as the large operators, MTC staff is raising the issue of funding in a larger context – the MTC Commission workshop scheduled for Wednesday and Thursday, May 24th and 25th. MTC staff will then discuss funding issues with the Partnership Board on June 5th. In light of these upcoming discussions, the CMA's offer our thoughts and concerns over how new STA revenue should be directed.

The following summarizes the points discussed in this letter;

- The growth in STA funds should be directed to essential operator service needs first.
- Funding for transit connectivity improvements should be considered in the context of all transit capital needs.
- Because transit funding has been limited for so long, no new programs or expansions of existing programs should be considered until the backlog is addressed.
- Higher than anticipated STA levels and Infrastructure Bond funds need to be part of a broad Partnership discussion on whether transit connectivity capital needs should be prioritized over operating needs and other transit capital priorities.
- MTC staff have recommended assigning revenues that would have accrued to the MTC Coordination program under existing STA policy to the regional elements of the RM-2 Transit Connectivity plan. This is acceptable as an interim measure.

The CMA's strongly support allowing the growth in STA funds to be directed to essential operator service needs. This includes the population share of STA revenues. This precious operating fund source should be used for operating needs first to restore and expand services. Capital needs, such as those identified in the recent transit connectivity study under Regional Measure 2, should be done on a priority basis only after addressing operating needs.

While beneficial, the connectivity improvements proposed by MTC are not the highest priority capital needs. We question the emphasis on one element of capital need out of context with other pressing needs and long standing MTC priorities. With a regional shortfall of some \$5+ billion over the next 25 years -- \$200 million per year -- it is difficult to justify pre-selecting one category of lower priority as "the" program to implement with scarce funds.

We know MTC fully recognizes transportation funding is still severely limited. While recent fund levels have increased as we climb out of our economic slump of the last 4 years, as noted we have huge backlogs of unmet needs that have to be addressed to protect our investments in the existing system. Accordingly, we respectfully request that no new programs or expansions of existing programs should be considered until the substantial needs that have been unaddressed for so many years are addressed. These include transit service needs, highway corridor improvement needs, and local street and road rehab needs.

The Small Operators and North Counties currently identified in MTC STA policy desperately need growth in operating funds. All over the Bay Area, the aging of our population mandates more service be provided, particularly more paratransit service. The refusal rates for paratransit on-demand service are high in many counties, due to funding constraints. The cost of service has increased beyond the CPI initially offered by MTC. The service levels that were cut due to TDA reductions in 2001 through 2004 have not been fully restored, much less allowed any necessary expansion. As gas prices continue to grow, and congestion worsens, the need for transit service is again substantially outpacing the ability to fund that service.

There is the potential for three distinct increases in STA funding beyond what has been provided in existing MTC policy:

- An increase in the annualized levels of STA funds due to the increased cost of fuels.
- An increase in the Prop 42 increment in FY 2008-09.
- A significant infusion of new STA revenue for transit capital as part of the Infrastructure Bond approved recently by the Assembly and Senate.

Existing MTC policy does not cover the programming of these higher than anticipated levels of funding and a broad policy discussion should ensue over appropriate policy. While MTC does have an existing policy that assigns the TCRP/ Prop 42 increment to MTC transit connectivity in FY 2008-09, the level of funding is much greater than when

this policy was developed in 2002. The same is true for existing Population-based revenues. These higher than anticipated accruals and the Infrastructure Bond funds need to be part of a broad partnership discussion on whether transit connectivity capital needs should be prioritized over operating needs and other transit capital priorities.

MTC staff have recommended assigning revenues that would have accrued to the MTC Coordination program under existing STA policy to the regional elements of the RM-2 Transit Connectivity plan. This is acceptable as an interim measure. As the MTC FY 2005-06 Fund estimate had a balance of \$20 million entering FY 2005-06 and substantial additional funds have accrued in this current FY, we request a reporting on the intended use of these funds and a discussion on whether these higher revenues are being assigned to priority needs.

In summary, with a significantly higher level of funding on the table for consideration, the entire policy of using this precious operating source for capital needs should be revisited.

Please call Mike Zdon at (707) 259-8634 if we can provide any additional information.

We look forward to participating in that discussion.

Sincerely,

Signature of all Nine Directors

cc: Steve Heminger, MTC Executive Director
Therese McMillan, MTC
Alix Bockelman, MTC
Rick Ramacier, CCTA

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SMALL AND NORTHERN TRANSIT OPERATORS CONCERNS

From: Rick Ramacier [mailto:ramacier@cccta.org]

Sent: Tuesday, May 23, 2006 2:36 PM

To: sheminger@mtc.ca.gov; fchin@mtc.ca.gov

Cc: bduffy@lavta.org; bkabee@aol.com; charlie@westcat.org; westcat1@earthlink.net; clavigne@lavta.org; dkhalls@sta-snci.com; erichards@sta-snci.com; gfink@ci.fairfield.ca.us; jkrieg@eccta.org; tharais@eccta.org; John.Andoh@ci.benicia.ca.us; dsteinhauser@tam.ca.gov; RDunlavey@ci.santa-rosa.ca.us; MZDON@co.napa.ca.us; rmcclary-7@ccta.net; SWILFORD@sctainfo.org

Subject: Small and northern transit operators have concerns will possible gutture driection regarding STA funding.

Hi Steve,

A number small and northern transit operators have met to discuss STA funding and the strong possibility that the Commission may adopt new and/or significant changes to STA policy. These operators have concern that the potential policy changes that are implied in the materials the Commission will receive at their May 24th and 25th workshop will have a dramatic and negative impact on them. The small and northern transit operators will be preparing a detailed letter to you and the Commission in the near future on these concerns. Meanwhile, we respectfully request that the following statement be read into the record of the workshop

A number of small and northern transit operators have met to discuss concerns regarding the possible proposed changes to MTC State Transit Assistance (STA) Population-Based polices. We share the concerns raised in the letter to the Commission from the Bay Area CMA Directors dated May 23, 2006. We would greatly appreciate the opportunity to have a full discussion through the Bay Area Partnership process about any and all ideas for further proposed changes to MTC State Transit Assistance (STA) Population-Based polices before the Commission considers taking action on them. We hope and request that any ideas on this subject that emerge at the Commission's workshop on May 24th and May 25th will not be acted on at that time, but rather presented at the Partnership meeting of June 5th. Finally, at this time we remain very concerned that the Commission does not fully yet appreciate just how vitally important STA population-based funding has been and will remain to the long term ability of the small and northern transit operators to sustain and grow transit services. We note that the fastest growing portions of the Bay Area are mostly served by small and northern transit operators. Demand for the growth of transit services in these fast growing areas will remain strong. Without maintaining expected growth rates in STA population-based funding (both pre and post Prop. 42), small and northern transit operators will be very hard pressed to increase service to meet population growth let alone maintain existing services. Thank you for your consideration of our concerns and needs. We look forward to working with you through the Partnership to address the concerns MTC may have regarding the issues surrounding STA funding.

*Submitted on behalf of the small and northern transit operators
Rick Ramacier, County Connection*

Steve, please call me if you have any questions with regard to this e-mail. Meanwhile, I will call you next week to further discuss this with you. Have a good workshop.

Thanks

Rick Ramacier

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4. Funding: STA Rides to the Rescue?

METROPOLITAN TRANSPORTATION COMMISSION

STA Background and History

Proposition 111 approved in 1990

- Shifted the % shares of statewide STA between a “revenue based” formula and a “population based” formula
- Revenue-based and Population-based funds were distributed 30%/70% -- Prop. 111 changed to 50%/50% statewide
- Due to significant transit ridership and dedicated local support to transit, the Bay Area receives a much larger amount of STA revenue-based funds than the region’s share of statewide population.
- Consequently, Prop. 111 resulted in a 51% increase in combined STA funds to the Bay Area.

STA: Bay Area's Share over Time

Before and After Prop. 111

Population-Based

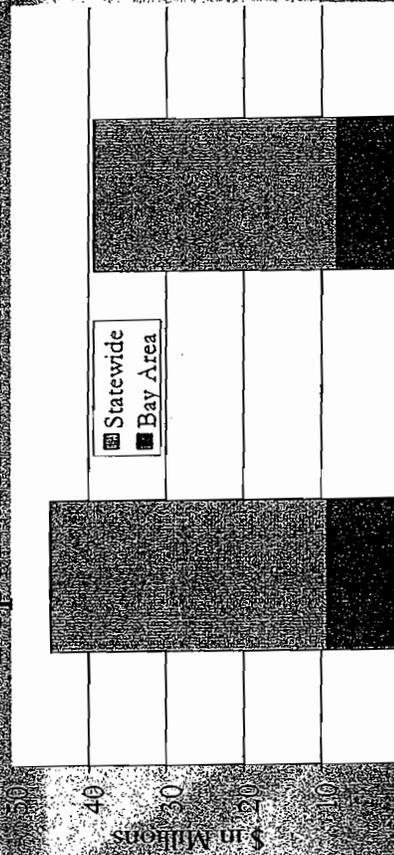
- \$9.2 million to \$8.0 million: Decreased 13%

Revenue-Based

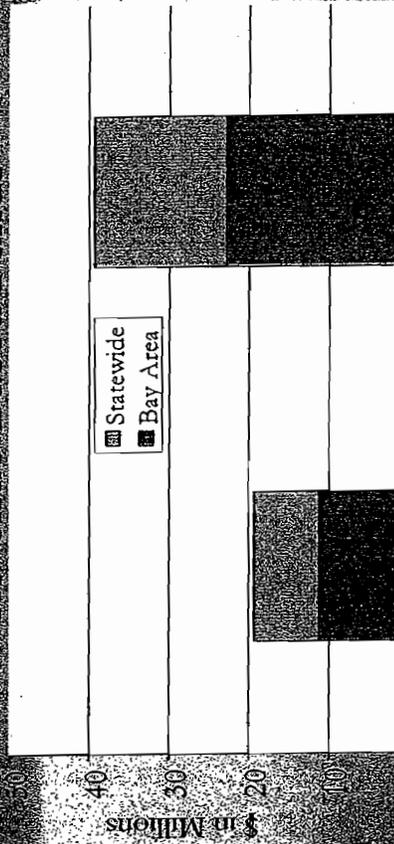
- \$11.2 million to \$22.8 million: Increased 104%

Combined Change: Increased 51%

Population-Based Funds



Revenue-Based Funds



STA Policy in Response

To address the change in state law, MTC "shared" its population based funds with the small operators, with the adoption of Resolution No. 2310 in 1991. Funds distributed as follows:

- Northern counties
- Small operators and Vallejo
- ADA paratransit
- Balance goes to MTC Regional Coordination Program

Original intent was to provide small operators chance to grow, since Prop. 111 created big bump for larger operators

Small Operators Growth – At a Glance

- Assumed feeder service from BART and expanded into express bus operations
- Strong overall growth in operating budgets due to growth in economy and gas prices (sources of TDA/STA funds)
- Considerable carry-over balances in TDA and STA for some operators

Small Operators	FY 1992		FY 2006		Average	
	Budget	Budget	Budget	Budget	Annual Growth	Carryover as % of FY 2006 Budget
CCCTA	14,906,900	27,252,479			6%	12%
Tra-Delta	1,941,800	15,740,322			51%	56%
LAVTA	3,831,100	11,112,373			14%	8%
Union City	1,167,000	2,936,016			11%	118%
WestCAT	931,300	6,859,000			45%	39%
Vallejo	3,536,000	11,158,601			15%	5%
Other Operators	12,171,771	40,763,046			17%	N/A
Total	38,485,371	75,058,851			27%	N/A

STA: Bay Area's Share Today

Today - FY 2007 Fund Estimate

Population-Based

- \$15.6 million

Revenue-Based

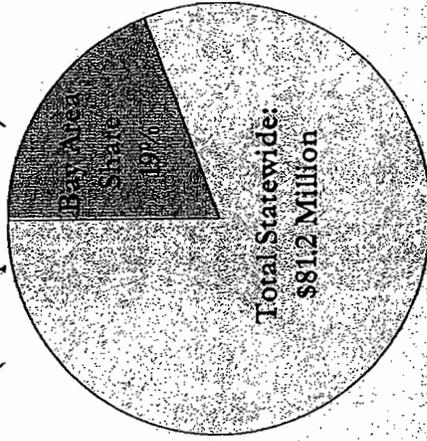
- \$44.5 million

Outcome:

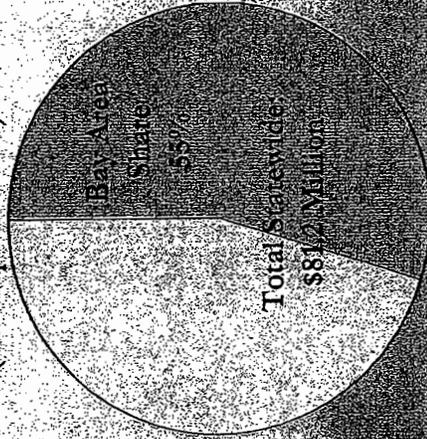
Revenue-based formula structure directs more \$ to operators with larger budgets and more riders

- 7 largest operators in the region make up 97% of STA revenue-generated funds to the region
- 13 smaller operators generate 3% of STA revenue funds to the region

Population-Based STA
(no Proposition 42)



Revenue-Based STA
(no Proposition 42)



STA Policy – Stay the Course for Base

Consideration given to changed policy for base STA Population-Based funds:

- Simplifying process
- More flexibility: consolidate categories
- Standardizing growth over time to CPI
- Providing additional increment of funding for transit coordination/consolidation efforts

Negative feedback from operators on any change, especially CPI growth standard

Staff has withdrawn proposal

STA Policy – Proposition 42 Increment

- Proposition 42 dedicated the sales tax on gasoline for transportation purposes.
- It generated new revenue for the STA program statewide, including \$280 million in population-based funds for Bay Area over 25 years.
- Commission responded to this new revenue by adopting a different policy for the Prop. 42 increment in Transportation 2030.
- \$104 million goes to build/operate TransLink® program and remaining \$176 million is dedicated to Lifeline Program.

STA Policy -- Infrastructure Bond

Potential infusion of
STA capital revenue:

- \$987 million in Revenue-Based funds
- \$347 million in Population-Based funds
- Capital only

Current policy does not address I-Bond generated funds

METROPOLITAN TRANSPORTATION COMMISSION 26

Bay Area Share of \$3.6 Billion Bond Funding (Revenue and Population Factors provided by State Controller for FY07 Fund Estimate - subject to change)	
Apportionment Jurisdictions	Revenue Estimate
Alameda CMA - Corresponding to ACE	1,777,814
Benicia	165,343
Caltrain	40,427,243
CCCTA	5,724,703
Dixon	40,059
ECCTA	2,678,815
Fairfield	692,075
GGBHTD	40,042,443
Healdsburg	11,092
LAVTA	1,735,640
NGPTA	424,896
SamTrans	47,285,569
Santa Rosa	1,030,716
Sonoma County Transit	1,093,614
Union City	432,549
Vallejo	5,215,385
VTA	144,195,873
VTA - Corresponding to ACE	2,427,299
WestCAT	3,022,757
SUBTOTAL	298,423,885
AC Transit	106,897,001
BART	245,774,375
Muni	336,026,922
SUBTOTAL	688,698,298
TOTAL REVENUE-BASED	987,122,183
TOTAL POPULATION-BASED	347,017,407
GRAND TOTAL - STA for MTC Region	1,334,139,591

Potential Options for Infrastructure Bond STA funding (\$347 million region-wide)

Augment Existing Programs

1. Lifeline- increase Transportation 2030 commitments
 - Operations (swap required for operating costs)
 - Capital
2. Transit Capital shortfall
 - AB 664 federal match supplement
3. Resolution 3434: regional funding augmentation for transit extensions
4. TOD/ILC capital or planning funds
5. Regional Express Bus augmentation
 - Supporting capital facilities

Potential Options for Infrastructure Bond STA funding (\$347 million region-wide)

New Initiatives

1. Transit consolidation incentives
 - Operations costs associated with change — e.g. 13(c) labor agreements (swap required)
 - Capital reward
2. Start-up costs for integrated transit fare (swap required)
3. Transit Air Quality initiatives
 - Zero emission buses
4. Reserve for emergency capital needs (earthquake, service interruptions, etc.)

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DATE: June 8, 2006
 TO: STA Board
 FROM: Sam Shelton, Assistant Project Manager
 RE: Funding Opportunities Summary

The following funding opportunities will be available to STA member agencies during the next few months. Also attached are summary fact sheets for each program. Please distribute this information to appropriate departments within your jurisdiction.

Fund Source	Application Available From	Application Due
Transportation for Livable Communities (TLC) 2006 Capital Program	James Corless, MTC (510) 817-5709	June 23, 2006
Transportation for Clean Air (TFCA), 60% Regional Funds	Karen Chi, BAAQMD (415) 749-5121	Workshop June 2006 Due July 2006
Solano Transportation for Livable Communities (TLC) Countywide 2006 Capital Program	Robert Guerrero, STA (707) 424-6014	Workshop Tentatively July 11, 2006 Due September 7, 2006



FUNDING OPPORTUNITY

Transportation for Livable Communities (TLC) 2006 Capital Program

Due June 23, 2006

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

This summary of the Transportation for Livable Communities (TLC) 2006 Capital Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Local governments, transit operators, and other public agencies are eligible recipients of the federal funds. Community-based organizations and nonprofits may be co-partners but cannot receive the funds.

Program Description: The purpose of TLC is to support community-based transportation projects that bring new vibrancy to downtown areas, commercial cores, neighborhoods, and transit corridors, enhancing their amenities and ambiance and making them places where people want to live, work and visit.

Funding Available: Grant amount ranges from \$500,000 to \$3 million per project.

- Eligible Projects:**
- Bicycle and pedestrian paths and bridges
 - on-street bike lanes
 - pedestrian plazas
 - pedestrian street crossings
 - streetscaping such as median landscaping
 - street trees
 - lighting
 - furniture
 - traffic calming design features such as pedestrian bulb-outs or transit bulbs
 - transit stop amenities
 - way-finding signage
 - gateway features

Further Details: http://www.mtc.ca.gov/planning/smart_growth/tlc_capital_CFP.htm

Program Contact Person: James Corless, MTC, (510) 817-5709

STA Contact Person: Robert Guerrero, STA Associate Planner, (707) 424-6014



FUNDING OPPORTUNITY

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

Workshop June 13, 2006
Due July 24, 2006

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

This summary of the Transportation Fund for Clean Air (TFCA) 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: \$12 million is available in FY 2006-07. The minimum grant for a single project is \$10,000 and the maximum grant is \$1.5 million for public agencies and \$500,000 (single grant or combined grants) for non-public entities.

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/

Workshop June 13 for project applicants at 2:00 PM BAAQMD District Office, 7th Floor Board Room.

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



FUNDING OPPORTUNITY
Solano Transportation for Livable Communities (TLC)
Countywide 2006 Capital Program
Workshop Tentatively July 11, 2006
Due September 7, 2006

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

This summary of the Solano Transportation for Livable Communities (TLC) Countywide 2006 Capital Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Local governments, transit operators, and other public agencies are eligible recipients of the federal funds. Community-based organizations and nonprofits may be co-partners but cannot receive the funds.

Program Description: The purpose of TLC is to support community-based transportation projects that bring new vibrancy to downtown areas, commercial cores, neighborhoods, and transit corridors, enhancing their amenities and ambiance and making them places where people want to live, work and visit.

Funding Available: The STA's Alternative Modes Fund Strategy identifies nearly \$3.2 million to fund the Solano TLC Program for FY 2007-08 and FY 2008-09.

Eligible Projects:

<ul style="list-style-type: none">• Improved pedestrian facilities• Bicycle facilities• Transit access improvements	<ul style="list-style-type: none">• Pedestrian plazas• Traffic calming• Streetscapes
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Further Details: <http://www.solanolinks.com/programs.html#tlcprog>

STA Contact Person: Robert Guerrero, STA Associate Planner, (707) 424-6014
